

Floating Powers

May/June 2011



**Honorary Life Members
of the
Traction Owners Club**

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard



welcome

Firstly let me apologise for the errors contained in the Mar/Apr issue. You will find them listed on Page 13.

Putting together an issue of FP is like building a kit car that comes without a body. The chassis, engine, gearbox and wheels create something of a certain size that has things in specific positions but the look of the finished article is up to you.

Well what about FP's chassis, engine, gearbox and wheels.

FP has to have 40 pages (a contractual thing with the printer). Certain pages are always in the same place:- front and back cover, this Editorial, Contents and Committee, Bernie and Bev's pieces, TOC News, Events and the Adverts. And as TOCtech is a pullout, it must always be in the middle. TOCtech should ideally have a multiple of 4 pages and is the only part of FP that can have colour - but only on 4 consecutive pages (again contractual) starting with an odd page number. However not all photographs used in TOCtech are originally in colour - so then colour cannot be used. But the size of some of this content varies and therefore is also part of the rest, or the body, of the magazine.

So how about the rest? Well once your input has decided the shape of that, what if the doors, bonnet or boot don't quite fit. The size of the content can be adjusted to make them fit. By that I mean that if the contents of an article do not quite fit the page then the typeface, pictures or line spacing can be increased or reduced to accommodate. What the finished magazine looks like I suppose is the Editor's decision. If the content all came in at the same time then compiling the magazine could be fairly easy, but of course it doesn't. It makes the shape of the body of the magazine a moving feast and I will not deny that when compiling the last issue (my first) there were times when I thought "why on earth did I volunteer for this!" But all that groundwork and heartache made this second issue easier to put together.

The content of FP has to be both interesting and informative. What is certain is that I will never always get it right, if ever, and there will always be something that some of you do not like.

Please let me know if there is something that you would like covered in FP. I will do my best to accommodate. However if I think that it is not quite right I may take advice on it if necessary and will let you know if it won't happen. However if suitable it may not happen quickly.

I have become aware that some emails have not reached me because they were sent to an address which is no longer current. Please note that all email correspondence to the editor should now be sent to editor@traction-owners.co.uk. My reply will come via editor@f1550.fsnet.co.uk. Please check your email address book(s) and delete all other Floating Power editor addresses and please resend any emails to which I have not yet responded.

Anyway I must go - the next kit of parts has just started arriving.

Den Hewitt

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Missing magazine?

Please contact John Oates
01629 582154
membership@traction-owners.co.uk

The closing date for input
for the July/August edition
of **Floating Power**
is Friday 20th May

Welcome to the following new Members who have recently joined the TOC

- 2186 Mrs Hilary Hardwick, Bucks
- 2187 Mr Richard Bassett, France
- 2188 Mr Sean Hellett, Surrey
- 2189 Mr Mike Wilcock, London
- 2190 Mr Terence Wright, Wilts
- 2191 Mr Richard Pope, Wilts

COVER IMAGE:

The Citroën factory at the Quai de Javel,
Paris in 1934

Permission to reproduce this photograph
kindly given by Citroën Communication, Paris

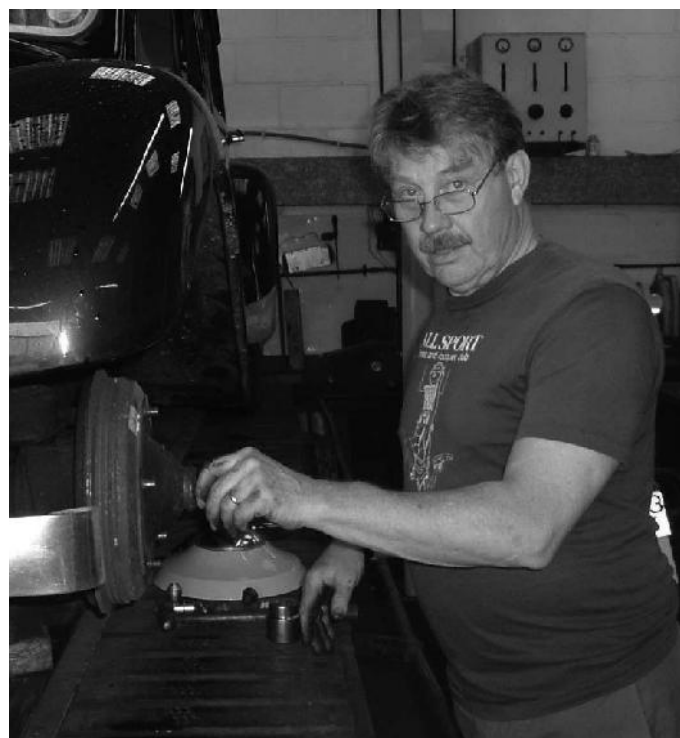


Photo courtesy of Keith Norris

I have only one thing to say about FP. Well done Den!

The ACI AGM went to plan with both the ACI agreement with Citroen and the 2012 (Yorkshire ICCCR) Agreement being signed during the course of the afternoon. Stephan Joest (German Delegate) stepped down as a Board Member responsible for ACI communications and the website. Stephan has subsequently been made an Honorary Member in recognition of his many years work for the ACI.

I shall continue to advise the TOC Editor and Webmaster of relevant ACI news items for publication in FP and/or on the TOC website but, as the ACI website itself is open to everybody, if you are interested in what is happening worldwide I suggest an occasional visit to the following address to see for yourself what is happening in other parts of the world:

<http://amicale-citroen-internationale.org/>

As I have often said, the TOC is always looking for new young members. As usual there is nothing to report on that front so I here is some news of some of our "less young" members –

Dennis Ryland - The old codger has retired again! The rumour is that he really has hung up his 12mm socket for good this time and so we wish Den all the things he wishes himself in his new-found spare time. We also wish Maureen all the patience in the world now she will have him under her feet all day.

Dennis Kallend – Dennis and Brenda were involved in an horrendous car accident near their home in France at the beginning of March. It appears a truck driver fell asleep and shunted their BX off the

motorway leaving both with multiple injuries including a number of broken bones each.



Photo courtesy of Tony Latchford

It was almost three weeks since the incident when they were released from hospital on the 23rd March. I spoke to them a few days before they were released and am pleased to report that, despite everything, they are in good spirits and are both now beginning to make good recoveries and looking forward to Carcassonne.

Fred Annells – As "Number One" member of the TOC, the Club recently bought him a special number plate for his scooter and, when I visited him in mid-March I took the opportunity to present it "officially".



Thankfully Fred is recovering well following his recent stroke and regaled me with tales of his coupe and the other vehicles he has owned.

I plan to join the Eastern Section for Drive it Day in April which should give me a chance to bed-in my Suspension Gregoire – yes, it is finally fitted. Having finished the job I then borrowed the special scales for checking and correcting the loading at each wheel so it is all set-up and ready for a good run.

As you will be aware, this year's "Brittany Rally" falls frighteningly close to our own Annual Rally in Kent. Under the circumstances I anticipate it is likely to be difficult for most of the regulars to fit in both events and I am sure our Breton friends will understand that Kent will be the priority for TOC members.

And finally the organisers of the NEC Classic Car Show have recently written to clubs asking for suggestions for this year's theme because they have run out of ideas of their own. Suggestions on a postcard please.....!

Bernie Shaw



Firstly congratulations to Den on his first issue of Floating Power – I thought it was excellent magazine and I hope all members will support Den by sending in articles, TOCtech information etc. All the comments I have heard from other members have also been positive. Thank you Den.

My other half, John, has hijacked my Chat this time. As you will have noticed your renewal letters have arrived with this issue of FP. Please could you deal with the paperwork as soon as possible – it is easiest for us if we can have a few days dealing with the majority of payments and not have to spend too much time sending out renewal reminders. There are a number of different ways you can pay – you

can even just telephone us and let us have your credit card information.

Please do check your details are correct on the letter – particularly email details as this is the database we use for sending out any eFP's.

On that note I would like to thank you if you replied to my last eFP asking you what you thought of eFP. The majority of those who replied want it to be used for quick news updates rather than a regular issue – this will be discussed further at our next committee meeting in June.

As you will have read in Bernie's message Dennis & Brenda Kallend had a very serious car accident in March – I understand they are making a slow but sure recovery. Dennis was worried because his last FP was thrown away at the scene so we had an urgent telephone call asking for another issue to be sent swiftly to France – I hope it arrived and Dennis enjoyed his read whilst recuperating in hospital! I am sending love to you both from all your friends in the TOC.

I hope that as we approach summer you are all getting your Tractions out and getting involved in local groups – John hasn't told me yet when I can expect my first outing in our car – I'll have to let you know next time...

I hope to meet up with lots of you at our Rally in Kent in July.

Bev Oates

TOC News

TOC Loan Tools

As members will know, there are nine TOC sets of the special tools for dismantling the drive and front suspension of the Traction, held with area co-ordinators around the UK and Ireland. The system seems to operate well and work is in hand to upgrade and extend these sets for the benefit of members.

If the tools are passed on to a secondary user e.g. a garage doing work on the borrower's Traction please immediately advise the area holder as this can cause confusion as to where the tools actually are and delays them being returned to the holder, when another member is waiting for them.

It remains the responsibility of the original borrower to check the set for content and damage before returning to the area holder, especially if it has been passed to a secondary user. The area holder should be informed of any damage or losses to the set.

Tony Hodgekiss

Revised input submission dates for FP.

Due to a change in requirements from the printers and in order for FP to be delivered near to the 1st of the month of cover date the last dates for submission of input have had to be brought forward from those shown in the 2011 calendar:

Jul /Aug	Friday 20 th May
Sep/Oct	Monday 18 th July
Nov/Dec	Monday 19 th September

Defining a classic car in Germany.

German regulations authorities have set up a new catalogue and guidelines on how to define the status of a vintage car.

The official publication is planned for April 2011.

Dennis Ryland hangs up his overalls

From the end of January Dennis Ryland of Traction Renaissance Services has at the age of 74 officially ceased working on other peoples Tractions. He wishes to thank his numerous customers, many of whom have become firm friends, for their support over the last 26 years.

Dennis first came to Traction ownership after running a series of DS Safaris and, in 1983, commenced a rebuild of 728 BBE, the big boot Light 15 that he and Derek Fisher as co-driver, drove to Russia on the 1984 Paris – Moscow – Paris raid.



The fact that the car finished, without any problems, encouraged other local owners to persuade Dennis to work on their cars. The workload flourished and buoyed on by this, and his younger son Martin, Dennis started Traction Renaissance Services in Bisley, initially sharing a workshop with his son-in-law Martyn, who restores 2CVs. Son Martin was soon joined by Dennis on a permanent basis and eventually the requirement for their services grew to such an extent that a move to larger premises was required.

In 2001 a second workshop unit was acquired and in 2002 they were joined by elder son Stephen. In 2003 Dennis was taken ill with pneumonia and whilst in hospital it was discovered that he was diabetic. With Dennis absent for a while it was decided to close one of the workshops and regroup into the more modern of the two.

In 2006 Martin decided to buy a property in France and move there with his growing family. He took with him the “bodywork” side of the business and continues to weld and paint elderly Citroëns for customers old and new from his low key premises in Deux Sevres.

This left Dennis and Stephen to cater for the “mechanical” side of the business, from a smaller workshop in Bisley. Eventually the logistics of travelling, juggling customers work and their own projects led them to the decision to close the

workshop and selfishly concentrate on their own cars.

Dennis is hoping to spend more time in France with his family and friends and attend more club meetings and rallies. I'm sure he will still be available to answer all those technical queries, which have become a part of his life. Stephen is still performing a limited number of small jobs from his home workshop in between the restoration of his own Traction and other classic vehicles.

All-Party Parliamentary Historic Vehicles Group

The requirement to have an annual MOT test for pre-war cars may be scrapped or altered following a meeting between East Yorkshire MP Greg Knight and Transport Minister Mike Penning.

After the meeting Mr Knight said, “Accidents involving older historic vehicles are extremely rare and the majority of owners are meticulous in keeping their vehicles in good condition. Having to have an annual MOT test for a pre-war vehicle which may only travel 100 miles in a year is an unnecessary bureaucratic hurdle”.

Minister Mike Penning said, “The MOT is important in helping to ensure that cars are safe for use on our roads. However, we need to be sure that the regulations we impose are having their intended effect. That is why I am going to look at whether there is a case for exempting older historic and classic vehicles from the MOT test. These vehicles are treasured by their owners who want to ensure they are well maintained, and in most cases they use them irregularly. I have asked my officials to look at the evidence on this issue and we will carry out a full consultation to allow interested groups to submit views”.

Mr Knight added, “If these older vehicles are exempted from the MOT test, owners will still be legally required to ensure that their cars are safe, roadworthy and in a proper condition to be on the road”.

Lord Montagu added: “This review is well overdue and I welcome it. I believe that any date of exemption should be a rolling one.”

FBHVC News

Important Survey

The Federation of British Historic Vehicle Clubs exists to ensure that we all continue to have the right to use our vehicles on the road - whatever their age.

It does this by lobbying politicians and government officials but it can only be really effective if it is armed with accurate information about the interests it represents, such as the number of people involved and the number of

vehicles they own as well as the value the movement brings to the economy.

FBHVC's last survey was in 2006, when the gross value of the movement was shown to be in excess of £3bn annual expenditure. This now needs to be brought up to date, so a new survey has been started.

We urge all our members to take part and to encourage their friends to do so as well: the more people who do, the more accurate the **results will** be, and the more accurate the results are, the better FBHVC will be able to protect all our interests.

The simplest way to participate is to go to www.fbhvc.co.uk and click the link to the survey. The link will open early in May and remain open until the end of July.

If you prefer to complete a paper questionnaire, please send a C5 stamped addressed envelope to FBHVC, Kernshill, Shute Street, Stogumber, Taunton. TA4 3TU

Fuel News

As a result of FBHVC involvement there are signs of a softening of government attitude to allow the supply of E5 fuel until at least 2015 and there is a suggestion of provision of low ethanol (whatever that is) fuel for historic vehicles. It should be remembered however that our vehicles use a very small percentage of the total UK fuel sales and it may be difficult for retailers to commercially justify stocking such fuel even if the oil companies will distribute it. The Federation will continue to monitor the situation and are working with the All Party Parliamentary Historic Vehicle Group to see what can be done.

In 2010, through our trade supporter scheme, we introduced five companies to a manufacturer of a corrosion inhibitor additive for petrol. This additive should overcome many of the problems associated with the inclusion of ethanol in petrol (but not material compatibility issues, please note). One of these companies, Tetraboost, who also supply an additive for unleaded petrol, have sent us the following statement about the launch of the product in the UK.

TetraBOOST E-Guard™ has been specially formulated to give protection from potential damage caused by ethanol in petrol, except for GRP tanks and sealants. In addition it will prevent deterioration of fuel kept in a vehicle tank for several months during winter. It will be submitted to the FBHVC for testing as soon as they have the facilities prepared. The problems with ethanol have been fully explained in earlier FBHVC Newsletters and on their website. TetraBOOST E-Guard™ will be supplied through retail outlets, dealing with automobile parts and accessories, in 250ml bottles sufficient for 250 litres of fuel. It will not be available direct. However, as stockists are appointed, they will be listed on the Tetraboost website www.tetraboost.com.

The Federation hope to have the test programme up and running very soon; there have been some technical problems to overcome but we are hopeful that later this year we will be able to offer an endorsement to the products that pass the test regime.

DVLA News

Verification of Engine changes

This was a subject that has been causing some difficulties. DVLA have now made a statement as follows:

‘I note that the issue of evidence to support notifications of engine change also features [in the list of questions]. As you are aware, this was raised at the recent meeting with the Minister. I am pleased to confirm that this policy has been reviewed and that it will no longer be necessary for keepers of vehicles in the Historic class - date of manufacture before 1 Jan 1973 - to provide evidence to support an engine notification. Grateful if you can pass this information on to your members’.

All credit must go to David Hurley and Geoff Smith of the Federation for being able to do promote a ‘top down’ approach to resolve this problem.

It is anticipated that DVLA will need time to brief their staff of this change in policy, and update their internal and external documentation. In the unlikely event that an engine change for a vehicle with the taxation class of Historic Vehicle is rejected by DVLA, please send a copy of the rejection letter to the Federation. This should enable the Federation to have the rejection letter retracted, and enable DVLA to re-brief the staff member who sent out the rejection letter. If it is a ‘verbal’ rejection, then the name of the DVLA staff member and the name of the office will be helpful.

Built Up Vehicle Inspection Report (V627/1)

This form requests the origin of the various major components of a vehicle, and is normally used with a vehicle that is already registered, but has been rebuilt. For example in the Rebuilt Vehicles Guidelines (INF26), Section 2 (Rebuilt Vehicles), Section 3 (Altered Vehicles), Section 4 (Kit Built) and Section 5 (Kit Conversions).

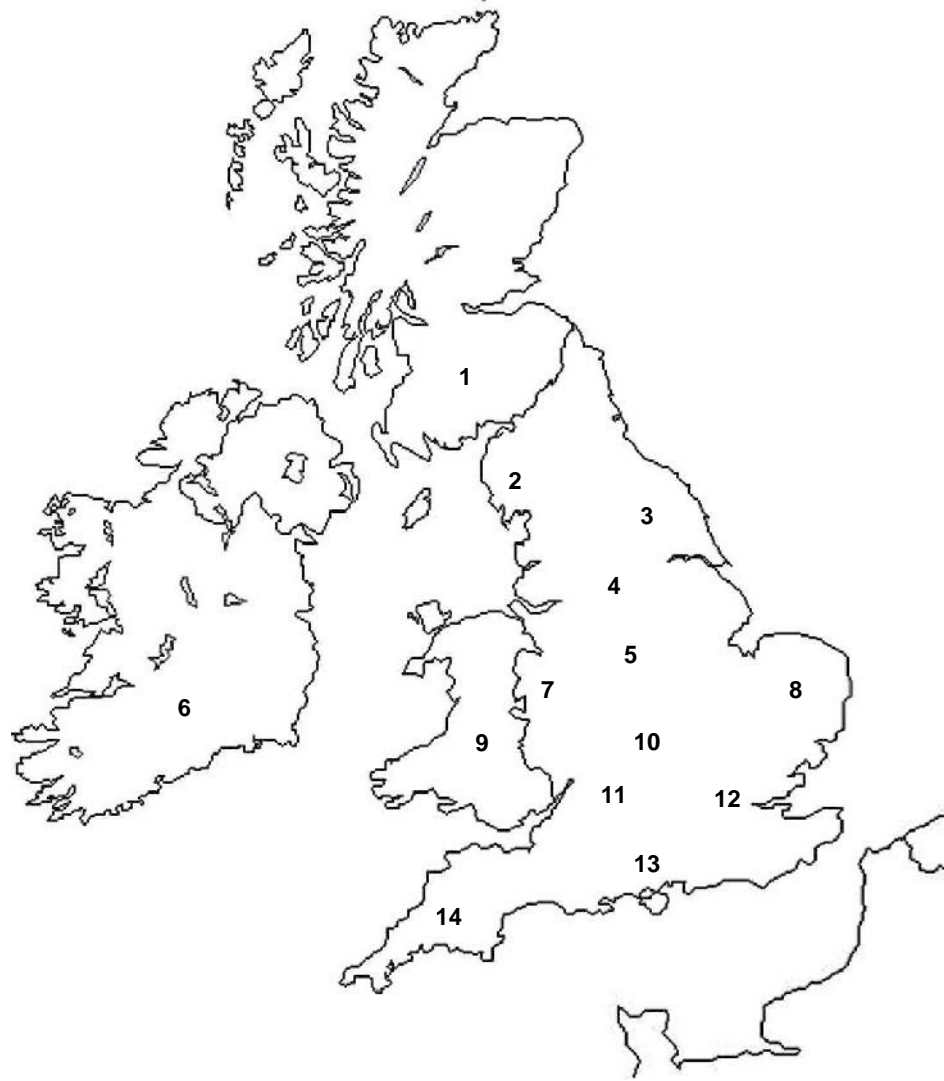
On one occasion, unexpectedly, this form was included in a pack of forms sent to an owner seeking to reclaim a registration number. This is not a form that needs to be associated with a V765 application.

I would not normally expect that this form would be used in association with INF26, Section 6 (Reconstructed Classic) application for an age-related number. However, if a DVLA local office have a need for additional information, possibly prompted by a poorly produced or ‘woolly’ dating letter, other supplied documentation, a verbal statement from the owner, or the lack of a chassis number, then an owner could well be requested to fill in a V627/1 form.

If you were requested at the counter to complete the form, I would suggest that there would normally be quite valid reasons why the form is taken away for completion because information is either at home or in an inaccessible place on the vehicle. This also gives time to reassess the presentation of the vehicle, and its associated documentation.

The consequences of how this form is completed can be quite significant, making the difference between an age-related, or a Q plate registration number being allocated.

Section Scene - UK and Ireland



Section Co-ordinator Club Tools Holder

1	Scotland		New Area Co-ordinator required to volunteer contact Bernie Shaw	9	Wales		New Area Co-ordinator required to volunteer contact Bernie Shaw
2	Lakes and Border		Bob Cuppage - Low Park, Skelwith Bridge, Ambleside, Cumbria, LA22 9NP 01539 433391	10	Mid-Shires		Nick Thorne - Twyford, Buckingham 01296 738833 nick.g.thorne@btinternet.co.uk
3	North East England		Graham Handley email: grahamhandleyhandley@btinternet.com Telephone: 01661 843493	11	West of England		Terence & Jane McAuley 7 The Normans, Bathampton, Bath, BA2 6TD 01225 466939 mrsjane.bear@toucansurf.co.uk
4	Northern		New Area Co-ordinator required to volunteer contact Bernie Shaw	12	London		Peter Simper - 215 Whitton Road, Twickenham, TW2 7QZ 0208 560 3267 (weekdays) 0208 891 1093 (evenings & weekends)
5	Peak		Bev & John Oates - 55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP 01629 582154 peak.toc@virgin.net	13	Surrey Hampshire and Sussex Borders		Helen Shelley or John White e-mail: helenshelleym@msn.com Telephone: 02083 307216 or mobile 07790 530383
6	Ireland		Richard Sheil - 23 Baymount Park, Clontarf, Dublin 3, Republic of Ireland +353 1 833 7731 richardsheil@eircom.net	14	South West		Steve Reed - 1 Terwick Cottage, Rogate, Nr. Petersfield, Hampshire, GU31 5EG 01730 821792
7	South Midlands		Simon Saint - Snigs End, Danes Green, North Claines, Worcestershire, WR3 7RU 01905 454961 janeandsimonsaint@hotmail.com				Walford Bruen - Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD 01395 568909 kembu@btinternet.com
8	Eastern		Jasmin Gagen - Little Home Farm, Bury Road, Thorpe Morieux, Bury St Edmunds, Suffolk, IP30 0NT 01284 827039 jasjagen@btinternet.com				

Section Scene - Rest of the World



Country n°	Country in which members reside	Number of members
1	Australia	11
2	Austria	2
3	Belgium	2
4	Canada	2
5	Channel Islands	6
6	France	25
7	Germany	3
8	Hong Kong	1
9	Israel	1
10	Japan	3
11	Netherlands	7
12	New Zealand	3
13	Norway	1
14	Portugal	1
15	South Africa	2
16	Spain	5
17	Sri Lanka	1
18	Switzerland	2
19	Uganda	1
20	USA	10
21	Zimbabwe	1
		90



RoW Co-ordinators **Walter & Noelia Callens**
Belgium 0032 50 425 836 (weekends only)
walternoella.callens@hotmail.com

Scotland

A new area co-ordinator is required for the Scottish Section. To volunteer contact Bernie Shaw.

North East England

By the time the May/June edition of Floating Power appears all thoughts of last winter will be well behind us but the North East of England section meeting of January might amuse readers. Initially, we were meeting for lunch to discuss the programme for the coming year but as the 2CV GB Club had arranged their raid on England's highest pub at Tan Hill we all agreed we would join in. Everyone waking up on the day living north of Scotch Corner found another 3 inches of snow and as the gritters hadn't ventured out I for one decided heading to the hills would be foolhardy, but those living south found a beautiful sunny day and set off for the venue.

I will let Mick Popka tell his and Chris Naylor's story from here :-

Tan Hill 2011 Raid

Chris Naylor (in his GS) and me, in the Traction, set off from Boroughbridge, up the A1 and then along the A66.

As we turned off the A66 the roads were covered in snow, it was later explained to us why they hadn't been cleared.

The A66 and the road south to Tan Hill are in Cumbria, and the only place the road leads to is Tan Hill. As Tan Hill is in Yorkshire, Cumbria see no need for them to grit it as no Cumbrian rate payer lives on the road!

The Yorkshire/Cumbria border is half a mile up the road from Tan Hill, but it's 6 miles from the A66.

Chris was in his GS and the cars did well until we hit a snow filled "gulley" where we "ploughed" into a 3 foot drift and everything stopped. I thought the differential had gone, but discovered that it was just snow blocking the operation of the wheels and drive-shafts.



Luckily, a local was on his way to Tan Hill to see the 2CVs. We fixed a rope from each of the rear jacking points to the tow hook on his 4wd and pulled and pulled - the Traction was jammed on a snow platform. Chris came over from his GS and managed to walk onto the ice over the ditch, which promptly collapsed and dropped him straight down into 30 inches of freezing water.

Eventually, with 3 pushing, and the 4WD pulling, we managed to release the car and tow it back up to where Chris had left his GS. We left the cars there, with a 2CV and a Berlingo, which weren't going to get through.

It was women and children (from the 2CV) and the walking wounded (soggy Chris Naylor) in the 4WD and off they whizzed the mile to Tan Hill.

What was amazing was that the driver came back for myself and the 2CV driver, Andrew Mathews, and ran us up to the pub.

Needless to say, he didn't need to pay for his drinks!

There were only two 2CV's there when we arrived at 1pm, both of which had come up the night before.

We met Ray Andrews with his son, Chris, whilst Chris Naylor started BBQing his trousers, socks and shoes.

By 2pm there was a fair turn-out of 2CVs.

They gave me a prize for the oldest car.

Anyway, we were lucky to get a lift back to the cars and lucky to get back to the A66 as the dusk rolled in.

Next year when we travel through Yorkshire, we will appreciate the gritting that has been done!

Mick

Our future meetings:

So the next venture out for the hardy adventure seeking Traction owners "up north" is Drive it Day April 17th. If as eventful, a report will follow.

As we are able to join in the NECPWA (The North East Club for Pre-War Austins) events the proposed programme for the coming year is:-

28th April-3rd May - A Taste of Holland Tour

15th May - Wallington Hall

25th and 26th June - Sledmere House near Driffield

17th July - Newby Hall

22nd - 24th July - TOC Annual Rally

11th September - Belsay Hall

25th September - Beamish Museum

14th - 16th October - War time weekend - North Yorkshire Moors Railway

These are only suggestions at time of writing and no doubt will have changed at our get together on "Drive it Day".

Details of the events will be emailed to all members of the section but if anyone who is not on the list wishes to join please contact:

Graham Handley

email: grahamhandleyhandley@btinternet.com

Telephone: 01661 843493

Mid-Shires

Spring is coming and we must now turn our minds to Traction outings, so here are a few dates for the Mid-shires section.

Sunday May 15th. Chiltern classic car show Aylesbury, usually about 1,000 cars, an autojumble, trade stands and lots for the young ones! (Last years best car was a Light 15). Contact Nick Thorne for further information.

Wednesday July 27th. Classics on the Common. This is a weekday event on Harpenden Common. You need to book early to get an entry. Contact Nick Thorne for further details.

Sunday September 18th. Turweston Wings and Wheels. As it implies - Classic Cars and Planes. A lovely day out and usually well attended by TOC members. We will be getting a stand so would like to know well before hand who is attending. Please advise Nick Thorne if you are joining us.

Nick Thorne

Telephone: 01296 738833

email: nick.g.thorne@btinternet.com

Peak

We had a very successful meeting at the beginning of February at the Knockerdown Inn, near Carsington Water

I decided to be 'geeky' and work out some statistics.

We had 27 TOC members attend from 9 different counties. In total we travelled 1,360 miles to be there - John & I did the least miles - 20 whilst Chris the most - 236 miles to come down from Yorkshire. Amazing.....

Our **April** meeting will have been Drive it Day and I am very grateful to Rich Carlin who I managed to "persuade" to organise it - hopefully there will be photos and a report in the next FP.

In **June** I am looking at meeting in a pub more in the Peak park - e.g nearer to Buxton for a change. I'll email out details once it is sorted.

August will see us at the Cromford Steam Rally - an excellent day out IF the weather is fine...

Just contact us if you want to know more

Bev & John Oates email: peak.toc@virgin.net

Telephone: 01629 582154

London

Peter and Sue Simper would like to remind everyone that a very warm welcome awaits all members of The Traction Owners Club at the London Section meetings which are held from 8pm at The Rose of York, Petersham Road, Richmond, Surrey, TW10 6UY (020 8948 5867) on the last Tuesday of EVERY month, (EXCEPT DECEMBER). FOOD SERVED UNTIL 8.30pm.)

For details of future planned activities contact:

Pete & Sue Simper

Telephone: 0208 560 3267 (days) 0208 891 1093 (evenings)

Surrey, Hampshire & Sussex Borders

Our meeting on the 20th March was preceded by a walk on The Fairmile Common, as the weather was fine. It encouraged fifteen members, plus Sue and Phil Allison's 2 dogs to don wellie's and walking boots (not the dogs) for an hour long walk.

It was very pleasing to see six Tractions in the public car park, particularly as our most recent members Malcolm and Jane Foster and Adrian and Eileen Church attended in their cars.



After our walk we convoyed the short distance to our regular meeting place, The Fairmile.

We were later joined by Steve and Julie Reed and Michael and Margaret Rolfe. Also Sean Hellett, who is still on the look out for a Traction.

Not just one round table but three were occupied as by now we were a total of 20 adults and two of our younger members (good to see Ben Hellett again with his sister).

At this meeting we discussed the forthcoming Drive It Day when we are convoying down to Southsea Common.

15th May. We now have bookings for 26 members who wish to visit The Whitchurch Silk Mills. It was decided that we will take picnics hopefully to have outside.

19th June. We are convoying, leaving the Fairmile at 10am and meeting the more Southerly members at the Coultershaw Beam Pump which is 1½ miles from Petworth in Sussex. Tony Hodgekiss is a

volunteer and will be there to show us around. We will then continue to Petworth.

5th June. Several of us will be attending Woking Hospice Classic Car Show, a real family day out in aid of The Sam Beare Hospice and Woking Hospice.

26th June. Mizens Railway Society, Woking, Surrey, is holding a "War on the Rails" event in aid of Help For Heroes and we have been invited to attend. The idea was mooted that we go as FFI members and blow up one of their trains (not literally). So we are looking into this event as several were interested. Whether that is to blow up the train or just attend I did not ask.

17th July. We are attending the Classic Car and Family day in aid of Macmillan Cancer Support, at Clandon Park Estate. The showground is directly off the A247 in West Clandon Village, 4 miles East of Guildford. This has to be pre-booked to show classic cars and I have a group booking form.

TOC Members, family, and friends, and where possible dogs, will always be welcome to join our outings. Many thanks for supporting our area.



Photographs taken on our walk on Fairmile Common.

For details of future planned activities contact:
Helen Shelley or John White
e-mail: helenshelley@msn.com
Telephone: 02083 307216 or
mobile 07790 530383

West of England

By the time you read this, we will have had our "Drive it Day" jaunt, ably organised by Noel Hutchinson. In the manner of the England grand slam reporting, I can confirm that it was a gloriously sunny day, we had a record turn-out and no-one broke down!

We will be having further events during the year, but as has become the pattern in recent years, these will evolve as the year progresses, and we will keep you posted. We have had a go recently at updating our local mailing list, but if you are not receiving stuff and would like to, please let us know (the converse also applies!).

Pip pip

Jane & Terence McAuley
email: mrsjane.bear@toucansurf.com
Telephone: 01225 466939

Eastern

15th May. Norfolk Drive

The Skeyton Goat is hosting a Classic Car and Motorcycle Event (entry £3), proceeds raised on the day going to The Big C. This is a lovely area to visit and with the rally taking place a nice opportunity to meet up. You will need to register your car to ensure entry to the show field and to take place in the fun judging event. The Skeyton Goat offers various refreshments for the day so you will be well catered for and worth the run out. For entry forms/information please contact them on 01692 538600 The Skeyton Goat, Long Road, Skeyton, NR10 5DH or look up on their web site www.skeytongoat.co.uk Judging of the vehicles will take place at 1pm and a presentation is held at 3pm. If you would like to meet up on the way give me a call to arrange.

Apologies to those trying to contact The Three Horseshoes to book their lunch for Drive it Day, as you have realised I put in my own number not the Horseshoes. Whoops!

The TOC have been invited to attend Felsham Fete, the event is held on Lower Green, Felsham and will give you a chance to step back into rural country life. There will be a area by the ring for the TOC to show off their cars. This is a very relaxed afternoon, giving you a chance to unwind and enjoy the stalls and events taking place, we look forward to seeing you.

For details of future planned activities contact:
Jasmin Gagen
Telephone: 01284 827039
Please note I have a new email address -
jasgagen@btinternet.com

Rest of the World (RoW)

There are 90 TOC RoW members in 21 different countries all over the world: 10 European countries and 11 countries outside of Europe.

We inform - **by E-mail** - the RoW members and over 150 TOC correspondents worldwide about important events, where the TOC is involved, in and outside the UK.

These contacts are:

- **71 RoW-members:** excluding those who wish to remain private and those for whom we don't have a correct e-mail address. *Please inform the TOC when you have a new email address ... because that's the only way we can easily keep in touch (of course respecting those members who wish to remain private).*
- **Citroën**
- **ACI** : Amicale Citroën International
- **ABCC** : Amicale Belge Citroën Clubs
- **Amicale Deutschland**

- **Webmasters** from several Traction websites.
- **Writers** of Traction books and magazines.
- **Traction enthusiasts worldwide** in Argentina, Estonia, Greece, Saudi Arabia, Luxembourg, Italy, Spain, Switzerland, the Scandinavian countries, France, the Netherlands, Belgium.
- **Clubs:**
 - o **Belgium:** BOCC, CBAC, Citrosfeer, 2CV club
 - o **Canada:** Citroën Autoclub
 - o **Denmark:** TAD SvB11K
 - o **France:** TU, Traction Normandie, Traction de Bretagne, Traction France, Traction Parisienne, Citroënclub Mont St Michel
 - o **Germany:** CVC-club
 - o **Netherlands:** TAN, PATAN
 - o **Norway:** TA Norway
 - o **South Africa:** Citroën Car Club
 - o **Sweden:** TA Club
 - o **Switzerland** : CTAC

On the other hand we try to inform the TOC members, via the website and e-mail, about the most important fairs and events from sister-clubs outside the UK.

Whenever needed, we translate and/or help to establish the contacts between the UK and the correspondents.

We also offer to lend a hand to the organisers of international TOC events regarding the program, registrations, payments etc... e.g. the "Taste of

Holland tour" in April/May and the "Corbières-Minervois Rally" in September 2011.

In the past, for example, we were of course very happy with the turnout at the 75H in Arras of a lot of RoW members, especially those who came from every direction across the seas and that we were able to organise the dinner and the photo shoot for over 100 participants from all over the world.

We are also pleased to see that, regularly, RoW members send in reports and photo's for Floating Power about their Traction adventures and weekends.

Take a look at the RoW page of the TOC website: www.traction-owners.co.uk/sections/world/index.htm

You are welcome to send us your news bulletins and announcements that are of interest to TOC members.

Any questions or suggestions you have we will be pleased to communicate to the appropriate TOC representative.

We will do our best to keep you informed about important Traction happenings where the TOC is involved.

You're always welcome to participate and of course to join the TOC.

Due to work obligations we can only take phone calls at the weekend

You can contact us by email:

rest-of-the-world@traction-owners.co.uk
or fax 0011 (00)32 33 255 214
or phone 0011 (00)32 50 425 836

Walter & Noella Callens

An Apology from the Editor

Whilst Bernie and Bev were gracious enough not to mention the errors in the Mar/Apr 2011 edition I feel I must sincerely apologise for the errors that were committed. The errors were:

Page 3 - Debbie Harding's town of residence was spelt incorrectly. It should be Barnstaple, not Barnstable. Although a common mistake it should not have been made by me considering I live in the West Country.

Page 3 - Mark Harding's address was incorrect.

Page 7 - Terence & Jane McAuley's email address should have been - mrsjane.bear@toucansurf.co.uk

Page 7 - Helen Shelley's surname was spelt incorrectly and her email address was incorrect.

Page 7 - Richard Sheil's telephone number should have been +353 1 833 7731

Page 8 - Again Helen Shelley's surname was spelt incorrectly and her email address was incorrect

These errors have been corrected for the copy of FP that appears on the TOC website.

I do not offer any excuses for these errors and will do my very best not to commit similar errors in future.

Page 25 - May 21-22 2011 - Rally Circuit des Gabares - Ronald Knoth's email should have been r.a.knoth@zonnet.nl.

Page 25 - July 22-23 2011. TOC Annual Rally refers to Page 34. It should have been page 26 (26 plus the 8 pages of the ICCCR supplement = 34). How did I miss that when the page number for the Tour of Holland was correct.

Page 25 - Aug 2012. The date for the 15th ICCCR was incorrect. It should of course have been 9-12 Aug 2012. How did I get that wrong when there was the 8 page supplement for ICCCR 2012 and a full page advert.

Page 26 - Chris Hodgson's contact details were missing.

Page 28 - Keith Boyes area code should have been 01482.

Den Hewitt

Please send your letters and emails to:

Den Hewitt, Editor - Floating Power, Eastern Cottage, 62 Claverham Road, Yatton, North Somerset, BS49 4LD
email: editor@traction-owners.co.uk

The deadline for the July/August 2011 issue of Floating Power is Friday 20th May

Dear Den,

My daughter Rebecca's interpretation of my car in front of the church in St. Valery-sur-Somme



Mike Tebbett

Mike submitted this photo of his daughter's painting in colour. However it being reproduced in black and white does not remove any of its quality or feeling. Does she take commissions Mike?

DH

Dear Dennis,

I enclose a photo I took in Marrakesh a year or so ago showing a 'Caleche' (puissone fiscale 1CV). This and many others like it show clear evidence of Morocco's French colonial past in that the windscreen is that of a Traction! And yes that is the back end of a camel just visible above the rear wheels.



On a completely separate issue I can add 2 more 5HP's to the list in reply to Nigel Dent's query.

I have a 1924 2 seater Cabriolet C3 (RHD but imported from Spain). It is 'awaiting restoration'. Also Dave Hackett in Wiltshire has a 1926 boat tailed Trèfle with 3 seats - in bits!

The 5HP was in fact marketed in the UK as a 7.5HP. Interestingly the French nearly always use the 5HP (cinq 'ash-pay') nomenclature rather than 5CV.

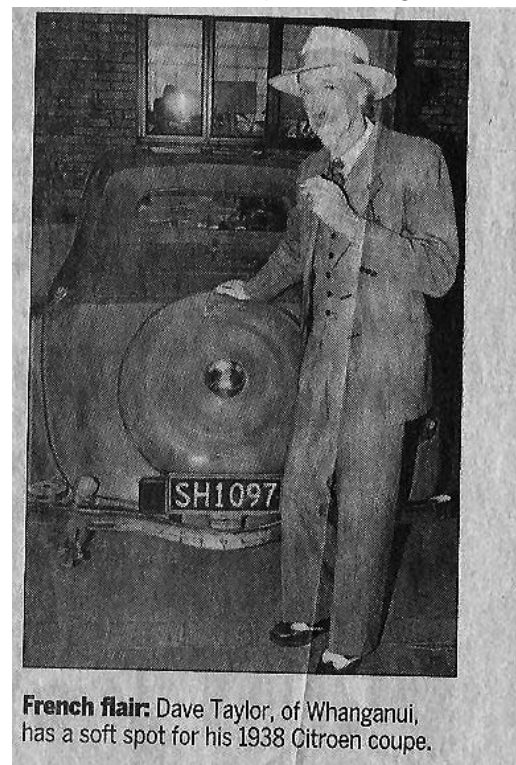
The Citroën Rear-Wheel-Drive register has recently been taken over by David Crouch of Parc Postyn Cottage, Prion, Denbigh, N. Wales, LL16 4RY. His website is www.citroenrwdregister.org.

Kind regards

Walford Bruen

Dear Den,

I enclose cutting from a recent New Zealand paper, to show how well the marque is thought of.



French flair: Dave Taylor, of Whanganui, has a soft spot for his 1938 Citroën coupe.

I know of another coupe in Wellington, restored by a Citroën garage-owner and mechanic to as-new condition.....and all black, of course!

Best wishes,

Richard Heffer

Richard lives in the UK. If anyone can offer more information on these Coupe's then maybe an article could be put together for a future edition of FP.

DH

Dear Mick (Popka),

I thought you might be interested in the attached photograph I took recently of a Traction parked on a street in Luang Prabang, Laos.



The car looked in fine condition, there was a cable trailing over the pavement - presumably charging the battery. It is a long time since I've seen a TA let alone the LWB model, is it a limousine? I don't even remember seeing a Traction at NEC this year, but then there is so much to see, even in a full days visit.

Rod Jefferson

Hi Rod,

Good picture! The car will be one of 3 models:

1. Limousine (4/5 seater)
2. Familiale (8 seater, with folding seats)
3. Commerciale (boot, including the rear window, is hinged above the rear window)

Looking closely at your photo it is a post 1951 Paris built model, can't tell if it is 1, 2 or 3.

Yes the TOC were at the Classic Car Show next to CCC & 2CVGB.

Regards

Mick

Thanks Mick for your speedy reply, here is the rear view which rules out option 3.



I think I do remember your stand now, especially the white convertible. I was completely overcome at the show seeing the BMC engined Turner sports that I used to own in the 70's. It was up for sale at £17K, I think I sold it for about £100 - ah well....that's life.

On the car in Laos the boot didn't look a perfect fit

but it is still a stunning machine.

Glad you found the photo interesting, I am always on the look out for old cars on my trips abroad. The only other highlight on this trip was an Innocenti (Austin Healey Sprite) in Hanoi, Vietnam, no comparison.

Rod Jefferson

A few years ago I bought on the French ebay site a copy of the book 'Votre Citroën 7, 11, 15, Tous Types' which is an owners manual.

On the front cover it says: 'The only Technical and Practical Guide, absolutely complete. The only one with large exploded diagrams and greasing plan'.

This A2 size greasing plan is an Esso one, which I think is on the TOC web-site, and could be photocopied onto two A3 sheets of paper. Each one could then be laminated and put on a garage wall.

Well not only did it come with a greasing plan but also this black and white photograph.



It was taken on Whit Sunday in 1961 which in that year fell on the 21st May. There is the name of the place where the unfortunate lady is having to change a wheel but I cannot make it out. The Traction would appear to be grey in colour and the registration number is 8232 CL 75. If this Traction still exists I would like to give this photo to the current owner so if you know who owns this car please get in touch.

By the way the book is worth getting hold of.

DH

Dear Den,

While we were in New Zealand in February, we saw many elderly cars trundling about, mostly British but quite a few American. We did not actually see any Tractions on the road but did see a couple of derelicts in a barn, as this rather dim picture shows (it was dusk). If there are any members in or near New Zealand who might like to investigate to see if there may be some useful spares if nothing else,

they are about 9km out of Geraldine on the road to Fairlie (on the left).



Cheers,

Jane & Terence McAuley

Hello,

Having just parked my white 1956 Légère in front of the local library I noticed an African gentleman who seemed mesmerized by the car.



He came after me and asked if he could chat with me.

It turned out that he was raised in the Côte d'Ivoire and that his father had had a Citroën Traction Avant Familiale that was able to carry the rather large (I don't recall how many children there were, but more than 3 or 4) family around.

Of course he had fond memories of the car, but the story he wanted to tell me had to do with mine being white and only the 2nd white Traction Avant that he'd seen in his life.

He told me that at the end of WW II the French appointed an Ivorian to be Governor of Ivory Coast.

Apparently this Governor enjoyed expensive luxury cars and in addition to whatever Mercedes Benz he obtained, he had a white Traction Avant.

In exercise of his megalomania the Governor enacted a law making it illegal for anyone except the Governor to have a white Traction Avant.

Seeing my car brought back all sorts of memories for the fellow.

David Russell

An interesting story from David who lives in the USA.

DH

Dear Editor

In the section of the March-April issue of FP featuring the 15th ICCCR it is stated that, by being structured as separate limited companies, member clubs' individual funds would not be at risk in the event that income were to be less than expenditure.

Can you identify on whom any loss would fall? One must presume it would be the creditors who would suffer. Thus, suppliers to the event would have to feel assured of its financial soundness.

What has been the past history of profitability of ICCCR's?

Yours sincerely

David de Saxe

Dear David

ICCCR2012 has been set up as a separate limited company which, amongst other things, ensures that no liabilities attach to the individual clubs.

The question as to upon whom any loss would fall is not relevant because, as the Organising Team has stated on several occasions (including the quoted article in Floating Power), "we are not - and will not be - spending money that we don't have."

Each supplier to the event is free to assess its financial soundness - even though they will not be asked for credit - just as the Organising Team will assess the ability of that supplier to reliably deliver their product or service.

The profitability of previous ICCCR's is only relevant in so far as the Organising Team has reviewed this, together with several other aspects of the performance of these events, to learn from them to ensure that all aspects of ICCCR2012 are run to the highest possible standards.

Nigel Wild, Chairman of ICCCR 2012 Committee

In addition, David you asked about profitability of previous ICCCR's. I can confirm there have been 2 UK organised ICCCR's in the past - 1984 (organised by the same three clubs as this time) - and 1976 - organised by the CCC because it was the only UK club at the time. Neither event made a loss.

However there have been a couple of European events which were not successful. Chevetogne (Belgium) in 1998 was literally a wash-out with ceaseless rain. I went and only stayed 2 hours.

More recently, Vallelunga (near Rome) in 2008 suffered a small loss. This has been attributed to the combination of venue (an airfield miles from any real civilisation) and distance - a large number of owners being put off by the distance they would have to travel for the meeting.

1998 and 2008 are the only two I know for certain made a loss and so, to the best of my knowledge, I believe all others to have been profitable.

Bernie Shaw

TOCtech forum – issue 58

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, omission, or inaccuracy that it may contain.

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Gearbox Output Coupling Repair Kit

When I decided to replace a gearbox that whines in first gear with another used 3 speed box and found that the output couplings on both boxes were heavily scored, rather than buy new output couplings I decided to use the Speedi Repair Kit that is available from SKF.



Scored coupling

A scored coupling is one of the reasons for an oil seal to leak and new couplings are expensive, around £50 each. Two Speedi Repair Kits cost me, including delivery, £43. The repair kit is actually a high quality stainless steel sleeve that goes over the output coupling shaft and covers the score.

There are around 175 sizes of these repair kits, each one is quoted as imperial or metric and as SKF say "they are the quickest and most sensible way to repair a worn shaft".

The Traction output shaft is 36mm in diameter and the SKF part no. to use is 99146. In the installation instructions SKF say to "fill the groove with a powdered metal epoxy type filler" but after talking to the engineering shop that I take crankshafts and cylinder heads etc. to and who have used these on a number of occasions I decided not to.

The sleeve is fitted by using the "tool" supplied.



Place the sleeve on the shaft, place the "tool" over the sleeve and up against its collar, tap the "tool" with a mallet until the sleeve covers the groove and is in the correct position. Remove the tool.

This is an extremely easy process and I am very pleased with the result. Just take your time to make sure that the sleeve is level all round and then tap gently. A good hard whack I am sure will result in a deformed sleeve that is only fit for the bin.



Sleeve in position and coupling ready to use

The collar can be removed if necessary with a pair of wire cutters using a twisting action. There is already a line cut in the sleeve to facilitate this. SKF say that removing it is a matter of choice and only do so if it is necessary so I decided not to do so as it is not in the way of anything when the coupling is in the gearbox.



Coupling and oil seal in gearbox. The collar is not interfering in any way

These repair kits are used in many automotive applications and can be used on most worn shafts. In fact some shaft manufacturers fit a sleeve from new in order to cut down on maintenance costs. The old sleeve can be removed by heating it and sleeves on some shafts can be fitted in situ.

This article appeared in issue TA72 of Traction Avant the magazine of the French club La Traction Universelle. Permission to use these articles has been given by the Dominique Bellière Vice-president of La Traction Universelle and Editor of Traction Avant.

Traction Headlamps - 1936 to 1957



We continue with the third part of the series on the identification of the headlamps that were fitted to all models of Traction assembled at the Citroën factory in Paris.

To Recap.

The Citroën Spare Parts Catalogue mentions only a manufacturer. It does not mention any manufacturers part number or description. Suppliers catalogues only mention a "headlamp for a Traction Avant" but no part number or whether it is original equipment or if it is a compatible part. Any study therefore is complicated because headlamps are easily dismountable and interchangeable which affects certainty of authenticity.

For French production, the headlights come from 3 manufacturers: Ducellier, Cibié, and Marchal. The majority of Tractions were fitted with Cibié followed by Marchal and Ducellier

The Period 1936-1941

For all three manufacturers, the headlamps of the 7 from 1934 to 1941 and 11AL-BL from February 1937 to 1941 have a diameter of 200 or 205 mm. Every 11 from 1934 to February 1937 and then the 11B (berline, familiale, commerciale and limousine) and 15 Six until the cessation of production during the war had the larger 220mm diameter headlamps.

All the headlamps have convex lenses and a red glass telltale on the top of the shell. The supports on the wings are painted aluminium, without the slot. convex lenses came in at the 1935 Salon (The word "Salon" refers to a Paris Motor Show.)

From June 1936 the supports have a side slot for access with a spanner. The shells and rims are made of chrome on brass until the cessation of production in 1941.

The post-war period of 1945 to 1957

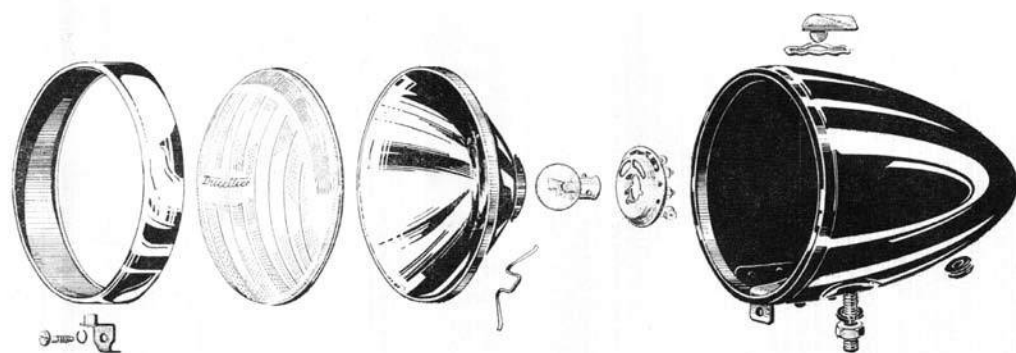
For all 3 manufacturers, the headlamps of the 11's have a diameter of 200 to 205mm The shells are painted; the rims are painted until 1947 on the 11, then chrome until the end of production in 1957.

The largest diameter of 220mm is fitted only on 15's. They were all fitted with painted Cibié headlamps (lens Ref: 348) with chrome rims when sales resumed. (A chrome headlamps option was available on special order).

At some time all three manufacturers replaced the red glass telltales with plastic.

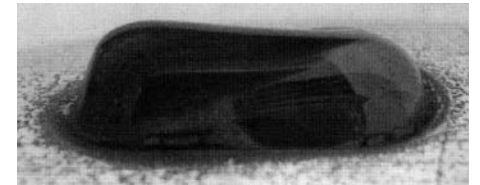
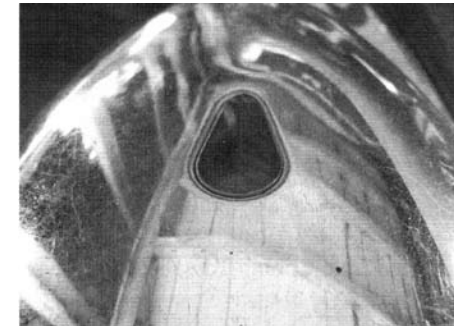
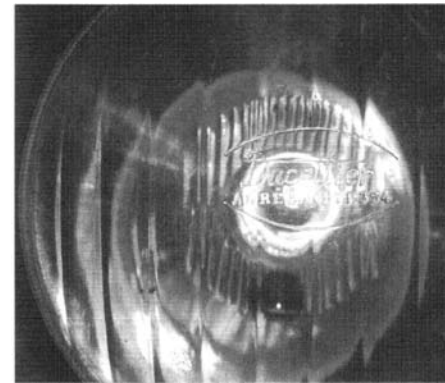
This article refers to the various types of factory fitted headlamps from October 1935 (200mm to 220mm diameter).

The references indicated e.g. 706.309, are those in the Citroën spare parts catalogue.



An extract from the Ducellier Catalogue

Traction Avant Headlamps: Ducellier

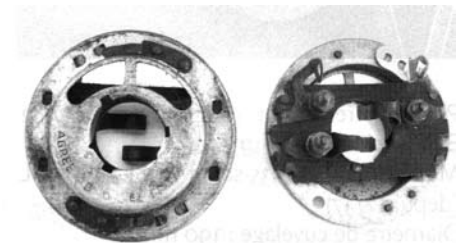


Ducellier projecting glass telltale 1939-41, (plastic from 1952).

Ducellier flat glass telltale-1936-38

Ref: 706.309. Years: 1936 - 1938 Models: (1935 Salon - 1938 Salon): 7C, 11BL (from Feb 1937)

Diameter of shell: 200 mm
Lens: ABTP 354 (diameter 190 mm)
Shell and rim chrome on brass, red telltale - non projecting flat glass, smooth brass reflector with round hole for the side light, convex striated lens



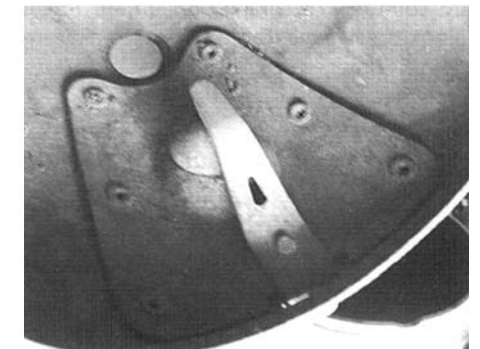
Ducellier bulb holder (48mm diameter)

Ref: 706.368 (706.512).

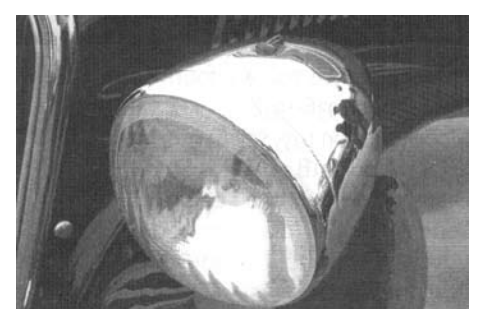
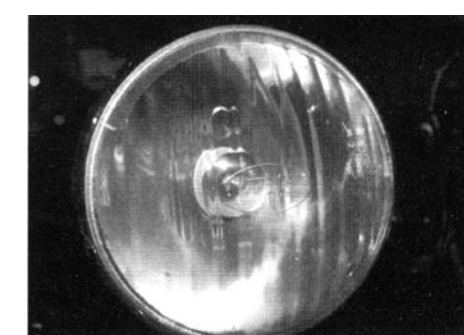
Years: 1939 - 1941 Models: (1938 Salon to 1941): 7C, 11BL

Diameter of shell: 200 mm
Lens: ABTP 354 (diameter 190 mm)
Shell and rim chrome on brass, red telltale - projecting glass, smooth brass reflector with round hole for the sidelight, convex striated lens.

Ref: 706.371 (706.515). Years: 1939-1941 Models: 1938 Salon to 1941: 11B, 11F, 11C and 15 Six.
Diameter of shell: 220 mm
Lens: ABTP 353 (diameter 200 mm)
Shell and rim chrome on brass, red telltale - projecting glass, smooth brass reflector with round hole for the sidelight, convex striated lens.



Ducellier shell base plate



Ducellier Chrome headlamp of post-war period.

Ref: 706.312. Years: 1936 - 38 Models: (1935 Salon - 1938 Salon): 11AL (to Feb 1937) 11A then 11B, 11C and 15 Six from 1938

Diameter of shell: 220 mm
Lens: ABTP 353 (diameter 200 mm)
Shell and rim chrome on brass, red telltale - non-projecting flat glass, smooth brass reflector with round hole for the sidelight, convex striated lens.

Ref: 706.368 (706.512). Years: 1946-1957 Models: 11BL, 11B, then 11C and 11F

Diameter of shell: 200 mm
Lens: ABTP 354 (diameter 190 mm)
Painted steel shell, painted rim(1945-47) then chrome, smooth reflector without round hole for the sidelight, red telltale - projecting glass then plastic (from 1952), convex striated lens with fine inscription.

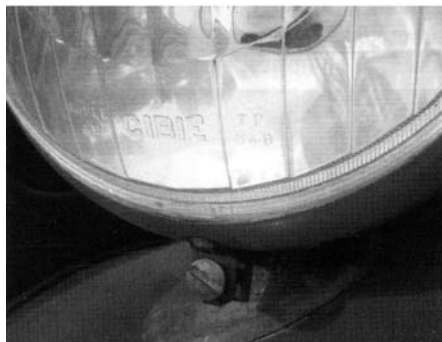


"D" instead of "Ducellier" on lens 1954.

Traction Avant Headlamps: Cibié



Cibié "diamond point" telltales with fixings for inside the shell



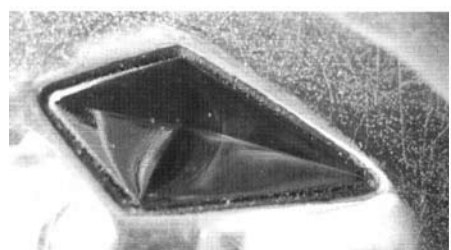
Ref: 706.767 (706.522).
Years : 1939-1941 and 1946-1957
Models (1938 Salon - 1941): 7C and 11BL, (1946-1957): 11BL and 11B, (1953-1957): 11C and F
 Diameter of shell: 205 mm
 Lenses (diameter 190 mm) ABTP 349 then 349Z around 1950 (fine engravings after war), replaced by ABTP 500 in June 1955 (new optics in same shell)

1939-1941: Shell and rims chrome on brass, projecting red "cockscomb" telltale with rhombus shaped base (identical hole in shell from 1935 Salon), smooth brass reflector, convex striated lens.

1946-1957: enamelled metal shell, chrome rim from 1947, projecting red glass (then plastic from 1952) "cockscomb" telltale with oval base, rectangular hole in the shell, smooth steel reflector, convex striated lens.



Ref: 706.311, Cibié ref. 3983 B.
Years : 1936-1938
Models (1935 Salon - 1938 Salon): 11AL (until Feb 1937), 11A then 11B, 11C and 15 Six from 1938
 Diameter of shell: 220 mm
 Lens ABTP 348 (diameter 200 mm)
 Shell and rim chrome on brass, flat red non projecting glass telltale in the form of rhombus (known as "diamond points"), smooth brass reflector, striated convex lens.



Cibié flat glass telltale in the form of rhombus known as "diamond point" (years 1936-1939).



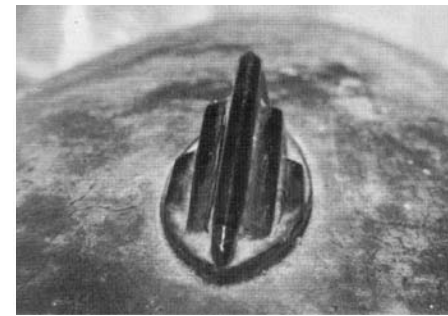
Cibié glass "cockscomb" telltale with rhombus base (1939-1941)
 Telltale ref. 2600A shown in the catalogue extract on the next page.



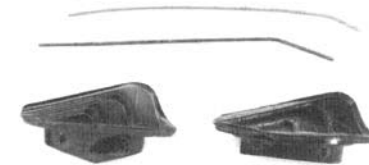
Ref: 706.370 (706.514). **Years: 1939-1941 and 1946-1955 (15 Six)**
Models (1939-1941): 11B, 11C and (15 Six, 1946-1955) : 15 Six
 Diameter of shell: 220 mm
 Lens ABTP 348 (diameter 200 mm)

1939-1941: Shell chrome on brass, chrome rim projecting red "cockscomb" telltale with rhombus shaped base (identical hole in shell from 1935 Salon), smooth brass reflector, convex striated lens

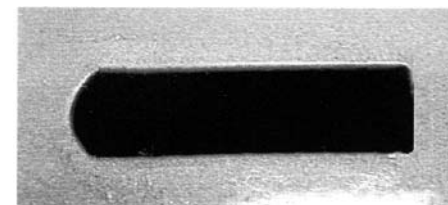
1946-1955: enamelled metal shell, chrome rim, projecting red glass (plastic from 1952) "cockscomb" with oval base, rectangular hole in the shell, smooth brass reflector (later made of steel), striated convex lens. Original equipment on every 15/6.



Cibié glass "cockscomb" telltale with oval base post-war period until 1952



Cibié glass and plastic "cockscombs" (oval bases) with the 2 snap fixings for inside the shell



Opening on Cibié shell for cockscomb telltales (1946-1957)



Opening on Cibié shell for cockscomb telltales held in by snap fixing



Cibié ABTP 500 from June 1955 (with new reflector having the hole for the bulb holder reduced to 42 mms in diameter)



Cibié bulb holders diameter 52 mm and 42 mm (ABTP 500 optic)

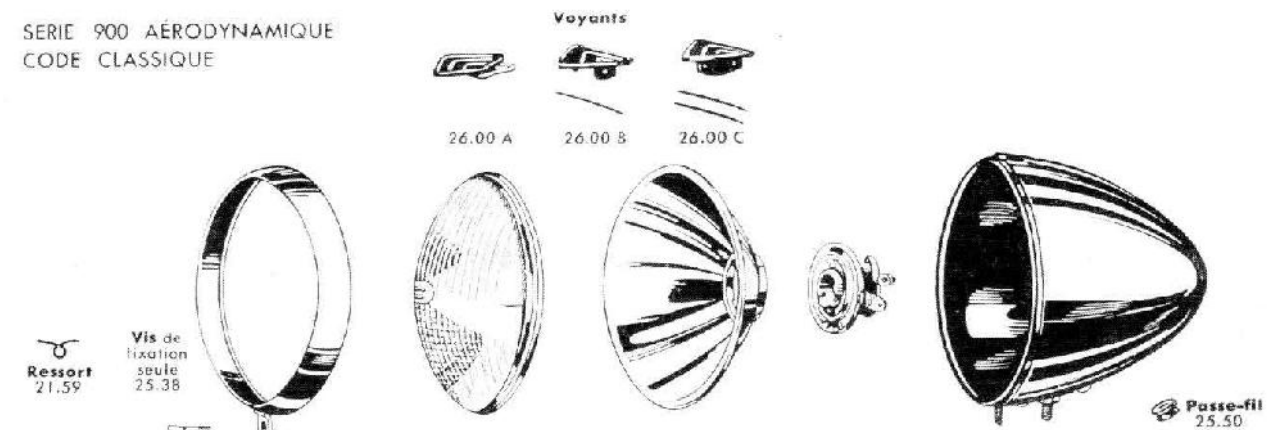


Cibié fixing spring that holds reflector and lens to rim



Rim retaining bracket on Cibié shell

SERIE 900 AÉRODYNAMIQUE
 CODE CLASSIQUE

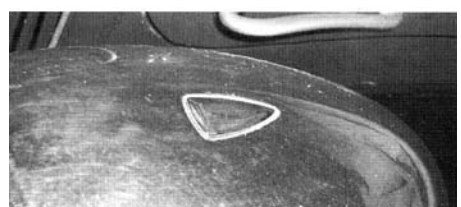


Diamètre du projecteur	Numéro d'homologation	Porte chromée avec vis de fixation	Glace		Miroir		Porte-lampe		Cuvelage	
200 mm.	AB.T.P. 349 Z	25.35 B	27.13	Trou 52 mm.	23.72	Ø 52	25.86 B	Chromé	ne sont plus livrés	
		25.35 B	1-70-01	Trou 42 mm.	3-70-01	Ø 42	44.86	Noir		
220 mm.	AB.T.P. 348	25.36 B	27.23	Trou 52 mm.	23.82	Ø 52	25.87 B	Chromé	ne sont plus livrés	
		25.34 B						Noir	28.01	

Traction Avant Headlamps: Marchal



Ref: 706.307, Marchal Ref: 3.099. Years: 1936-1938
Models: 1935 Salon to 1938 Salon: 7C, 11BL (from Feb 1937)
 Diameter of shell: 200mm
 Lens: TP 345 (small escutcheon, diameter 190 mm)
 Shell and rim chrome on brass, red telltale - initially round red glass in 1936, then triangular red glass with half-projecting round points, smooth brass parabola, striated convex lens.



Marchal half-projecting glass telltale 1936-1938



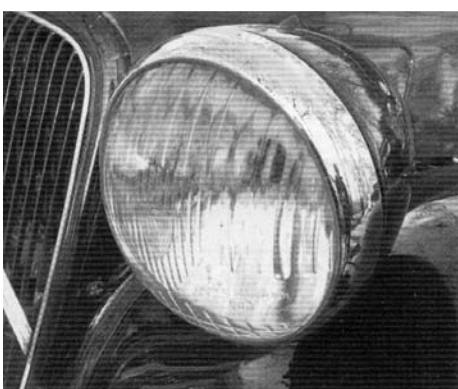
Ref: 706.310, Marchal Ref: 3.571. Years: 1936-1938
Models: 1935 Salon to 1938 Salon: 11AL (until Feb 1937), 11A then 11B, 11C and 15 Six from 1938
 Diameter of shell: 220mm
 Lens: TP 346 (small escutcheon, diameter 200 mm)
 Shell and rim chrome on brass, red telltale - initially round red glass in 1936, then triangular red glass with half-projecting round points, smooth brass parabola, striated convex lens.



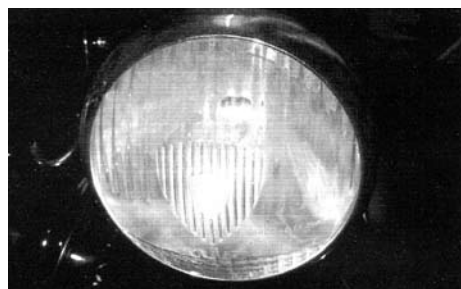
Marchal projecting glass telltale 1939 - 1941



Ref: 706.366 (706.510). Years: 1939-41, then 1945-1951
Models: 1939 - 1941: 7C and 11BL, 1946 to March 1951: 11BL and 11B
 Diameter of shell: 200mm
 Lens: TP397 (diameter 190 mm)
 Shell and rim chrome on brass (1939-1941) then enamelled steel from 1945, with painted rim until 1947 then chrome, red telltale - projecting triangular glass then plastic from 1946, smooth brass reflector, striated convex lens.



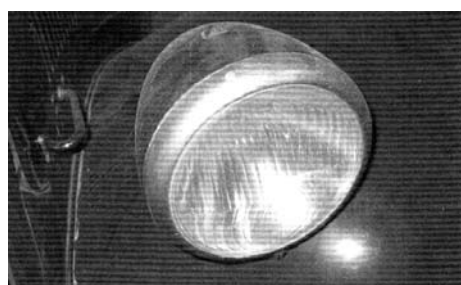
Marchal ABTP 391NL lens (post war)



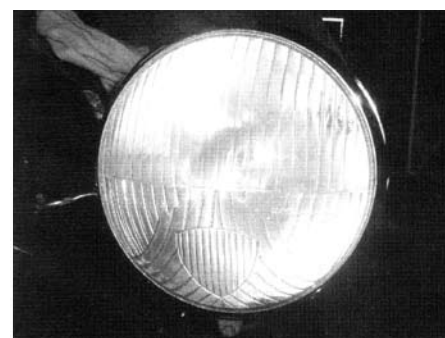
Ref: 706.369 (706.513), Marchal Ref: 3571. Years: March 1939-1941
Models: 1939 -1941: 11B and 11C
 Diameter of shell: 220 mm
 Lens: TP397 (diameter 200 mm)
 Shell and rim chrome on brass, red telltale - projecting triangular glass, smooth brass reflector, striated convex lens.



Marchal ABTP 391 post-war period headlamp with plastic telltale



Ref: 706.551. Years: March 1951-1953
Models: 11BL and 11B
 Diameter of shell: 200mm
 Lens TP 435 marked Equilux., semi-curved (diameter 170 mm)
 Steel enamelled shell with chrome rim (smaller internal diameter because lens reduced in diameter), red telltale - projecting triangular plastic (ditto 1939-41 and from 1946), smooth steel reflector, striated convex lens.



Citroën Ref: 706.598. Years: April 1953-1957

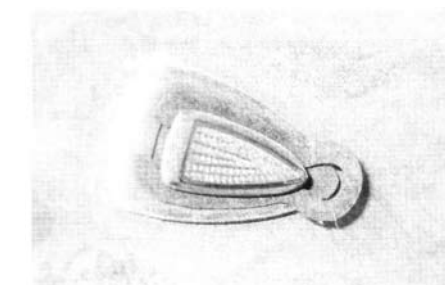
Models: 11BL and 11B
 Diameter of shell: 200 mm
 Lens: TP 478 marked Equilux, curvature like TP391 (diameter 190 mm)
 Enamelled steel shell with red plastic telltale (ditto 1939-1941 and from 1946), chrome rim, smooth steel reflector (diameter of bulb holder reduced to 42 mm), striated convex lens.



Equilux detail on Marchal ABTP 435 and 478 lenses



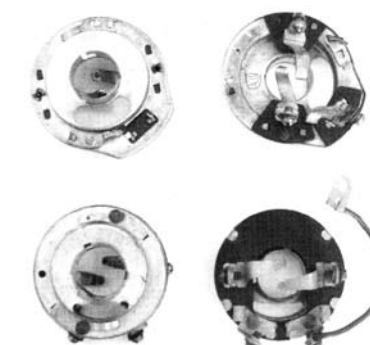
Hole in shell to take the Marchal telltales 1936 to 1957



Fixing of Marchal telltale viewed from inside the shell.



Marchal telltales 1936 to 1957



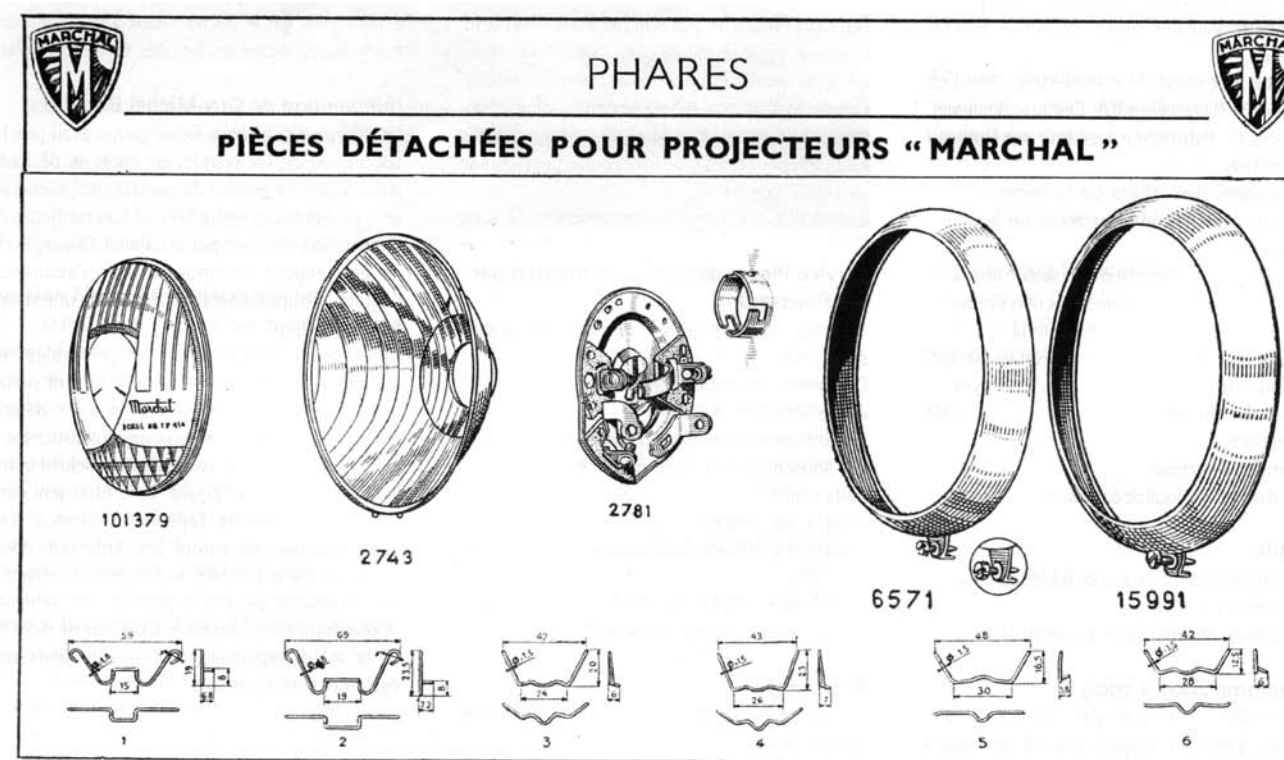
Marchal 48 mm and 42 mm diameter bulb holders (ABTP 435 and 478)



Marchal retaining spring - holds reflector and lens in rim



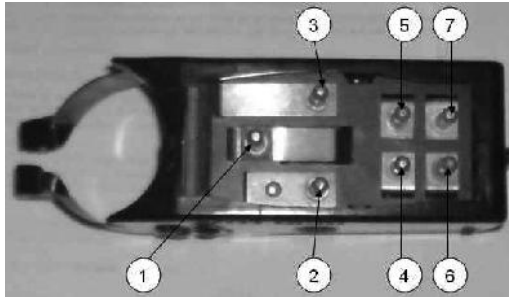
Centre fastening on shell for retaining screw of Marchal rim - pre war 15 mm - post war 6 mm under the shell



1938 -1957 Lighting Switch

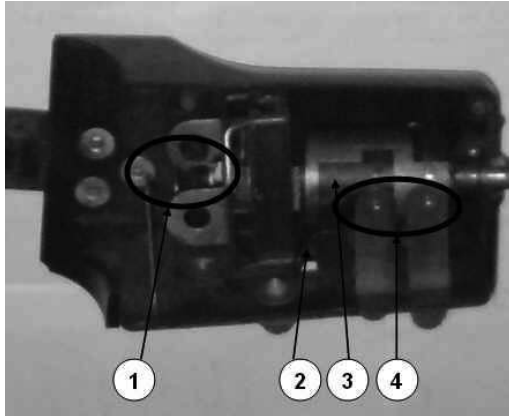
The multi function 1938 -1957 lighting switch may seem confusing when the first attempt is made to understand how it works.

The switch has 7 terminals:



- 1) Power, 2) Horn 1, 3) Horn 2, 4) Rear Side Lights
- 5) Dipped Beam, 6) Front Side Lights, 7) Main Beam

The switch stalk has a push in - spring out / pull towards or push away / twist action. Pushing in operates the horns, and twisting combined with the pull towards or push away action operates the lights in different ways.



Lighting Switch Innards

- 1) The 3 horn contacts (the centre one is power)
- 2) The power contact to the barrel
- 3) The central twist barrel with its own brass contacts around it
- 4) There are 4 lamp contacts that make contact with the barrel. The other 2 contacts are on the other side of the barrel.

The pull towards and push away action combined with twisting operates the lights in different ways. The horns continue to work for whichever twist / pull towards or push away combination is used.

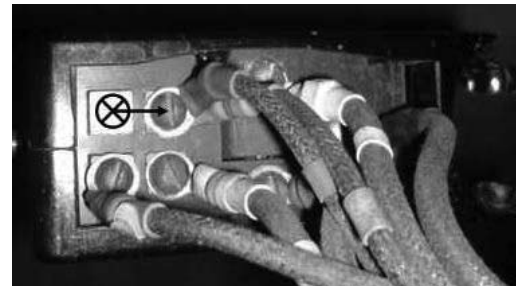


The twist action has 3 positions **O** (Off), **V** (Ville or Town) and **R** (Route or Out of town).

With the stalk towards you the combinations are **O**(ff), **V**(ille) - rear side lights (terminal 4) and front side lights (terminal 6) and **R**(oute) - rear side lights (terminal 4) and dipped beam (terminal 5).

With the stalk away from you the options are **O**(ff), **V**(ille) - rear side lights (terminal 4) and main beam (terminal 7) and **R**(oute) - rear side lights (terminal 4) and main beam terminal 7). So as you can see there is no difference between **V** or **R** with the stalk pushed away.

However you will see that there is only one setting that is legal and not an MOT failure in the UK and that is - stalk towards you twisted to **V** (front and rear sidelights on). All other illuminated positions are an MOT failure as the front side lights go out. MOT regulations state that the operation of the sidelights should not be adversely affected by any other lamp - in other words they should stay on when dipped or main beam is on. No need for head scratching though, in order for the front sidelights to stay on connect the front sidelight cable to the rear sidelight terminal.



I have 6 of these switches, 3 on running cars and 3 spares. One of these spare switches works in a different way. I have taken it apart and had a quick look at it but as yet have not worked out why and whether or not it is faulty.

If any of you have switches that work differently can you please let me know.

Eiffel Tower Gear Selector Positions.

A few years ago I made a note of the Eiffel Tower Gear Selector positions and have found it useful on a couple of occasions especially when the long selector rods are removed.

So viewed from the side and using approximate time clock positions:

Gear	Upper Gear Selector	Lower Gear Selector
Neutral	4.30	5 o'clock
First	5 o'clock	4.30
Second	4 o'clock	5 o'clock
Third	6 o'clock	Past 5 o'clock
Reverse	5 o'clock	6 o'clock



Gearbox in Neutral

Many thanks to Chris Burmajster, editor of Citroënian, the magazine of the Citroen Car Club, for allowing the following to be reproduced from an article published in the Light 15 Corner of the January 2011 issue. The Light 15 Corner is compiled by TOC and CCC member Jim Gibson.

CCC member Roy Bayne tells us about the reconstruction of his car in 2008 with mechanical ideas from Traction articles written in the 1970s.

11 Normale Conversion.

Inspired by Brian Drummonds' article from 50 years ago in the October 2010 Citroënian, I had a look through my old CCC magazines from 1970 when I joined the club. Brian was in charge of the Citroënian magazine Light 15 Corner at that time. During this period there were some superb notes in the Light 15 corner on DS conversions and many other technical topics. When I looked at the March 1975 issue, there was an article I wrote about my first Light 15, Slough built, 1955, which I converted to ID19 power and 4 speed gears. I covered many happy miles in the car and sold it in 1980. I believe the car is still in the UK under a different registration number.

I sold the car to buy a 1962 DS19 Decapotable, which I restored and supercharged. During this restoration I acquired a spare DS19 engine and gearbox. I rebuilt the engine and modified the gearbox to suit a Traction that I hoped to purchase and convert sometime in the future.

Having had many classic Citroëns since then my opportunity came along in 2008 when a 1953 black 11 Normale came up for sale 3 miles from where I live. No rust, MOT'd, real leather upholstery and cheap. Wonderful!!

A complete stripdown followed and the old DS engine and gearbox finally had a home. However since the gearbox had the original hydraulic actuators, I decided to fit a hydraulic pump, pressure regulator etc. and select the gears by switching solenoid valves mounted on top of the gearbox.

A new gear selector mechanism was designed in the original dashboard format. Now four gears and reverse, but I also included the engine starter switch to avoid starting the engine while in gear. Similar to the DS semi auto system. While still in a hydraulic mind-set I changed the clutch to a slave / master cylinder layout.



Everything worked so well I decided to go the whole way with a complete transformation and restoration of the car. New body colour, new interior colour and trim, burgundy leather, new carpets, new 12V electrics, curved front bumper and pilote wheels, new shocks, brakes and a customised heater matrix and much more. The car runs very well and is really unique with it's rather art deco look. I have always wanted a French model with the curved door handles, outer door trim and chevrons outside the radiator.

Special thanks on the completion of this conversion has to go to Citroën "Guru" Andy Burnett who directed me to the car in the first instance and later provided some special parts as well as contacts and expertise. Anyone wanting to try this conversion and need some help or advice is welcome to contact me via the CCC club.

Roy Bayne

Mick Popka, TOC Webmaster extraordinaire, tells us about his visit to the 2011 Paris Retromobile

My first visit to Retromobile was back in 2007, when the 15th ICCCR bid team gave our initial presentation for the bid which we would submit in 2008.

Since then it has to be said that the size of the show has not changed, and although it no longer runs for 1 week, it has introduced late night opening!

I was accompanied by Barry Annells, his son Peter and Bernie Shaw.



I thought that Mötley Crüe was an American heavy metal band - DH Unlike the Classic Car Show held at the NEC, the whole "style" is more of a showroom of luxury accessories – yes the Chinese tool stalls are there, however there are also American Gas Stations of the 50's and glorious stands with very few expensive works of art (if you need to ask "Combien?" then you are not the customer they are aiming at.

Retromobile 2011 was a bustling show and the Citroën Stand proved to be very diverse; celebrating not only the 50th Anniversary of the AMI but also stands dedicated to Rosalie Racers and the Kegresse expeditions in Mongolia.



1933 eight cylinder 1453cc record car. The third in the Citroën 'Rosalie' series built for record attempts at Montlhéry. The first two were Rosalie I and Rosalie II, both six cylinder cars. The 'Petite Rosalie' set records in 1933, going on for 300,000 kilometres, 133 days, and averaged 58 mph. It had beaten 106 world records and 191 International records.

Photo courtesy of Veloce Today and Hugues Vanhoolandt



Citroën Kegresse. Photo courtesy of Mick Popka

Going under the hammer was a child's model Citroën Traction Avant Cabriolet built by Eric de Pauw.



Photo courtesy of Veloce Today and Hugues Vanhoolandt

The prototype was exhibited at Retromobile in 1989, chassis no. M01 001.

Following the death of its creator production was halted at the 6th example. This one, number 3 of the 5 produced has a 140cc engine, three forward gears and reverse, electric starter and a host of details with all the characteristics of a real car.

The original publicity catalogue was sold with the car.

There was no reserve and the price was estimated at 7,000 to 9,000 euros.

It sold for 28,052 euros.

Back to business – we were allocated space on the ACI stand area and we saw a busy trade in flyers and bumper stickers for the 15th ICCCR – in the 3 days we took 15 bookings.

On the Saturday afternoon we attended the ACI AGM at the Citroën Sport HQ near Versailles. Following presentations from the 2011 Event of the Year (2CV World Meet at Salbris) and ourselves for 2012, we were ushered to a very nice restaurant where a good meal was had by all, which was very kindly paid for by Citroën.

Sunday saw us back at Retromobile with an early departure for Calais at 13:30 to catch the 18:00 ferry back to Blyth.

If you have never been to Retromobile, it has to be one of those on the list of "things to do before.....".

April 1st sees me heading to Essen for "Technoclassica" – It's a hard life "on the road"!

No doubt the Editor will be chasing me for a write up on that in due course!



1939 Panhard Levassor Type X81/140 Dynamic Limousine. There is something vaguely familiar about this car
Photo courtesy of Veloce Today and Hugues Vanhoolandt

It's October 1967 and my first term at Dundee University staying in halls on the old Hawkhill. Passing a small junk shop I spot a print I fancy and whilst haggling over the price I notice some postcards of old cars and admire them. The shop throws them in as well - 1934 7C, 1936 7C Cabrio, 1950 BL Decouvrable and a 1953 11B Familiale, and so starts an attraction to Tractions!

Fast forward to early 2003 and the 4 postcards have survived house moves, families, jobs - the only things from 1967 to do so, apart from me! I'm at Kenny and Julie Cocker's house just up the road in Collace admiring his immaculate 6 year restoration of a 1940 Light 12 as well as his other 2 post-war cars.

Having been impressed by the variety of Tractions on display the previous year at the very successful annual meeting run by Kenny and Julie in nearby Scone Airport, as well as the friendliness of the owners, I'm musing about finally buying one. Kenny lends me the Olivier de Serres "bible" and advises me to decide on the model I like (and can afford!).

Two weeks later I tell Kenny that I fancy a pre war Commerciale. "No chance" says Kenny "as rare as hen's teeth, not cheap and hardly ever advertised in LVA". (La Vie de l'Auto, the French classic car newspaper).

Summer 2003 and Kenny gets in touch to say that he has spotted a Commerciale in LVA and gives me an email address. I email for details, I hear nothing.

November 2003 and Kenny rings again - he's spotted another one and with help from John Savelli - whose French is more fluent - has spoken to the owner. He'll keep it for a short while for me to look at, he lives in the south east of France.

Decision time.

As my knowledge of cars is very limited it's essential that Kenny comes with me - apart from the expertise he'll be doing a lot of driving if we're successful!

We finally arrive at Serge, the owner's, house. The garage doors swing open and there is a gleaming black 1938 Commerciale, registration number 757 AZR 38, with big chrome headlights and red Pilote wheels with black hubs and chrome caps. Kenny goes to work examining it - paintwork and chrome in good nick - interior re-done in grey carpet and upholstery - engine looks clean and everything seems to work. We set off for a test drive and Kenny pronounces that, despite a noticeable whine from the differential, the car is sound.

Serge tells us that the car was originally used as a milk float by his friend's father in Belmont-Luthézieu

in Ain, a rural area further north. In WW2 it was hidden in a "grange" and then put back into service afterwards before being replaced, in 1957, by a new DS - when it went back into the grange again! He bought it from his friend in 2000 and restored it with the help of a retired mechanic (sadly now dead) but he no longer has the time to use and enjoy it.

We negotiate on price, Kenny having spotted debris in the fuel tank, and we go off to a nearby restaurant for lunch while Serge flushes it out. After lunch we complete the transaction and the paperwork - Serge has thrown in spare bits and bobs as well as the original wooden platforms for commercial use - money changes hands and off we head for Couper Angus, Scotland via Zeebrugge and home, only about 1,000 miles.

There were only a couple of incidents on the journey back home.

On the 28th, as we leave the N71 heading for Troyes, we stop at the péage (tollgate) and the car jumps out of gear and won't go back in (the usual worn linkage). We notice a gendarmerie post just beyond. We manage to push her through after paying and Kenny quickly reconnects the linkage - no gendarmes appear - it must be supertime!

Early morning on the 29th and, after breakfast with a few hardy souls, out to the car for take off. We struggle to start and Kenny spots a problem with the fuel filter - minor repairs from his magic bag of spares (and a few curses!) and we're off again.

But as the advert says she's worth it!

It's only taken me 36 years but an attraction to Tractions is now a reality.

Daphne (as my wife Julie has christened her) has now been here in Scotland for over 7 years. Despite an early scare from DVLA (wrong form and asked to pay VAT!) she is now registered PAS 262. She has had her black hubs repainted red to match her original colour scheme and had a replacement gearbox, driveshafts, front brake drums and starter motor installed by Andy Burnett in Aboyne. She's done a few weddings, including my own to Jenny, and my god-daughter's, a number of events and meetings around Scotland and the very successful Chocolate and Old Lace Tour of Belgium organised by Walter and Noella in May 2005.

She's been kept on the road courtesy of Kenny's unfailing time, patience and expertise and next year she may even get down to England.

Hugh Macrae

This is the story of a childhood journey made during the 2nd World War from Poland into Romania in a Traction Avant by Basia Weaver (née Rytarowska), at the age of 3, with her father, mother, and step-sister and then on by various means and countries until finally arriving in Bristol, England on the 8th September 1942.

In 1939 my parents, my sister and I were living in Warsaw. My father's first car was a second-hand Citroën Traction Avant and in 1936 he bought a new one.

On the 5th of September 1939, five days after the outbreak of war and in the midst of the first wave of bombing we left Warsaw in our Traction hoping to stay with relatives in South East Poland. However, as the Nazi advance continued we drove further South East to friends near the Polish / Russian / Romanian border. The roads were full of escapees, in cars and carts, on bikes and on foot.

In order to avoid blocked roads caused by numerous breakdowns and lack of petrol, as well as trying to avoid strafing by the Luftwaffe, my father sometimes had to drive over ploughed or stubble fields or through woods. We were staying within five kilometres of the Polish / Russian border when the Russian army invaded south-eastern Poland on the 17th of September 1939.

We immediately escaped to Romania, eventually reaching Bucharest, where we were invited to stay with a Romanian millionaire. He was the proud owner of many luxury cars, one originally owned by Rudolph Valentino amongst them. His vast estate at Suceava had a 7 km mud road that led from the main road to his mansion and it was his custom to send one of his oxen teams to pull cars through the deep mud as a gesture of friendship and welcome - hence this unusual and historic photograph - the Traction had certainly not broken down!



Basia's father wearing the light coloured coat and trilby is standing by his 1936 Légère and the Romanian millionaire is on his right.

In February 1940 my father had to sell his beloved car in Bucharest, in order to pay for my mother, sister and myself to get to Algeria, as the French Government had agreed to shelter about 50 Polish women and children who were in Bucharest at the time. My cousin, who had travelled with her parents from Warsaw to Bucharest with us, recounts how on our departure from the Bucharest station my distraught father said to her "Will I ever see my family again." Two weeks later he left Romania to join the Polish Army in France. At the fall of France

in June 1940, he was fortunate to leave on the last boat out of Brest with other Polish military detachments.

On June 20th 1940, completely by chance, he found himself in England, where my mother and I eventually joined him in 1942. After a 48 hour train journey via Bucharest / Zagreb / Venice / Milan / Genoa and Marseille my mother, sister and I arrived by boat in Algeria, where we stayed for two and half years, until my father managed to obtain a visa for my mother and I to come to England in September 1942 - in the meantime my sister had married a Frenchman and stayed in Algeria till 1961.

We caught a train from Algiers to Tangier in Morocco and then flew to Lisbon and finally to Bristol. The last leg of the journey was quite eventful. We had the choice of two planes, a military/diplomatic flight or a civilian one. Family legend has it that my mother chose the military/diplomatic plane because she understood that it flew at a higher altitude than the civilian airliner and that the civilian airliner was shot down by the Luftwaffe and everyone on board was killed.

That was all we knew of the journey until very recently. At a chance meeting in a Dunsfold pub, with Jonathan Miller the owner of a gleaming, green and chrome Citroën Traction Avant 11BL, we learnt that the aircraft flying from Lisbon to Bristol was a DC3 operated by KLM. 70 years after the event we meet by chance in a Surrey Pub someone who almost completes the story - quite astonishing! However, further research has shown me that the only Lisbon to Bristol KLM DC3 destroyed by the Luftwaffe was shot down in June 1943, almost a year after we had flown to Bristol, so family legends are sometimes just that - legends.

The Citroën Traction Avant saved our lives. It withstood appalling road conditions and survived the first six months of the war impeccably. A broken exhaust pipe, a result of roughly cobbled roads on the outskirts of Bucharest, was the only mishap it suffered. I still have the Polish Touring Club road map that we used for our escape. My father and mother, both of whom were born in the Ukraine, then part of Czarist Russia, had survived the Russian revolution of 1917, the Russian Civil war of 1920, the Polish / Russian war of 1920 and World War 11, died in England aged 85 and 93.

They lost everything twice over and spent the rest of their lives in the UK, once it was clear that Poland was again part of the Russian Empire that collapsed in 1989, leaving Poland free once again.



The picture on the left is a close up of the grille on the 1936 Légère that was owned by Basia Weaver's father.

It has a large Citroën badge on the bottom of the grille below the chevrons.

Was this a factory fitted item or an aftermarket product?

The Polish registration number could be A10-373 or AIO-373.

Did this car survive the war?

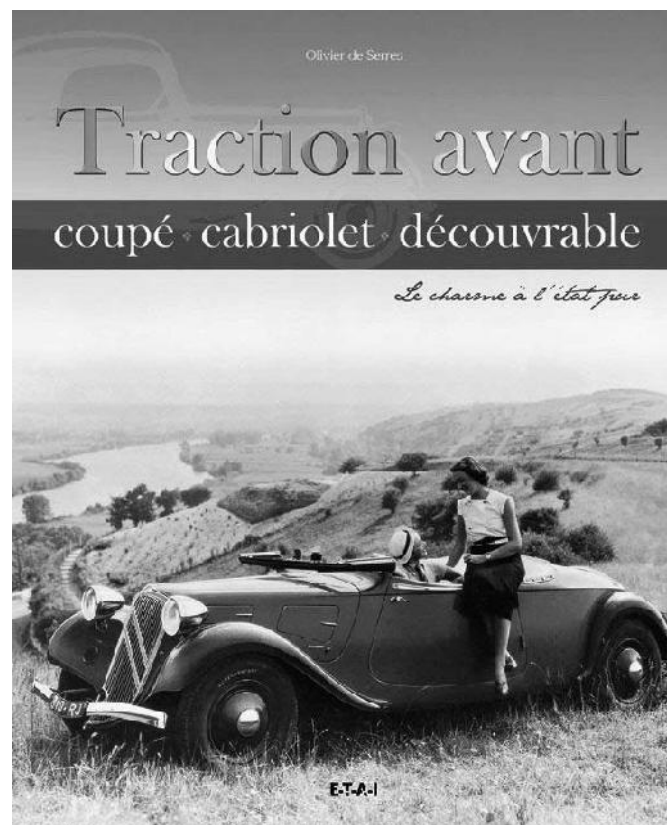
The answer is quite likely to be no.

Notable Dates - May and June

3 rd May 1934	7A (Series I) launched in Paris
4 th May 1964	André Lefebvre died at Etang-la-Ville
15 th May 1934	7A (Series II) launched in Paris
15 th May 1936	Rack & pinion steering introduced
26 th May 1906	Edouard Michelin (great-grandson) died in a boating accident off Finistère
2 nd June 1934	7B and 7S launched in Paris
16 th June 1934	7A first assembled at Forest, Belgium
23 rd June 1859	Edouard Michelin (founder) born in Clermont-Ferrand
27 th June 1938	15-Six G launched in Paris

Book Review

Traction Avant coupé cabriolet découvrable. Le charme à l'état pur - by Olivier de Serres



associated with so many fond memories along all the French or European coasts, of Concours d'Elegance, of the reckless escapades of the late 1930s.

This book is also a chronological approach to the phenomenon of the cabriolet and coupe, their time of production, their being forgotten, then wanted and finally their consecration in the world of today's enthusiast's collection.

It is also a reference tool, since as usual Olivier de Serres provides previously unpublished production figures and specific elements of restoration along with a critical wink to the replicas.

All variations, 7, 11 and 15, are discussed as also is the case of the mysterious 22 cabriolet. Also models produced or sold abroad, plus a full chapter dedicated to derivatives and special bodies.

The subject is treated here by an author who knows best, both from using and repairing these cars or writing about them for a number of years, giving the reader the assurance of secure information that is given with genuine feeling.

Published by E-T-A-I.

224 pages, 482 photos (colour and black and white). ISBN-10: 2726889859, ISBN-13: 978-2726889855 Price - €48

Editors Note:

My only complaint - As with Olivier de Serres other excellent books and other books on the Traction published in Europe, yet again the publisher considers that an English version is not viable.

Among the biggest myths of the motor car the Citroën Traction Avant two-door cabriolets and coupes occupy a prominent place, giving them a crazy face value compared to many other more powerful or more luxurious vehicles.

But the charm is there ... That word says it all, this car has a level of intense seduction that is indeed rather puzzling, but also absolutely intact! Even at a time when a Traction 11CV traded for a handful of cherries, there was still respect for a roadster or coupe. Its image and harmonious forms are

From the Mar/April 2011 Issue

A Traction with a Problem



The Answer - Dr Yves Haft sent in the following:

The photograph is clearly of a team of tractionists attempting to perform either the Schaltungpleuelanpassung Manöver or the Zahnradändernjtangejustage Manöver.

These are extremely difficult manoeuvres which are normally only undertaken by at least four experienced technicians. It is not possible in this photograph to see what the fourth member of the team is doing. Both manoeuvres must be carried out on level ground, and TOC members should be advised to wear safety hard hats at all times.

Editors note

These are subtly different versions of gear-change rod adjustment manoeuvres.

Caption Submissions

This year the committee intend to deal harshly with TOC members not paying their subs on time.

Oops! that is strange, I could have sworn that the gear lever was in the dashboard!

Ooooooooooooooooooooooh, the Okey-Cokey!

Janet always knew that the Praying Mantis position she'd seen in the Karati Kid movie would come in handy one day.

Are you sure that is the gearstick?

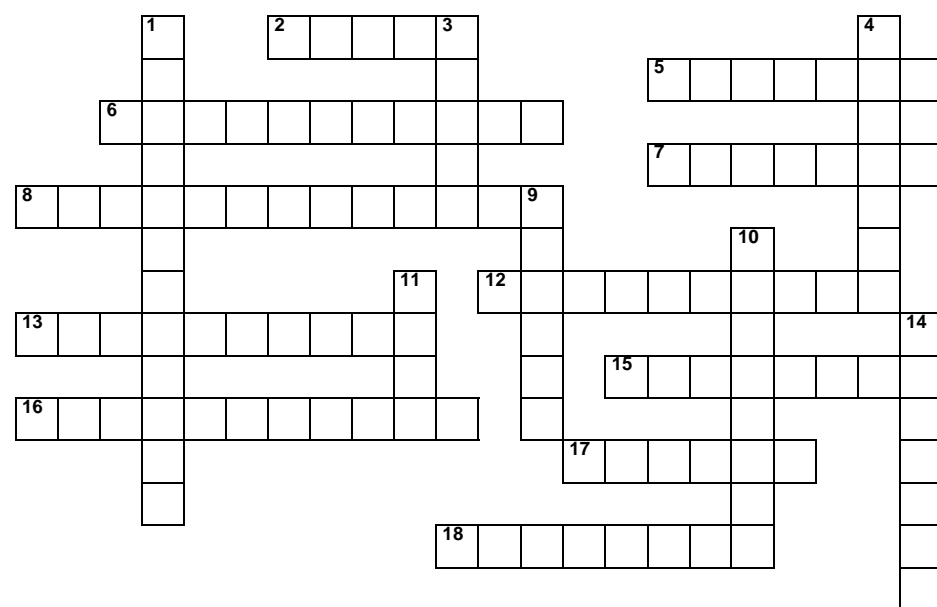
That's not what I meant when I said it only does it when you're flat out.

Are you quite sure that the book we found in the glovebox entitled 'Karma Sutra' was French for workshop manual!

Pete was glad that Janet hadn't been concentrating when 'Paul Merton in India' was on TV.

This Issue

Traction Crossword



Across

- 2 Jet on the door
- 5 Tasty Slough colour
- 6 Sell it here
- 7 Suspension
- 8 April Fool
- 12 Race track steering wheel
- 13 Very early colour scheme
- 15 Gear knob material
- 16 Do not turn this while driving
- 17 Lighting switch
- 18 English cabriolet

Down

- 1 Engine support
- 3 My Dad had one of ?
- 4 Sought after wheels
- 9 Oliver de ?
- 10 This was messed up
- 11 La Traction de Mon ?
- 14 French saloon



There is something fundamentally wrong with this picture.
What is it?

Please email or write in with any contributions or ideas for "Things to Do"

2011

May

- 7-8 Citromobile
- 21-22 Rally Circuit des Gabares
- 28-29 La Vie en Bleu

Amsterdam, Holland. <http://www.citromobile.nl/>
Dordogne area, France. Ronald Knoth: r.a.knoth@zonnet.nl
Prescott, Gloucestershire. See page 33

June

- 1-5 TAN Weekend
- 11-13 Retromoteur et Véhicules de Prestige
- 11-13 30th Anniversary Celebration - TAVIG - Traction Avant Germany
- 18-19 9th Festival des Belles Mécaniques

Larochette, Luxemborg. walternoella.callens@hotmail.com
Ciney, Belgium
See International Events on the TOC website
Nassau, Lahn, Germany. Contact: Werner Basner, www.tavig.de or see <http://amicale-citroen.de/2011/30-jahre-tavig-2011/>
Parc des sports-vélodrome de Roubaix, Paris, France
See International Events on the TOC website

July

- 14-17 CTA Brittany Annual Rally
- 22-23 TOC Annual Rally
- 23-30 Randonnée Alpine

Normandy. See page 34
Chatham, Kent. See page 32
Swiss Club de Tractions event starting in Davos, driving through Austria and Italy and finishing in St Moritz. See page 34

August

- 20-27 TU Tour of Charentes
- 28-29 Dunsfold Wings and Wheels
- 21 Wervik 11th International Classic Car Meeting

Poitou-Charentes, France. <http://www.poitou.la-traction-universelle.org/agenda.php>
Dunsfold Park, Surrey. lucy.parsons@rutland.co.uk
01483 542226
Wervik, Belgium on the border of Belgium and France (20kms from Lille). Free entrance for visitors, classic car or a stand is free - for details www.oldtimermeeting.be

September

- 9-11 Carcassonne Rally
- 10-11 Citroën Grand Master City-Retro 2011
- 16-18 Circuit des Remparts

Carcassonne, South West France, organised by Hans P Durr
Perpignan, France - details <http://citronnades.voila.net/>
Haisnes, Nord-Pas-De-Calais, France. See International Events on the TOC website
Angoulême, South West France – for details and videos see www.circuit-des-remparts.com

October

- 14-16 Wartime Weekend

1940s weekend based around the North York Moors Railway.
Details from Mick Popka

November

- 11-13 Classic Car Show
- 13 Remembrance Sunday Parade
- tbc TOC Dinner & Dance
- tbc TOC AGM

NEC, Birmingham
Elvington, Yorkshire
tbc
tbc

2012

July/August

- tbc TOC Annual Rally

Shropshire. Details to follow

August

- 9-12 15th ICCCR

Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk.

Send details of future events to: events@traction-owners.co.uk or by post to the Social Secretary

Booking Form
TOC ANNUAL RALLY 2011
Chatham Historic Dockyards and Museum of Kent Life
Friday 22nd July to Sunday 24th July 2011

Driver Details	Name			email		
Address						
Postcode		Telephone (Landline)		Telephone (Mobile)		
Car Details	Regn. No.		Model		Year	Paris/Slough
Passengers	No:	Names and age if under 13				
The Rally Fee is £49.00 per person (£27.00 per child under 13 years of age)						
The Rally fee includes :-	<ul style="list-style-type: none"> ◆ Entrance to the Chatham Historic Dockyard Site on Saturday 23rd July 2011 ◆ Tea or coffee and danish pastry on arrival at the Historic Dockyard ◆ Concourse Parking within the Historic Dockyard site ◆ Optional (free) visit to the Nelson Micro Brewery on the Saturday** ◆ Evening meal Saturday (please contact Chris Hodgson if any special dietary requirements) ◆ Entrance to the Kent Museum of Life on Sunday 24th July 2011 ◆ Cream tea on arrival at Museum of Kent Life ◆ Rally Pack and goodie bag 					
It excludes :-	<ul style="list-style-type: none"> ◆ Accommodation ◆ Breakfast, Lunch and any other refreshments not stated above on the Friday, Saturday and Sunday 					
Please indicate the number of people in your party who wish to visit the Nelson Brewery						
Description	Price per Person £	Number of people	Total			
Driver and Traction	£49.00	Car & driver	1	£	49.00	
Adult Passengers (13years or older)	£49.00	No. of Adult Passengers		£	.00	
Child Passengers (< 13 years)	£27.00	No. of Children		£	.00	
Total Number in Party				Total Payment Due	£	.00
Payment Details						
I am paying by Cheque / PayPal / Credit Card (please circle your choice)						
Cheques to be made payable to Traction Owners Club Ltd.						
◆ If using PayPal please make payment to: PayPal@traction-owners.co.uk and ensure that you enter the "Service" as Rally Fees and include the following details:-						
◆ Your name						
◆ Vehicle registration number						
Please write your PayPal payment transaction ID here:						
For full information on how to make payment via PayPal go to www.traction-owners.co.uk/PayPal.pdf)						
or for credit card payments (Mastercard or Visa only)						
NB. for security reasons, the TOC are no longer permitted to accept credit cards by email						
Credit card No		Expiry Date		3 Digit Security Code		
Name on card				Signature		
Please send completed form and payment asap, and no later than the 22th May 2011 , to:- Chris Hodgson, Squires Mount, High Street, Lower Stoke, Rochester, Kent, ME3 9RA, UK NB. Don't forget that you are responsible for booking your own accommodation.						

TOC Annual Rally 2011
22nd/23rd July
Chatham, Kent

Highlights:-
Chatham Historic Dockyard Chatham Maritime Retail Outlet
The Nelson Brewery
plus many other attractions for your Traction...

The 2011 TOC Annual Rally will be centred on the host town of Chatham, or to be precise, Chatham Maritime – the bit right next to the tidal bit of the river Medway.

Chatham Historic Dockyard is a fascinating place and will have something of interest for everyone to see. It's not just the place where Admiral Lord Nelson's flagship "the Victory" was built.

Oh, and speaking of Nelson - we've managed to arrange access to the Nelson brewery, a small private brewery which is situated within the grounds of the Historic Dockyards. I suspect a small minority of you may wish to avail yourselves of the opportunity to visit this small but thriving establishment...

Adjacent to the Historic Dockyards (literally within walking distance) is the Chatham Maritime Retail outlet centre – set right next to the Marina with the usual array of shops galore and many different eating places from Mexican to Chinese including the recently refurbished Ship & Trades pub with seating outside against the quayside.

If you find you have free time (and hopefully you will) you could take a trip on the Medway on the Kingswear Castle, a coal-fired paddle steamer that is moored at the Historic Dockyards. Or visit Dickens' World, a place that celebrates the life and times of one of the localities most-famous past-residents, the novelist Charles Dickens. Or maybe - 'ello 'ello - the Kent Police Museum...which appears to have Dr Who's Tardis parked outside last time I looked! Or was it really just a police box?

On the Sunday we will venture forth along the byways of rural Kent and proceed in a round-about-way to the Museum of Kent Life where we can enjoy an idyllic sunny summer's afternoon transported back in time - to times past when the pace of life was far less hectic but work tended to be much, much harder and more physical than it is today! This is an open air venue with many historic buildings all carefully preserved and displayed to portray typical working life in Kent in Victorian times. Lots of green space to park up our beloved Traction and have a general chin wag and inspect each others' trusty vehicles. And maybe an award or two may be made, as in the time-honoured fashion of this event.

Also adjacent to this venue is, once again, the River Medway, and the Malta Inn, a great place to eat out; also, river pleasure cruisers operate from here up the Medway and back to Maidstone Town and beyond. (Perhaps an option for those not enamoured of the finer details of hop harvesting and so forth?)

The price per person for the 2011 Rally is provisionally set at £49.00 per person, and includes the following:-
 entrance to Chatham Historic Dockyards, tea and coffee on arrival, lunch at Chatham Historic Dockyards, entrance to The Museum of Kent Life, Rally Pack.
 Once I have a clearer indication of the attendance figures (see below), then I will be able to firm up this cost.

Suggested Hotels:

1st Choice: (& nearest) Ramada Encore Chatham, Western Avenue, Chatham Maritime, Kent, ME4 4NT.

Book online for best rates, from £45.90/room/night - note this is room only - Breakfast and other meals available in the restaurant
 (www.encorechatham.co.uk) Tel: 01634 891677

2nd Choice (approx 1/2 mile away): Ship and Trades (newly refurbished), Maritime Way, Chatham Maritime, Kent, ME4 3ER

Book online for best rates £75/room/night inc Breakfast (note: they have *only* 11 rooms in total)
 (www.theshipandtradeschatham.co.uk) Tel: 01634 895200

3rd choice (approx 1 mile distant): The King Charles, Brompton Road, Gillingham, Kent, ME7 5QT

Book online or via email
reservations@kingcharleshotel.co.uk
 Rates from £59.50/room/night inc Full English Breakfast (www.kingcharleshotel.co.uk) Tel: 01634 830303

All rates quoted are for double rooms

The Ramada was approached to see if they would offer a discounted rate for a party booking - but their response was to suggest a price of £75.00/room/night - so best take your chances

online, I'm afraid. This hotel is right next to Chatham Historic Dockyards.

The nearest campsite (approx 5 miles distant) is the Woolman Wood Caravan and Camping Park, Rochester Road, Chatham, Kent, ME5 9SB. (<http://www.caravancampingsites.co.uk/kent/woolmanwood.htm>) Tel: 01634 867685

I am currently investigating the possibility of arranging a Bar-b-que for the Friday night, but if these plans come to nought then the alternative will be fish and chips al fresco!

I'd encourage you to confirm your intention to attend the 2011 TOC Kent Annual Rally by contacting me by email or 'phone.

Chris Hodgson - Mobile: 07979 476635 - email: chris@tractions.co.uk

La Vie en Bleu 28th & 29th May, 2011

This is an annual event organised by the Bugatti Owners Club at the famous Prescott Hill Climb near Cheltenham and is a celebration of the French Automobile.

Last year the TOC had a joint display area with the Citroen Car Club and 2CVGB and we will have the same arrangement again this year. Once again Citroën UK have kindly agreed to supply us with one of their mobile exhibition units which provides a very welcome facility and a substantial focal point for the stand.

There will be a French market, catering and a licensed bar and the Bugatti Trust will be open to visitors.

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb, including a demonstration of the new Bugatti Veyron Super Sport. Weather permitting the RAF Falcons Display Team will be overhead. On the Sunday you will be able to register to take your car up the hill climb in a non-competitive convoy.

There is plenty of general parking space and you don't have to have a vehicle in the club display to come along. The atmosphere is very evocative of the period and I can thoroughly recommend it.

Simon Saint - 01905 454961 - email: janeandsimonsaint@hotmail.com

I know we all think it's months away (and, right now, yes it is!) but the thing is - the first question anyone asks me is "how many are coming" - and you can imagine how difficult it is trying to tie down costs when I don't know the answer to that very basic question!! Anyway, the sooner I get a clear indication of attendance numbers the easier it will be for me to plan the exact detail of the event and negotiate with relevant third parties for the best arrangements possible. So, PLEASE, let me know if you are planning to attend as soon as possible, and in that way we will have the best chance of the event being the best it possibly can be!

So far in the region of 20 members have registered. I look forward to hearing from more of you soon!!!!

The site is about 3.5 kilometres due east of the A435 between Evesham and Cheltenham via the village of Gotherington. OS Map ref. 987297. Postcode GL52 9RD.

At the present time we anticipate that there will be space on the stand for 10 vehicles from each of the 3 clubs. If you are interested in putting your car on display, please contact me as soon as possible, my details are below.

You could display your car for one or both days.

Entry fees for all, whether or not you are displaying your car on the Club stand, are per person as follows:-

On the gate Saturday £18, Advance purchase ticket £15.

On the gate Sunday £18, Advance purchase ticket £15.

Weekend Ticket £30, Advance purchase ticket £25.

You can purchase advance tickets over the phone on 01242 673136 or 679796.

Email: club@bugatti.co.uk

Camping will be available at a cost of £5 per person/per night and this year will be on site in the Orchard.

Brittany Club Annual Rally 2011

This year the CTAB, (Club Traction Avant de Bretagne); better known to TOC Members as the "Brittany Club"; will be running its 27th Annual Rally from the 14th to 17th July.

I realise that the TOC's own Annual Rally commences on the 22nd July and it goes without saying that the majority of club members will want to be in Kent supporting Chris Hodgson.

This "promotion" will hopefully appeal to members who have the time to do both events!!

Just a bit of background information about the "Brittany Club".

The Club was formed in the Rennes area of Brittany nearly 30 years ago by the late Patrice Crusson. Some 25 years ago TOC's Roger Dyer and the late Mike Wheals made contact with Patrice. (Forgive me if any other TOC members were involved!)

Since that date we (the TOC) have an invitation every year to join our friends in Brittany for their rally.

The rally runs every other year in Brittany, itself; and the other years in other Departements. Examples include the Loire; the Vendée; Upper Normandy; Picardy, etc.

For more details, email me, Martin Nicholson on vicmarnic@wanadoo.fr or tel 0033 2 33610015

Randonnée Alpine 2011 Saturday 23rd July - Saturday 30th July

The Club Swiss Citroen 34/57 has the pleasure of inviting you to the 16th Alpine Excursion, 2011.

The tour starts in Davos, in the Grisons, the height of winter sports in Switzerland.

We will depart for the Dolomites, in Cortina d'Ampezzo, where we will have one day of rest and will also spend three nights.

Our other stop will be Merano where we will stay for two nights allowing you to visit: Flüela, Timmelsjoch, Passo di Gardena, Passo di Valparola, Passo di Giau, Passo di Monte Giovo without forgetting the legendary Stelvio.

This year the rally will be in Basse Normandy on the Cotentin (Cherbourg) Peninsular. The start will be near Sartilly, just north-east of Mont St Michel. The rally will be based in the Sainte Mère Eglise area, which is about 15 mins drive from the channel ferry port of Cherbourg, thus convenient for Brits for crossings from Poole & Portsmouth!

The rally fee, which has yet to be announced by the CTAB, will include evening meals, organised visits and entry fees to places of interest; camping fees, rally plaque and road book.

Camping for the three nights will be at the same site.

(Price of Hotels not included).

Over the years TOC support has varied. Generally, apart from the last couple of years or so because of clashing events, between 10 to 20 TOC crews have participated.

Nevertheless, despite low TOC attendance, last year's rally was an excellent event with the camaraderie we always have with our French friends. Great trips out and, as usual, over indulgence in food and wine!

After a tour of approximately 950 kilometres, we will return to Switzerland and the Grisons, at St Moritz, where the tour will end.

With the aim of making this excursion as pleasant as possible, you have the freedom during the day to stop wherever and whenever you wish.

However, for reasons of organization, breakdown service and the hotels in particular, we will ask you to keep to the roadmap and to keep to the hours of arrival at the various stops.

Lodging (for 7 nights) is in 4 stars hotels.

This tour is reserved for the Citroen Traction Avant.

For details contact - Jacques Pernet - email: jpernet@hotelbellerive.ch - tel: ++41 79 600 21 06

Classified Adverts - Current Members

1. Small adverts are free and are for the disposal of vehicles and parts that are the member's personal (private) property.

2. Adverts for accommodation are charged at £6 per insert.

3. Advert submissions should include your membership details or payment.

4. Adverts may be edited or refused, and the Editor cannot guarantee insertion into any specific issue, although every effort will be made to publish an advert in a specific month if requested.

5. Please write legibly, and if you email your advert please only use plain, unformatted text and no colours.

6. The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes.

7. Adverts for VIN plates, V5 documentation etc. will not be accepted.

8. Adverts received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.

9. Adverts are only accepted by post or email and must be sent to the address below. If ads. are sent to any other address they will be delayed and may even fail to appear at all.

Classified Adverts - Non-members

Lineage adverts cost £12 per insert. There is a cost for photo's dependant upon size.

Trade Display Adverts

Trade display adverts cost £240 per full page; pro rata rates apply for panel advertisements less than one page. Other trade adverts cost £5 per column centimetre.

Payment

Please make cheques payable to 'The Traction Owners Club Ltd'.

Warning

Unless members specifically request otherwise all advertisements that appear in the 'Cars for Sale' and 'Parts for Sale' sections of this magazine will be displayed on the TOC website approximately one week after the magazine is published.

In the past advertisements on the TOC website have attracted attempted 'phishing' and 'cash back fraud' attacks on TOC members. Members should therefore maintain the utmost vigilance when dealing with responses to their advertisements. If in any doubt check the following websites for advice on what to look out for:

<http://www.met.police.uk/fraudalert>
<http://www.binary.co.uk/chequescam>

Please send advertisements to the Editor:

Den Hewitt, TOC Adverts, Eastern Cottage, 62 Claverham Road, Yatton, North Somerset, BS49 4LD.
email: editor@traction-owners.co.uk

CARS FOR SALE

FOR SALE: 1949 Slough-built Light 15.



Maroon colour, full restoration, bare metal re-spray and engine rebuild in 1998, red leather interior, 8500 miles since then. Fully overhauled and waxoiled by Classic Restorations in 2008. Workshop manual. Current registration number is 283 YUA. Reluctant sale, £7,950.

Tel. Roy on 07990 518 063 (Bournemouth).

FOR SALE: 1953 Slough Light15. Big boot.



Black with red leather interior. 11D engine, radio, heater, seat belts. An older restoration, tidy and reliable but would benefit from door-bottom attention. In daily use. £6,750.

Contact John Gillard. 0207 358 9969 (24 hrs)

FOR SALE: Light 15 1955 RHD, Black, good



bodywork, excellent engine, MOT, Pilote wheels, new Michelin radials, restored leather front seats, new spot lamps, excellent chrome. Used regularly by me last 26 yrs. Only 3 previous owners. (I have the original logbook). Extra wheels and tyres. £7,500 ono.

Keith Boyes, Swanland, close to Humber Bridge, East Yorkshire, Tel: 01482 631088 or 07752 851161

FOR SALE: Repaired bodysells or we can restore to your requirements:-

1955 Light15 with sunroof,
1950 Light15,
1950 11BL,
1953 11BL,
1953 11F.

Contact Classic Restorations 0207 358 9969 (24 Hrs)

CARS FOR SALE continued

FOR SALE: 1954 big boot Normale rolling shell. Leather seats. Front floor pan needs replacing. Has cChassis and coque number plates but no log book etc. Slough area. £1,000 ono. **Contact Les.**

email: Angela@oakcentre.co.uk.

FOR SALE: 1955 11B LHD Normale, Paris



built. Ivory with Grey cloth trim. Engine runs very sweetly. S/steel exhaust, electric fuel pump. Very good body and mechanical condition with new brake cylinders, reground drums, new cv joints, regulator and rear shocks, steering wheel and door seals. A really attractive car. £7,500. **For further details call Harris Mann on 01905 351840 (Worcester).**

FOR SALE: 1937 Slough built RHD Light



Twelve, small boot. Dark Blue (almost Black). Pilote wheels. Wooden dash (perfect). New carpets. Good headlining. Leather seats, worn but OK. New sills and floor pan (2000). New exhaust (2007). Not charging too well - may need new carbon brushes. Unleaded conversion and high final drive (cruises at 70mph). Practicable and pleasurable. Good condition, not concurs. Best offer over £10,000. **Can be seen near Bedford. Contact by fax only Peter Mavrogordato 01234 391232**

FOR SALE: 1937 right hand drive car,



restored in the 80's. Dark Blue. Good sound car in need of further restoration. Paint beginning to blister, interior looking shabby. MOT to July 2011. Mechanically great. Being sold by Glyn Dickinson on behalf of the family of Bob Anderson, a former TOC member who died last year. Offers around £8,000 including some spares. **Caernarfon/Bangor area. Contact Glyn on 07771 522753 or email glyn.dickinson@gmail.com**

CARS FOR SALE continued

FOR SALE: Citroen Traction Avant 1954



Rally car. Ex-Lord Sainsbury. Completed centenary 2007 Peking-to-Paris. Over £30,000 invested in upgrades. Fully rally prepared. Special equipment, frame and suspension. Dual fuel tanks. FIVA Papers. Mille Miglia eligible. Just serviced. Asking £9,500.

Contact +44 7818 250097 or email: William@Sherrard.eu

FOR SALE: 1953 Slough Light15. Big



boot. White with red leather interior. Restored 2000 and little used. Very beautiful, house purchase forces sale. £12,500. **Contact John Gillard. 0207 358 9969 (24 hrs)**

FOR SALE: 1955 Citroën 'Big 15 Family Luxury saloon, RHD, finished in Old English White with cream leather upholstery and red carpeting, with the option of 5 or 8 seater configuration. Totally rebuilt from shell up, to highest specification with every single component renewed, replaced or rebuilt. One of only 7 RHD models thought to exist. Monocoque totally sound, and never welded. Fitted 'D' engine, 4 speed gearbox and servo-assisted brakes. A unique opportunity to purchase an extremely rare vehicle in exceptional condition, with no expense spared to make it so. Sensible offers invited after full inspection and trial (facilities available). Vehicle at Aboyne, Aberdeenshire. **For more details/information please 'phone Andy on 013398 86290**

FOR SALE: 1953 Slough Big15. Big boot



with sunroof. Blue with red interior (seats original). Recently put back on the road after a long lay up. Low mileage engine. New clutch, brakes, headlining. Drives and looks well. £7,800.

Contact John Gillard. 0207 358 9969 (24 hrs)

CARS FOR SALE continued

FOR SALE: 1952 11B Normale. LHD. Black. Much work recently done, including recon. engine, gearbox, and radiator, 12 volt conversion and new tyres fitted. Refurbishment also to bodywork. In everyday use. £7,500. Garaged (in London). **Please tel: Nigel Bowden - 0208 835 8161**

CARAVANS FOR SALE

FOR SALE: ERIBA PUCK Touring Caravan



1988/9 with ARDECHE ridge awning. Last with oval pop up roof. Cream and Grey with Red Line, Grey fabric in good order. Body and frame good, some corrosion at base of door. Gas box in need of replacing and some inside plastic fittings fragile with age. £2000. Open to offers. **Can be seen near to Bath. Tel Derek Fisher - 01225 864570**

CARS WANTED

WANTED: Pre-war 11BL with current MOT. **Please call Julian on 07957-291 888 (London)**

WANTED: RHD Big 15. Condition of engine, gearbox and paintwork not relevant. **Please 'phone Gerry on 01455 844648**

PARTS FOR SALE



FOR SALE: Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a T.O.C.

member.

We also balance traction wheels for free. www.longstone.com 01302 711123 sales@longstonetyres.co.uk

FOR SALE: Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, fit a modern fuel filter to 'catch the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+.

Email: Mick@popka.co.uk. Tel: 01904 701005. Next day despatch.

FOR SALE: Large selection of Perfo and early "D" engines, starters, dynamos, cradles, suspension and all things mechanical. Some items fully restored. **More details: 'phone Andy on 013398 86290 (Aberdeenshire).**

FOR SALE: One pair of front wings for a Normale or Big 15. These wings have been stripped, blasted and professionally repaired and are now surplus to requirements. £450 each. Welcome to view. **For more details phone Steve 01344 624528 or 07961 556538. Sunningdale, Berkshire.**

PARTS FOR SALE continued

FOR SALE: Pre-war bonnet complete with flaps and flap handles for 11 Légère/Light 15. Previously sand-blasted and primed, but with some light surface rust due to storage. £200.00.

Photos available on request. Buyer collects from Normandy; France.

For further details. Martin Nicholson:

email vicmarnic@wanadoo.fr

Tel/fax 0033 233 610 015.

(Sale is also advertised elsewhere)

FOR SALE: Garage Clearout - Numerous Light 15 spares. List available or specify your requirements. **Phone 01442 876238 or E-mail Tom Scott777 @AOL.com**

FOR SALE: Normale grille embellisher.



Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

PARTS WANTED

WANTED: Parts to convert Paris built 15/6 to 12 Volt. Dynamo, starter motor, regulator, wiper motor.

Tel: Frank Button 01284 828563

WANTED: Radiator grille for 11BL Legere. Must be complete and in very good condition. **Tel: Dave 01672 520975.**

ACCESSORIES FOR SALE

FOR SALE: Two original Lucas SFT 700S - 7" Spot/Fog-light Shells with bezels. (1950/60s era). Re-chromed; very good condition. Lucas 7316, or similar, lamp units (not included) will fit. £100.00 the pair.

Photos available on request. Can post from Normandy, France at cost.

For further details. Martin Nicholson: email vicmarnic@wanadoo.fr Tel/fax 0033 233 610 015.

(Sale is also advertised elsewhere)

ACCESSORIES WANTED

WANTED: Marchal 12 volts Supersport Ignition Coil (see photo below). Must be new old stock or in correct working order.

O.S capillary/mechanical oil pressure gauge to match O.S Water Temperature Gauge (see photo below). This is a French gauge and will be marked PRESS HUILE with the marque O.S. underneath. The glass is convex and the measurement will be in Bars.



Dashboard mounted map reading light - see photo below



Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

Classified Adverts

MISCELLANEOUS FOR SALE

FOR SALE: Copy repair manual (1950) and spare parts catalogue (1956), offers please £40.00 plus. **Contact Barry at the Club Shop.**

FOR SALE as lot: Floating Power magazines 1983-2009. Reasonable offers please. Buyer to collect from Tunbridge Wells. Comes with 1991 biography of André Citroën by Jacques Wolfgensinger in French.

Tel: Mark Booker 01892 543183

FOR SALE: Citroën 15CV TA (1938) 1/24 scale model kit (pre-painted metal body and plastic parts) by Burago (Italy) - £12.50 plus £2.50 P&P

Tel: Robin Dyke - 01865 858555

MISCELLANEOUS FOR SALE Continued

FOR SALE: Citroën script badge.



Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: Citroën Traction Avant Tarif's (sales price lists) No.68(a) 15/10/1945, 69B 1/5/1946, No.70 2/10/1946

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

MISCELLANEOUS WANTED

WANTED: Citroën Revue Issue No6 March 1995. Or back copy info.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

MISCELLANEOUS OTHER

Advert for Ladies Apparel in the Mar/Apr edition of Floating Power

This was of course an April Fool. The give aways were:-

The **A**(pril) **F**(ool) range of the **Ying Tong** company - a homage to the famous and excellent YingTong Song - written by Spike Milligan and performed by The Goons in 1956.



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