

Floating Power

March/April | 2006



toccontact



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ISSN 0265 0630

designed by Da'e Studios, Leicester
t: 0116 270 9975

printed by Co-ourgraph Arts.
t: 01420 474 000

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Club Tools are available in these areas



Approximate position

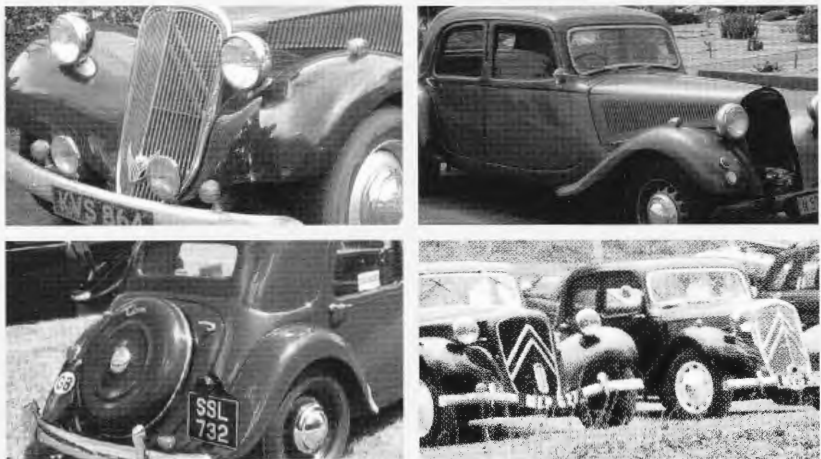
For details of area meetings, please
contact your local organiser

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Editorial

Welcome to the March/April 2006 edition of Floating Power.

Well, you certainly won't need me to mention how late this issue is! I really do apologise but I've been extremely busy with the planning, preparation and enjoying our daughter's 21st birthday party. Which was followed by a holiday to Germany. I now have RSI in my right shoulder and am finding it almost impossible, and extremely painful, to type. But, I've finally managed to finish it and all I can say is the next issue will be on time.

Nevertheless, I think you will thoroughly enjoy your magazine this month.

Happy reading.

Pat De Felice

Chairman's Message

The first couple of months of 2006 have passed rather quickly but, fortunately, relatively quietly. My own Légère was used extensively over the winter but has seen little service in the last few weeks because I am now waiting to pull out the engine to permit a bottom-end examination. Need to decide if the slight drumming under load will survive Brittany, York and possibly Norway without more than just a tweak. (And the reason I am waiting – I would like the garage to get a little warmer first!).

I can confirm that preparations for all the aforementioned meetings are well in hand and I would urge those of you not yet registered for York to send an application as soon as possible. This will not only help Mick Popka with his calculations but this year we have an unusually high level of interest from overseas members, several of whom have already sent their payments – so don't get left out! The Brittany Club has confirmed the dates and location of their rally (details appear in this issue for those interested) and Robin Dyke is continuing to do a grand job communicating between the Norwegian organisers and UK members interested in their meeting. Lastly on the social front, this year we shall make the AGM more of a communal event and further details of that can also be found elsewhere in this issue of FP.

At the March Committee meeting we received the first report from the newly formed Spares Sub-Committee, chaired by Andy York. Their brief is to review all aspects of the spares operation to ensure the TOC continues to offer a practical range of new, reconditioned and re-manufactured parts – and in particular those that cannot be readily found elsewhere. Unfortunately we can never please all of the members all of the time but the team will listen to requests and advice and shall endeavour to stock relevant parts wherever practically possible.

Finally, I am sorry to say it is "subs" time again and I should like to ask you to return your forms (with payments) as soon as possible to minimise the additional administration (and not inconsiderable costs) incurred in sending reminders to late payers. Thank you and Happy Tractioning.

Bernie, 19 March 2006

Front Cover



COVER: Steve Shinebroom's car

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Adventures of the **Cream Machine**

Prompted by the letter from Robert Harness in this edition of *Floating Power* I thought I would write an update on what is happening to the Cream Machine. After almost a couple of years using the Cream Machine in various rallies I felt it was time for the big one, the Peking to Paris 2007. The first run between these cities was in 1907, just imagine. Five cars set out in 1907 – Prince Borghese was the best organized, best-funded, and was the favorite from the outset. He specially commissioned a seven-litre grand-prix Itala engine to be de-tuned, and dropped into a truck chassis, with the lightest, simplest bodywork.

What do you do for money? The crews all carried bars of silver, and just shaved off a lump when bartering and haggling for supplies. The first “tyre war” between Michelin and Pirelli centred on the Peking to Paris of 1907. Pirelli sponsored Prince Borghese’s Itala, and one tyre survived the whole trip and then out of Paris to Pirelli’s Milan factory without a puncture... Michellin supported Goddard, who flogged off some of the tyres to pay for the shipping to China... Dunlop came third supporting the De-Dions.

There were no marshals or officials. The person who went to Peking to flag away the cars caught the ship back to Paris and arrived in time to flag them across the finish line.

Positions were decided by drivers sending telegrams from Telegraph relay-stations. One telegraph operator announced that the drivers were the first customers he had seen since he opened – and he had waited to seven years to send his first telegram. He needed to be shown how to send morse-code by the drivers... and as he couldn’t understand the language, sent the message back to front, starting from the bottom right hand side of the page.

Crews slept under their cars, and emerged in the morning covered in oil-drips. Only the three wheeler Contal driven by Pons, failed to survive the course – the remains of the car are still in the Gobi Desert... trying to drive a wicker-basket with three wheels to Paris nearly cost him his life.

The route is across China, through

Mongolia where we camp for 6 night and then into Russia, Poland, Germany finally after 2 months and about 17,000km back to wives and family in Paris.

The Cream Machine was built for such an event but the boys at Bisley aka Traction Renaissance Services are putting in a roll bar and new hood to fit, a long range tank of 15 gallons giving 300 miles range, sump and petrol tank guards, fixings for tents, sleeping bags etc and a mass of internal storage facilities so that tools and equipment can be found quickly and easily; problems always occur when you are tired and the conditions are foul so you need to make things as easy as you can. The going will be very sandy, the Gobi Desert is on our way and we ford 20 streams, so care will be taken to make the electrical joints water and dust proof with silicone sealant and a rubber glove over the distributor. The air filter will have an extra dust cover over the whole filter and extra fuel filters will be fitted as for several days fuel will be from trucks and of very poor quality and low octane, 70 or so. The ID engine in the Cream Machine should run on low octane fuel. All ideas of putting additional carburetors, turbos, increasing the compression ration were dropped. We will be relying on the steady indestructible nature of the ID engine.

The two most difficult things to consider on any long distance rally are firstly the co-driver, you need to be compatible. I am going with my oldest friend Chris Mower who has several classic cars,

mainly Rolls and Bentleys. But he is easy to live and sleep with, although he does snore he also understands the black art of electronics. Weight is a big factor, less is good. It is easy and tempting to add extra wheels, tyres, coils, shocks etc but most of the time it is easier to get a car fixed in the bush than in Shepherds Bush. The weak points of the Traction, drive shafts, gearbox and some engine parts have all been improved over time and the latest and best parts have been fitted to the Cream Machine. Torsion bars are difficult to replace if they break so drilled flat bars will be taken to fit in place of the shocks. We will take bearings, plugs, wiper blades, bags of nuts, duct tape and not to be forgotten strong garden wire which will hold most things together until you find a welding shop. Much research has gone into deciding on the most appropriate tyres and with the help of Meritye Tyres we will fit Michelin XC4S fitted to new rims made from taxi rims and Citroen middles. We will only be taking one spare tyre, again to save weight.

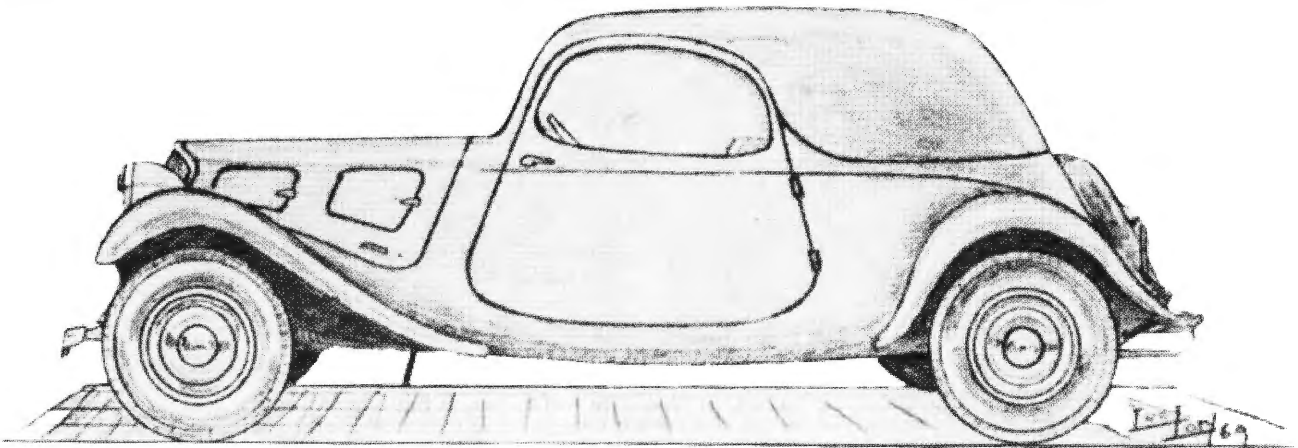
There are two other Citroens on the event, a 1965 2CV and a 1939 Big Six from Holland, unfortunately there are few if any spare we have in common but it would be nice to finish together as a team.

I will be going to Bisley later this spring so I will keep you up to date on what is happening.

Alan Crisp



Mysterie Coupé Voyageur



Early February 2006 I went to the annual local old-timer fair in Brugge. It's mainly a get-together for members of all the old-timer clubs. You won't find anything spectacular here... normally!

Eric Vandamme, President of the Brugge Old-timer Vrienden, invited me on the club-stand for a chat. He showed me the photo-slide-show from the visit of the English Traction-Owner Club to the old-timershow in Zeebrugge, during their Belgian weekend in 2005. We commented the photographs and the different types of TA's. Then Eric asked me to take a look at one particular picture of a "TA-type", which he had never seen before. I was surprised that someone with that much experience in old-timers, asks me for council... until he showed me the photograph on the PC-screen.

What kind of Traction was that ?

I saw the carriage before, but could not immediately recognize it. We concluded that this was something special and the photograph deserved more of our attention.

Eric promised to send me a copy.

At home I started to search in my collection of TA-books and on the internet, but I couldn't find anything. But the feeling remained that I had seen this type before.

A few days later I received the photograph and a sketch (top) with text and a drawing (top-overleaf) from the comics-drawer Thierry Dubois... and the real search started.

I found a similar car in the book "Traction Avant: Le Grand Livre" by Olivier de Serres: the 11L Fourgonette, as made in Denmark. But that was not entirely correct.

I compared the photographs. The Fourgonettes made in Denmark were post-war and the doors were quiet small. On the received photograph the carriage has a motor-cap to be dated 1934-1939, seats from around 1935, the horns are mounted in the front mudguards (wings) as in the coupé 7C 1935 and the doors are from the same coupé.

But I did not find a photograph of the mysterious carriage itself.

I consulted Wiljan Cats, the Dutch Traction-specialist. www.cats-citroen.net

He referred to the book of René Bellu 'Toutes les Citroën', where I would find a sketch of this car.

It was clear that this book was lacking in our collection, because on the Internet it is indicated as 'The Bible of the Citroën-lover'. We were lucky to find, and buy, a copy.

And we found that the sketch (top) in this book looked like the Traction on the received photograph: a pre-war type with the coachwork of a berline and large doors as those from the coupé...

The text says:

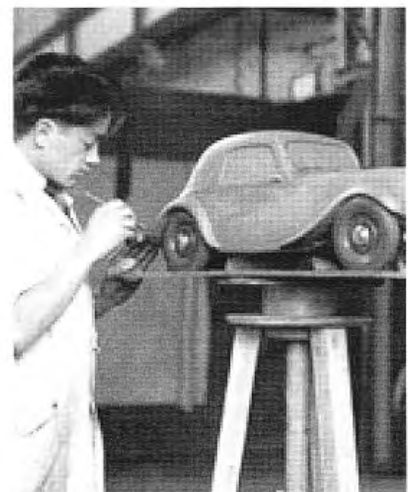
"Observateur attentif et spécialiste averti Lucien LOREILLE a vu circuler à Lyon de 1937 à 1940 cette curieuse Traction Avant dont il a dessiné la silhouette. Selon lui - et je fait toute confiance à son œil d'expert - il ne s'agissait sûrement pas d'une carrosserie spéciale bricolée par un amateur. Peut-être était-ce le prototype d'une version économique de la 7 destinée à la clientèle des représentants de commerce; elle utilisait la caisse de la berline mais ses portes provenaient du faux cabriolet (coupé) et toute la partie arrière était tôleée."

"Attentive observer and well informed specialist Lucien LOREILLE saw this curious

Traction, from which he drew the silhouette, circulating in Lyon between 1937 and 1940. According to him - and I completely trust his eye of an expert- it was not a special body arranged by an amateur.

Perhaps this was the prototype of a cut-rate version of the 7, intended for the customers who were sales-representatives. They used the body of the berline, but its doors came from the faux cabriolet (coupé) and the complete back-part was in iron plate."

Wiljan also said: "This is one of the 2 coachwork models that, when Citroën developed the Traction-family in 1933/34, was predominated, but however never is taken into production. Your photograph shows therefore an "extended" coupé, based on the 7A/7S. Another (3rd) body-variant that has never gone into production is the "coupé de ville" familiale, whit its third window closed, so it had an enormous dead angle. But I also remember a photograph (below) from the designer of the Traction, Bertoni, showing a clay model of exactly this type of TA.



Remarkably moreover to the photograph, if it is a prototype, is the fact that the horns are behind grills in the mudguards and that the car has seats with metal frames. With the 7A, that was however very different !"

Reply: "The horns and the seats are indeed not from a 7A... but Bellu writes he has noticed the car in Lyon from 1937-1940... and then this picture could be valid, because then the implementation corresponds more or less with the release of the 7C... it also seems logical that Citroën launched the berline first and later on looked for alternatives, thereby using e.g. the coachwork of the 7A/B/C and the doors of a faux cabriolet (coupé)"

Wiljan's answer: "...Well, I don't think this is so logical. If Citroën wanted to make a small van, in my opinion it was much easier to take a berline and convert it, as the Danish have done later on.

As it happens, it is not that easy to place the doors of a coupé in a Berline-coach.

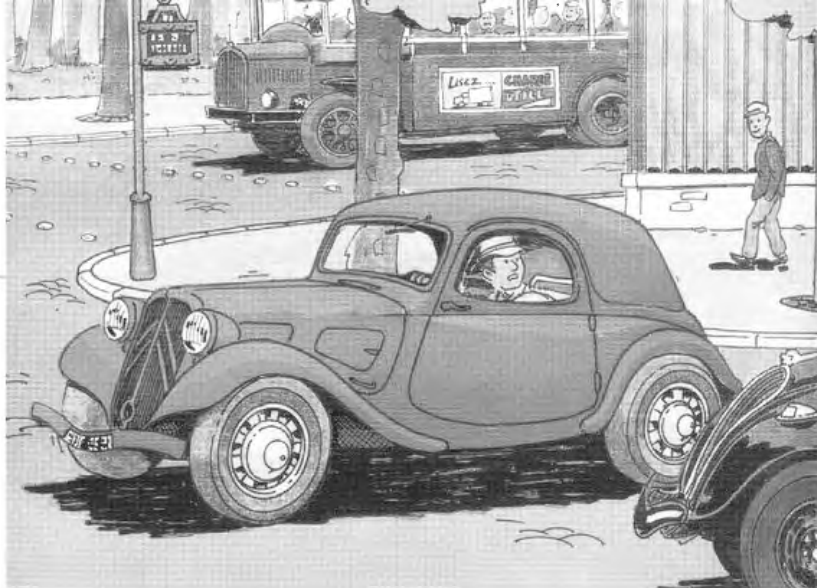
The only explanation I can find is that Citroën had a stock of coupé-coaches, which apparently he did not expect to sell them as such, and for this reason has converted them.

In that case you would expect that this car would also appear in the sales-brochures, but this I have never seen.

Anyhow, all those riddles around the TA only make it more interesting, isn't it...?"

So we kept on searching and answered Wiljan.

"Now we have taken a better look in the book of René Bellu, it looks like someone has made a non-inspired joke... As it happens, we found a photograph of a Traction coupé 7C 1935 in the same setting, same shades, same number plate (ending with N1), and the little men in the car is the same as the driver of a 15-Six 1939 further on in the book. Sorry if we



have put you on the wrong track, but it looks obvious that this is a treated photograph?"

Then Wiljan says: "Don't jump to conclusions. As it happens, Citroën themselves have for publicity-reasons in the thirties, frequently customized older/other photo's. There are lots of examples to find.

Also, in these photo's, Citroën re-used number-plates.

Therefore even if it is a customized photograph, it can well be a 'valid' Citroën-photograph."

After this answer we were encouraged to further investigate.

On the website of Guy Loos and Jérôme Collignon "Tractions 1934-1935" we found 3 sketches of this type of car. These specialists of the early Tractions communicate that these carriages were foreseen in 2 versions: a short 7PVU (Petite Voiture Utile) and a long 11PVU with 2 doors and 2 (+2 places), with doors of the faux cabriolet (coupé) and at the back 1 door, to be opened in 2 parts, same as on the later commerciale. They suspect that one copy of the 7PVU has been produced and delivered, and it was noticed in Lyon, before WW2. They refer to the book of René Bellu.

Yet there is no photograph on their website. Guy Loos also refers to the famous photograph of Bertoni (3) with the clay model, as being the only photo known...

http://site.voila.fr/tractionavant1934/site_7pvu_et_11pvu.htm

Now I suddenly knew where the picture on the PC-screen at the Brugge-fair had reminded me off: of course it was the photograph, in the book of John Presnell 'Citroën Traction Avant', of Bertoni with a scale TA-model in clay, clearly the same car as the one on the mysterious picture.

Text that goes along with the photo: "Flamioni Bertoni working on a clay model of a short-wheelbase Traction, but was such a car ever built?"

This completed our search.

Everything points out that several Citroën projects in the thirties were cancelled because of a shortage of financial resources. Also the understanding with the new factory-owner Michelin was not of that nature that all projects were being prolonged or finished.

Possibly this photograph was the promotion picture of a still unfinished project.

We are convinced that the photograph can be valid, possibly being a customized photo by Citroën itself, and that it is not to be separated from the sketches and the clay models of that type...

All this probably will be part of the development of the later Conduite Intérieure Commerciale 1938.

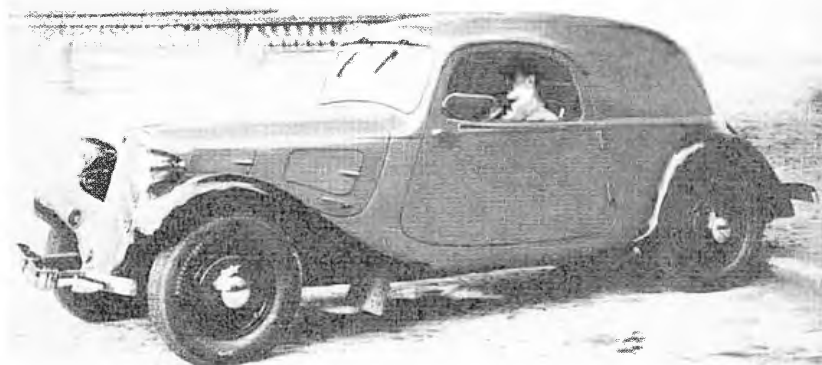
And here it is, the PHOTOGRAPH (left):

You clearly recognise the pre-war Traction Berline, 1934-'35-'36, with the doors of the faux cabriolet (coupé) and the seats from the types of '35-'36...

This photograph seems not be known by any TA-lover and, if it appears to be genuine, this therefore is a first publication after +/- 70 years.

And: if this photograph is valid, then... isn't that Lecot from Lyon sitting behind the steering-wheel!?!...

Walter Callens



My Light 15 by Mark Lefley

Having now owned my Light 15, KVS864, for just over 15 months and having been a member of the TOC for the same time, I thought I should commit to paper some things that may be of interest to other members. My knowledge of the Light 15 has benefited hugely from reading the magazine and the tips contained therein. In fact I look forwards to the next edition of the technical cdrom. Of course, some of you more mature members will have already found your own solutions to the Light 15's shortcomings!

I acquired my Traction from Dick Davis on the Isle of Wight January last year. He had owned the car for some 13 years and was quite sad to part with the car. A lack of a garage I believe was one of the main reasons for him selling the car, having just recently moved and indeed, the lack of garaging over the winter did have a detrimental effect on the body work and internal trimmings. I wouldn't say that the car was in great condition but was a good runner with a current Mot and full service history. It was never my intention to buy a show winning car but one that could be used as and when I fancied, come rain or shine without having to worry about the odd bit of corrosion or wear and tear. In fact I was able to use the car nearly all of 2005 without hassle apart from an early engine overheating problem which came down to a blocked radiator core. Andover radiators in Andover, Hants, Tel no 01264 350164 put a new core in the radiator at a reasonable price of £185 and did a great job. The only other minor problem I had was with the wiper motor mounting bobbins which had perished allowing the wiper motor to float about. I purchased some bobbins part no. 2216/ss/3 from www.antivibrationmethods.co.uk which sorted the problem with a little modification to the studs. This involved shortening one of the studs on each bobbin flush to the mounting bracket and then applying a small spot weld to lock into position. You have to be careful not to apply too much heat to the bobbin as the adhesive bond will melt. Alternatively the bobbin could be glue bonded to the mounting plate.

With an expired Mot in December I had to get down to some serious work in January to ready the car for its test and for its first outing in the spring. A noisy clutch release bearing and some corrosion on the front chassis leg adjacent to the steering box necessitated removal of the engine and gearbox. Many thanks to Roger Williams for supplying some replacement universal joints for the inner cardans, one had been damaged, cause unknown, and with the engine out it was simple job to remove the inner cardan for servicing. The replacement splined driveshafts were supplied by Roger to Dick Davis back in 1998. Thanks also to Roger for his advice on a replacement clutch bearing. He advised against using a standard bearing because of the lack of a proper seal. The bearing he advised me to use is a 62072RS1 which is a fully sealed roller bearing. I purchased this from Rs components, www.rswwww.com, part number 2850964, ordered online and received the next day at a cost of £12, excellent service. This bearing fits with just a small modification to the housing and tin cover to allow clearance for the grease seals.

Having dealt with the corrosion on the chassis leg with a small mig welded patch and a further patch on the floor I have completely undersealed the car including injecting some waxoyl into the chassis box sections. Had this been done years ago a lot of corrosion could have been avoided. A product I have used with great success is Fertan, a rust killer and inhibitor, purchased from www.fertan.co.uk I have got some further corrosion to deal with in the bottom of the doors, roof gutters and the sun roof but these are jobs for later. The doors have been reskinned in the past, it was a shame that the inside of the doors were not treated at that time to stop any further corrosion.

The brakes appear to be in good order apart from a weeping wheel cylinder which I shall reseal. The brakes have benefited from a good clean and adjustment using a tool made from drawings in the magazine.

One thing that irritated me in using the car last year was the need for priming the petrol pump if the car hadn't been used for a couple of weeks. She'll start on the button once the fuel has been lifted to the carb. To make things easier this year I have fitted an electric pump just for the purpose of lifting the fuel from the tank to give the mechanical pump a head start. I have attached a photograph of the layout. I had an old SU pump from a Morris Minor kicking about which is ideal because it is designed to be mounted under the bonnet and away from the petrol tank, a sucker rather than a pusher in crude terms. www.vehicle-wiring-products.co.uk can provide all the necessary parts including a petrol pump, look under the heading pipes and hoses.

I have fitted a simple pushbutton under the dash which is wired into the ignition coil feed so that there is no chance of the pump being operated when the ignition is off. I have also fitted a non return valve, supplied by David Boyd of Paris cars who advertises in Floating Power. Now all I have to do is push the button for a few seconds and wait for the pump to stop clicking and we're ready to go.

Just for clarification, I have no financial interest in any of the companies I have mentioned but they all offer fantastic customer service!

To finish I would like to give my thanks to Chris Treagust for doing a great job in the spares department.

Well, I must get back to the garage now, spring is here and the car's not quite ready. I'm hoping I will be able to pick up my re-chromed bumpers very soon. I've left them with a company in Southampton. If the quality and price are good I'll send the details in to the club.

Mark Lefley



toccorrespondence

Brand New Engine!!!

Dear Citroen Traction Enthusiast,

The reason for this email is to inform you that I own a BRAND NEW ENGINE AND TRANSMISSION FOR CITROEN TRACTION 11.

The above mentioned engine has never been unpacked from it's original factory box in which it was imported from France (Paris) in the 1940s or 50s.

It's in excellent conservation conditions for which it is considered to be a museum piece unique in it's gender. I am attaching photographs. It is at present in Buenos Aires - Argentina. It's value is 10.000 Euros. FOB - BUENOS AIRES

For any further information please contact me
(En español; 0054-9-11-5307-0763)
or for English at 0054-9-11-6059-9651

Thanks for now in advance and hoping to hear from you soon.

NICOLÁS JAVIER DI PRINZIO, BUENOS AIRES ARGENTINA



Whatever became of La Ceinture?

With reference to David De Saxe's question in January/February 2006 Floating Power, I believe I can throw some light on this place.

In September 1999 we spent a few days in Port Camargue and while braving the mosquitoes we did a little touring around. On reading the article I recalled that on this road we passed a somewhat isolated establishment with a nice Peugeot 203, which caught my eye, plus other old cars on the side of the road. I decided on the return to stop and have a closer look. It certainly did look as if it would have been a restaurant and there were several other old cars inside buildings and the garden. There were also several other visitors wandering around.

I don't recall seeing any Tractions, I did however take a photograph of a very beautiful red and black Citroen Tourer. I sent a copy of it to David and he reckons it is c1930. On leaving we wondered whether these cars were for sale, was it a small private collection or just a ruse to get unsuspecting visitors to stop and get bitten!

Richard Heskell

Not a lot of people know this...

On the first Thursday of next month at two minutes and three seconds after 1:00 A.M., the time and date will be

01:02:03 04/05/06.

That won't ever happen again.

You may return to your (normal ?) life now...



tochelpline

0870 012 2002

from abroad

0044 115 911 0960

email: toc.helpline@ntworld.com

toc correspondence

Tractions on the Moon?

Dear Editor,

My neighbour, Mr. Bill Smout, has persuaded me to write this article for you. Well to be honest it is much more than that, he has skilfully researched the details and typed it all into his computer to email to you.

Now that I have fully retired I have moved into a smaller bungalow near Deganwy. As you can imagine I had to go through a lot of my possessions during the move. And in the course of this I came across my father's old diaries – written in his meticulous handwriting, and of course in Welsh. My father, Llewellyn Davies, had been the schoolmaster at Llanberis from 1934 to 1965. The schoolhouse is still situated at the foot of Yr Wyddfa (Mount Snowdon). I attended school there as a young girl, and always lived nearby until my husband, Horace, passed away last year.

I am afraid that my knowledge of Welsh is now a bit rusty, but I was fairly sure that one particular entry would interest my neighbour Bill. He suggested at once that we should ask Mr. John Williams from Mold if he would be so kind as to translate the following –

Ar Noswyl Sant Cardon, yn y flwyddyn 1935 – noswaith eithriadol o glir – wrth gwyllo ei praidd ar llethrau'r Wyddfa, gwelodd Owain ap Evan, bugail leol – gwr anabyddus am ei golwg arbennig – rhywbeth newydd ar wyneb y Lleuad.

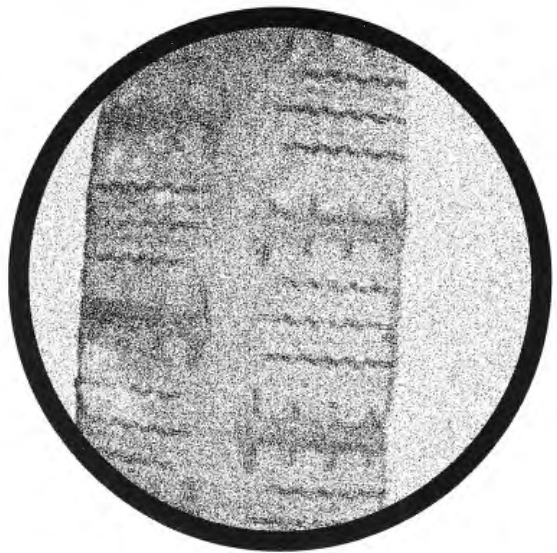
Am ei fod yn gwybod roedd gennyf tremwydr daeth i'm weld ac aethym i archwilio. Llygadrythom ar y Lleuad ac ie, roedd yn wir, mi roedd rhywbeth anghyffredin yn y Gogledd ond ni gallom dychmygu beth oedd.

On the Eve of St Cardon* in the year 1935 – a particularly clear night – while watching his flock on the slopes of Snowdon, Owain ap Evan, a local shepherd – a man renowned for his exceptional eyesight – saw something new on the face of the moon.

As he knew that I possessed a telescope he came to see me and we went to investigate. We stared at the moon and yes, it was true, there was something unusual in the North but we could not imagine what it was.

I remember well the shepherds who kept their flocks of sheep on the foothills beneath Yr Wyddfa, but I suppose I was too young to remember Owain ap Evans in person. However I had often heard the legend about what had been seen on the moon that night, and I knew you would all be interested.

Bill said that he had recently read an article in the local newspaper about the photographic archives at the Boddwellan Institute. The Curator, Professor Rhodri Jones, says that there had been a large astronomical telescope at the old College of Bangor, which was regularly used before the war. In fact it was a 24 inch reflecting mirror telescope with a Schmidt camera attached to it. The negative images on glass plates still exist, and are in good condition. It took some weeks digging into the archives, but eventually a single photograph was unearthed which had been taken of the full moon that very night in April 1935. We are particularly grateful to the Department of Digital Analysis at Liverpool University who have one of the most advanced facilities to



enhance old photographs. The enlargement of what was seen through the telescope more than 70 years ago was truly amazing.

Bill recognized instantly that the image looked like a wheel track, and one not dissimilar to those that his own old car might have made. However it was not exactly the same, but through the kind offices of the Michelin Company in Birmingham we are now quite confident that the track could only have been made by the 150 x 40 STOP tyre which they say was only fitted to Citroën cars in 1934, most probably to the Traction Avant 7B model.

Those of you with telescopes or powerful binoculars may care to look at the moon each year on the anniversary of this discovery. Unfortunately this year the phase of the moon will be three days after the new moon, and so it may be too dark to see anything. If you have a lunar atlas then you should look to the north near the Mare Inebrium (Sea of Happiness), where just beyond the Montes Citrones (Yellow Mountains) slightly to the north-east there is the small bell-shaped Crater Isabelle. An artist has been commissioned to draw what the scene might have looked like.

Yours faithfully,

Avril Fish (Mrs)

* Editor's footnote - St Cardon is a little-known Welsh saint - feast day 2nd April.

tocorrespondence

Readers Wives

Browsing through some Traction photos recently I found these two snapshots and couldn't help thinking of the "readers' wives" theme of a few years ago.

The first "rear end view" shows Hugh Macrae's 1938 Commerciale at the Rotonde, Wenduine during Walter and Noella's wonderful rally last May. Seated in the back are Hugh's wife Jenny and my wife Julie.

The other Traction is a Normale I spotted in a French garden about 10 years ago. I have no idea who "Chris" is or her telephone number!!!

Kenny Cocker



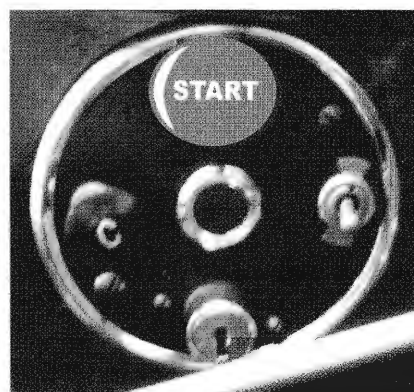
Fast Starters

Most modern cars are started by turning the ignition key.

There is a growing fad on supercars to have a bright red button labelled with "START".

A kit is now available to upgrade the starter button on your Light 15.

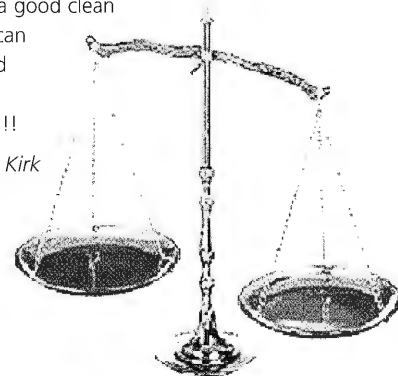
Boy Racer



Traction in the kitchen

The piston in the 1.25" slave cylinder of the braking system of the Lt 15 weighs 100 grams. So for any cook who has gone metric, ask your partner not to throw it away when replacing a slave cylinder but give it a good clean and it can be used in the kitchen!!

Roland Kirk



Members may be interested in a website offering tractions for rental in France

<http://www.classic-rent.fr>

CITROËN

toctech



volume 1

Maintenance **28**

TECHNICAL

Puzzle Corner

MOT Testing

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
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The information given in this section represents the opinions and advice given by each contributing author. Neither the TOC, nor its officers and members, accept liability for any error, omissions or inaccuracies that it may contain.

Puzzle Corner

One of our members has been struggling with a problem on his Light 15. After many investigations and attempted cures over a period of a year or more, the problem remains stubbornly insoluble. Help!!

The Car

A well maintained 1953 Light 15 with the standard, unmodified 1911cc engine and 12V Lucas electrics.

History

The origins date back several years to when there had been intermittentThe assumption was that it was probably dirt in the carburetor, dirty plugs, or maybe a condenser on the way out. However, matters came to head on the way back from a trip to the Le Mans Classique event a couple of years ago when the misfiring came close to a re-enactment of the battle of the Somme. Having attempted the usual roadside repairs every 20 or 30 miles with the assistance of the other members of the party, the car limped home back-firing all the way. There was a firm conviction that the problem must be pretty obvious to exhibit such extreme symptoms. But...

Attempted Solutions

Many of the obvious things had been tried in France at the side of the N158. These included cleaning the carburetor, making sure that fuel was coming through, cleaning the points and plugs, trying a new condenser, ensuring that there was a healthy spark, careful setting of the points gap and ignition timing. General consensus was that it was a sticking valve or something more subtle.

So, off with its head. The valves were in reasonably good shape with none of them apparently sticking, but one of the push rods was bent – could that be the cause, or was it a result of the severe back-firing? The opportunity was taken to overhaul the head to be absolutely certain that all was in good working order and the bent push rod replaced. After re-assembly, the fault remained with general disappointment all round.

The engine ran but was very "lumpy" on tick-over. When revved, it spluttered and backfired, finally picking up speed but remaining very rough. What followed was a series of three long sessions of trying everything that could possibly be the cause but with no

effect on the fault. In summary, these are the things that were tried:

- New plugs
- New condenser (twice)
- New points
- Coil tested and another tried in case the test was wrong
- New plug leads, coil leads, and connectors
- Firing order checked many times
- New distributor cap
- New rotor arm
- Distributor stripped down to ensure mechanical advance weights working correctly
- Vacuum advance tested - OK
- 12 volts checked at coil to ensure no voltage drop in wiring
- Earthing checked
- Ignition timing and points gap checked many times
- Carburetor cleaned several times
- Fuel pressure checked – OK at a steady 0.3 bar.
- Vacuum connection from carburetor to distributor OK
- Rocker clearances checked.

At this point it seemed that all possibilities had been exhausted but the problem remained. Instinct suggests that the problem is electrical despite having changed just about everything, but a fuel problem cannot be ruled out.

The combined knowledge and expertise of the TOC should be able to sort this one out. If so, there will be one very happy member who will be paying his subscription with a big thank you! Suggestions please to me, John Ogborne, at the above address and, having passed them on, I will publish them together with any results - positive or negative - in the following issue.

MoT Testing

The FBHVC article and Mike Tennant's last contribution on brake testing prompted Robin Dyke to supply the following data for the computerised MoT test.

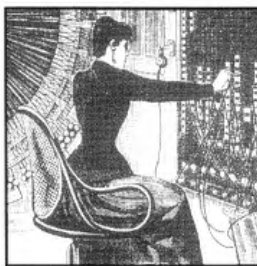
The testing station for the new MoT may ask for the "braking weight" of the car. I think this is probably the "unladen weight" plus a couple of passengers. It is needed for a calculation to do with the braking test on the rollers.

The "unladen weights" are:

- 7A, 7B, 7C, 7eco, Light 12 900 Kg 17_cwt
- 7S 1,025 Kg 20_cwt
- 11AL. early 11BL 1,060 Kg 20_cwt
- 11BL Perfo. Light 15 1,070 Kg 21_cwt
- 11A, early 11B 1,100 Kg 21_cwt
- 11B Perfo. Big 15 1,120 Kg 22_cwt
- 11 Fam 1,180 Kg 23_cwt
- 11 Com 1,210 Kg 23_cwt
- 15 Six D, G & H saloon 1,325 Kg 26_cwt
- 15 Six Fam & Lim 1,339 Kg 26_cwt

I assume that Robin leaves it up to us to decide on the typical weight of two typical Traction passengers!

Although the rules seem to be open to a certain amount of interpretation, it is believed that if the unladen weight is not available on the computerised system, the old-style test using a Tapley meter (as described by Mike in the last issue) can be used as an alternative. It would be useful to hear from any members who have experienced any problems with recent MoTs.



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from abroad

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going spare

This is the first in a series of articles about items available from the TOC spares service. Tony Hodgekiss, ably backed by the Technical committee, is starting with clutches – in particular, those that judder.

The TOC spares store recently had another batch of clutch assemblies reconditioned (Citroen part no 493023). It therefore seems a good point at which to remind members of some of the issues with the Traction clutch unit and what the TOC can offer members who are considering overhauling this unit.

The Slough Parts Manual (June 1956 edition), pages 122-125 (crankshaft) and 152 -154 (clutch) and the Slough Repair Manual (Jan 1958 edition) pages 23 and 24 (pictures) and 44-47 (text) should be referred to. Other editions of the manuals will have the same information, but probably on different page numbers.

The Traction clutch is a very traditional and standard design, using a single friction plate, tripod release arms and a ball-bearing thrust assembly. The Six cylinder version is more complex in that it uses twin clutch plates, but the principle and points made are equally relevant.

For a clutch to operate satisfactorily, it has to be under the total control of the driver's left foot all the while it is being operated. If it is not, this could exhibit itself as a slipping, snatching, dragging or juddering clutch. Any of the components which prevent total control being achieved should be regarded as faulty and be rectified, both for the pleasure of driving and to prevent further damage to the car.

Referring to the diagrams, the mechanical linkage (cable or rod) when pressing the clutch pedal causes the withdrawal forks (490897 rhd or 490888 lhd) to pivot to the left (in the diagram) and bear on the pressure pads of the thrust bearing housing (490886). This allows the thrust bearing (89971) (not visible in the Citroen diagram) with its thrust washer (490371) to press on the inner ends of the three levers, referred to as 'toggles'. (490270). This, in turn, causes the driving plate (493018) to be pulled to the right and reduce its pressure on the adjacent friction disc (490986). At this point, powered rotation of the gearbox shaft which fits into the splines of the friction disc will reduce and ceases entirely with further pressure on the clutch pedal.

Releasing the clutch pedal reverses the actions described and the components are all forced together again by the nine powerful springs (493019) so that the whole assembly, including gear box shaft rotates as one complete unit. It is at this point, when the friction engagement is being made, that problems with the clutch unit are normally apparent. Clutch problems are much more noticeable when trying to start a stationary car than when slowing a moving one.

There are three basic types of clutch problem likely – a slipping clutch¹ where there is insufficient friction between the components, a dragging clutch² where the plates do not separate enough to stop powered rotation, or where some item is misaligned and its friction is causing a 'false' shaft rotation. The third type of problem is an in-between condition, where the clutch suffers from intermittent friction resulting in 'stick-slip' as it alternates between adequate and insufficient driving friction.

The first two problems should be curable by replacement or correct adjustment of the offending parts, following repair manual service operations 115 and 116.

The third type will be felt as either juddering or a snatchy take-up when the pedal is released and will be familiar to many Traction users. It is a feature of older car design with worn clutch components. I suffered it for a long time in my Traction until I was so sick of the lack of clutch control, that I had to do something about it. A juddering clutch puts a lot of excess stress on other parts of the drive-train, e.g., driveshafts, gearbox, engine mountings, etc, which then give trouble too.

The key to smooth clutch engagement is to avoid creating stick-slip between the friction plate and its neighbouring parts. Obviously a friction plate contaminated with grease³ is liable to slip-stick, or one which is distorted will alternately contact high and low spots on the surfaces. If the friction plate is in good condition, then the judder results from other components of the clutch assembly, i.e. there is wear and movement where there should not be.

As I said at the start, the motion of the clutch assembly must be under total control of the driver's left foot if a smooth action is to be achieved. Any motion which is outside the control of the pedal, resulting from worn bearings or misalignment could be experienced as judder. The clutch motion should be 'solid' over its entire travel. Any misalignment could mean that one segment of the friction plate will start to bite before another and as the plates rotate they contact points of varying frictional quality and stick-slip again results. It is therefore essential that the thrust assembly travels absolutely square to the toggle levers, so that the 3-point contact is even.

The Traction clutch assembly has several points where wear can occur owing to its simple construction, minimal lubrication possibilities, partial exposure and the fact that it sits near the front of the car to collect any flying grit. Any original Traction clutch is now going to be 60 years old and wear will have occurred in all the critical moving parts. Once wear has occurred, key parts can move in relation to each other, constantly changing friction levels and causing stick-slip.

The key points for wear or misalignment which could induce clutch judder are:

- Crankshaft spigot bearing seized or breaking up (89500)
- Toggle levers worn or poorly adjusted (490270)
- Thrust withdrawal race worn or seized (89971)
- Thrust housing pressure pads unevenly worn (490886)
- Withdrawal fork journals and fork tips worn (490888/490897)
- Fork shaft bushes worn (451570 / 490759)
- Fork shaft lever loose (490576/490813/493048)

Since all of these items are simple to check and replace when a new clutch assembly is installed, then that is the time to do it. Finding that you still have judder after installing a new clutch and having to strip out the front end again is no fun on a Traction!

The other components between the driver's left foot and the clutch should be considered too. There are a number of pivots, levers and links [known as 'trunnions'] where slackness could be experienced, e.g. the clevis joints on the actuating rod (541185+ 113506), cable or the pedal assembly itself (543341+ B.10326). Again, these have minimal lubrication facilities so they are wear-prone and worth checking, if that judder is to disappear. If you

going spare

can feel free-play in any of these parts, then so can the clutch assembly and they will need replacing. Alternatively, the pivot holes could be reamed out and bushed, or used with oversize trunnions and pins.

Some Traction owners have fitted diaphragm clutches, modified from modern cars. These are more tolerant of mechanical problems, so they are able to disguise the underlying problems of wear or misalignment. The fact is that the traditional 3-lever clutch is perfectly good for the job if it is mechanically sound. Most vehicles had them once and they did not start life juddering.

It is sometimes claimed by Traction owners that judder can be cured by renewing engine-mounting rubbers. This may be true in some cases, but I suspect that the judder was there, and exaggerated by soft or torn mountings. The new mounting just conceals the judder until it too softens, so the need is really to sort out the cause of stick-slip in the first place.

Notes

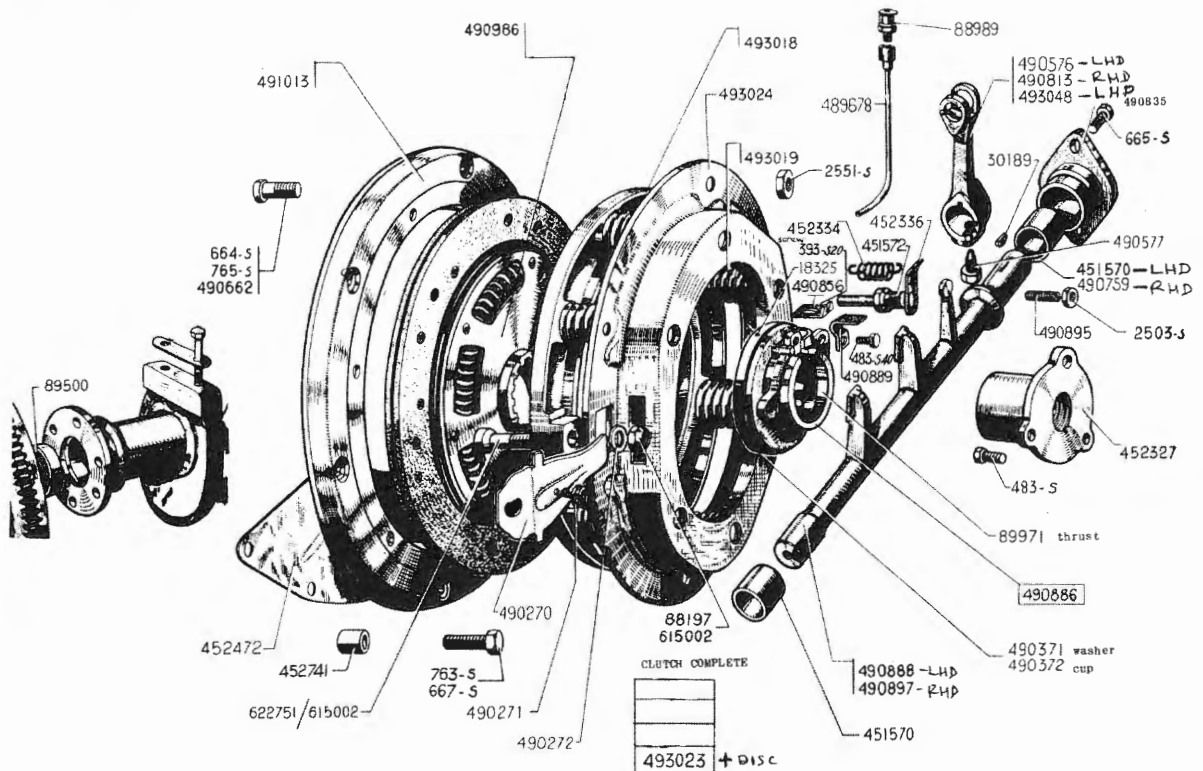
1. Possible causes of a slipping clutch - worn linings, weak springs, wrong adjustment, oil on friction surfaces.
2. Possible causes of a dragging clutch - damaged spigot bearing, wrong adjustment, warped friction surfaces, friction plate/flywheel corrosion.
3. A contaminated friction plate can usually be cleaned with paintbrush cleaner and water, or by soaking in methylated spirits and setting light to it for a low-temperature burn-off.

Clutch items available from the TOC -

TOC No.	Description	Citroen No.
A1A	CLUTCH THRUST BEARING 7/11	89971
A9	FLYWHEEL SPIGOT BEARING	89500
A15	CLUTCH THRUST BEARING 15/6	491045
A16	CLUTCH FORK BUSH	451570
DD2	DS23 FRICTION PLATE	-
E1	CLUTCH PRESSURE PLATE ASSEMBLY	493023
E2	CLUTCH FRICTION PLATE (RECON)	490986
E3	CLUTCH RETURN SPRING	89020
E28A	OIL WELL - CLUTCH THRUST 10mm	-
E28B	OIL WELL -CLUTCH THRUST 12mm	88989
E34	CLUTCH LININGS FOR C4 MODEL	-
K16	CLUTCH PEDAL SPRING [LHD]	540964
K16B	CLUTCH PEDAL SPRING [RHD]	541093
K18	CLUTCH CABLE SPRING	543371
K35	CLUTCH CABLE 11L - PRE 52	543272
K35A	CLUTCH CABLE 11 - PRE 52	543275
K35B	CLUTCH CABLE 11/11L POST 52	543348
K35C	CLUTCH CABLE 15/6	543386
A1C	THRUST WASHER FOR A1A	490371
H47	WITHDRAWAL FORK [RHD]	490897
H48	WITHDRAWAL FORK [LHD]	490888
-	PEDAL ASSEMBLY [RHD] - not recon	B.9040/541104
-	PEDAL ASSEMBLY [LHD] - not recon	B.9326/540976/543314
-	THRUST HOUSING - not recon	490886

Your own comments and personal experiences on this subject are welcomed by the Technical Committee.

154 - CLUTCH

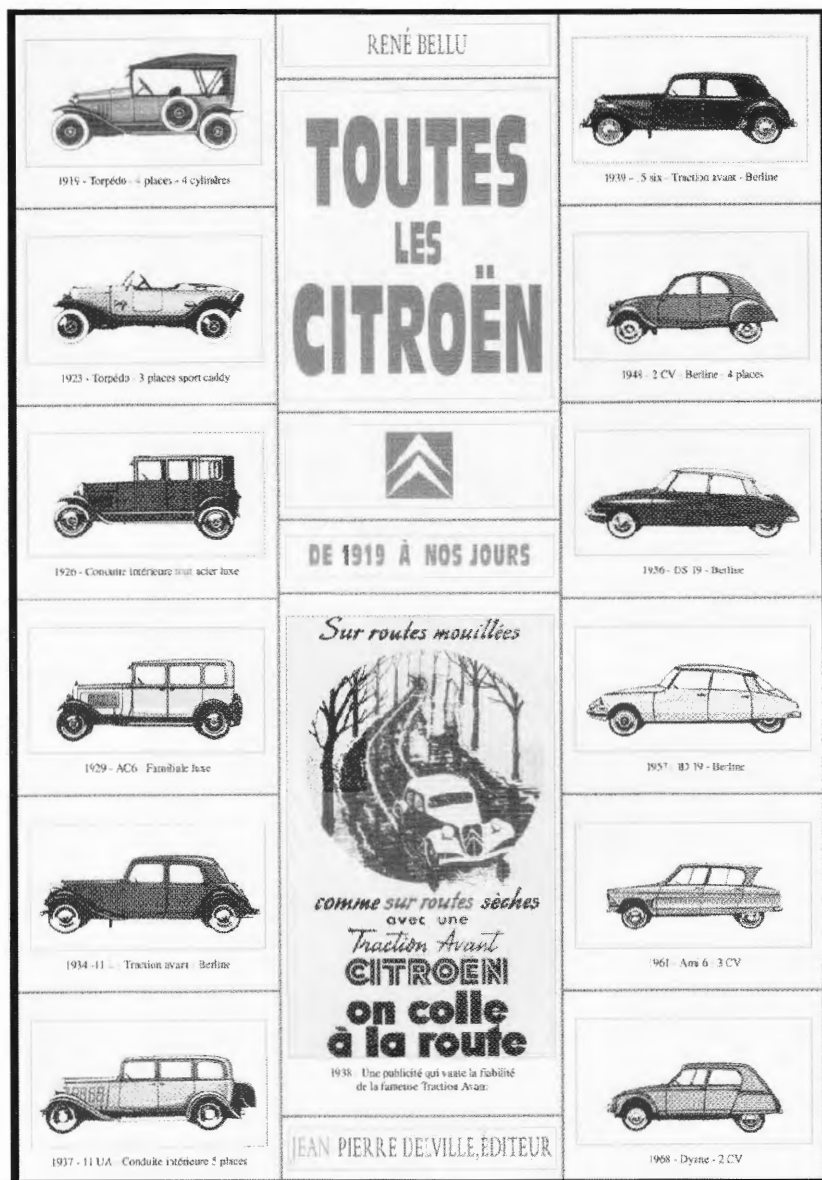


Toutes les Citroëns

"Toutes les Citroëns" by René Bellu is a weighty tome dealing with all the Citroën models built from 1919 to 1994. This French book as all of Gaul is in three parts. The first part (half the book) takes a year or part year at a time and lists all the models of that year. The format is consistent throughout with left-hand pages detailing the specification, describing what was built and when, and illustrated with old photographs. The right-hand pages are coloured illustrations of the various models in profile, neatly titled with the model names, seating, prices and dates. The second part (almost the rest of the book) is arranged by model and consists of hundreds of old photographs with explanatory text. Each section deals with the prototypes, how the production models developed, the variations of "foreign" manufactured versions, and the special-bodied marques. Included also are the sporting triumphs. The third part is a superb collection of old publicity material for all the Citroën vehicles.

The book is published by Editions Jean-Pierre Delville - ISBN 2-85922-014-3

Robin Dyke



agm 2006

The Final TOC Social Event for the 2006 Calendar will be held at the Quality Hotel, Walsall, West Midlands on the weekend of November 25th/26th.

The 30th TOC Annual General Meeting will be held at 11.30am in the King Charles Suite, Sunday 26th November.

To celebrate our 30th anniversary we have arranged a weekend stay at the Quality Hotel, to include on Saturday evening, a 3-course carvery dinner, entry to a 'Tom Jones' Tribute, followed by a disco until 1a.m. We have full use of Hotel facilities during the weekend. Visit www.choicehotelseurope.com

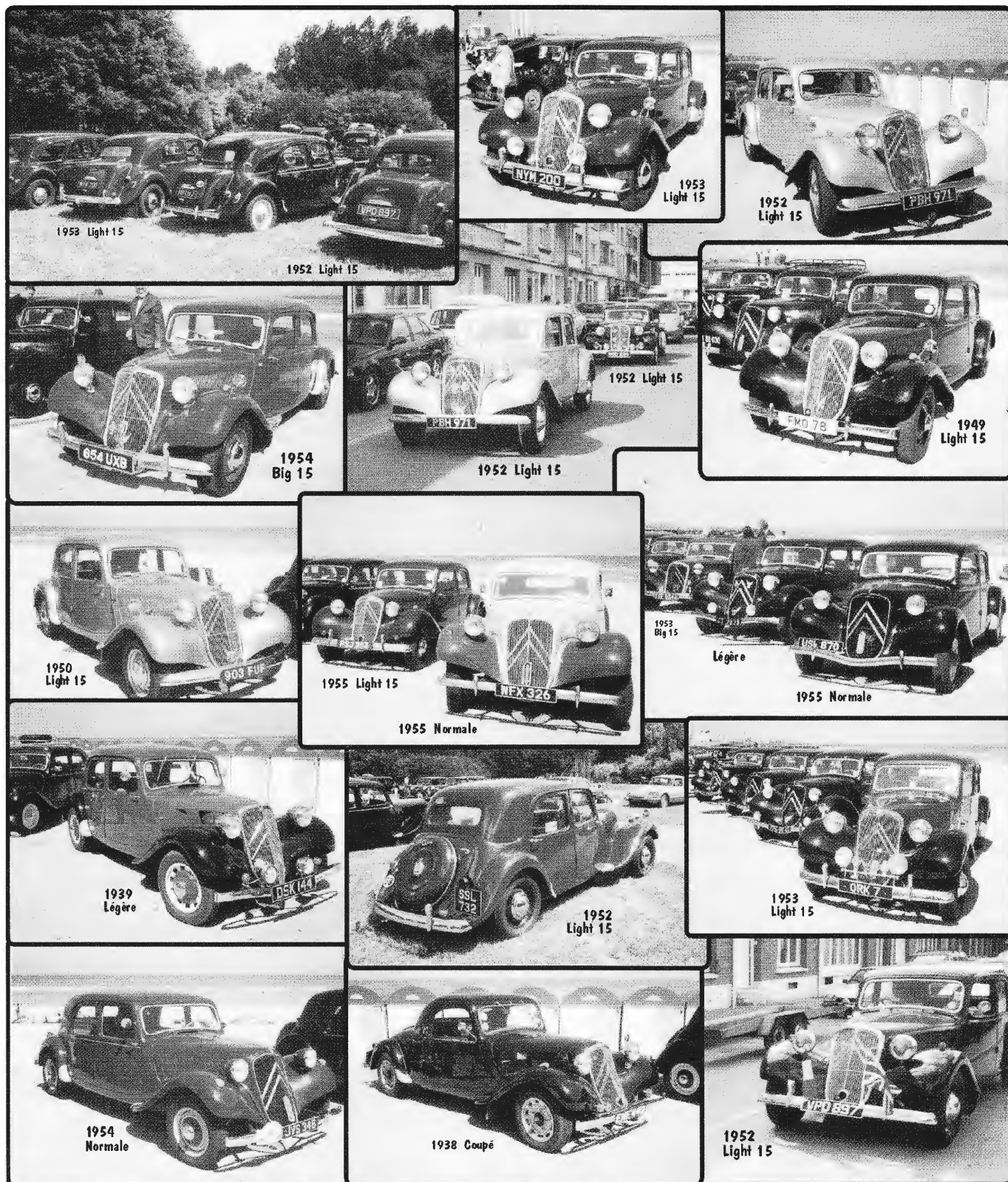
The Hotel offers great location (Jn10 M6), 154 air-conditioned rooms, Saddlers Restaurant, conference facilities, leisure centre, indoor swimming, secure parking.

The cost of double/twin room, breakfast Sunday morning, Saturday night carvery meal and entertainment is £99 per couple - less than £50 per person. For a further £10 per person Sunday lunch can be added after the AGM.

For those who remember 10 years ago this event attracted 70 members.

To reserve a room contact Steve Southgate 0121 352 1100 (eves) or 07747633329 or email steve@imperial-cars.co.uk

Montagne Dunkerque 2004



Photographs by Christian Méens of Paris



SEA FRANCE

DOVER - CALAIS FERRIES

A reminder that members of the TOC get 10% discount when booking with SeaFrance.

Members (only) should phone to book for sailing in 2006, and ask for the Traction Owners Club discount.

The offer does not apply with other discounted fares.



USEFUL SERVICES

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

COMPANY DETAILS	SERVICE DESCRIPTION
Armourtex 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	Chromie 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.

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

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 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

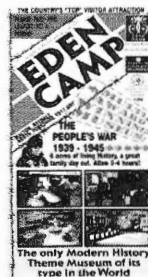
INSURANCE

Heritage
 Tel: 0121 246 6060

WWW

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

toc annual rally 2006



Friday September 15th to Sunday 17th September 2006

Venue: York, North Yorkshire and surrounding area.

Camping/Rally HQ: Chestnut Farm, Acaster Malbis.

Hotels and B&B: See list posted on yahoo group site or email me..

NOTE: Accommodation must be booked directly by you!

Name:

Address:

..... Postcode:

Telephone: Email:.....@.....

Car Details:

Registration No: Model:..... Year:..... Paris/Slough*

Event Details

Friday 15th	Water taxi:	Adults:..... Children:
	Ghost Tour:	Adults:..... Children:
Saturday 16th	Eden Camp:	Adults:..... Children:
	1940's Dinner Dance	Adults:..... Children:
		Vegetarian:.....
Sunday 17 th	National Rail Museum	Adults:..... Children:
	Yorkshire Air Museum	Adults:..... Children:

Registration Fee: Adults **£30** Children **£15** (under 14)

Attendees: Adults: Children:

Cheques to "Traction Owners Club" (in GB£ drawn on UK Bank)

Visa Card: _____ Expiry: __ / __ CVV _____

For Registration Fee only

Please send form to:

Mick Popka, 151 Tadcaster Road, Dringhouses, York YO24 1QJ - GB

To arrive no later than Saturday 1st July 2006

Questions? just email me at mick@popka.co.uk,



Nottingham Sports Car Club

Mallory Park Jubilee Meeting – Sunday 21st May 2006

On Whit Bank Holiday 21st May 1956, the Nottingham Sports Car Club ran the first car race meeting on the new tarmac circuit at Mallory Park, Leicestershire.

To mark the Jubilee, the British Automobile Racing Club (the current operators of the venue) are running a special *classic car* race meeting. The NSCC are organising the non-competitive Display and Parades at Lunch and later during the afternoon.

Entries (free of charge, with two people passes per entered car) are welcome from:

- A** Road cars and small vans (breakdown trucks and buses also welcome) up to and including 1956 manufacture, which could have taken people to the First Race Meeting.
- B** Competition type cars of any age that did, or could have raced at Mallory Park.

Detach and send the entry form to:

Roger Carrington, NSCC Secretary

152, Egypt Road, New Basford,
Nottingham. NG7 7GZ.

Telephone 0115 978 1997

ENTRY FORM for NON-COMPETITIVE EVENT

Display and Parades - NSCC, Mallory Park 21st May 2006

The Car

MAKE MODEL

YEAR Class (A or B).....

Information (for Commentator)

.....
.....
.....

Your details

Name

Address
(incl. Post Code)
.....

Tel. No. (include code)

e-mail

Return to:

Roger Carrington, Secretary,
Nottingham Sports Car Club Ltd.,
152, Egypt Road,
New Basford,
Nottingham.
NG7 7GZ.

Tel. 0115 978 1997

tocsection scene

West of England Section

We have taken over the reins from Dave and Jackie Hackett, so first of all a big thank you to them for their efforts over the last year. The change has come about due to pressing personal circumstances, so we wish them well and we will try to keep up the standard.

Following the by now traditional planning meeting at the Tunnel House in January, we are proposing to keep to similar arrangements of four section events in the year. These will be in April, June, August and October. This year, the Rally at Tredegar House near Newport clashes with the Annual Rally so there probably won't be an organised club stand, but for those for whom York may be a kilometre too far we have entry forms (entry is free for forms sent in before July 1st) so let us know if you want one.

There has also been an invitation to the Club Peugeot Rally at the Cotswold Wildlife Park near Burford in Oxfordshire on Sun 23rd July. They are keen to make this a general French car event. While this is not strictly "in area" but is not a million miles away and may be a bit of fun.

The detail of events so far is as below. Further detail will be sent to our local "mailing list" as the year develops.

However, for some bizarre reason, we have been unable to obtain a complete list of members in our area. So, if anyone in the Wof E area who has not already heard from us either by email or letter, or indeed anyone else, would like details of our events, please let us know.

Keep 'em rolling!

Terence & Jane

SECTION EVENTS 2006

April 24th A visit to Dyrham Park for the annual "Tulipmania" show. It has been arranged that we can meet at the main gate at Dyrham and drive down and park in front of the House (with no charge for entry to the park. Entry to house as normal) This will be a prime "photo-opportunity" so a good turnout of Tractions would be nice. Prior to this, we have arranged a "French Lunch" at some nearby friends. They are raising funds for the Duke of Edinburgh Awards scheme so have agreed to put on lunch for us for £10 a head. So we hope that people will be keen to support a worthwhile cause (knowing them, it will be a cracking good lunch as well"). The idea is to meet up at 12.00 there and then on to the rendezvous at Dyrham at 2.00. (We need to be "en-convoi" as they will stop the NT shuttle bus for us to go down the drive). We will need to know numbers a week or so in advance, so please let us know if you are coming and we will provide directions.

June 11th We have been invited to have a picnic chez John and Lucy Verity. They have an 50 acre equestrian farm near Micheldean and have kindly suggested we meet there and then perhaps go on to look at the Edwardian Gardens at How Caple Court. Like all the best people, John and Lucy have a website (www.churchfarm.uk.net) so you can see where they are. The idea is that it will be an idyllic summer day (it probably should have got a bit further above zero by then), and you bring a picnic.

July 13th to 16th Brittany Rally.

July 24th Club Peugeot Rally, Burford.

August 20th You are all invited to a lunchtime B.B.Q. in Derek Fisher's garden. This is at Westwood near Bradford on Avon. Details nearer the time. This is for anyone not going to Norway.

September 15th to 17th Annual rally, York. Also Tredegar House on the 17th

October 22nd There was a suggestion that we might go up to see the Autumn colours at Westonbirt. However, this is not set in stone and it may be that as the other events this year have a "north-ish" tendency, something further south may be better. The solution will emerge as the year unfolds.

January 14th 2007 Tunnel House planning meeting. It will come round sooner than you think!!

South Midlands

Sunday 23rd April

Arley Estate Arboretum, Kidderminster

I recently read in the Automobile magazine that the FBHVC has created a 'Drive-It Day' on St George's Day, the 23rd April. The FBHVC wants all owners of licensed historic vehicles to use them on that day as part of an ongoing campaign to raise public awareness of the historic vehicle movement. As 23rd April falls on a Sunday this year it seems to me to be a good opportunity for a first gathering of the resurrected South Midland Section.

Arley Estate Arboretum extends to 22 acres. There is a tea room or you may picnic anywhere in the grounds. The entrance fee is £4/adult, £1/child with a discount for groups of more than 9. There is no charge for entrance to the car park or tea room. The arboretum is located off the A442 between Kidderminster and Bridgenorth. At Shatterford (on the A442) follow the brown tourist sign to Arley Estate Arboretum. (Ordnance Survey sheet 138, Grid Ref:- 764805). Location maps can be found on their web site at www.arley-arboretum.org.uk. If you want an alternative attraction Arley station on the Severn Valley Railway is

very close by, timetable and fares can be found at www.svr.co.uk.

Jane and I will be at the arboretum car park from 1.00pm onwards, please join us.

Sunday 25th July

We have received an invitation to join the Peugeot Club UK at its 25th anniversary meeting which will be held the Cotswold Wildlife Park and Gardens at Burford in Gloucestershire. The invitation extends to other French make car clubs so hopefully there will be a good variety of vehicles. We would be able to put on a display of cars with a club stand. The meeting will be in the grounds where there is public access so it will be a good opportunity to show off our cars and educate the public. Exhibiting drivers will have a free ticket to the gardens and wildlife park. The organisers want to know in advance who will be attending. Assuming that this venue falls within the indistinct boundaries of the South Midlands Section, I am happy to act as coordinator, so if anybody is interested in attending maybe they would like to contact me.

Finally if anybody has any suggestions for meeting venues don't be shy, please ring or e-mail me.

toc section scene

Hants, Surrey & Sussex Borders



19th February 2006 Fortunately the weather was not as bad as had been forecast, and therefore those hardy members of our section who had decided to join the guided walk with Esher Common ranger, from horseshoe clump car park were able to do so under overcast skies but dry conditions.

Having enjoyed a very pleasant walk with interesting information from our friendly ranger, we then retired to our cars, set aside our environmental hats, and polluted like hell the next mile to our monthly meeting at The Fairmile, Cobham, Surrey, where we have been allocated a non smoking quiet room by the management.

It was very interesting to meet in addition to our usual stalwarts, Ray Barnett, his wife Ann and daughter Natalie, who had driven up from Beaulieu, in their elegant light fifteen.

A sporting effort indeed! After much conversation we set off home in the expected pouring rain and sleet. Roll on Springtime!

A commorative convoy from the Fairmile, Cobham. To The Rainbow Inn Nr.Barcombe, Sussex. 21st May 2006. In order to celebrate the 30th anniversary of the formation of the Traction Owners Club, there will be a convoy from the Fairmile Cobham Surrey, to The Rainbow Inn, Sussex. This is where the first meetings of the Traction Owners Club were held 30 years ago.

Leave the Fairmile 10.30a.m promptly. Access to the Fairmile before 12noon is by the side entrance, coffee and tea will be available on request. In the grounds of The Fairmile is a Premier travel inn. Fri-Sun £60 per room per night.0870 990 6358 for those wishing to make a weekend visit. Convoy on a scenic route to The Rainbow Inn near Barcombe, Sussex, approx 50 miles. Alternatively join en route or meet at The Rainbow Inn, arrive approx noon for lunch. The Rainbow is a Routier and has won pub of the year 2005. The landlord requires numbers of those eating for table reservations by end April. Sunday roast £10.95p also special's menu. There is a small bar for those not eating. 1970's dress if possible.

Please phone Helen or John 020 83307216 or
E-mail helenshelley@msn.com or mobile 07790530383

The Bluebell Railway and Sheffield Park are approx 4 miles away and historic town of Lewes 5 miles further South.



Forthcoming Attractions

We are now finalising our plans for the tour to visit our Norwegian friends for their 35th Annual Rally in Oslo.

One group of at least 4 or 5 tractions will take an overnight DFDS ferry from Newcastle (Monday 21 August) to Kristiansand in Norway. Then with 2 overnight stops in hytters or hotels they reach the Linne Hotel in Oslo on Thursday 24 August.

Another group of probably 2 tractions will take an overnight DFDS ferry from Harwich (Sunday 20 August) to Esbjerg in Denmark. Then with 1 overnight stop they reach Copenhagen, where they may stop for 1 or 2 nights. Then across the new bridge over the Oresund to Malmo in Sweden. Then either drive (2 or 3 stops) or by ferry to Oslo.

Most people will be staying at the Linne Hotel and leaving on Monday morning. Then touring to Bergen with 2 overnight stops in hytters or hotels. This should be a scenic route, and may include Lillehammer - so pack your skis.

The last night (Wednesday 30 August) will be in an hotel in Bergen, as the FjordLine ferry sails at 11 am (Thursday 31 August). It then visits Haugesund and Stavanger (mini sea cruise) en route for Newcastle, arriving 11:30 am (Friday 1 September).

This return route could be extended by another 2 days.

There could be an alternative route back, taking a Sunday evening ColorLine ferry from Oslo to Frederikshavn in Denmark, then driving with 1 stop to take the Tuesday DFDS ferry from Esbjerg arriving at Harwich at 11:30 am (Wednesday 30 August).

There is still time to join the party.

Contact Mick Holmes m.holmes1@ntlworld.com or Robin Dyke robindyke@btinternet.com

Robin Dyke

tocclassifieds

tocsubscriptions



SUBSCRIPTION RENEWALS

As you all know, subscriptions are due each year on 1st April; it helps the volunteer officers and the Club if you pay promptly.

Thank you - Peter Riggs

CARS FOR SALE



1954 Traction 11BL. Paris Build. Big Boot. Respray Black/cream, new headlining, carpets, exhaust, master cylinder, bumpers, leather seating. MoT to Dec 06. Historic tax. Michelen. Regular dry usage. Very good mechanical. £7,600 - Call Bruce on 02380 463 568 (Southampton)

1938 7C POPULAR 12. An interesting winter restoration project. Paris built but RHD. Chassis number 208717. Single dial metal dashboard, pilote wheels, etc. Original and very rare. Only one other known surviving example. First registered in Sutherland. *Serious offers to Nigel Webb on 01458 831821*

1955 Traction Avant 11BL. 11D engined version. Black. One owner since date of import (1989), steadily restored ever since. Work includes respray, 12V conv., new headlining & doortrims, total brake overhaul, new Michelin tyres, s/steel exhaust - too much to list! Photos & more details sent on request. £6500. Call Jon Fraser on 01379 870434 or email jf_motobi@yahoo.com

1953 Slough Light 15, originally bought in 1956. Regal red with red interior. Generally good condition, mechanically and appearance. Last used in 2003. Original buff log book. This car has been everywhere, the Arctic Circle, Iberia, the Pyrenees, the Alps, Venice, Vienna, Dubrovnic, Quai de Javel, Cannes etc!! Some spares. Reluctant sale due to age and ill health. £2,900. Contact John Cliffe on 01780 720 911

Citroën Light 15, 1949, small boot, Slough built. Has been restored and is mechanically good. New wiring and updated electronics, new chrome, but needs to be re-trimmed, and final adjustments made. It carries the original registration and has a current V5 - £3,500. Contact D R Shepherd on 01243 527727 or 07946 141078

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.

Rare 1952 Paris built black Traction Avant Big Six, Reluctant sale, further details Email: rb@sanderum.com
Richard Boughton, Henley, Oxfordshire

1951 11 BL - Black. Small boot, pilote wheels. Very reliable and very attractive. Owned by me since 1992. *Sensible offers to Allan Calvert on 01253 735 377 (home).*



2 Light 15s for restoration. Both French built one 1940. 7 cco. All welding professionally done. Engine re-bored, new pistons, white metalling, cylinder head inserts, some paintwork done. 1952 11BL. Body shot blasted-in primer. Good. Engine can be heard running. Please phone for more details. £2,500 for the pair (engine rebuild costs) all duties paid. Call G Aherne on 01728 605 747.



1955 Slough built light 15. RAF squadron blue, reg GAS 321. A genuinely straight car bought 2 years ago. Since then it has benefited from replacement sealed for life drive shafts, 4 new Michelin tyres, new water pump, reconditioned radiator, unleaded conversion, additional indicators, stainless steel rear bumper and a new headlining. Runs nicely and starts on the button. The seats are very tatty as I never got round to having them retrimmed. No rot or gob; at worst a little bubbling on the o/s door bottoms. £6000 ono. Richard 07899912486 - Essex.

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, Brownhill,
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@groups.com

tocclassifieds

PARTS FOR SALE

48 copies Floating Power - 1996 - Jan 2004. Original 1938/39 Traction Avant Citroen Catalogue. Profile publications, TA 1934/35. French Lt 15 TAV 34/57 key ring. 8 copies Autocar/Classic & Sports Car (Light 15 articles) £55 lot. Tel: Bailey 0208 642 7808 (Surrey)

Parts for sale - New:

Dynamo pulley (French) - £10, M Tennant W/screen rubber - £10, Front brake shoes x set - £45, Fan belt - £4. All plus post.
Phone Martin Vickerstaff - 01209 821 979 after 6pm for full details

Parts for Sale - Secondhand:

Fan belts x 3 - £6, French speedo cable - £10, N/S locking curly hands new lock & key - £15, Pre war 10" front hubs, backplates/shoes - £80, FP Vol 2 - No. 3,5,6 / Vol 4 - No. 1,2,4 - Lot £18, Clutch pressure plate - £10, Set of flaps for pre war bonnet ex cond - £50, Lucas 12 volt dynamo type C39 PV - L-O - £25, Lucas cut out pre war type, long type - £10. All plus post
Phone Martin Vickerstaff - 01209 821 979 after 6pm for full details

Front chrome bumper for Lt 15 in reasonable condition - £35. Rear bumper in need of re chroming but solid - £20. Damaged rear bumper, no overrides - Free!
Keith Boyes 01482 631 088 (Swanland Yorks)

Parts for Sale:

- 1 off c. 1956 ID block complete with crank, pistons, liners, camshaft, oil pump etc.
- 3 off 1956 Alloy ID/DS type cylinder heads.
- 2 off 1954/55 Slough bumpers complete with backframe mounting irons and front type with hole for starting handle.
- 1 off second-hand radiator, suitable for all types of Light 15.
- 2 off ID 4-speed gearboxes, casings and all gear clusters differentials etc.
- 1 off ID/DS type flywheel,
- 2 off ID/DS clutch assemblers.

All the above parts are suitable for upgrading a 3-speed Traction into a 4-speed car.
Contact: Alan Smith on 0117 924 9821

For Sale: Citroën 2 part factory manual for Traction Avant (Slough) - £35. André Citroën (The Man and the Motor Cars) by Reynolds - £8. Citroën Traction Avant 1934-1957 by Clarke - £9. All plus postage.
Contact: Clive Hoskins on 01726 813207

Free to a good home (or anybody those's interested!) A year or two's copies of Citroënian '972/3. Light Fifteen corner and all that. Some of the ads are quite interesting, if only I'd had the space!!! Will throw out if no interest. (I must clear some stuff out!)
Tom Evans (Norwich) 01603 628668 or tiger.tom@zen.co.uk

WANTED

Vol 1 No.3 of FP (photocopy acceptable)
Call Martin Vickerstaff - 01209 821 979

Original French brochure for 1950 11BL. Also, pair period French spotlights for 1950 11BL. Telephone: 01726 813207 - Clive Hoskins

Wanted - 6V dynamo to fit 1955 11BL. Must be complete and capable of reconditioning. Please ring John Barnes 07796 337691 or email mjoh.n.barnes@btinternet.com

MISCELLANEOUS

Difficult starting after standing or when hot? Our simple addition to the fuel system overcomes these problems and saves bonnet per 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 T/C

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 informaton.

1/1



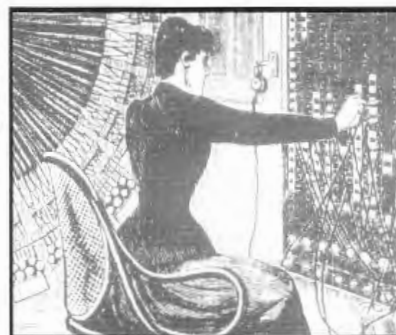
tocspares hotline
01243 511378

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

EXCELLENT B&B & SELF-CONTAINED SELF-CATERING in idyllic farmhouse in pretty hamlet in Poitou-Charente (second sunniest region in France).

Bring your traction or simply visit mine! Poitiers 40 mins & La Rochelle 1 hour with cheap Ryanair flights. Well behaved children & dogs welcome. Stabling & garaging also available. Double, twin & single B&B rooms from £25 pppn. Breakfast from organic home produce, continental or Full English. Vegetarian option available. Self catering sleeping up to 6. Also Expert bilingual house-hunting assistance offered in this wonderful region. Just let me know your requirements in advance & I can arrange viewings & accompany you if required.

Further details email: carla.perry@wanadoo.fr or call 0033 549 27 91 82



tochelpine

0870 012 2002

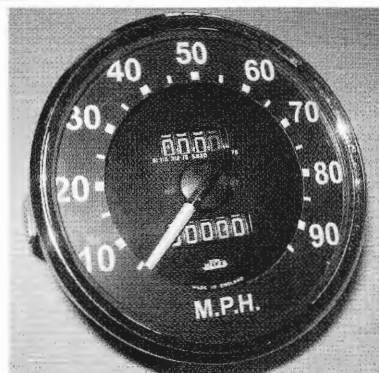
from abroad

0044 115 911 0960

email: toc helpline@ntlworld.com



Replacement of Round Gauge Decals
on Slough Traction



Most round gauges on Slough built Traction's have yellowed with age. The cause is the deterioration of the plastic decal disc due to sunlight.

These can easily be renovated with a kit available from the T.O.C. The kit consists of instructions, a round glass to replace the plastic disc, decal transfer and new seal. Two kits are available, one for the speedometer and one for the Fuel/Ammeter gauge, priced at £14.99 each.

Ring T.O.C Spares on 01243 511378

