

Floating Power

July/August 2005

Contents

July/August volume 29 issue 4

Floating Power

Chairman
John Ogborne
Whimbrel Cottage
Wells Road
Westbury-Sub-Mendip
Wells
Somerset BA5 1EX
Tel: 01749 870 501
jogborne@onetel.com

Treasurer & General Secretary
Tony Malyon
58 St Augustine Road
Griffithstown,
Pontypool
Gwent, NP4 5EZ
01495 763239
tonymalyon@yahoo.co.uk

Membership Secretary
Peter Riggs

Social Secretary
Tony Latchford
22 Inchbonnie Road
South Woodham Ferrers
Essex CM3 5FG
01245 328009

Club Spares
Chris Treagust
98 First Avenue
Batchmere, Chichester
W. Sussex, PO20 7LQ
01243 511378
chris.treagust@tesco.net

Standing Committee
Paul De Felice
Colin Gosling
Tony Hodgkiss
Mick Holmes
Bev Oates
John Oates
Bernie Shaw
Steve Shinebroom
Steve Southgate
Tim Walker
James Yates

Club Shop
Steve Shinebroom
2 Fallow Fields
Loughton
Essex IG10 4QP
Tel: 0208 532 0813
steveshine@btinternet.com

Honorary Life Members
Fred Annells
John Gillard
David Shepherd

Club Website
www.traction-owners.co.uk

Webmaster
Steve Shinebroom
steveshine@btinternet.com

Administration & Committee Archive
Lynda Ogborne,
Whimbrel Cottage,
Wells Road, Westbury-Sub-Mendip, Wells,
Somerset, BA5 1EX
01749 870501

Technical & Club History Archive
Frank Grant, Dun
Donnachaigh, Crathie,
Ballater, Aberdeenshire,
AB35 5UL,
013397 42272

- 4 TOC Annual Rally
- 6 TOC News
- 8 TOC Correspondence
- 10 Where is she now?
- 11 TOC Tech
- 15 Hot Rod Light 15 from South Africa
- 16 Falling in Love
- 20 Lecot Luncheon
- 21 TOC Rallies
- 22 TOC Section Scene
- 23 Classifieds



Front Cover



Front/Back Cover: They are back! Archive Pictures from the 1980s taken by photographer Peter Mackenzie

Editor:

Patricia De Felice
2 Oxford Gardens
Winchmore Hill
London N21 2AP

Tel: 020 8360 6837

Email: toc_editor@btinternet.com

toccontact

Club Tools are available in these areas
 Approximate position
For details of area meetings, please contact your local organiser

scotland

Kenny Cocker, Hillfoot Cottage,
Collace, Perth PH2 6JB
Tel: 01821 650 436 email:
ken@hillfoot.fsnet.co.uk



lakes & border

Bob Cuppage, Branthwaite House
Caldbeck, Wigton, Carlisle CA7 8HB
Tel: 01697 478301



northern

Stan Platts
1a Moorlands Road
Birkenshaw
Bradford
BD11 2BH
Tel: 01274 689849



peak

Bev & John Oates, 55 The Knoll, Tansley,
Matlock, Derbyshire, DE4 5FP
Tel: 01629 582154 email: peak.toc@virgin.net



south midlands

New Area Representative
required. To volunteer
please call John Ogborne

welsh borders

New Area Representative required.
To volunteer please call John Ogborne

west

Dave & Jackie Hackett, 7 Pool Green,
Neston, Corsham, Wiltshire SN13 9SN
Tel: 01225 810 569
email: davejackie.hackett@virgin.net



south west

Trevor Dyer, Malston Cottage, Sherford,
Kingsbridge, Devon TQ7 2BB
Tel: 0154 853 1833
email: trevdyer@malstonco.fsnet.co.uk



mid-shires

Bernie Shaw
'Siltartrees' 2 Hardwick Close
Wellingborough
Northamptonshire NN8 5AE
Tel: 01933 274382
email: bernie-pearl@lineone.net

eastern

Tony Latchford
2 Inchbonnie Road,
South Woodham Ferrers,
Essex, CM3 5FG
Tel: 01245 328009



london

Peter Simper
215 Whitton Road
Twickenham TW2 7QZ
Tel: 020 8891 1093



hants, surrey & sussex borders

Steve Reed, No1 Terwick Cottage,
Rogate, Nr Petersfield, Hants, GU31 5EG
Tel: 07860 719098, 01730 821792
Fax: 01730 821115



As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

© Traction Owners' Club Ltd
ISSN 0265 0630

designed by Dale Studios, Leicester
t 0116 270 9975

printed by Colourgraphic Arts
t 01420 474 000

Editorial

Welcome to the July/August issue of Floating Power.

It only seems like yesterday that I was producing the last magazine and here I am again. The summer is certainly flying by!

I'm writing this on a cold and very wet August Sunday afternoon - about mid-summer with the three events we've attended this year now just a distant memory. Last night I watched a video of the Black Country Rally and I must say it brought back some wonderful memories, especially the Friday night cabaret. It's sad that the rallies have come to an end for another year but as you will see on page 21, next year's Annual Rally is already being planned and I must say it looks fantastic.

Thanks again for so many interesting articles and letters. Can I please mention that when sending photos for articles etc, I would appreciate it if you could please send me a copy rather than a precious photo as I cannot always guarantee their safe return.

I hope you enjoy this edition of Floating Power and I look forward to receiving your articles and correspondence for the next issue.

Pat

Copy date for next issue: 25th September 2005

Chairman's Message

As I write this, it's just a few weeks after the Annual Rally in the Black Country and a few days before the Brittany Tour. With the hugely enjoyable Belgian Rally still fresh in the memory, it seems that the social side of the TOC is thriving. I must congratulate Steve & Joy Southgate and Peter & Sheila Marley for the "Black Country Experience" - from the Friday evening meal and entertainment to the Sunday afternoon at the Blists Hill Victorian Museum. Excellent and affordable accommodation, a varied and fascinating programme, and beautiful countryside (yes, there is beautiful countryside in the Black Country!) all combined to make this a memorable rally. Well done.



We already have a location for next year's rally - it will be in and around York and, on page 21, you will find an outline of the programme that Mick Popka has put together. Members may not realise that the rally is not organised by the committee but depends entirely on one of the regional sections, or a group of individuals, getting together to organise the weekend. It is a wonderful opportunity to show off your part of the country and, although it requires a certain amount of effort, is very rewarding. If you don't believe me, speak to any of the previous organisers and, not only will they confirm it, but will be pleased to give you plenty of advice on how to go tackle it. So, how about it for 2007? After all, the Olympics are planned 7 years ahead!

If you read the "In Committee" article, you will see that we are looking for a new chairman and secretary plus any others who would like to serve on the committee. It's not that I am not enjoying being Chairman, but I am convinced that there will be many more members who will be prepared to take on an office for one year than would want to make an open-ended commitment. I want to put this to the test, so don't let me down. From the responses to the Survey, there are quite a few who would be willing to help run the club, so please consider volunteering or proposing someone for the committee. We need new blood and new ideas to keep the TOC moving forward.

On a similar subject, you will also note from "In Committee" that membership numbers are falling. This is one area where we can all do something by keeping our cars and the club in the public eye. Perhaps you have a friend who has been toying with the idea of getting a Traction - pester them! When you get back to your parked car and there is someone admiring it, make sure they know that a Traction does not cost a fortune, that it is a usable classic, and that there is an excellent owners' club - give them the Helpline number. Publicise your section meetings in the local press. Make sure that your local garage knows about your Traction and perhaps run off a few membership forms from the web site to leave there.

Do enjoy the second half of the Traction year and Lynda and I look forward to meeting you at as many functions as possible.

John Ogborne

In Committee

The committee last met at Steventon Village Hall, near Abingdon on Sunday 12th June. There were 13 committee members present.

The Chairman opened the meeting by saying that at half way through the TOC year it is necessary to seek nominations for a chairman and secretary for the coming year. The principle of having a change of club officials on an annual basis will encourage those who are prepared to take on a post for one year without an open-ended commitment to carry on into the future. All were asked to consider the matter seriously and nominate any willing candidates.

The AGM was fixed for Sunday 20th November 2005 at 2.00 p.m. in Steventon Village Hall. Consideration was given to a venue in the Midlands but the general feeling was that, from past experience, this would make little difference to attendance.

The Chairman, on behalf of the Treasurer who was unable to attend, presented the club budget together with the Treasurer's report. Savings were still required for magazine production although a lower cost printer had now been identified. Changes to the billing arrangements will also result in significant VAT savings. The Editor was congratulated for the continuing high quality of the magazine.

Although membership renewals were arriving at the usual rate, membership numbers were falling. In the last three years, annual figures for new members were 50, 45 and 36 but only 6 so far this year. When those who do not renew for various reasons are taken into account, a net loss of at least 50 members over the year was anticipated. Various methods of encouraging new members were discussed.

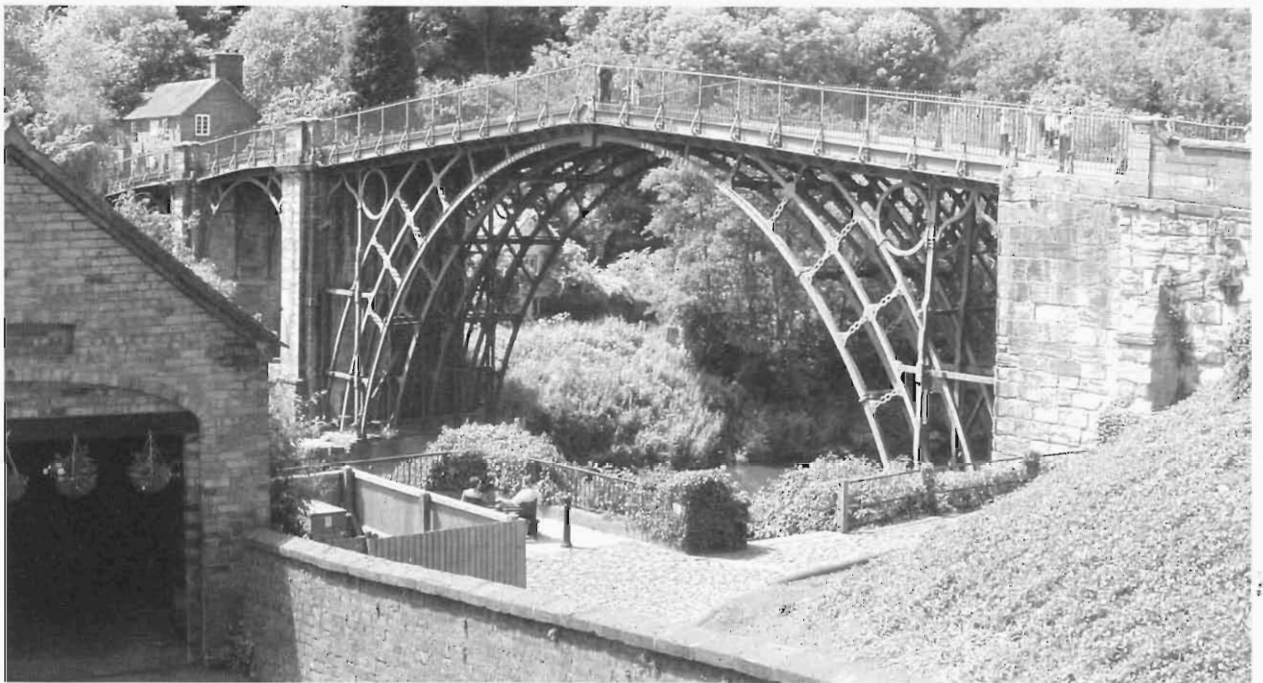
Steve Southgate gave a summary of arrangements for the Annual Rally in the Black Country. It was decided, at least for this year, to drop the award for "The Traction with the Least Attraction", as it had not always been well received.

The NEC Classic Car Show is on November 3th to 6th and a small team was nominated to set up and host the stand.

The functions of the Technical Sub-Committee, previously called the Spares Sub-Committee, had been reviewed and it will take more of a strategic view of the technical aspects of the club. The Spares Officer, Chris Treagust, will be a member of the sub-committee and will continue with the purchasing and distribution functions that are so much appreciated by members. The sub-committee will be discussing the procurement of further batches of spares from South Africa and production of the pictorial spares list as high priorities. The next spares open day was fixed for 9th October 2005.

The next meeting was set for 8.00 p.m. on Wednesday 7th September at Milton Keynes.

toc Annual Rally June 24/25/26



'A Black Country Experience'

Summer had arrived in the days prior to the club's annual rally. The Wimbledon tennis championships had been proceeding with virtually no interruptions, so out came the bucket and sponge and the Autoglym polish in an effort to make the Traction look its best (well, the fly squash picked up during last year's Brittany rally had to come off eventually!). But I'd overlooked one significant factor, namely that the weekend of the rally coincided with the annual Glastonbury Mud Festival, which this year featured unusual events including 'canoeing through the camping fields'.

So, as we headed south on the M6 on Friday evening, it suddenly became mysteriously dark before the heavens opened and the motorway became more lake than road; once the grease in the wiper motor had warmed up a bit, the wipers did their best and we eventually arrived safely at the DeVere hotel, although I did have a bad case of 'Traction foot' caused by water dripping through the scuttle vent onto a sandal-shod accelerator foot!

But no matter, the rain had abated, and what a pleasant sight greeted us as we swept into the hotel car park - a crescent of more than 30 neatly parked Tractions!

We duly checked in and went to join the other Tractionists in the restaurant for the evening's entertainment. A brain-teasing and amusing 'Black Country Quiz' was given out to test our knowledge of the local dialect (sample: 'Bir-nin-em' translates as 'Birmingham', 'Boyk' as 'Bicycle' and so on, for over a hundred questions!); very curiously, Bernt and Elisabeth, our guests from Norway, seemed to manage it better than many of the native English speakers!

Then the highlight of the evening, as the 'BeeGees Experience' gave us an exclusive run through of their repertoire of classic BeeGees songs - cue much dancing in the aisles and a few Tractionists were brave enough to get up on stage to help out with the vocal harmonies! Many thanks to Steve Southgate, brother Adrian, son Stephen and to Nick Lester for putting on a great show for us!

Saturday dawned, grey and drizzly at first, and after a hearty cooked breakfast everyone gathered in the hotel car park to attach their rally plaques and warm up their engines in preparation for the day's outing, a tour of the countryside through which the Severn Valley Railway passes.

After a few motorway miles, our convoy route took us along some pretty (and pretty narrow!) lanes en route for Bridgnorth. A brief visit to an historic church in the village of Ryton was followed by a short (and steep) off-road section (a first for me in a Traction!). We also stopped in the delightfully named village of Badger, where a 'chocolate box' scene greeted us, with pretty thatched cottages dotted around a large duck pond, covered in lilies.

Our group got somewhat fragmented in busy Bridgnorth, after which we continued along the route of the Severn Valley Railway, which that weekend was putting on a 1940s War Time Theme event.

Highley Station was the venue for a mock battle, and we encountered various war-time jeeps and armoured vehicles along our route. We continued to Arley station, near to which we had reserved parking in a field, where we had our picnic lunch. The station was 'all dressed up' for the occasion, with war-time posters prominently displayed, and of course the station and platforms already have a genuine 'period' feel to them, anyway. There were many excellent costumes to be seen, and we even saw Winston Churchill supping a pint and puffing on an enormous cigar outside the Harbour Inn at Arley! Several steam trains also passed through while we were there, always a magnificent sight. We all enjoyed a sumptuous picnic (provided by 'the management' of the Rally!), whilst wondering why one Traction out of the whole bunch had somehow managed to park on the other side of the Severn, with only a footbridge crossing the river (sorry, Barry and Fred!).

Later in the afternoon, we headed off to the evening venue, the Black Country Living Museum, in Dudley, where we were greeted with a 'welcome drink' while many people changed into their various pre-war costumes in readiness for the evening's entertainments. We took a tram down the hill to 'the village' (when the driver finally managed to coax it into life!), followed by a



narrowboat trip on the Dudley Canal, which took us through a labyrinth of tunnels and basins; apparently, they used to hold concerts in the huge caverns left after the limestone had been quarried! We were given the chance to have a go at 'legging' the boat through one tunnel; Barrie Longden and Michael Pennington seemed to manage very well, but Paul de Felice found that his legs weren't long enough! After disembarking, we all went to the 'chippy' for an excellent fish and chip supper (cooked properly in beef dripping, of course). Some folks washed it down with a 'swift half' from the spit-and-sawdust village pub, while Lynn and I took in a short Laurel and Hardy film, which made us late for our school lesson in the Victorian schoolroom; no matter, there were plenty of other miscreants for the teacher to deal with, notably that very naughty boy, Bernie Shaw! We all had our fingernails checked, had to recite our 'times tables', read the alphabet backwards and write our name in 'copper plate writing' on a slate.

The teacher certainly had her hands full, what with Barrie Joyce's insubordination, Marcus Lasance having to be punished for eating a sweet, and Hazel Shinebroom being told she was a 'floozy' with painted nails! The cane was administered to several naughty pupils, namely Barry Joyce, Michael Pennington, Terence McAuley, Juliette York and Hazel Shinebroom! After the discipline of the schoolroom, we went off to the Victorian fairground for a ride on the Merry-go-Round, or an attempt to win at the Coconut Shy, or to experience the Cake Walk, which we appeared to cause to break down by not following instructions! Lynn and I were the only ones to take last orders at the pub, thereby missing the last tram, but were rewarded by a ride in the dicky seat of Steve Southgate's cabriolet (Elisabeth told us that in Norway, they call it the 'mother-in-law seat'!). Then it was back to the hotel for a last drink, to be met with some strange looks from the other guests, as we still sported our fancy dress outfits!

Sunday arrived bright and sunny, and we were joined by a few day visitors for a convoy drive to Ironbridge, which took us through some more delightful countryside, over the Wrekin (see Black Country quiz - 'around the Wrekin' was one phrase up for translation!) and through villages with quaint names such as Little Wenlock and Much Wenlock. One or two relatively minor breakdowns along the way, but with willing and able helpers like Dave Hackett and Peter Simper on hand, these were soon 'sorted'. We had a good look at the historic Iron Bridge (first in the world, built in 1779 by Abraham Darby) and then went to visit the Coalport China Museum, where we had a fascinating stroll through workshops, and even into a gigantic kiln (where, we learnt, it takes 4 days to complete a firing). The china industry has a wonderful vocabulary all its own, and I'm now considering a change of career, to train as a 'jiggerer', or maybe a 'saggar makers bottom knocker'. Then it was a short ride up to Blist's Hill Victorian Town, which is a reconstruction on the site of an old blast furnace alongside the

Shropshire Union Canal. The first port of call for many was the Inn, and then the pie shop (who ate all the pasties?). There was much to see here, and many people to speak to about the 'old ways' - dressmaker, druggist, butcher, baker and candlemaker were all working in their respective shops. We saw a working steam engine, and had a walk along the overgrown canal to see what's left of an 'incline plane', which is basically a means of getting a boat from one level to another; but on rails, not through locks. We saw Samson and David, double beam blower engines which were used instead of bellows in the blast furnace.

All too soon it had turned 4 o'clock, and we all met up for the award of prizes, followed by the raffle draw. A heartfelt vote of thanks, and gifts of chocolates and Champagne was offered to the hard-working organisers, Peter and Sheila Marley, Steve and Joy Southgate.



Then it was time to set off in our separate directions; for us it was the M54 to begin with, and I still don't know what Richard Hooley was doing strolling along the hard shoulder - he appeared to be carrying something which may have dropped off his car!



FBHVC news

Single Payment Scheme

DEFRA have been introducing a scheme called the "Single Payment Scheme" which aims to maintain land in a condition suitable for agricultural rather than actual productivity. Under the guidance, there was the possibility that activities involving motor sport on agricultural land would not be allowed. The FBHVC has successfully lobbied the government and a press release from Lord Bach has been issued which includes the following statement. "DEFRA received a number of representations from motor sport interests following the issue of new guidance on 29 March. Having considered these, I am happy to announce the publication of updated guidance which now provides for motor sports to take place on up to 28 days during farmers' 10-month eligibility period on land used in support of 2005 Single Payment claims. Guidance for 2006 and beyond will be reviewed in the light of experience of this first year of the Single Payment Scheme."

Waste Framework Directive

Our response to the consultation on proposed regulations to translate the agricultural waste elements of the EU Waste Frame Directive into UK law was acknowledged, but we have had no other feedback. We urged government to do nothing that would prevent a farmer keeping obsolete machinery (in an environmentally sound manner) if he so wished. We understand that a respected farming journal has recently reported that farmers will have to justify keeping old machinery on the basis of it having a future use, but we have yet to see any documentation to justify this claim. It is expected that regulations will be published in the summer.

Clean Neighbourhoods

The Clean Neighbourhoods and Environment Act was one of the last to be passed by parliament before the election was called. It will eventually lead to regulations and guidelines aimed at improving the environment in which we live. So-called 'nuisance parking' was at the top of the list for action, and DEFRA lost no time in consulting on draft guidelines to assist local authority staff who have to deal with such problems. FBHVC was included on the urgent consultation which was telescoped from the usual twelve week period into a matter of days. In broad terms, the new act makes it an offence to use the public highway for the business of carrying out repairs to vehicles or for the purpose of buying and selling vehicles by way of trade. The guidelines are well worded and it is made clear that the provisions of the relevant sections of the act dealing with nuisance parking are aimed at those who make a business by repairing/buying/selling vehicles using the road as their vehicle showroom and/or workshop. There are specific provisions to allow for roadside repairs in the event of breakdown or accident. Our only comment was to suggest that it would not be in the interests of road safety if vehicle owners who have no off-road parking were deterred from having their vehicles properly maintained by not being able to employ the services of a mobile mechanic.

Fuel Additives

In line with our periodic monitoring of approved additives to be used with unleaded petrol we can confirm that two of our approved additives have been checked for continued chemical conformity. These are Nitrox 4 star leaded treatment and Nitrox lead substitute and octane improver.

A full list of approved additives appears on the FBHVC website.

Tyres

The Commission has proposed a Directive designed to restrict the placing on the market and use of extender oils and tyres containing polycyclic aromatic hydrocarbons (PAHs) above certain thresholds on the grounds that they are carcinogenic. FIVA has had discussions with various sections of the tyre industry, the European Commission and MEPs and all relevant parties with the result that the European Parliament Environment Committee adopted two amendments which will allow tyres manufactured before the implementation

date of the Directive (1 January 2009) to be sold after that date, and which exempt historic vehicles from 'the provisions of the Directive' until 2012. This should ensure that those manufacturers which have said that they cannot make low PAH tyres for historic vehicles until 2012 will still be able to continue to sell tyres that are PAH rich. The proposal now needs to be considered by the whole EP and then by the Council. In parallel, the European Commission has said that it will support the production date amendment. It is pleasing to report that FIVA and its views have been well received by all parties in this debate - and much support for the historic vehicle movement was expressed in the EP Committee.

MOT Testing

VOSA is rolling out the new MoT computerised testing procedures and several hundred test stations are being converted each month. The basic testing procedures have not changed and no additional requirements are being introduced. I understand that one knock on effect will be that VOSA will be able to continuously monitor test administration standards, in particular the procedures surrounding re-tests. Many stations have not implemented the 24 hour re-test rule that only allows a free re-test if a failed vehicle, which has been taken away, is returned within that time period. I suspect that those friendly testers who have allowed amateur enthusiasts a few more days of grace may now be inhibited by the possibility of remote electronic monitoring and, inevitably, sanctions for transgressors. It will therefore be even more important that diligent owners undertake a full pre-MOT examination so that they do not incur a fail (and a potential full re-test) because of an easily spotted defect.

I would welcome feedback, positive as well as negative, from readers who have had vehicles tested under the computerised scheme.

USEFUL SERVICES CORNER

Listed below are services that a TOC member has used and would like to recommend.

COMPANY DETAILS	SERVICE DESCRIPTION
Armortex Powder Coating 14-16 Rowe Lane Urswick Road Hackney London E8 Tel: 0208 986 2028	Powder coating for wheels etc.
Bainbridge Engineering Unit 3A Spencer House Brettenham Road Edmonton London N18 2EU Tel: 0208 807 7453	General welding repairs to bodywork
Keith Ardley Reflector Re-Silvering Service Bedford House 14 Bridge Road Mepal Ely Cambs CB6 2AR Tel: 01353 778493	Re-silvering of headlamp
G. W Findly & Sons 262 Alma Road Enfield EN3 7BB Tel: 020 8805 0575 Evenings: 020 8482 5453 Mobile: 07931 521 377	Welding Specialists
Ashby Chromium Plating Based in Hatfield Will pick up work and deliver back in North London and surrounds Tel: 01707 258 607	Chrome Plating

If you are pleased with a specialist service you have used let us know so that TOC members can benefit. If you use any services in this section tell them you are a TOC member.

At least 102 TOC members' tractions have their 5th birthday this year and 8 member's tractions are 70 this year!

Amicale Citroën Internationale Newsletter

"As spring is at last coming throughout Europe, and while many of us are busy preparing for enjoying our Citroëns in the coming season, we have the pleasure of updating you with the first ACI newsletter in 2005".

Annual General Meeting 2005

The ACI 2005 Annual General Meeting was held in February 2005 at Paris with a record attendance of 34 delegates representing 19 countries. The minutes of the meeting were distributed to you in March.

Board functions 2005/2006

Follow the election of the ACI board at the Annual General Meeting (thank you delegates for your support), the board has constituted itself as follows:

- President - Deliaan Vollgraff, NL
 - Vice President - Dieter Pétré, B
 - Secretary/Archive - Gert Bue Larsen, DK
 - Treasurer/Communications - Stephan Joest, D
 - Delegates relations - Ulrich Knaack, D
 - Events - Peter Keller, CH
 - Citroën relations - Didier Parjadis, F
- The board team is looking forward to continue the process of representing Citroën clubs throughout the world and enhancing the cooperation with Automobiles Citroën - with the aim of bringing mutual benefit to the Citroën clubs and to Automobiles Citroën.

Geneva meeting in February

In late February, we had the pleasure of presenting the ACI role and vision at the Citroën press officers' meeting in Geneva. Our presentation was well received, and good contacts to Automobiles Citroën were established at the Geneva meeting. At that meeting we also wished our direct contact Charles Herval from Le Patrimoine all the best for the future as he moves on to another job in the PSA organisation. We will soon meet with his successor Denis Huille.

Optimising the structure

In some countries the contact and information flow between the local Citroën affiliate and the local Citroën clubs is working very well, whereas in other countries there is no or less structured contact. This needs to be improved, and this is one of the areas where the ACI board will try to facilitate an improvement in 2005. We would also like to see delegates from even more countries that are currently not represented in the ACI. Help from the delegates will be needed, and we will get back to you on the above issues.

Financial issues

Another important matter is the financial support by Automobiles Citroën to the "event of the year" and to cover certain expenses of the ACI board and the ACI delegates. The position of Automobiles Citroën in these financial matters is unfortunately still unclear, and this needs to be resolved in the near future in order to ensure a continuation of activities. An action plan has been set up by the ACI board.

'Event of the year 2005' - DS 50 years, October 6-9 2005, Paris

Planning of this event is now in a very advanced stage and registrations are flowing to the organising team. Please spread the news about the event in all Citroën club magazines and refer to the website www.ds jubile2005.org where all information is available.

2005 2CV World meeting, July 26-31, Kelso, Scotland

Although this is not a Citroën/ACI supported "event of the year" ACI wants to draw your attention to this important event. Please spread the

news about the event in all Citroën club magazines and refer to the website www.2cvgb.co.uk where all information is available.

'Event of the year 2006' proposal

No proposals have been presented to the ACI board. If there are any proposals, please present them to the ACI board no later than September 2005.

'Event of the year 2007' proposal

The 2007 2CV World meeting in Borlänge, Sweden has been proposed as "event of the year".

'Event of the year 2008' proposal

The 14th ICCCR in Rome, Italy has been proposed as 'event of the year'. The president and the entire ACI board wish you an enjoyable season with your cars, and as mentioned we will get back to you about optimisation of the structure.

And finally: Remember to keep up the information flow and circulate this newsletter to all the Citroën clubs in your country as well as to the PR responsible person at the Citroën affiliate in your country.

Best regards and "Amicalement"

The ACI board

REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

Chris Treagust
98 First Avenue, Batchmere,
Chichester, West Sussex
PO20 7LQ
Tel: 01243 511378
Email: chris.treagust@tesco.net

TOC HELPLINE

Mick Holmes
Tel: 0870 012 2002
From abroad:
0044 115 911 0960

TOC CLUB SHOP

Steve Shinebroom,
2 Fallow Fields, Loughton,
Essex IG10 4QP

Tel: 0208 532 0813
Email:

steveshine@btinternet.com

SALES & MAINTENANCE

Imperial Cars, Steve Southgate
Oxford Street, Bilston
WV14 8AA
Tel: 01902 495758

SALES, MAINTENANCE AND RESTORATION

Classic Restorations,
John Gillard
First Floor,
636 Old Kent Road,
London SE15 1JE
Tel/Fax 0207 358 9969

Traction Renaissance Services, Dennis
Ryland
Woodholme, Frithwood, Brownshill,
Stroud GL6 8AD
Tel 01452 771011

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065
Fax: 01608 642973

INTERIORS

South Bound Motor Trimmers
Little Dean Yard,
London Road, Stockbridge,
Hampshire SO20 6EL
Tel: 01264 810080

TRANSMISSION

Roger Williams
35/37 Wood Lane, Beverley,
North Humberside HU17 8BS
Tel: 01482 863344
Fax: 01482 888619
Email: rdrw@steam-car-dev.karoo.co.uk

RUBBER COMPONENTS

Mike Tennant
49 Hollywell Road, Mitcheldean,
Gloucestershire GL17 0DL

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

Club website:
www.traction-owners.co.uk
Club chat: inside_trac@egroups.com

toc correspondence



Home at last:

It has been just over a year now since we decided to sell up in the UK and live permanently in France, and it is only now that have finally found time to put pen to paper (prompted by a nice letter I received from John Ogborne). It is nice to know that even though you are living in another country the committee can still find the time to correspond on a personal level. Thank you John.

Moving house can be a traumatic experience, but moving abroad eclipses anything back home. I have owned my property for nearly 18 years so I knew what to expect. A removal company took care of the contents of our house, but what about the two tractions? The answer came in the form of Tony Latchford who towed my 11B VSU670 on the back of my Vauxhall van which was also going to live in France. Tony used to do banger racing and was expert at pulling cars from one place to another. Thank you Tony, you have done a sterling job and there is a glass of wine waiting for you whenever you are in the region. I went back and picked up the remaining traction BL PVS 848 so they have now both been repatriated to France 50 years exactly from the date they were made. A garage was built before winter set in and I rented another garage in the village. Both cars had been treated to a re-spray before the move in a satbachan garage in Barking by Harminder- a wonderful fellow who also carried out various jobs on the bodywork to a very high standard.

I have since made contact with other French traction owners, found garages that work on tractions and attended local events. I even won 4th prize at the St Fraimbault show - two bottles of cider, a jar of honey and an ashtray (oh well).

THE GLASS CITROËN

Following the article in Floating Power May/June:

We have 2 small Tractions also, including a glass one as published in the FP-magazine from Mc Nickle New Zealand we don't think they are valuable... we only paid 20 euro's for the porcelain one (used as a lamp with a light in it), bought in Paris at an antique-fair a few months ago, and 10 euro's for the glass one, bought on a brocante-market in De Hann a few weeks ago. Should you discover that they are indeed valuable objects, we would really like to know!

Walter & Noëlla

The glass model from Auckland is a '6', I have one in my window, it is the same car (it comes from Germany).

Fred Annells

I also bumped into Bernie Shaw who was in France searching out another traction! However, perhaps the most satisfying meeting was with the Frenchman who sold VSU 670 back in 1989.

I still have the original carte grise for my car with the address "Les Arcs" in the Var. We were taking a holiday in the area last year and I thought it would be worth going to see if the fellow still lived at the same address. It was a long shot that paid off because Monsieur Audibert was in. He was in the middle of siesta and must have wondered what the hell was going on - an Englishman standing outside his house waving a photo of a traction! After a couple of minutes he arrived at the front door and invited us in for drinks - clearly intrigued that I had taken the time to let him know that VSU 670 was still very much alive and running. He showed us around his collection of cars (Traction BL, Citroën 2cv, Citroën Rosalie, Citroën C4 and a 1930 6 cylinder Renault convertible). I hope he enjoyed the meeting as much as I did, but looking at him and his wife's reaction, I am sure he did.

Other than that life in Normandy is idyllic and one never gets tired of the admiring looks that the cars attract.

Unfortunately, VSU 670 and PVS 848 will soon no longer be. No, I'm not selling them - they will soon be getting their new immatriculation (61) but I guess that is what they would have wanted, anyway.

Chris Bailey, Mantilly Orne, France

P.S If any TOC member is in the region, feel free to give me a ring on 02 33 37 19 20.



AN UNLIKELY AMBULANCE?

I wonder if any of the readers have any information or photographs of the civilian ambulance prototype built on a Commerciale chassis, in Paris in 1954?

We have a '54 Commerciale which as you can see from the photo has what appears an original SIDE-opening rear door and external spare wheel, similar I believe to the military ambulances built on the smaller chassis. This isn't a Danish van (which were built with side-opening doors) but an otherwise standard Paris built Commerciale, and we think it may have been the ambulance prototype, or perhaps another chassis built in connection with that project and then out-shopped as a standard car when the project was abandoned. The original colour seems to be a non-standard cream which adds weight to this theory. Any information/suggestions welcome on southern_class@hotmail.com or 14 Church Lane, Monk Fryston, North Yorkshire LS25 5DY. Oh and the vehicle will shortly be for sale, if anyone is interested!

Trevor Phillips



WISDOM'S WHERE IS IT NOW?

Following the article in Floating Power May/June:

I write in response to John Wisdom's letter in the last issue of Floating Power. Slough built Big 15 - originally UEH 735 - is in my collection in Barbados.

I bought the car from Julian Norris, the managing director of Horn Abbott, the company that markets "Trivial Pursuit". Julian brought it to Barbados in exceptionally good condition. Unfortunately, no one liked it and would not drive it, so it was neglected in the open for some years. When I got it, the sunshine roof had been left open and the head lining was destroyed. Otherwise, it was mechanically good. It is still in mechanically excellent condition and works well, but some body work is necessary and I keep promising to have it done.

My understanding is that this car was restored in London in 1979, by Classic Restorations - John Gillard. It was then used in the Agatha Christie film "Mrs. Marples in the Caribbean".



Sometime after that, John Gillard sold it - to Julian Norris - and sent it to Barbados. I gather that John Wisdom saved - restored - it in the mid 70s, so it seems to have had a couple of revivals. It is a fine car and attracts a lot of attention anytime I drive it.

I would refer you to a large volume "Encyclopaedia of Classic Cars" edited by Kevin Brazendale and published by Blitz Editions 1999. On page 100, there is an excellent photo of this car.

I was pleased to read John's letter and hope that this one will give him equal pleasure.

Bill Mallalieu



John Wisdom's 'UEH 735' is still with us but now lives in Bermuda, I saw it in a picture a while ago.

Fred Annells

Linton Richardson Where is she now?

Not the girl I married forty years ago but the car. All I know is that WPG 994 is still active on DVLC records, but I have no idea what happened to her after 1967, when she was traded in for a Panhard, which is something like a six seater 2CV with a 900cc engine, supposedly the answer to all my motoring desires at the time, but in reality a complete and utter disaster.

I left my faithful LT15 with Messrs Tarrant & Frazer Ltd, the London Dealer for Panhard, in Kentish Town NW5 and drove away in my quirky, noisy, new possession. My first introduction to the Traction was somewhat earlier. My father, unable to afford a car himself, asked me if I wouldn't mind buying a car, jointly with him, in 1956. As I was in the Merchant Navy at that time, I spent most of the year away at Sea; we both felt this to be a good idea.

The car that interested my father, looked to me to be rather old fashioned, it was a metallic grey LT15. Being in my early 20's, I wasn't very interested, I was the original boy racer and wanted something more in keeping with my image, so instead, we acquired a Zephyr six from Messrs Prior & Clark, in Clapham. Looking back, I should have realised why my father was interested in a Traction. He was an ex Coldstream Guardsman and was one of the last units out of Dunkerque in 1940 and had memories of these cars during the Retreat to the Coast.



A few years passed, the Zephyr, now completely mine, had been exchanged for a Consul MK2, white with a green top, also sporting leopard skin seats. At that time I was still the boy racer, looking to impress the girls; I impressed, and decided that I would like to marry Ethel, the girl in the photograph.

Unfortunately money was a little short, so the car was going to have to be traded in for something a little cheaper, to enable us to get a better start in life, and help toward the cost of the wedding.

I sold the consul for £500 and looked around for a reasonable replacement. I found WPG 994 in Bowes Road Garages (the main dealer back then) for Citroen in North London, Palmers Green.

They wanted £250 for her. I offered £200, and went in every day for 2 weeks until they dropped to my price. I was now the proud owner of a metallic Burgundy 1955 LT15. Our first outing of any real consequence was a planned trip to Blackpool. We were taking Ethel's mum and dad, by now my in-laws, to a trade union conference, whilst Ethel and I would enjoy the sights and sounds of the 'Golden Mile'. All went well until we started heading up the quite new M1 motorway. I remember remarking,

that all those cars passing us at higher speeds than we could muster, would not be able to last any great distance and would surely come to grief a little further along the road. Unlike us, with a car made of much sturdier stuff, we would run on and on for ever, without any problems. Alas, confidence in my machine was rudely shaken when a strange sound came from the front of the car, followed by some steam and a screeching noise. The engine had seized due to a 'duff' radiator. We were towed off the M1 to a place called Cranfield, in Bucks and had to phone my brother-in-law to come and pick us all up and take us back to Enfield in his Ford Popular. This was not really popular at all, as five in such a car was not a comfortable arrangement.

After a few weeks, I was back to the garage in Cranfield to pick up my car, which as you can guess had new sleeves, rods and pistons. This set me back £50.00 which was all the money I had saved on bartering with Bowes Road Garage in the first place. They wouldn't take responsibility for the mishap, but did cough up the price of a new radiator, which was something I suppose.

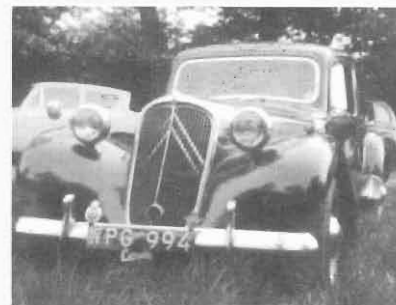
Another amusing incident occurred when Ethel and I were travelling back from Ipswich with her sister and her husband. My brother-in-law had recently become Sergeant in the Met Police Force. We were somewhere on the A12 after dark, when a Police car raced past us and pulled down a sign in their rear window which said 'Stop!'. So we did.

My brother-in-law not wanting to get involved with the local police force was trying his best to slide under the front seat. I climbed out of the car after dipping my headlights, "what's wrong officer?" I asked. "You haven't any rear lights" came the reply. We went to the back of the car, where two red lights were clearly visible. "Well they weren't on a minute ago" came the reply, "so be careful and take it easy". The police car took off and my brother-in-law was relieved. We carried on with lights on full beam. Five minutes later, same police car, same manoeuvre. "You've no rear lights". We walked round to the back of the car, both reds burning brightly. After a few words and scratching of heads I climbed back into the car in doing so, by accident I switched the lights onto "full beam". "Your rear lights have gone out", came a shout from the police officer, still at the rear of the car. Problem solved, but why was this happening? We drove home on dipped lights wondering.

A day or so later, the mystery was solved.

My brother Philip, who was about 14 at the time, had a habit of dismantling things and not putting them together again. He admitted to having dismantled the light switch and reassembled it. He had re-positioned the switch with the barrel 45° out of sync. I've tried to replicate this fault but so far to no avail. But be warned.

One other incident which does deserve a mention occurred in those early days of married life when we always seemed to be short of cash and many economies were undertaken. Some, looking back were none too sensible, like the use of second hand tyres. On the occasion mentioned here, I had a complete set of mis-matched wheels, one Michelin X, one Pirelli Cinturata and two crossplies of different manufacture and they all had been re-cut.



We were coming back from Clacton, where we had a family caravan. In the car I had with me my wife, mother, 2 brothers and my grandmother.

There being no restriction in those days, on the number of people you could cram into a car. Somewhere near Braintree, we were climbing a slight incline bending to the right, in the rain, with a car approaching from the opposite direction.

I can remember the driver of the oncoming vehicle shielding his face with this arm as the Traction went completely out of control, doing a 180° turn, finishing up alongside a tree, which severely dented the off side outer sill. We were lucky to end up on the correct side of the road, to this day I don't know how we did.

After the dust had settled, and the hysterics had subsided, we found that my brother, the one of light switch fame, had been asleep and missed all the fun! My grandmother was in such a state of shock that we had to take her to the nearest pub for a pint of Guinness and a Scotch! I doubt if there is any other Traction owner able to lay claim to a more spectacular loss of control on the Queens highway. If there is, please tell us about it?

In all, I kept the car for about five years and even in the 1960's it would always attract a lot of attention. Meeting another on the road used to be quite eventful, with horns, lights, waves and cheers.

I remember one coming out of Scarborough as we were going in, and meeting the same car going in as we were coming out. I always remember the colour, Kingfisher Blue, with Crimson Wheels. I wonder if that car survived, if so I wonder where it is.

The time came when I decided I would like a change. I would have another strange car. I knew somebody who liked Panhards, but didn't own one. This would be my new venture, so I traded my faithful LT15 in for a Royal Blue Panhard. This turned out to be a complete disaster. It was noisy, uncomfortable and very unreliable and cost me a small fortune. After a while I became very disillusioned with it and sold it to my cousin, he became very unhappy and sold it on to somebody in Waltham Abbey. I don't know where it went from there but if anybody knows the whereabouts of YLT 27, I don't want it back.

My brother who caused the light switch problem emigrated to Australia in 1968 and when he was able to buy his first car, guess what he decided on? Yes, right first time, a Burgundy LT15. He probably took it to bits. His son who is a schoolteacher in Adelaide told me that dad still has this habit. I had a succession of normal cars up to 1987 but always dreamt of owning another Traction.

In 1988 I acquired ORK 7 from John Gillard. The car was fully restored in all of her glory. We've been together ever since.

I can't help wondering though!

What happened to WPG 994, since I left her sitting sadly at the premises of Tarrant & Frazer Ltd in Kentish Town? Can anybody tell me?

Linton Richardson

CITROËN

toctech



volume 1

Maintenance **24**

TECHNICAL

Stripped Threads

Mixing and Matching Flywheels

SU Carburettors

tocshop

TRACTION OWNERS CLUB

ITEM	PRICE £ sterling
Enamel Traction Lapel Badge	£2.50
Floating Power Binders	£6.50
Greetings Cards (pack of 5, without envelopes)	£1.00
Mugs with Traction Decoration	£1.50
Poster Les Traction	£2.50
Poster 3D Traction	£2.50
Poster Traction Avant (bas relief)	£2.00
Spare Parts Manual UK to 1949 Repro	£32.90
Sports Shirt TOC Motif (S. M. L. XL.)	£14.00
Sweat Shirt TOC Motif (S. M. L. XL.)	£15.00
Tee Shirt TOC Print (S. M.)	£6.00
Tee Shirt TOC Print (L.XL.)	£7.00
TOC W/S Badge, Silver/Blue self adhering	£1.00
TOC Baseball Caps, black, "Traction Owners Club"	£6.99
TOC Golf Umbrella yellow/blue "Traction Owners Club"	£18.00
TOC Technical CD	£11.10 inc p&p
MODEL	
Autosculpt Traction (pewter like finish)	£4.50
Please allow 28 days for delivery.	

POSTAGE & PACKING At cost.

Please send orders to:

STEVE SHINEBROOM
2 Fallow Fields, Loughton
Essex IG10 4QP

Tel: 0208 532 0813

Email: steveshine@btinternet.com



The CLASSIC CITROËN INSURANCE

Our Policy includes FREE Club Track Day cover, Green Card European cover and legal expenses insurance, and can be extended to include Historic Rallies and Wedding hire.

- Classic and Modern High Performance Vehicles
- Agreed value on vehicles over 10 years old
- Discount for Limited Mileage
- Valuation not normally required
- Discount for Club Members
- Discount for Collections
- Full UK and European, Breakdown and Recovery Service

Immediate cover is available by telephone.

Classic Car Specialists established 1965

www.heritage-quote.co.uk

0121 246 6060

Stripped Threads

Once again Roger Williams has been busy and contributed a number of items for this issue. This first one deals with the common problem of stripped threads - something that we must have all encountered at one time or another and not just on the Traction.

Stripped threads are common on older cars and their rectification requires some care if the repair is to be effective and long lasting. The majority of problems occur with the smaller thread sizes (up to M10) although the principle of this article can be applied to the larger thread sizes. Note that Citroën used a lot of thread sizes that are not commonly available, notably M7 x 1.0 and M9 x 1.25, but you can get taps and dies for these sizes and all the ones suggested below.

The basic principle is that the new thread should have a tapping drill diameter of equal or greater size than the major diameter of the damaged one. Because the stripped/damaged hole is quite often oversize it greatly helps to have the new tapping of the same pitch which will maximise the material available.

The general formula for tapping drill sizes for the ISO metric system, coarse or fine, is the thread diameter minus the pitch. For example, the drill diameter for M8 x 1.25 is $8 - 1.25 = 6.75$ mm. Here is a useful table showing original and replacement tapping drill sizes.

Original Size		Replacement Size	
Thread Size	Drill Size	Thread Size	Drill Size
M4 x 0.7	3.30	M5 x 0.8	4.20
M5 x 0.8*	4.20	M6 x 1.0	5.00
M6 x 1.0	5.00	M7 x 1.0	6.00
M7 x 1.0	6.00	M8 x 1.0	7.00
M8 x 1.25	6.75	M9 x 1.25	7.75
M9 x 1.25	7.75	M10 x 1.25	8.75
M10 x 1.50	8.50	M11 x 1.5	9.50

* Beware that Citroën quite often used M5x0.75 bolts instead of the ISO standard of 0.80 pitch.

When the new hole is the same pitch as the damaged one it is quite often possible to use a taper tap for the new thread and carefully feed it in to try and pick up what is left of the old pitch. Go at it carefully! What appears to be a solution to a damaged tapping is to go to the next size up, but this is usually of a different pitch (e.g. from M7x1.0 to M8x1.25) and you can see that even if the damaged hole is a dead size it is still bigger than the nominal tapping drill size.

When tapping in aluminium always use some lubricant or you can end up snapping the tap and be in even deeper trouble. If the damaged tapping is in aluminium and is too bad to rectify by going to the next size up it can usually be rescued by drilling out fully with a large centre drill, filling with aluminium weld, and re-tapping to the original size. In conclusion, I would say it is always better to put in a proper thread than to use a helicoil.

tocspares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,
W. Sussex, PO20 7LQ. Email: chris.treagust@tesco.net



Mixing and Matching Flywheels

Roger's second contribution will be of interest to those of you who are considering building up engines from a mixture of sources. The combination of flywheel and engine type is particularly critical.

One has to be careful when building up an engine for a Traction with components from different types of engine. From an engineering point of view, the ID/DS19 engine, although probably the hardest to find, is the easiest to recondition. The Perfo and 11D require that the main bearings are run white metal and line bored which is becoming an expensive process. The differences between the three basic types of engine used in Tractions are:

- Perfo - run metal main and big end bearings
- 11D - run metal main bearings and shell bearing big ends
- ID/DS19 - shell bearings throughout

The 11D was a half way house between the Perfo and ID/DS19 and hence has features common to both. One of the important differences is the position of the face of the crankshaft relative to the face of the block. On the Perfo it sticks out 36mm but in the 11D and ID/DS19 it is only 31mm. The basic rule is to fit a:

- Perfo flywheel to a Perfo engine (figure 1)
- 11D flywheel to 11D engine (figure 2)
- 11D flywheel to ID/DS19 engine*

* Note that the later ID/DS19 engines had M10x1.25 bolts securing the flywheel to the crankshaft and the 11D flywheel has holes for M9 x 1.25 bolts.

From the following sectioned drawings, it can be seen that only the original Perfo engine and flywheel assembly is 'correct'. There is full engagement of the splines of the gearbox topshaft and the friction disc, with the end of the gearbox topshaft fully into the crankshaft spigot bearing.

Although Citroën provided it as original equipment, it can be seen that the 11D engine and flywheel assembly has full engagement between the splines of the top shaft, but that the top shaft does not run fully in the crankshaft spigot bearing. Finally, the worst situation is to fit a Perfo flywheel to an 11D or ID/DS19 engine (Figure 3) where it can be seen that the top shaft does not fully engage in the crankshaft spigot bearing as per the 11D. There is not full engagement between the splines of the gearbox topshaft and the friction disc. The position of the starter ring is also incorrect.

The use of the ID/DS19 flywheel is not recommended as the spigot bearing size is different and the splines from the top shaft from the Traction gearbox that drives the clutch plate are not in full engagement.

As an aside, when using an ID/DS19 engine with a Traction gearbox you have to use the original camshaft for the ID/DS19 engine which has a different drive to the Traction. Although the original ID/DS19 one will physically fit the camshaft pulley drive in the Traction bell-housing, it is too short - i.e. there is not enough engagement on the splines at the camshaft end. The problem can be solved by taking apart the original ID/DS19 drive unit and replacing the section that drives the camshaft pulley with a longer one.

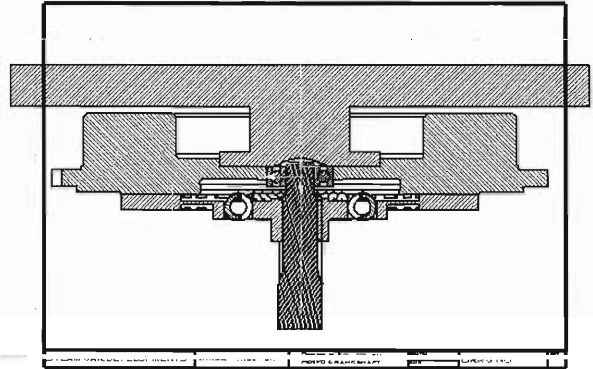


Figure 1. Perfo Flywheel on Perfo Crankshaft

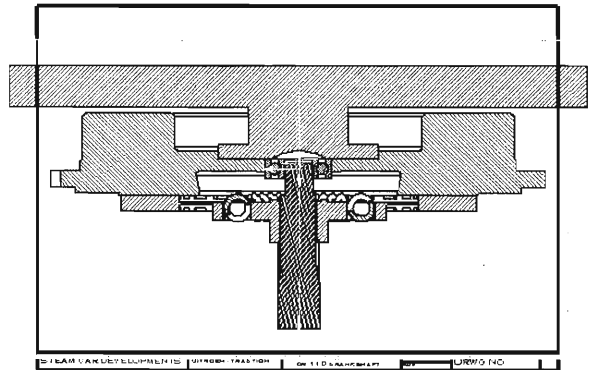


Figure 2. 11D Flywheel on 11D Crankshaft

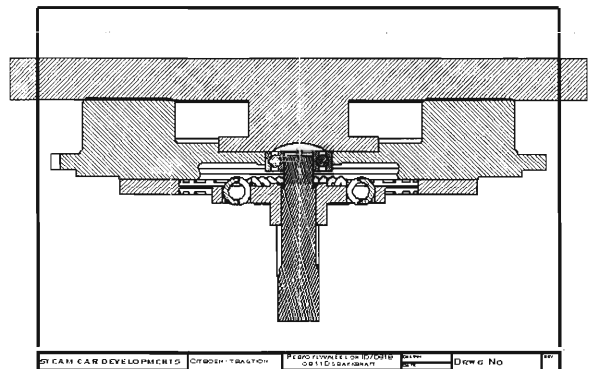


Figure 3. Perfo Flywheel on ID/DS19 or 11D Crankshaft

SU Carburettors

Roger's final contribution is a joint effort with David Baird of County Down, Northern Ireland and describes how David managed to get more power from his engine and, as a result, add some silverware to his collection.

David Baird was having trouble competing against other marques in the increasingly popular classic car rallies with an original Perfo engine and standard three speed gearbox. The solution was to change to an ID/DS19 engine and gearbox, but with an 11D cylinder head which complied with the rules. To give the car a bit more power, dome top pistons were fitted and the flat area of the cylinder head was scalloped away to give clearance (Floating Power, August/September 2002).

It was important that this additional machining was uniform so as to provide even compressions in all four cylinders. Although quite successful in finishing on the podium, this was not enough for David - he wanted to win outright! The area of concern was in the driving tests where the inadequacies of the Solex carburettor provided a significant flat spot. Although the accelerator pump pushed in lots of fuel, it did not get rid of the flat spot. The solution was to modify an original Perfo inlet manifold to accommodate an SU carburettor.

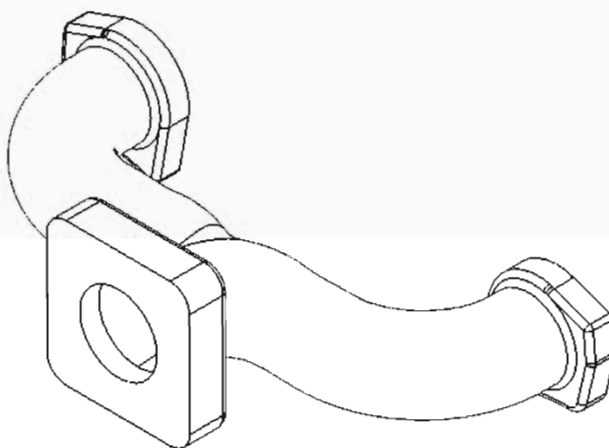
The central section where the Solex was mounted was chopped out and cuts at 45° were made across the bends and these parts rotated 180° and welded. Flanges were welded onto the ends and a flat plate fitted between the flanges for strengthening and mounting the operating mechanism.

The result is a much more competitive car that has lots of torque and acceleration. David won the Classic Malts Rally outright in 2003 beating 356 Porsches and Triumph TR2s etc. On a recent rolling road test the car produced 86BHP - this is 3BHP more than Citroën could get from a full DS19 engine with a cross flow cylinder head!

Roger also points out that a good single carburettor set-up was used very effectively in the Mini-Cooper and was, arguably, just as effective as the twin arrangement. Here is a suggested inlet manifold that could be made if there were sufficient interest. This design would suit the Perfo and 11D cylinder heads and dispense with the problems associated with the hot-spot joint. An HS6, 1.75" SU carburettor would be suitable although the later HIF version with an integral float chamber might be even better. Contact Roger Williams at 'Steam Car Developments' on 01482 863344 or rdrw@steam-car-dev.karoo.co.uk if you are interested in pursuing this idea further.



Twin SU Carburetors fitted to David Baird's Car



Proposed inlet Manifold for Single SU Carburettor

Citroën Extreme

Hot Rod Light 15 from South Africa.



I bought a 1947 Light 15 Citroen from Stephen Le Roux of Johannesburg. I recall him not being very happy with the idea of me building a "Street Rod" using this car.

My plan was to fit a 302 Ford V8 engine and converting the once front wheel driven car into a rear wheel driven model. It took many, many hours of measuring, cutting and re-enforcing to make the bulky Ford V8 with its automatic transmission fit into the engine bay - but only just - leaving no space to spare.

The front suspension was the next challenge. The existing side-shafts and CV's were removed and new ball joint stubs were made, making use of Volvo 164 stub axles to fit the existing wishbones and making use of the standard torsion bar suspension of the Citroen. The rear suspension was a big headache in itself. The flanges on the existing swing arms were split and new ones fitted to the solid Volvo 164 differential. This, in turn, was bolted onto the half-sections on the swing arms. A two part prop shaft completed the drivetrain. A quick test run revealed a fair amount of vibration from the prop shaft. I was convinced that the alignment on the prop shaft was not 100% correct - a solid prop shaft was the answer. To do this, the rear suspension was to be split in half. Each half was shortened by 100mm, new torsion bars were made and the two new "half sections" left me with a 200mm gap in the centre of the suspension, after fitment. Another quick run - perfect. No vibration and the suspension was working well.

A brake booster/master cylinder was fitted to go with the disc brakes all-round. I made a new dashboard, housing a rev counter, speedo, oil pressure, water temperature and fuel gauges. The front windows were converted to electrically operated ones. No major changes were made to the bodywork. The only noticeable differences are the wheels, bumpers and exhaust system.

The whole project took me two and a half years to complete. What a wonderful conversion - all the power, looks and comfort! Now I roam the streets, enjoying my Citroen Extreme...

1955 CITROEN STREETROD SPECIFICATIONS

OWNER: Tony Niemandt. (082-442-1848)a

BUILDERS: Nilsie de Jager (project engineer) / Tony Niemandt

DURATION: Six month over a five year period. Car was tested and registered end May 2003.

BODY: Purchased from Steve Le Roux late 80's, (Restoration purists please note: mainframe body only, no fenders, bonnet, grille etc. Body was rust free and in very solid condition, but not an economical restoration project).

DONOR VEHICLE (ex Hill bank): Roll over 1984 Toyota Celica Supra with 2, 8 litre twin cam fuel injected 117 kW, inline six cyl. Motor and manual five speed box. Motor and drive train was retained as used in the donor car.

STEERING COLUM (TILT), DIGITAL DASH AND SEATS: All from the Celica with very slight modifications. Metal hand formed dashboard covered with vinyl leather.

FRONT SUSPENSION: All Porsche 928, four pots ventilated disc, stubs & hubs except for retaining the Citroen lower torsion arms and torsion bars.

REAR SUSPENSION: Complete Porsche 928 with Celica diff (modified half shafts).

FLOOR PAN: Citroen floor pan was left intact and prop shaft runs in special fabricated tunnel above floor, for added strength. Very little modification to fire wall other than opening a section for the gearbox and strengthening.

STEERING COLUMN / STEERING: The Celica steering column was used in adjustable form and follows more or less the original Citroen steering route. Power steering rack is from 325 BMW and pump is an electrical unit from new generation Merc.

Ackermann angle formulation was used to ensure correct turn circle, bump steer elimination etc.

Specially made bilstein shocks and springs to ensure best handling and ride comfort.

EXHAUST AND MANIFOLD BRANCH: Custom made by TNT stainless, two inch running dual from the branch manifold with twin pipe outlets, mostly the same route as original Citroen.

WIRING: As mostly the Celica parts were used the wire harness from the Celica was modified and used along with fuse box, computer and relays etc.



MODIFICATIONS TO BODY EXTERIOR:

Rear mudguards were widened by adding a 100 mm insert. Rear lights were recessed (Landrover). Gutters were removed and the valance below the big boot was replaced by the dome section from another big boot lid. Fuel inlet was moved and replaced with Jag fuel cap and assembly. New front windscreen with all new rubbers from Steve and side and rear windows made up in tinted tone by Triumph Glass after another local company failed. Older type curly bumpers redone but not fitted.

AIRCON: Behind the dash unit is from a Honda Ballade and compressor from the Celica.

WIPER MOTOR & ASSEMBLY: Used Porsche wiper motor and Citroen mechanism combination.

REAR EYE LEVEL BRAKE LIGHT: Fitted between boot and rear window from Renault Scenic -new.

FRONT LIGHTS: Original Citroen fitted with quarts halogen bulbs, Citroen pilot lights modified to house both park and turn lights.

CURB WEIGHT: 1120 KGS

FUEL TANK CAPACITY: 65 Litres (used Celica tank without modification).

WHEELS: 235 x 18 front and 285 x 18 rear (Low profile Porsche Turbo).

MAXIMUM SAFE SPEED: Approx. 200 kph, Good cruising speed @ 140 kph.

SOUND SYSTEM: Fairly standard JVC with cd front load, remote control and mid mounted roof aerial as used on the Isuzu Double Cab (front).



REASON FOR PROJECT: Always my dream to have a car with exceptional pre 50's body lines, high tech usable comfort and performance. The L15 was the perfect car as it has the ideal old car shape in a nice compact format, lots of body spares still around combined with the fairly cheap, reliable and easily maintainable, Toyota drive train. Window glass, including windscreen and all weather rubbers are still available. This type of vehicle makes for an excellent every day use car as it is not likely to be hi-jacked and if it is, easily traceable. Insurance is mostly balance third party theft and fire which comes fairly cheap.

As mentioned both body and mechanical parts are available and the flat glass used throughout is a major advantage. But it is also a very nice toy, nice to drive and work on and can keep you busy with perfecting and upgrading forever.

A lot of effort went into making the car very user friendly and the only area where more input is required is to improve the rear view 'mirror' ability and to get the auto box in as soon as possible. I also like the L15 in original form and in fact own a very nice one, excellently restored by Steve le Roux some fifteen to twenty years but a car such as this, restored to original spec, is very much a special occasion car, not even a car that one can use to the café on Sunday as the streets get too busy.

Tony Niemandt

Patrick Rowley Falling in **Love**

The first time I saw my Citroen Traction Avante I was waiting for my Mercedes 300SE to be washed after its service (a very trusty car the Mercedes 300SE, now over the 200,000 mark and has never missed a service for every 6000 miles). I was just wandering around the garage, when there she was right at the back and very low down (I did not realise at first that this was because she was parked in a low part of the garage, near the body shop).

"You don't want that," said the mechanic, "it's old". "Your Mercedes is ready," called another voice. So off I went. 6000 miles and two and a half months later I was back for another service. There she was, in the yard this time, looking forlorn, yet wonderful: My Citroen Traction Avante. I fell in love with her.

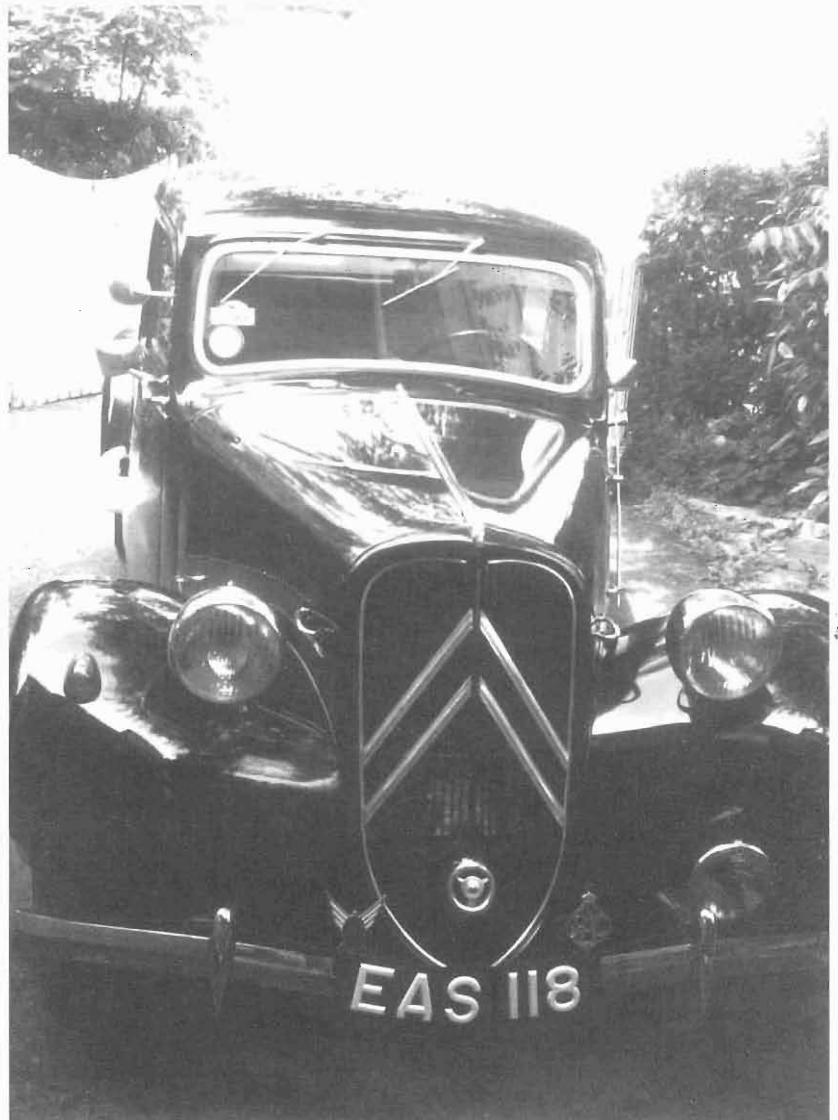
"Yours for £1000," said the Boss.

Six months later, I parted with £1750, which included delivery on the back of a low loader, and it was mine. Having previously had the car on a lift, I had been amazed how good her body was. The only problem was the bottom of the doors - it had plenty of rust proofing - but the drain holes blocked. The reason for the delay in my purchase was that the garage needed to sort out the Title. A settlement first had to be made with the car's owner, a customer who owed money to the garage.

It was quite a sight, as we off loaded the car. There were lots of children and their Mums and Dads watching... some even helping to push her into my drive. I had to clear all the so called junk from my second garage to make room for her. My two garages are in tandem, so I had to drive her through the first garage (which is attached to the house) to a very good wooden one circa 1930.

The tyres, which initially looked perfect tread-wise, on closer inspection, had cracked sides and the tread was parting. New ones were ordered along with tubes. I had the wheels sand blasted and hot coated to the standard ivory colour. This cost £50 and £25 respectively. The tyres and tubes arrived and were fitted to the gleaming new wheels for £670.

A new battery cost £70. With the new battery fitted I found the starter motor didn't work so I decided to send it and the dynamo to a specialist firm in Birmingham for an overhaul at a cost of £400. Taking out the starter looked easy - it was only one bolt - but, ah - yes, I discovered, it only comes out so far and then wedges between body and engine.



I then found the Citroen Traction Avante Club. After a telephone call to a Club member, I took off the rubber back mounting so that I could ease the engine over and out she came! Both starter and dynamo are now working fine.

The oil was changed; a new distributor cap fitted; the fuel pump overhauled and the timing reset with the help of my son-in-law, Stephen and son, Christopher. She then started with gusto and a nice tick over.

No brakes! So I drove down to club member, Bev and John Oates in the Mercedes, left a cheque for £200, and came away with a kit to remove brake drums. All the brake cylinders were rusted up and the off-side brake drum was cracked. One telephone call to a specialist garage and replacements came within three days - a great service.

I replaced the wheel cylinders, but the break shoes from the Club would not fit, so I went to the Leeds Brake Centre and had ones bonded on.

We got street legal and sent for an M.O.T. It passed! I think with old cars, understanding comes into it. With F.O.C. car tax, I drove to a car sale, but got the month wrong. She did bang and clang a bit, the lights were glow worms and the horn was very poor.

The drive shafts seemed loose, so I booked the car into club member, Dave Boyd's garage, 135 miles away to have them replaced. I set off on the journey in very heavy rain with my son, Chris, following. As I travelled along the M1 and M40, the windscreen wipers were moving very slowly and there were lorries passing, so visibility was poor. At the garage, I was greeted by Dave the mechanic and was very impressed with their facilities.

Two weeks later, I collected the car. Not only had the drive shafts been replaced, but also the two wings had been repaired. I was very happy and paid. I was shown the old drive shafts.

They were almost worn to the point of being split through. The needle bearings were long gone. The mechanic was surprised I had managed to drive the car so far.

On the way back, with my son, Patrick, following, I was even overtaking slower traffic on the M40. Suddenly there was a rattle from the engine. Oh dear! I pulled onto the hard shoulder. All the oil had gone! My son stopped behind me. It was a hot sunny day and he thought the oil spraying onto his windscreen was rain!

Thank heavens for the R.A.C., who took the car to our local garage in Harrogate, Reg's. Depression set in. Reg removed the engine and split it from the gearbox. "It's not heavy" he said.

And the next thing the engine was put into the boot of my Mercedes. I drove it to a company called Speys and Walker, a white metal-bearing specialist, wondering how they were going to get the Citroen engine out of my boot. But, with three strong men lifting, out it came onto a trolley level with my boot.

By this time, I was buying parts from a company called C.T.A. in Holland, who had sent me their wonderfully detailed catalogue, which does all it promises. I ordered all the parts for a complete engine rebuild to be sent to Speys and Walker. Mr Walker telephoned me to say the block had a crack. Some years earlier the casing

had been struck by a connecting rod. Thank goodness for Mike Holmes on the TOC helpline! We met the next day on the A1M at Wetherby and I had a replacement block and pump. This was a great relief as the pump on my engine was also no good. I had the oil pump overhauled and was told to get oil and temperature gauges by Roger Williams.

I then thought, if I had the engine out I could replace the master cylinder (Oust as well as I was later informed it had been leaking).

I decided to rebuild the gearbox and fit a higher ratio along with a lighter flywheel and a new clutch which was all done by Roger Williams.

With help from Reg and his garage, Chris and I joined the engine and gearbox together which we then fitted back into the car. On starting we had a slight problem with the way the cam shaft had been fitted to the gearbox, so out came the engine, back into the boot of the Mercedes and Mr Walker who soon put the problem right. So, back in went the engine! I am getting good at putting the engine in and out and making everything all connected again.

It was such a relief when, with the bonnet back on and the timing sorted, she started. After thanking Reg, we set off for home, with my son, Phil, following us to Leeds. On the way, Phil flashed his light to stop me to say I was driving far too far out in

the middle of the road (the Citroen being left hand drive).

Chris had become just as expert at fitting the engine in and out as me. The engine, when running, sounded noisy, even though the tick over was smooth after about 50 miles running. Chris adjusted the tappets and it is now running much smoother. One thing I must mention - it starts on the first or second push of the starter.

I cleaned the wiper motor bristles and rotor but the wipers were still slow moving. Then I took out the fibre wheels and totally cleaned them. When I reassembled it, it worked really well.

Only one horn was working, the other was dead, so I pulled it to pieces, cleaned inside and reassembled it. It now works well. I had by now decided to renovate the inside. The electrics were very poor so I ordered new wiring loom, along with rear lights, head lamps and winkies. I sent the seats to a friend who does classic car refurbishment. The door trims, head lining and felt cost £670. Out came all the old inside trim, felt and carpets, the lot. The car was a bare shell. I found a mouse nest in the head lining! Hours were spent painting the inside metal work with Hammerite. The back window was leaking as it had just been stuck in. It was removed, and cleaned and replaced with a new rubber seal from C.T.A.

This took the help of my son, David. He pushed from the inside while



Patrick Rowley
Falling in **Love**

I placed some string around the outer rubber, and gently lifted and pulled the new rubber into place. In went the new window.

The windscreen opening needed new rubbers and glass. I got Auto Windscreens to cut a new glass windscreen. Their first and second attempts would not fit back into the frame. The next one was badly scratched. The fourth one had a slight mark, which I accepted as they agreed to fit the glass back into the frame and it fitted back into the car.

When rewiring, I found the new harness covers all models, so, even with the plan from C.T.A. and the workshop manual, I was so glad Christopher had spent nine years in the R.A.F. keeping their planes in the air. We started at the front. As we stripped out the old wire we realised what a poor state it was in. Some parts had house flex wire used in vacuum cleaners!

My son worked out the wiring, while I removed the old light fittings, fitted a new winkies unit and made the new head lamp units fit to the head light bodies. At some stage in its life, someone had put rear winkies high up on the side behind the rear doors, later removing them and filling in the three holes that were left. We noticed these holes after removing the trim. I fitted the new rear winkies in those higher holes (a bit like the old D.S.). This is not the standard position, but it looks great. Other motorists can see much better and it is FAR better than the cheap trailer lights which were on the car previously.

At this stage I would like to say that before being semi-compulsorily retired at 59, I always drove CX Citroens and was so unhappy when they stopped making them. My first was a 2400 Cematic Gear Change. I nearly got cut in two one day when crossing a busy road in top gear; it was so slow to take off. I took the car to Prague to see some friends at the time when Chekhov was visiting.

We were followed everywhere we went. As the family grew, I then had another six Citroen CX estate cars, or 'famille' as they were known. The 2.5 S.Ti. petrol is a really great car. Why did I buy the Mercedes? Well, I could not find a good, rust free CX and the CX I had at the time had done well over 120,000 miles. How I loved the steering and brakes on that CX. It was a much underrated and missed car.

Ah, French wiring! With the battery and tray removed; the top vent hatch and a panel taken out; you can get to the back of the dashboard. At the time of writing,



most of the wiring is in, along with a new regulator, and starting solenoid. Winkies and rear lights are also connected. What a difference! Who said six volts was useless?

We now have a cut out switch set behind the glove box. A subtle touch, this anti-theft device. The clock is wired through its own fuse, directly, so that with the master switch off it keeps time. Extra heavy-duty cable from the battery to the starter was fitted. I chose to fit yellow headlights in the true French style. The new marshal headlight units had sidelights fitted inside behind the reflector.

These light up the red diamond on top of the headlamp and shine through the slot on the bulb. I was told to drill the reflector and fit the bulb through with a grommet, but I noticed one headlight bulb had a slot in for the sidelight to shine through.

I drilled the bulbs with slots because no-one could tell me where to buy the bulbs. Without Christopher (as I said earlier, he kept aeroplanes in the air in the R.A.F.) the rewiring job would have been beyond me. I am ok with feeding wire through and I am ok with grommets and sealant, but Chris does all the checking and connecting. We fitted bright winkies, rear lights, starter wires and heavy duty cable with great speed.

A fuse box will be fitted quite soon. The dashboard was left as standard apart from the starter switch, which has been used for the interior ceiling light. There is now a nice black button to press to operate the starter. It works well and looks great. I've also since fitted another black button into the hole where the pump handle for the windscreen washer was. This blends nicely with the oil and temperature gauges, which I fitted on the left hand side of the dashboard. It's nice to see both oil pressure and temperature

gauges working. I hope that they will help to prevent the engine breaking down.

I have fitted new striker plates to the two front doors and, at the same time, new door rubbers, two to each door. The lower rear ones proved very stubborn. The screws were so rusty that they sheared and I had to drill them out. The rubbers I received from the club were so hard it was impossible to slide them into the door seams. I had one door done for me at the garage, and I found they had put a roll of rubber into the car for me, which was suppler. So I pulled and stretched them into place after I had cleared and painted the channels.

None of the doors have sagged; which has surprised me and has been a relief. Modern cars are protected from rain going down into the metal work on the outside of the window by rubber sealer. However, there is no rubber sealer on the old Citroen, the metal being rounded. Has anyone tried to cure this problem? New door handles were tricky to take out until I had a word with my friend, Graham. He told me about the two squares on the door handles. So I held in the catch and out the handles came.

A small, but important job I had to do was unblocking the drainage holes for the windscreen channels. I had thought of cutting under the dashboard, but by shortening the metal tubes under the bonnet, I could then root out the blockage and fill some small rust holes. I will keep an eye on them for future leaks. While the grill was off during work on the wiring, I had it sandblasted and recoated in black in the same material as the wheels. I bought new bright trim and chevrons from C. T.A. They fitted a dream and really set the front of the car off. As I intend to use the car, I also ordered a heater from C.T.A. It took a while to fit.

I took out the tube and routed the water pipes through the existing air hole. I then sealed it with felt and black sealant, which also helped around the new wire and grommets. The heater is so nice and warm. It makes a big difference to the short trips I have taken up to now with just two front seats and no trim. Care had to be taken to make sure the heater did not interfere with the hand brake handle, the radio and the handle for the air vent.

I re-trimmed the interior. The mechanic then said I should have left some of the old head lining in, to help me with the refitting of the new head lining. It's good, sound common sense, and if I had to do another car, I would not make so many mistakes. At least the car looks nice in the end. I ordered side panels for the side of the head lining from C.T.A. I covered them, but when they were fixed into place they wrinkled so I've now used thin plywood. This is much better. I fitted extra felt on the bulkhead and an extra layer on the floor, carefully fitting in the sound box under the seats. This makes the car much quieter.

I looked into getting a six-volt radio, but when I looked at period ones, they were very large and didn't deliver quite what one expects in terms of reception. I tried one from Germany, but it had been made so that it fits into the glove box. I tried contacting experts about using a twelve-volt radio by stepping up the six volts and I was told it was not practicable. It was suggested that I fit an extra battery and then fit a modern twelve-volt radio. I went to Halfords and got a nice radio for £150, which will also take a disc.

It has been fitted neatly under the glove box. The twelve volts motorcycle battery has been fitted into the boot (It fitted into the boot quite neatly). The extra bonus is that I've fitted an electric windscreen washer (the old one had a pump, which had ceased to work a long time ago). The battery is fitted with an isolator switch. am writing this whilst on holiday in Barbados. It seems I only have time to write about the Citroen when on holiday over here (They have one in the museum).

Three of my sons and I booked places on a North Sea ferry to go to Holland for a short break and to call and see C.T.A. The car went very well after I fixed a blow in the exhaust, but the ride was very harsh. Fully laden with kit for the trip including a bicycle on the back and there was still space galore! In one village where we stopped for breakfast, the cobbled stones made travel very uncomfortable.

We bumped our way to C.T.A. and arrived at about 11.30am. We left the Citroen and went away for lunch. When we got back all four shockers had seized had to be replaced. Four new ones were fitted and I also requested a new exhaust and rear wheel bearings as the M.O.T had indicated they were worn. I also requested new break pipes to be fitted at the rear.

The transformation was unbelievable. The car ran so much better and the bill was very reasonable. We drove my son Patrick up to the top Holland to the Zider Zee Dam. He cycled on from there. This made us very short on time to make the ferry back to the UK. Chris drove for three hours at 100-120 kph. We just got to the ferry on time but we were leaking oil badly, which we put down to the back main bearing. Back in Hull, we called for petrol and oil. It was then we spotted the leak was from the top of the oil pipe. A spanner did the trick.

I use the car alongside the Mercedes now. One day I drive to work in the Citroen, the next day I use the Mercedes.

In the Citroen magazine I spotted a classic car trio to Aboyne. The 360 miles from Leeds, via Glasgow, where we stayed one night as my son Chris's Mother-in-law's, went without problems. The hotel was nice and the tour-company was good and helpful. The tour set off at good speed. I was the slow coach.

They had to keep stopping for me to catch up. It was only later that I realised the brakes were very poor due to a leak in the master cylinder. It was a part I had got from the Club. I feel sometimes that, when kept in stock a long time, rust sets in. Rust had set in on one side in this case. We had a grand time on the tour though, and the celidh was really memorable. The drive back went well. We took things steady, bearing the brakes in mind.

I then booked the car into C.T.A. for the front to be overhauled. They do an exchange unit. This is a job where the engine has to come out, so I had a new master cylinder fitted at the same time. The clutch had become heavy, so I had a new one fitted and a new 'old type' flywheel. As I have mentioned before, I now use the car most days. It starts and ticks over very smoothly. It travels very smoothly up to 60 mph. but when it is opened up it becomes what I call harsh. I must get a member of the Club to drive it to see what they think. We intend to travel back to Holland in the Citroen and also plan a trip to France.

More to Follow.
Patrick Rowley

New Members

A warm welcome is extended to all new members of the club:

- 1891** S. Bull, Waterloo, London
- 1892** C Hodgson, Telford, Shropshire
- 1893** R Keyte, Heathfield, East Sussex
- 1894** N Atkinson, Long Whatton, Leicester
- 1895** G Davbeny, Tunbridge Wells, Kent
- 1896** S Roddie, Edinburgh, Scotland
- 1897** D Studley, Exeter, Devon
- 1898** A Carrick, Childwall, Liverpool
- 1899** C Fergus, Greenhithe Village, Kent
- 1900** C Burton, Kingsley, Bordon, Hants
- 1901** D Morris, Galmpton, Kingsbridge, Devon
- 1902** A Borwn, London E11

Re-joining

- 1433** G Rayment, Stansted, Essex
- 1795** A O'Connor, Arkley, Herts
- 1503** P Cox, Kingston Upon Thames

Anniversaries

- 16 July 1439** Kissing was banned in England
- 23 Aug 1617** 1st one-way streets introduced in London
- 5 July 1865** Locomotive Act limited cars to 4 mph (2 mph in towns)
- 17 Aug 1896** 1st pedestrian killed in England by a car travelling at 4 mph
- 7 Aug 1926** 1st Grand Prix at Brooklands
- 3 July 1935** André Citroën died

LecotLuncheon

On the Monday after the Tractionades in the Auvergne, eight of us set out to take lunch at the Hôtel-Restaurant de Paris in the village of Rochetaillée-sur-Saône just 8 kms north of Lyon.

Walter & Noëlla Callens led with their 1934 7B on its trailer behind their C5, the Marcus & Diane Lasance in their 1949 15-Six, then Robin & Sue Dyke in their 1953 Light 15 with fuel starvation problems, followed by Graham & Margaret Pitcher in their 1953 Normale. Graham brilliantly fixed the fuel problem. This was a journey of about 238 kms and we had an excellent navigator who routed us perfectly for 234 kms, but then we became hopelessly lost.



With an huge thunderstorm overhead, we sought directions, followed them and got lost again, and we managed to do this three times. The good news was that after the deluge the tractions didn't need washing. Then the gendarmes arrived but they didn't know how to find Rochetaillée - they suggested we had started from the wrong place. By now, slightly late and embarrassed, we were rescued by M. Poinard the owner/chef who led us the final 4 kms to his wonderful restaurant.

What a welcome! We were late, but M. & Mme. Poinard and the whole brigade had stayed on, and treated us like royalty. The tractions were parked up beneath the famous mural of François Lecot in his 1935 11A Berline. Lecot owned this hotel and was a Citroën enthusiast. In 1934 he had driven Paris - Moscow - Paris and the Tour of France & Belgium, but in 1935/36 he drove 400,000 kms in one year. He drove from his hotel to Paris and back in a day, slept for 4 hours, then drove to Monte Carlo and back the next day. He kept up this alternating pattern for the whole year - and he never drank. His traction was well prepared, regularly serviced and entirely reliable. A second accelerator pedal was fitted on the left so that when one leg became tired he could transfer the load.

The speciality dish that François Lecot used to offer was fried frog's legs. M. Poinard's father bought the hotel from Lecot's widow, and frog's legs have remained on the menu ever since. So to enhance our lunch of cold light yoghurt, cucumber & garlic soup, young guinea-fowl (pintadeau) on soft sweet peppers & tomatoes, and waffles with chocolate sauce and whipped cream, we shared a plate of fresh fried frog's legs, supervised throughout by the attentive M. Poinard. What perception - the waffles were from Belgium and the rosé wine was called Diane - this is a restaurant which deserves recognition for its food and its service.

As Graham said, this was the perfect finish to a wonderful weekend. But all was not over. We were invited into an inner sanctum to sign the visitors book. During the meal our cars had been photographed, and a page prepared for us to sign beneath the photo. Turning back the pages we recognised many of the famous tractionists who had preceded us. We browsed through scrap-books and memorabilia and listened to tales of the past. It was hard to tear ourselves away, but eventually we all set off on our different holidays.

Robin Dyke

Book Review

MICHELIN CENTENARY 1905-2005

A celebration of Michelin's first hundred years in the British Isles
Paul Niblett and John Reynolds
Published by Michelin in association with Haynes.

Hardback, 176 pages, £19.99.

ISBN 2 06 711495 6



Traction Owners will know only too well the significance of Michelin, for it is that firm's tyres which have shod 'our' motorcars for more than seventy years. Michelin's tyres have been at the driving edge of Citroën technology for much longer than seventy years, since 1919 in fact, and have been around since 1896, when the firm's first tyres first went on sale in France.

This book is essentially about Michelin's presence in the United Kingdom and as such recognises the impact the firm and its products have had on the British motor industry. Though French, Michelin's often mischievous, suitably rotund and inflated mascot has earned an enviable affection amongst motorists on this side of La Manche. At one time every self-respecting lorry driver would have M. Bibendum riding with him and attached to the exterior of the cab. Think tyres and one naturally thinks Michelin.

The authors of this book are well placed to produce this enormously entertaining and factual work that is profusely illustrated, many of the images being reproduced for the first time. Paul Niblett is curator of Michelin's huge archive while John Reynolds, a leading motoring writer and historian, will be known to TOC members for his books and magazine articles on Citroën, including the highly respected biography of André Citroën, the car firm's founder and patron. Not surprisingly, bearing in mind that Michelin once owned Automobiles Citroën, the Citroën marque is well represented in this work. The rear-drive Citroëns, and the Traction Avant which arrived in 1934, are nicely documented, as is the 2CV. Readers will be fascinated to learn of the origins of the piloté tyre and wheel. Covered in detail, too, is the advent of the X radial tyre, research for which can be traced to 1929. Whilst the X tyre first went into production in 1948 - initially for experimental purposes - and fitted to the Traction Avant as optionally specified, it was not fitted as standard equipment on the Traction until the end of 1954, owing to production and demand limitations. In fact, we are told that the first cars to receive the X tyre as standard were Lancia's Aurelia in May 1950, and Alfa Romeo's 1900 series in 1952.

Naturally the DS19 of 1955 has special mention, as do other marques to include Riley, Daimler and Jaguar to mention but a few. There is more, to include London taxicabs, commercial vehicles and railway stock, the latter being the subject of experimental diesel-engined and pneumatic tyred railcars in service with the LMS in the early 1930s.

This book is a mine of information and is not to be missed!

Malcolm Bobbitt

tocrallies



My wife Sue and I (Mr Rosbif)



Eric, Véronique and Lucas (Mr & Mrs Frog and the Tadpole)

TOC 2006 Rally to be held at York

The date will be finalised at the next committee meeting but briefly, the event will consist of the following:

Friday

- Ghost Tour of England's 'most Haunted City'

Saturday

- Tour of 'Brideshead Revisited' and 'Heartbeat' country
- Visit to Helmsley (Helmsley Castle) & Refreshments break
- Lunch at 'The Lion', Blakey Ridge
- Visit to 'Eden Camp' (WW2 PoW Camp)

Saturday Evening

- 1940's 'Theme' meal at Yorkshire Air Museum with Glen Miller Band (type) - dress appropriately

Sunday

- Visit to National Rail Museum
- Bus/walking tour of York as an alternative
- Tour of the Wolds of East Yorkshire
- Lunch (Tbc)
- Visit to Yorkshire Air Museum (Club shop, Award Ceremony)

York has lots of Hotels, Guest Houses and B&B Establishments, although there is no camping in the centre of York there are a number of campsites which I am confident will be able to cater for those who prefer canvas roofs over their heads.

Mick Popka

Tractionades 2005

It was hot, very hot, at least 35°C and some said 37°C. Hundreds of tractions of every variety imaginable had gathered for the weekend at the Circuit de Charade. This is the old French F1 circuit high in the Central Massif near Clermont-Ferrand and almost as high as the nearby Puy de Dôme.

Tractionades started gathering on the Friday, the auto-jumble stalls were trading, and the endurance crews were doing lap practice. Just five tractions arrived from England all by different routes, but we soon found our Belgian friends and other TOC members on site. A group of roadsters and coupés had just completed Eric Pilon's Balade (tour) of the Cantal and were arranged in a proud circle. The theme for the Tractionades this year was the 15-Six, and there were gleaming rows of them. There was good food & drink, jazz, souvenirs, spares, auto-jumble, and lots of friends. Much of the Saturday was split into sessions on the track, an hour for the 7s & 11 légères, then the 11 normales, commerciales & familiales, then the 2-door tractions, then the tuned-up cars for the endurance race, and finally the 15-Sixes. And then we could all have a go for 3 laps, and did we enjoy that! Sunday was the day for the 5 hour endurance trial. Only a limited number of teams could compete, supported by enthusiastic pit crews. When we have more stories and photographs we will write a fuller article. The event was organised by Eric Massiet du Biest. When he emails me he always signs himself Mr Frog, and I have become Mr Rosbif. His photographer managed to capture Sue and I somewhat excited at the start of our laps, and at the end I solicited a photo of Eric, Véronique & Lucas (surely the youngest tractionist present). The next Tractionades should be in 2007. Eric has an idea of running it in Belgium or Holland. We really should enter a TOC team - from Rosbifland.

Robin Dyke

Guipry
Trente-deux tractions avant bouclent leur rallye dans la commune

Point de Cléopâtre le 14 juillet, le Circuit de Charade, le rallye de Guipry, le 15 juillet, le rallye de Guipry, le 16 juillet, le rallye de Guipry, le 17 juillet.

Le rallye de Guipry, organisé par le club de Guipry, a débuté vendredi 15 juillet à 14 heures. Trente-deux tractions ont participé à ce rallye. Les participants ont effectué un tour de Guipry, puis un tour de la commune. Le rallye s'est terminé dimanche 17 juillet à 18 heures. Les participants ont été récompensés par un tour de Guipry. Le rallye a été très apprécié par les participants et les spectateurs. Les organisateurs ont remercié les participants pour leur participation et les spectateurs pour leur présence. Le rallye a été un succès et a permis de rassembler les passionnés de tractions.

THE END OF THE BRITANNY RALLY
Courtesy of Martine & Roland

Full article in the next issue of The Floating Power.

tocsection scene

West of England Section

DATES FOR YOUR DIARY:

September 18th: The 25th Vintage Rally at Tredegar House, South Wales in aid of Leukaemia Research. Booking required. Forms available from ourselves.

If there are any West of England members who haven't received the programme either by email or letter, please accept our apologies and get in touch.

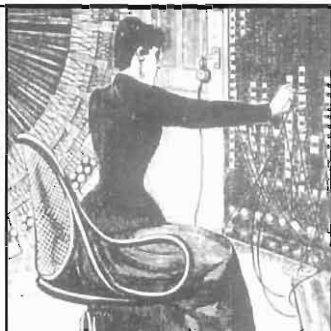
Finally, we would like to thank John and Lynda Ogbome for all their assistance in the handover. We have struggled somewhat, but their help has been invaluable.

Peak Section

Our section is still quietly active with our regular lunchtime meetings on the first Sunday of then even month.

On October 2nd we will be at the Yew Tree Inn in Caudon which is near Ashbourne. A superbly characterful pub full of antiques and artefacts including working polyphons and pianolas. Excellent Burton Bridge Bitter and cheap snacks. Tempted? Then contact us for more information. Details on the inside cover of the magazine.

Bev Oates



tochelpine

0870 012 2002

from abroad

0044 115 911 0960

email: toc.helpline@ntlworld.com

Surrey & Hampshire Borders

DATES FOR YOUR DIARY:

18 September: Fairmile (for your information John and I will not be at this meeting as it is Goodwood Revival).

16 October: Treasure Trail? With Wolsey Club - information to be confirmed.

20 November: Meeting at The Fairmile from 12 noon.

18 December: Christmas lunch Barley Mow in the Malting House. This event must be booked and paid for in advance. Menus and payslips will be sent to you as usual. This seems to be the best venue, where we can take over for the afternoon. Raffle of course! Fluffy toy will need a good home.

London Section

Regular meetings on the last Tuesday of each month at the following locations:

Even months: From 8 pm at Ye Old Cherry Tree, 22 The Green, Southgate, London, N14 (Tel 020 8447 8022).

Odd months: From 8 pm at Café Dysart, Petersham Road, Richmond, London, TW10 (Tel 020 8940 8005).

If you need any further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

MISS SELFRIDGE POSTER FROM 1979

The car is the one owned by Citroen Cars Slough and used for publicity photos, any ideas who the models are?

Tony Hodgekiss



When you know where you're heading.



Miss Selfridge

Duke St, Regent St, Brompton Rd, Brent Cross, Bromley, Croydon, Romford, Slough and Watford.

tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in Floating Power
TOC members advertising Tractions or other Citroën
related items: no charge.

Non-members and traders doing the same, £12 per issue.
Ads such as holiday lets, £6 to members, £12 to non
members per issue. For display advertisements there is a
sliding scale based on a full page @£240, other sizes @£5
per single column centimetre.

Advertisements are accepted in good faith but no
representations are made as to the truth or accuracy of
the same. Readers should satisfy themselves as to the
suitability of goods and/or services offered

No recommendation of any goods or services should be
inferred from their inclusion herein. All advertisers are
reminded of the provisions of the Trade Descriptions Act.

Please send all adverts to the Editor (address on
page 3). Automatically included for two issues,
unless you instruct otherwise.

CARS FOR SALE

Citroen Light 15 for restoration, Slough Built (RHD)
Lucas electrics 1950. Green. Original Reg document
and workshop manual. Some spares. £3,500.
Call Colin Palmer on 01285 659 739 (Glos)

1952 Big 15 Slough RHD, Black, light brown leather,
sunroof. Excellent car in good condition. MOT Jan 05.
£7,000. Call Neil Chapman on day 01934 621 771;
evening 0117 927 9219



1952 Slough L15, Sun roof, leather seats. £6,500
spent in last 4 years on rebuilt engine and body work.
£8,800 ono. Call Graham Taylor on 07797 720 828
or email: grahamtaylor@jerseymail.co.uk



1954 Commerciale DS19 engine, 4-speed box,
120 electrics, CV driveshafts, real heater, seatbelts,
stainless bumpers and much more. MOT till Mar 06.
Call Johnathan Howard on 01608 643 065



1954 Commercial DS19 engine + 4-speed 12v
electrics, CV driveshafts, real heater seatbelts,
stainless bumpers and much more. MOT till March 06 - £7000.
Jonathan Howard: 01608 643 065.



1952 Slough Built Light 15 present owner 20 years;
red leather seats; sun roof; stainless exhaust; rewired;
MOT and tax; very good condition; (original colour
green and white); many spares; complete bonnet; and
more; original repair manual; Citroen car club mags
74 to 76; floating power mags 77 to now. £7,000 or
sensible offer. Phone: Michael 01508 531199

1954 Slough built Light 15, big boot (reluctant sale
of Rupert). Black/tan leather. Totally restored 9 years
ago and used daily (all photos, receipts). Fitted
sunroof, R.W. drive-shafts, heater, S/S exhaust,
alternator etc. Totally reliable mechanics. Interior
fine, but bodywork beginning to need some TLC.
Offers around £5,750. Brian Hollister 01342 719 611
(near Gatwick)



1955 11BL Paris built, big boot. Very attractive
pearl grey with original interior in excellent condition,
MOT, new exhaust system, front brake hoses and
Michelin X's. Space required. £5,450 ono.
Call Tony Haynes: 07767 206710 (High Wycombe).



11 BL - small boot, dipped bumpers, pilote wheels,
Art Deco style facia, black. My car since 1992. Only
minor cosmetics to make superb - genuine reason for
sale. £6,750. Call Allan Calvert on 01253 735 377.



WANTED

WANTED Required urgently for 1955 Lt.15 Slough
built Citroen. One post-war Slough chrome bumper
(overriders not necessary). Keith Boys - VPP 989 66
Northfield, Swanland, HU14 3RB

WANTED Extended Mirrors for a Traction Avant so I
can start towing my classic caravan. The type that
clip on to the front wings. Can anyone help? Please
contact Andrew York.
Tel no. 01932 787593, mobile 07770 960712.

WANTED by genuine enthusiast: Any type of Light
15 fitted ID Engine 4 speed gearbox. £8,000
available (circa) on suitable model. Please contact:
Alan Smith (Bristol) 0117 924 9821

WANTED Rear ashtrays and period spot lights for
Slough built Light 15.
Email Alan Crisp: aii@lineone.net

WANTED Big 6. Email Alan Crisp: aii@lineone.net

WANTED Tools and tool roll.
Email Alan Crisp: aii@lineone.net

PARTS FOR SALE

New From Club Spares:

123 High Performance
Electronic Distributor



Traction Avant,
Citroen ID and HY. 6
and 12 Volt Negative Earth.
123 ignition keeps the look
under the bonnet 'original', but makes the engine run
like a Japanese sewing-machine! And you don't have
to sacrifice your mechanical distributor.
Simple installation with no mechanical alteration.
Better starting. Better fuel consumption.
No maintenance - ever again! Smoother engine torque
curve. Variable dwell angle prevents low speed
overheating of ignition coil and gives a better spark at
all speeds. Better emissions. No burning out of the
ignition coil (after stopping the engine, power is cut to
the coil). Built in LED for simple static ignition timing.
Price £230 (Non-Levy) Contact: Chris Treagust.
Tel: 01243 511378 Email: chris.treagust@tesco.net

SWOPS: I have a Normale grill with no dings or
dents' with the 'crest' on it still but no other
aluminium bits. As by 1956 Légère grill is bent and
battered (do doubt been in a fight and lost) I feel I
would like to swap the grill I can send photos,
especially if you have an email address.
Russell Phillippo - 01223 870 277.

Air Silencer, tube type with inner cage. Excellent
condition, powder coated. £65. 35FAIE Carburettor
£20. Contact: Steve Shine. Tel: 020 8532 0813
email: steveshine@btinternet.com



Traction gearbox GWO with bell housing - £300.

'H' van radiator - £25.185 x 400 cross ply

Michelin tyres x 2 - £25 All plus carriage.

Phone or fax: Martin Vickerstaff - 01209 821 979

1. 11D Crankcase - clean but no Crankshaft.

Excellent spare just in case!! - £25.

2. Sports Pack - set of oversize domed Pistons and
Liners with unleaded Perfo Cylinder Head machined to
suit - Excellent - £250 the lot.

3. Gearbox and clutch housing - 9 x 31.

Unknown quantity but looks ok - £90.

4. 11 BL/Lt 15 Front Cradle - Excellent wish bones
and silent blocks - £70. If you need any other spares
for that winter re-build - just ask.

Telephone: David Boyd - 01527 892 134

One light 15 pre-war bonnet without flaps and
requiring slight repair. Also one post-war light 15
bonnet in sound condition. Offers invited.
Call Nigel Webb: 01458 831821

MISCELLANEOUS

Difficult starting after standing or when hot?

Our simple addition to the fuel system overcomes these
problems and saves bonnet up pump priming in the
rain! Easy to fit and many satisfied customers. Send £15
(includes P&P) to: David Boyd, 'Tanglewood',
114 The Ridgeway, Astwood Bank, Redditch, Worcs,
B96 6NA. Tel: 01527 894599 TIC

Quality B&B in the Highlands of Scotland.

Visit the wonderful north west highlands of Scotland and
enjoy a stay at Easter Badbea, situated on the shores of
Little Loch Broom. We have one twin-bedded and two
double rooms with full facilities and a spacious guest
lounge with panoramic views of the loch and the
mountains. Ideally situated for hill walking and bird
watching. B&B £25 per person, based on 2 sharing one
room. Discount given if you turn up in your Traction!
Like to find out more?

Call Paula or Phil on 01854 633 704
e-mail: philandpaula@easter-badbea.co.uk
for further information.

1/1



LTA 62