



Floating Power

July/August 2014

Honorary Life Members of the Traction Owners Club

Fred Annells

Dave Shepherd
Peter Riggs
John Gillard
Tony Hodgekiss

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Missing Magazine?

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Be a part of Floating Power...

The closing date for input for the
September/October Floating Power is:

Sunday 10th August.

To submit your articles, photos and
letters to the editor, email
Bob Street on:
editor@traction-owners.co.uk

Cover Image

Julian Berry's '56 11B:
Jill Windmill, Sussex, Sept. 2013.
Photo: Julian Berry.

Editor's Epistle

Hello Everyone.

Thanks for all the marvellous letters you keep sending in. Squeezing them in to the mag is a lovely problem to have and I'm very grateful.

This time round, for reasons that, sadly, will be obvious, after fitting in your letters, section news, necessary announcements and our lead obituary, there's no room for any general articles. What passes for normal service will be resumed with the next edition.

The last FP was almost necessarily full colour and I'm grateful for your feedback regarding whether to go all-colour in future. All your comments were positive, so we'll now stick with full-colour unless or until anyone kicks up a fuss.

You may remember that I reported last year that the exhaust on my Light 15 started blowing, just as I was about to join the Wartime Weekend in Yorkshire. **James Geddes** came to my rescue and blagged us a bay in the local Kwik-Fit in York. At the time James commented that I needed to re-fit the support at the front of the exhaust and I got Darrin to take care of it straight away.

Well, like the old 'balloon' analogy, what gets pushed in in one place comes out at another. And so it came to pass that one of my (fairly) regular under-bonnet checks revealed a cracked manifold (see photo). A photo was duly dispatched to Mr Brownhill who advised that DS manifolds are now on the endangered species list and I'd be advised to seek out a custom header. (Yes, I know; Roy Hodgson could've done with one of those!)

For any new tractionists who know as little technical stuff as I do, a custom header is a posh phrase for a replacement manifold, 'made to measure'.

A local exhaust specialist was found, a price agreed (so high, it gave my wallet life-changing injuries) and I am now in the process of having the whole exhaust system replaced in shining stainless steel, including a flexible joint which should prevent the problem recurring.

I'll see how I get on with the new system and maybe keep you posted.

In the meantime, I hope we have a better summer than last and that you'll all have many exciting tales to share in the next few issues.

À la prochaine!

P.S. Thanks for the calendar photos you've sent in so far. Please keep them coming!



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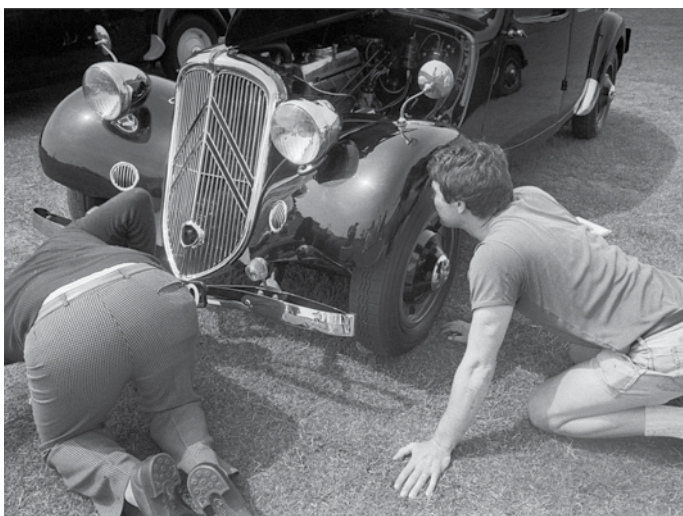
President's Ponderings



As many of you will now know, our No.1 member, Fred Annells passed away at the end of May.

I first met Fred in the late 60s at a CCC annual rally, shortly after I had bought my first Light 15. By this time Tractions had virtually disappeared from circulation and could often be picked up for very low prices. My car was all you would expect for £15 whereas Fred had an amazing (it should be - it had cost £375!) Light 15 Coupé. I shall never forget seeing it for the first time with Edna sitting proudly in the front seat and the "kids" in the dickey. I was mesmerised by the lines then and I still am every time I see that car, now in the safe hands of one of those kids - son, Barry.

There is more about Fred's life elsewhere in this issue so I shall simply include here a picture of the Fred I knew



1985 - Fred and yours truly inspecting a concours entry in Chichester
(photo: Sam Wells)

Fred was a stalwart of the TOC and will be greatly missed by all who knew him and, I suspect, many who did not. Our thoughts are with his family at this sad time.

As I write the Annual Rally is only a week away and my heartfelt thanks go to Barry Annells who, despite the very difficult times he is currently experiencing, continues to soldier on with the arrangements.

On a happier note, DiD went well in the MidShires – in fact lunch was so good that, by the time we left the pub, we were too late to go on to our planned destination. Hey-ho, next time perhaps? Talking of combining good food and Tractions, this year we expect 11 TOC members to join the Brittany Club's annual tour which will be based near Paimpol.

Meanwhile the Yellow Peril continues to run well (on the flat and downhill) and has now ventured out to several local meetings to the point of almost being run-in. Sadly my plans to take it to Le Mans in August have been scuppered by an invitation to a celebration in Germany only 2 days before the start of the Le Mans meeting so it will have to be just the Légère on this occasion. Hey-ho, next time perhaps?

On the Club front, as Cleve mentions in his chat, the TOC Forum is up and running for which I thank the Webmaster and administrators. I can also advise that the club is well on the way to developing a Facebook page; relevant details of which will be distributed as soon as we are confident in the system.

So, now the weather has turned in our favour (well it has here), I wish all a summer of happy and carefree motoring and look forward to seeing new and old faces as and when the opportunities arise.

B. Shaw

New Members

Welcome to our new members who have recently joined the TOC.

2393	Mr Paul Burry	Devon
2394	Ms Polly Keber	Staffs
2395	Mr Gary West	Bristol
2396	Mr David Williams	Cyprus
2397	Mr Keith Elsey	Surrey
2398	Mr Nick Proud	Essex
2399	Mr Michael Rickleton	N Yorks
2400	Mr Neil Welsh	Lancs
2401	Mr Richard Meehan	Hants
2402	Mr Bruce Larson	Canada



I have never met or spoken to Fred Anells, but am very conscious that his DNA runs deep within the Club both as a founder member and in terms of his contribution to keeping many of our vehicles on the road. Lingered within the records that came with my own vehicle is a reference to Fred having “rebuilt the gearbox”, so even though I didn't know him personally, I am aware of his contribution. It was sad to hear that he died recently and I am sure his passing will sadden many who knew him a lot better than I. So I would take this opportunity to offer my sincere condolences to all his family and friends.

Moving on, my car, “Cybil” (as she is affectionately known within the family) has just completed her first wedding under my ownership, successfully transporting my niece to the church and then onto the reception venue. There were some amusing moments, starting with the fact that we arrived slightly early in the vicinity of the church, so my niece elected to pop into the pub beforehand, complete with full wedding regalia. (Clearly shares her uncle's genes!).

Then, arriving just fashionably late enough to make the groom sweat a little, it became apparent that the bride's mother had got lost and it was another 20 minutes before she arrived! The vicar, who gave a more than passable representation of the Vicar of Dibley, couldn't resist several references to the incident during the service.

Finally, by a simple quirk of fate, during the early stages of the reception at a local country house - the photos and drinks on the lawn bit - a Spitfire decided to fly over! I hadn't had too much to drink by that stage, 'onest!

So while my brother now has to reflect upon his reduced financial circumstances, the good lady and I are preparing for our own daughter's wedding, where once again “Cybil” will be the vehicle of choice. Not surprisingly, general attention to maintenance standards has increased. That split gaiter must be dealt with! I have also been procuring a stash of key spare components that will travel with us, as the wedding is not on our home turf. While statistically this should improve my prospects of success, the cynic in me thinks you can almost guarantee that if something does go awry I will still not have the correct bit! C'est la vie. As luck would have it, the wedding is to have a '40's theme – austerity rules, so the car should fit in perfectly. I have just got to get her there in one bit!

As some of you may have noticed, the TOC Forum is now being rolled out to the Membership. So if you wish to make use of it, make sure you register your “nom de plume”. As with most things, whether this media is a success or not will be down to you. Apart from the obvious, such as “how do you fix etc...and how much end play should I have on my new crankshaft?”, it is also a great way of keeping in contact with your local group of tractionists to see if anyone fancies a beer this Sunday at “The Cock & Bull”!

By the time of publication, we will also have had the national rally. I am looking forward to meeting you all once again; new and old faces, and will be on the look-out for any vehicles I have not seen before. We will do our best to make sure you have a good time. So, happy motoring!

Cheers



Fred with his beloved coupe.



Fred at the 1984 50th Anniversary Dinner

FRED ANNELLS **06.01.1925 – 31.05.2014**

It is with great sadness that we have learned of the death of Fred Annells - TOC member No.1

As it is for most owners, the Traction was only ever a hobby for Fred who had earlier honed his engineering skills in the Fleet Air Arm as an aircraft mechanic, maintaining fighters. Although his career then found him engineering special items in a Central Electricity Generating Board research workshop he also worked for a while as a car mechanic - and that is where he got his first taste of the Traction and was immediately hooked by the advanced design.

Incredibly, Fred's association with, and love of, the Traction did not happen in the days when they were current. In fact his interest was only established in the late 50s, by which time Tractions were decidedly "old technology" (at least by Citroën standards!) and had

effectively lost their position as status symbols.

Within ten years of buying his first Light 15 saloon Fred had accumulated quite a collection, including his famous Light 15 Coupé, a Limousine and several Cabriolets, one of which was the only RHD Big 15 Cabriolet ever built. Fred continued buying up almost any Slough Traction that became available in order to save it - or at least the precious parts - from being lost forever. As a result he quickly earned the reputation of being the only person one needed to talk to for help and, much more importantly, spare parts. The downside of that was his own projects often took a back seat while he worked on other people's vehicles.

When the TOC was formed in 1976, initially as a section of the Citroën Car Club, Fred's allegiance still lay heavily with the CCC. He therefore agreed to sit on both committees as one of two "liaison" members and made available his personal register of Tractions and owners. Fred's home, in the Guildford area, was also the venue for some of the earliest meetings as the fledgling club established itself.



Fred at the 2006 TOC Annual Rally, York. Fred is looking at Phil Allison's pictures of the restoration of his RHD Cabriolet - a car that was very close to Fred's heart - which Phil completed in time for it to be in the ICCCR museum at Harrogate in 2012. (Photo Robin Dyke)

At that time all TOC members were also CCC members and had a CCC membership number with a "T" suffix to denote Traction Owner. However, by the time the TOC became independent of the CCC (in April 1980) the Club had no hesitation in allocating Fred membership Number 1 in acknowledgement of his expertise and the work he had done for the Club, the cars and their owners. Thereafter he remained happy to be an ordinary member until, in recognition of his services, he was made an Honorary Life Member in 1985.

On retiring Fred relocated the family to rural Lincolnshire where he and Edna set up a home with vehicle storage and workshop space to exercise his passion to the full. Having finally completed his numerous projects, in 2003 he decided to slow down and hang up his spanners. With the exception of the Coupé (which was passed to his son Barry), all his vehicles were sold off. However, the TOC also benefited because Fred generously made his vast collection of parts available to the Club - for which we shall always be grateful.

Sadly, his last years were spent in poor health and he was unable to attend many meetings. Nevertheless, he continued to show a keen interest in the cars and their owners. The 2009 75th Anniversary celebration in Arras was the last big event he was able to attend and to the left is a picture of him discussing Phil Allison's Cabriolet restoration at the 2006 Annual Rally in York.

FRED ANNELLS – A TRIBUTE

I am very sorry to be the imparter of the sad news that Fred Annells, a stalwart of the CCC and the TOC, and worldwide respected expert on the Traction Avant, passed away on the 30th May, aged 89 years.

I first met Fred shortly after buying my first Light 15 in 1965. At that time he had a large lock-up garage in Mitcham, Surrey and I spent many a weekend there as Fred taught me everything there was to learn about the Traction Avant and provided me with copy for Light 15 Corner, which I wrote in the Citroënian for eleven years. In more recent times Fred has understandably been more involved with the TOC, but we remained good friends.

I am sure all who knew Fred will wish to join me in offering sincere condolences to his son, Barry, who I first met at Mitcham when he was aged 8. Barry has, of course, followed in his father's footsteps with his enthusiasm for Citroëns, with not only his own independent Citroën garage, but also in working hard over the years for the CCC in several roles.

With some prompting from our Vice-President, David Conway, I tracked down a profile he wrote about Fred in the October, 1981 Citroënian. I feel that it would be a very fitting tribute to re-print this article here (see overleaf. Ed.) as it gives excellent insight into the man himself, particularly for those who did not know him personally.

Brian Drummond



Fred and Edna

FRED

It is possible that somewhere in a forgotten corner of Great Britain there is a 'Traction' owner who does not know of Fred Annells. It is possible, but not very probable. The most surprising fact that I learned during a day visiting his collection was that Fred did not actually own a Light 15 until 1958. His enthusiasm and knowledge is so great that one could believe that he bought the first one in 1934 and has continued straight on ever since.

In 1952 whilst working in an engineering research laboratory Fred first encountered a Citroen Light 15 which belonged to one of the research scientists. He realised that this was a car built by engineers; something that he had not seen since his days as an air mechanic working on Spitfires and Seafires in the Fleet Air Arm. At that time, he was working part time in a garage, but was not impressed with most of the cars that he saw. In 1958 he repaired a gear box on a 1948 Lt. 15 – the usual trouble – but the car was soon returned to the garage with a cracked cylinder block, and Fred bought it himself. It was stripped and rebuilt and sprayed in a two-tone finish, giving useful service for the next five years.



Fred with his working car – an "Old" GS – in immaculate condition.



3 Slough built Traction's awaiting attention.

That was the time when Citroën owners in England always waved to each other on the road, and although Fred knew of the Citroën Car Club he did not join until 1968. However this was mainly because a particular Citroën Car Club was already forming around a block of garages in South London. In the mid 60's, the image of the Citroën owner in the UK changed dramatically. From being the car of the professional man – lawyer, doctor, accountant etc., it became the car of the student, who brought it as a cheap 2 litre car and then found it was expensive or impossible to maintain. The man who could help with advice, parts and assistance was Fred. "It was almost impossible to get any work done on my own car, because there were always so many bodies in the way – looking at what I was doing and asking questions". By the late 60's and early 70's, the image had changed again, and the Citroën 'Traction' became a 'Classic'.

In 1966 he acquired one of the most interesting cars in his collection – although he did not know it at the time. Some work was done for the owner of a Roadster, but as still happens, the owner was not able to pay. After several months, during which time the car was sitting in the street being vandalised, Fred took the car over as settlement for debt. It was left for about three years, and then it was decided that a new floor pan/chassis was needed. To make it easy to work on the floor, a steel frame was made to go the length of the car with a pivot point at each end. The car was then simply rolled over upside down. It was then found that this car which had once belonged to Mike Couper and had been exchanged for one of the racing team Talbot 105's was the only RHD Big 15 Roadster ever built. The complete restoration is due to start this year (or next).

Obituary

In 1968/69 the Lt. 15 Roadster now owned by John Austin (36 CTR) was bought in Scotland. A drive south overnight finished at around 6.00 a.m. with expensive noises which resulted in a tow back the last 150 miles.

The 1938 Lt 15 Coupe was bought in April 1972 almost by accident, because the seller had received no other offers. The journey north on the day of a rail strike was only the first problem to be overcome. The engine had been rebuilt, but there was a crack in the gearbox, so the price was negotiated at £375. Driving home it was found impossible to exceed 40 mph and on stopping to investigate a puff of smoke seen in the mirror it was found that the rear brakes were sticking – the car still had the original 1938 brake fluid. This was cured by the simple expedient of releasing the cylinders and clamping the v pipes to make them inoperable. The car was still down on power, and it was found on examination during the subsequent rebuild (which was done in one week of evenings) that the timing had been assembled with the flywheel one tooth out of alignment.

This car is one of only 4 known RHD Coupes, and attracted great interest during a European Trip of 2,500 miles which was made by 6 British Tractions later in the year. The high standard of preparation can be appreciated in the fact that the only problems were 1 fan belt and 1 puncture. Not bad for 15000 miles with cars between 18 and 34 years old.



Work has started on the 1938 Limousine Six.



1938 Limousine on the left, on the right 1938 Coupe.



The 1938 Coupe is finished except for a few details.

By now, the collection included 3 roadsters – one, a rolling chassis bought in 1970 for £15.00. The purchase of a 1936 Light 15 which had been owned by a Club member since new and which had won several awards for trials and also the cup for the Best Car in the Club, made it a matter of necessity to sell something, so the Roadster was sold to John Austin. By now, Fred was ‘Mr. Traction’ to all Citroenians, and ‘French



There is ample room in the back of the Limousine.

Fred' to colleagues at work. The latest acquisition is a 1938 6 Cylinder Limousine. This is still unrestored as any spare time is taken up by helping to repair other people's Citroens. However things are likely to change in the near future. Recently the block of garages in South London had to be vacated. This was a traumatic operation, and involved a great deal of work (also a certain scrapping of car parts which was unfortunate but essential). However the new location in some farm buildings well away from London ensures that Fred can work in peace on his own cars. His work in the research laboratory workshop of the CEGB making equipment for scientific staff fits in very well with his expertise with Citroens; however there is a possibility that Fred may shortly take early retirement which will give him time to do the restorations that he would like. We look forward to seeing the other rare models restored to the same immaculate state as the Coupe.

One thing is certain, we will not see Fred breaking up Tractions for parts as he did 20 years ago. He once had to break up a Traction and remove it in pieces that were small enough to fit in a light van. This took him just one month working in the evenings and at weekends. Everything was removed, either for spares or for scrap. It is no surprise to learn that in addition to all his practical activities with Citroens, Fred also gives valuable services on the committees of both the Citroen Car Club and the Traction Owners Club. A thought, also for his wife, Edna who lives with all this plus a son, Barry who is already taking up garage space with 2CV's and D's.

C.D.C.

TOC WEB SITE FORUM NOW AVAILABLE

Word reaches me from central command that the TOC Forum is now through its beta testing and is available for everyone who wants to post photos of themselves drinking vast amounts of alcohol while wearing silly clothes..... Oh, I'm being told it's not that sort of Forum. Whatever.

Apparently, you can link to <http://traction-owners.co.uk/forum/> and that should take you straight in to the main Forum menu.

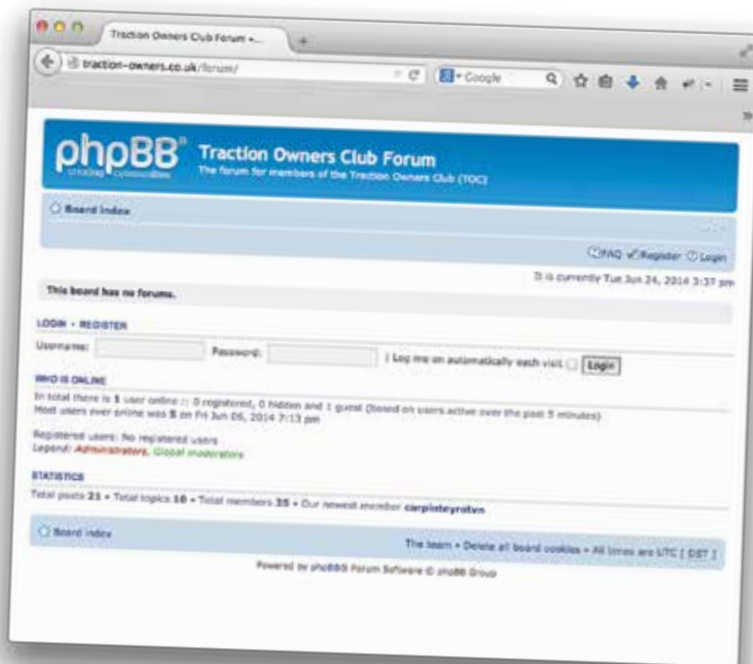
A source close to the project advises readers:

"In the event that you go in through the usual 'drop down menu' route on the web site, you may find you get a message saying: *We are currently in the process of selecting the appropriate forum structure. This is anticipated to be available for spring 2014. In that case the guidance is: On any page of the TOC website Press F5 to refresh the 'TOC Forum' link and click on it again.*

Please note that this is to 'flush' the cached copy of the webpage that is currently loaded in your browser.

Please contact the webmaster webmaster@traction-owners.co.uk if you have any problems regarding access.

There is a comprehensive 'FAQ' section in the TOC Forum on the 'User Control Panel' line, which is the 3rd line from the top of your screen once you have accessed the Forum."



NEW CLUB SHOP NOW OPEN!!!!

Yes, I can tell there's a palpable sense of excitement throughout the TOC network. Members ringing members; those not on the internet feeding-up their carrier pigeons. It's like that bit in The Longest Day, when the Resistance are listening to the radio and over the airwaves comes: *Blessent mon cœur d'une langueur monotone.*

Word from Steve Reed is: **"At this stage, you can put the password in - toc2014 - so people can try it out. In future, I will change the password on a regular basis and members will have to contact me to get the new password. Hopefully this will minimise any abuse of the system"**

There is a very minimal range at the moment, but in time it will be increased."

The address is: www.tractionownersclub.waterfront-store.co.uk

On a personal note, I went in to have a look and ended up purchasing a rather fetching fleece jacket and a polo shirt. I won't tell you what size I ordered, but let's just say it fits the fuller figure. The benefit of the new system is that a wide (geddit?) variety of sizes are available.

Vivat Steve!!

Ed.



TOOLS

The tools sign indicates which sections hold specialist tools. A deposit is required.

SCOTLAND

Hi Folks!

Rally season is upon us. At this top end of the country Tractions have been on display at the Forres Theme Rally and also the Clubs Spectacular rally at Alford; both very well run, enjoyable, sociable and very well attended. Next one is the big Kildrummy Rally, one of the oldest rallies in Scotland, with at least 2 Tractions entered that we know of. Otherwise, all very quiet!

One bit of good news to pass on: as you know, our area stretches some 400 miles, and we are at the "north" end. We've long felt it would be a bonus to have somebody in the South end to gather any info on happenings in that area. To that end, **Peter Fereday**, who is a long-term Traction owner near Glasgow, has kindly volunteered to collate such information in that area, so members there have a voice and input to Section News.

Peter's telephone number is **01505 842263** should you have any news to pass on to him! Happy Tractioning, meantime!

Smithy

Late photos from Scotland.....



The Alford Rally



The Kildrummy Rally

Smithy stands in front of the runner-up Lt15. Next to him is CCC member Martin Luke, owner of the white DS

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

Email: smithy777@btinternet.com

WEST OF ENGLAND

On the 9th March, six of us met up at The Redhill Breakfast Meeting at Redhill Village Hall, Redhill near Bristol. As usual the breakfast was good and there was an interesting mix of classics there. They are now holding an evening classic car meet on the third Thursday of the month - May to August.



The 13th April saw the Rural Living Spring Show at The Racecourse, Corfe, Taunton. This is a new spring show for all that is best in country living with an emphasis on gardens and spring.

Eight of us were there, not all with Tractions.

Tony Stokoe brought his DS and although **Richard Green** came in his Traction, **Sheila** brought their Rover.



Unfortunately the weather was not good for Drive It Day on the 27th April but 5 Tractions, along with some 180 other cars, gathered at Cadbury Garden Centre, Congresbury for the 7th Brimar Vintage and Classic Car Run and Display.

Julian and Mary Taylor brought their 1952 Light15 which was fresh from the bodyshop after being dried out, re-carpeted and re-skinned as a result of the floods on the Somerset Levels. Slough was also represented



by **Jackie and Dave Hackett** in their 1948 Light 15. **Terence McAuley**, accompanied by **John Ogborne**, brought his 1956 Commerciale and **Sheila and Richard Green** came in their 1953 11BL. Liz and I came in the usual as my other 2 Tractions are dedicated to wedding use. Unfortunately **Mark Harding** and **Debbie Harding** who were booked in with their Traction Découvrable 15CV had to cancel the day before. Some of us took advantage of the BOGOF breakfast offered by the garden centre and then returned outside to the rain to put on our TOC Drive It Day plaques.

Shortly after midday BBC Points West TV presenter Alex Lovell started the event, ably assisted by Burnham-on-Sea Town Crier Alastair Murray. We set off in the rain which unfortunately continued on and off for most of the 25 mile journey to Wells. We were greeted at Wells by The Town Crier of Wells Leonard Sweales. The planned layout in the field in Wells was abandoned due to how wet it was but that didn't stop sightseers. Just under £8,300 was raised for the Children's Hospice South West - a very worthy cause.



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Sunday the 11th May saw eight of us in 4 cars taking part in the 20th Annual Mendip Vintage & Classic Tour, well 5 actually as TOC member **Nic Shaw** who is also a member of the organising club - The Classic and Historic Motor Club - was the commentator for the day, bringing his Normale. This is a great charity fundraising event and this year was in aid of Riding for the Disabled. Some 160 cars set off from Wookey Hole at timed intervals on an 85 mile jaunt to Wells with a stop on the way for lunch at The Haynes

Motor Museum. It was raining when we left Wookey Hole, but it was not long before it stopped and by the time we reached the museum the sun was shining. After lunch we made our way to Wells, parked up on the Cathedral

Green where we picked up the photos taken at the start. Well, all except **John Ogborne** who forgot to pick his up. To quote John: "Well, it was only a 2CV!" Maybe he is getting forgetful in his old age, perhaps brought on prematurely by the vibration in the 2CV. Nigel Webb who was John's navigator said that it had loosened several of his fillings and cleared the wax from his ears. This event was in aid of Riding for the Disabled - another worthy cause. Due to us being unable to park together, as the event was organised by another club, we didn't get to strike the TOC colours.

Outings to come are: June - A run to the Dorset Coast and picnic - Chesil Beach has been suggested. Date to be decided but will most likely be midweek. July 5th and 6th - Bath Pageant of Motoring 20th July - Catcott Open Gardens. This event is made unique by transport between the gardens being provided by vintage limousines.

Approx 400-500 visitors enjoy 14 varied gardens whilst enjoying a Glass of Pimms, home-made ice cream or even a cream tea along the way.

August 31st - Thornfalcon Classic Car Show, The Parklands, Henlade, near Taunton.

September - A visit to Cotswold Airport.

For details of future planned activities contact: Den Hewitt

Tel: 01934 834274

Email: denhewitt@f1550.fsnet.co.uk

NORTH EAST ENGLAND

Yes it rained. Well it is Drive-it-Day and it's traditional for the heavens to open up....but no snow so better than last year. Three Traction owning couples turned up for a get together at the Shildon Railway Museum in Co. Durham. Also new TOC members **the Mathers** came along in



their DS Roadster. **Tony** is restoring a 1937 Traction, which we hope to see later this year on our get-togethers. This Railway Museum is quite interesting because the railway yards tend to intertwine with the village and finding the main entrance became quite a challenge.

Section News

When we got there we found **David and Mary Faulkner** and new members **Michael and Heather Broadbent** and as it was wet outside, coffee was the order of the day inside with the trains as a nice back drop. There had been a rare collection of 6 "Streaks" on display and they were about to head back home. Now I know I should have asked but why were they all wrapped up? Surely trains were built for wet weather and don't need rain-macs!!



After coffee we headed on a short run to Barnard Castle for lunch at the Jersey Farm Hotel. It was very busy but who should we see but **Ray and Margaret Andrews** with the Rolls Royce Club....oh well we did forgive them because on seeing our cars they came and said "Hello"!! We were hoping to head off after lunch up towards the Yorkshire Dales but as we couldn't see the tops of the hills, because of low clouds, decided it wouldn't be a wise move. Instead **Michael and Heather** very kindly took us on a short run back to their house where they gave us a scrumptious tea. Thank you. And no-one got stung by Heather's bees.



The NECPWA have their first classic car show of the season at Wallington Hall, Cambo Nr Morpeth so we met up on a bright sunny Sunday 18th May. **David and Mary Faulkner** and **Ray and Margaret Andrews** (in the 6H not a "roller"!!) and ourselves enjoyed a relaxing day with a picnic. Tractions have also attended other events such as CCC Northern Rally meet at Wetherby and Witton Castle.




The main Classic Car Show in the North East of England is the NECPWA Show at Newby Hall near Ripon. Over the last few years traction owners have entered individually and we have had 6 or 7 on show but they are not all together. So we are being brave (or daft) this year by taking a Club slot and hopefully putting on a separate collective display. We have promised the organisers 10 vehicles and so far the number count is looking good. This show is restricted to 1500 vehicles and alongside the cars are autojumbles and car related market stalls. It is a huge affair and oversubscribed. Together with the Club Marquee and new TOC Flag (thank you Bev) we hope to put on a good creditable display of all things Traction. So if you want to join in or holidaying in Yorkshire, do come along on **Sunday 20th July**. Further details can be got from the writer.

Graham Handley

For details of future planned activities contact:

Graham Handley Tel: 01661 843493

Email: grahamhandleyhandley@btinternet.com

SURREY, HAMPSHIRE & SUSSEX BORDERS 

Sunday May 18th: we had a very enjoyable day with members joining us from the London section, four from each area. You do need a large number to make the day. The weather was in our favour and the staff made our delightful lunch, at Rowfont House nr Crawley, worth the



drive down. We were able to sit outside overlooking the lake, relaxing (until the dog fight) chatting about anything not entirely motor orientated.

Sunday July 20th we will leave the Fairmile at 10am to convoy down to **David Ker's** house for a BBQ in the garden if the weather is kind - provisions for indoors if not - organised by David and **Phil Allison**. **PLEASE LET ME KNOW IF YOU WISH TO COME. COST £5 A HEAD.** **Margaret** will supply puddings. **BUT BRING YOUR OWN DRINKS AND SALADS.** If you are vegetarian, you may prefer to bring your own food. The house is within the bounds of Victoria Park, Netley nr Southampton. After the BBQ a drive of about 4 miles over the Itchen bridge (50p to cross), will take us to Southampton Docks, gate 4, to visit a restored steam tug built in 1931. In 1940 it was commandeered for the Dunkirk operation (Dynamo). After its war work the tug returned to the Thames where it remained, becoming the last working steam tug. All the machinery is original, except the boiler. We will be able to spend time climbing down steep companion ladders and deep thresholds to all compartments of the ship. Ladies may prefer to sit on deck. (You can say that sort of thing, Helen! Ed.)



August 17th you can relax at the Fairmile, from 12 noon for lunch or drink and natter.

I would like to know whether you are interested in going to Loseley House nr Guildford on **September 21st** As some members will still be in France, this may be cancelled or deferred to next year, as we were to have a private tour of the House, numbers are crucial. Please contact helenshelley@msn.com or phone 02083307216 for further information.

Please contact Helen Shelley 02083 307216 or e-mail helenshelley@msn.com to book places. Also use this e-mail to keep you updated.

SOUTH MIDLANDS

For details of future planned activities contact:
Simon Saint
Tel: 01905 454961
Email: janeandsimonsaint@hotmail.com

MID SHIRES

THE MORE THE MERRIER BBQ. This year will be **chez nous** on **Sunday 7th September** from **12.00 noon.**

For details of future planned activities contact:
Stephen Prigmore & Tina O'Connor
Mobile: 07759 372242
Email: stephenprigmore@hotmail.com

EASTERN

Festival of Classic and Sports Cars at Helmingham Hall Gardens

We have been invited to join the CCC at the Festival of Classic and Sports Cars at Helmingham Hall Gardens, we have designated parking as a group with discounted entry, please forward me £10 cheque made out to J Gagen so I can get your pass. The fee covers car, driver and one passenger; you will need to arrive by 10am. The Festival is held in association with the Suffolk Vehicle Enthusiasts Club. In 2013 over 700 cars came and 5,000 people attended. The event attracts classic and sports car owners who exhibit their cars some of which parade down the main drive on the two concourse runs throughout the day. I have been told there has never been a Citroen parade so perhaps we can amend that. As well as an impressive display of vehicles there will be entertainment, craft and trade stalls, live music and great local food and drink, all held with the backdrop of Helmingham Hall and its beautiful gardens by well-known designer Xa Tolllemache. Hope to see you there. For further information see events@helmingham.com Helmingham P14 6EF Tel 01473 890799

For details or suggestions for future activities contact Jasmin Gagen
Tel: 01284 827039 jasgagen@btinternet.com

PEAK

Since the last edition of Floating Power we have had two local meetings.

Drive it Day in April: we had 11 Traction, 1 DS and 23 people. We met



Section News

at the Royal Oak in Hurdlow for coffee and the customary comfort break. We were lucky this year to have a lovely sunny day as we drove 48 miles in Derbyshire and Staffordshire, through the Manifold Valley and Dovedale areas ending up back at the Royal Oak for a good lunch.



Many of our 'older' members will recognise the Traction registered GDD 931 as it formerly belonged to our late President Stan Barker. It has been beautifully restored and is now owned by **Bob Duncalf**.

Our next meeting was on 1st June when 16 of us visited the Eddishes Collection near Ashbourne. Again we had a very hot sunny day so were able to picnic on the lawn before being shown around the collection by Bob Clarke, the owner, and his two friends Mick & Bill. It is a fascinating collection as Bob has collected farm machinery, printing presses, knitting and weaving machines, a complete cobbler's shop fittings, clocks, radios and so on – far too much to list! Thank you to **Jim Lee** for helping organise this trip.

Our next meeting will be lunch somewhere on Sunday August 3rd followed by our annual pilgrimage to the Yew Tree on Sunday October 5th.

**For details of future planned activities contact:
Bev & John Oates
Tel: 01629 582154 Email: bev.oates@gmx.co.uk**

REST OF WORLD (ROW)

About the Circuit de la Ferté Vidame

The circuit, covering an area of 800 hectares, is enclosed by 11.5 kms of 2m high walls and isn't crossed by any public roads.

Composed of a chateau, a farm and huge expanses of forest, the site was used for automotive and air meetings at the beginning of the 20th Century. In 1923, there was even talk of turning it into a complex dedicated to Motorsports, but eventually Monthléry was chosen.

André Citroën hoped to buy it to make it his own "test centre", but it was Michelin, owner of the business from 1935, who acquired the domain in 1938.

Provisional Programme

Saturday evening: rustic dinner for 1,000+ in seated marquee. Laser show and fireworks at 9.30pm.
Fast food and refreshment stalls run by local tradesmen
Museum in the outbuildings of the castle; theme: "the 1934 exhibition/salon"
Concours d'Elégance
Presentations on the history of Citroën and the Traction Avant
Autojumble selling parts and miniatures
Special shop: "80 years of Traction"
Visit to the PSA test-circuit

For your accommodation, all information and online reservations are available from our site:

www.la-traction-Universelle.org

Kind regards,

Walter & Noëlla

**Section Co-ordinators - Rest of the World
Traction Owners Club**

Website: <http://www.traction-owners.co.uk>

You can contact us by email:

rest-of-the-world@traction-owners.co.uk

LONDON

The day that's put aside for all classic car owners to use their much-loved cars.

With good weather on this day and a turnout of 24 cars, we met at Denbies Vineyard at the foot of Box Hill in Surrey, ready to convoy to Ightham Mote in Kent. Unfortunately, one of our members' Traction had hit a pot hole and had developed a knocking noise; but once sorted we were on our way. The drive was set at a good pace and we only had to stop a couple of times to allow for catch-ups.

On arrival we were all able to park together in an area in a large car park that had been set aside for us. As Ightham Mote is a National Trust property, place cards were given out to enable non-members to get in at a reduced rate.

Those people with picnics speedily made their way over to the designated area to indulge in sandwiches, salads and of course the French cheese; plus maybe some wine in the lovely dappled shade. Others had a meal in the very well-stocked restaurant: a Sunday Roast or one of many extremely good meals on offer.

Afterwards, a display of historical dancing was performed and in some of the dances members of the public could join in. I think Peter tried to improve on it by adding different footwork!

Ightham Mote is a picture perfect timber framed house on its own little island surrounded by water and the gardens are equally as diverse as the house. It tells an extraordinary story of 700 years of survival. (If you haven't visited this place, it is well worth the visit).

We would like to thank all those who took part, Brian & Inger for suggesting the place to go and also the National Trust staff who helped to make it a good day out.

Peter & Sue Simper

Tel: 0208 560 3267 (days) / 0208 891 1093 (evenings)

email: lacolliere@hotmail.co.uk



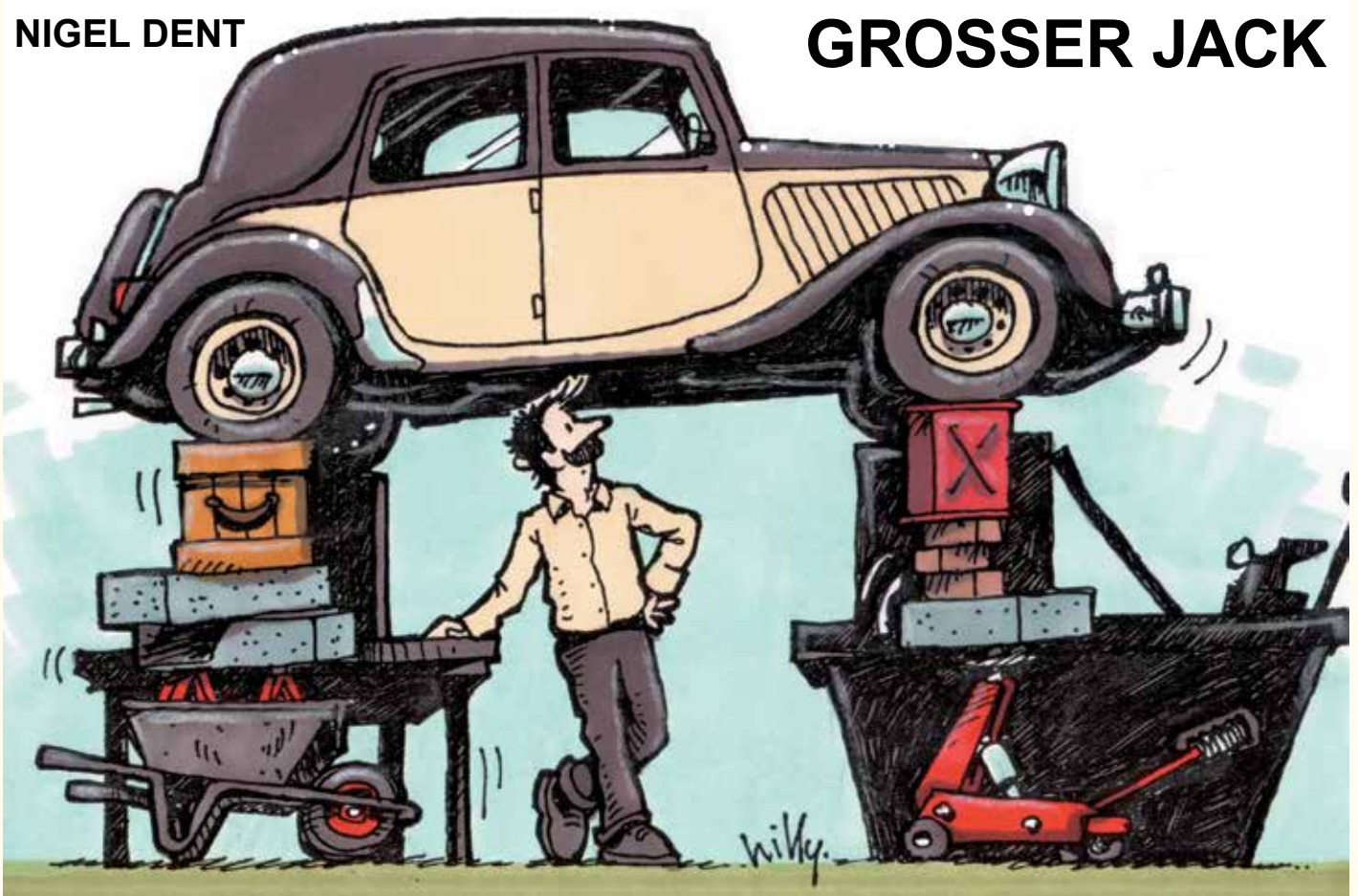
The only Grade 1 Listed kennel in the world!

Photos: Martin de Little



NIGEL DENT

GROSSER JACK



HYDRAULIC V MECHANICAL CAR LIFTS AND THE DIY GARAGISTE

How often have you thought “I will just change this, check this out etc.” only to spend the next 3 hours upside down and squashed between a cold concrete floor and the underside of the car?

Recently I thought of carrying out some work on the Traction here in France and the handbrake cable on the Mini Cooper needed replacing. I checked-out both cars and ground clearance for the Traction was just possible, but impossible for the Mini. Oil changes on the other cars (MG TD, Spitfire) and some underseal work on the Hillman Hawk were envisaged; a mixture of weights, shapes and dimensions.

So, one rainy afternoon (rare here in the South of France), I searched the Internet for affordable ramps, lifts, etc.

The hydraulic scissor lift was the first one to be found (several UK and French suppliers), good height, some people commented on its instability, not a very long ramp for the wheel base of the Traction and expensive, (around 3000€). Then you needed to buy a compressor (around 1000€); then you needed to have somewhere permanent to store it, as it was a huge and heavy piece of kit.



Typical Scissor Lift

Jacking the car up and on axle stands solves some of the problems, but still doesn't get the car into a position similar to the professional garage mechanical lift, and there's still an element of danger.

Next was an “invention” by a Cambridge (UK) engineer. Very ingenious two long ramps joined at one end and a cross member. When the car was driven onto the ramps you connected a trolley jack and elevated the car. Easy to erect, easy to store, but really only gave a minimum clearance of around 50cm. So you could crawl under, but again a cramped working environment. Cost was around £2000 delivered from the UK.



The Hamer Carlift

Finally “The Hamer Carlift” (website www.hamercarlift.com). An amazingly simple and ingenious device, clearly designed by an engineer and perfect for this type of operation. Again not cheap, but versatile, easy to

erect, dismantle, store and extend. Strong and tested to 2500Kg, well-made steel construction and operated by 4 farm mechanical (manual) lifters - similar to the large jacks carried on Land Rovers on safari or rallies.

Simplicity itself to erect. Four corner posts with integral lifters, joined by two longitudinal steel beams and two horizontal beams held together with one single bolt (finger tight) for each beam. Result - one steel square onto which you place two steel ramps and two wooden ramps allow you to drive the car onto it. To raise the car you commence at lifter A and manually pull the lever (very easy), to its first position, place a bolt across the post to secure and proceed to corner B, C, and D. Repeating this until the car is raised to its required height. Quicker with two people, but it took me about 15 minutes to raise.

Now you can work under the car on a “dolly”, or almost standing up! The standard kit comprises 3 metre run on ramps, 4 jacking posts raising the car to 1220cm (4ft) under ramp clearance and 2m width between posts. Wooden ramps to drive the car on. Total cost £1350 plus VAT and delivery.

Ideally for the Citroën Traction I bought additional telescopic extensions for the ramp, giving a total ramp length of 4m (extra £375 plus VAT and delivery).

Optional extras that I bought were the jacking platform which allows you to raise the car wheels while the car is

up on the ramp (£238). You can also buy an extended width, but for the Traction 11BL this is not necessary.

Time to erect was 2 hours and the whole lot can be demounted and stored in a footprint of the two 3m ramps taking up no space at all.

I would thoroughly recommend this piece of kit as it now makes working on my cars simple, safe and relaxing.

(Sorry about the photo: it is the Mini Cooper and that is why I left the cover on!! I forgot to photograph the Traction when I did the work on it!!).



Nigel's Garage with Carlift

FROM CHRIS MOORE

Found this very LONG transporter with 8 wheels at a garage in West France last week along with a host of interesting old French cars, and a barn full of useful bits and pieces. The owner tells me the traction is not for sale! But who knows! You are welcome to use the photos in FP if you wish. Address of the garage can be given if required as my daughter lives in the next village. All the very best.

Chris in West Wales.



ANY ANSWERS FROM DAVE FAULKNER

Following on from Paddy Rowley's request for information in May/June Floating Power on the failed white metal bearings in his car, I thought this may be of use:

Perfo Engine 'Bottom End' Rebuild

The engine had been rebuilt before we bought our 11BL in October 2012, however all summer 2013 when using our car over 1,600 miles, it had a heavy oil leak which we thought was the flywheel end, crankshaft seal, so it was decided to pull the engine and gearbox out over the winter to 'investigate'.

James Geddes agreed to do the work in his garage as there simply isn't the room in mine, plus he has far more experience of Tractions than anyone else locally. So 10th December 2013, off the car went.

However, once the engine was out of the car and the sump removed, it became obvious that there was a major problem with the crankshaft bearings and 'big ends'.

In the image below you can see that all the original 'white metallised' bearings had failed with lumps coming off them. Whilst the engine was actually quiet (ish) and giving no indication that the bearings had failed, there was no option than to do a full 'bottom end' rebuild.



Once the crankshaft was removed everything else was checked out and whilst still serviceable, it was agreed that the pistons and liners should also be replaced, as there was signs of wear on the pistons and a lip on the bores. I decided to stick with standard 'flat top' pistons as the alternative 'domed' pistons from the 11D engine increase the overall horsepower.

Whilst that may make the car more responsive, it's adding increased load to the crankshaft, clutch and gearbox and in standard form, the 11BL is fine to drive up here in Northumberland.

After a discussion with several other Traction Specialists, it was also decided that all the white metallised bearing should be replaced with modern 'shell bearings', as there are very few people left who can apply white metal to the specification required, plus the cost difference was negligible and they should last far longer and not have the problems of the White Metal de-bonding, as shown in the previous images.

Using 'shell' bearings for the big ends (from Club Stores) also meant updating the con rods to those used in the later 11D engine; so an original matched set of 11D conrods were obtained from a long term Traction enthusiast, Andy Burnett near Aberdeen.

With a conventional engine you would rebore the block and fit new pistons and rings, but the Traction's Perfo Engine uses replaceable liners. The other main item to consider was the oil pump. Given that all the bearings were damaged, it was decided that it should be replaced with an upgraded one. An original pump gives circa 30 psi at 750 rpm; an upgraded oil pump from Roger Williams gives 50 psi at 1,000 rpm.

Thankfully, the timing chain and sprockets are fine and the distributor is a new 'electronic' one and the fuel and water pump are both OK as well as the camshaft and, as the cylinder head had had the exhaust valve seats hardened for unleaded petrol at the rebuild before we bought the car, it was agreed that would be simply refitted.

I tracked down and ordered some of the required parts (most came from Chris at Traction Owners Club Spares) and took the crank and conrods for refurbishment.

Getting the crank ground needs care as it ideally requires a machine shop with a 1960's 'Prince' machine that can do individual journals (modern machines tend to grind all the journals at the same time).

The crankshaft was duly reground to -0.5mm for the mains and -0.75mm for the big ends after the Christmas break by Ron at Northern Rebores in Newcastle, who also fitted and reamed new 'small end' bushes to the new conrods. There was no option but go to the sizes indicated because of previous engine repairs and scoring on the crank journals.

A lot of other small parts were needed like thrust shims, lock washers, gaskets etc. So, whilst Traction Owners Club Spares supplied the new 'shells', pistons & liners and gaskets, some other parts like crankshaft shims and cylinder seals came from Jose Fransen in Belgium and a box of assorted copper washers from an eBay seller.

Once we had everything required in place James started the actual rebuild on 20th January. First job was to fit check that the crankshaft bearings and new bearing shells were OK, which they were. So then the new 'cylinder liners' were fitted and the block filled with water, then left 24 hours to ensure there were no leaks.

The next stage was to fit the crank, along with the new conrods and pistons, timing chain and water pump. The conrods came from an 11D engine via Andy Burnett and were used, but a new set of bolts were sourced and fitted (new 11D conrods can be sourced from Chris at Club Spares).



Now, some club members say that if you're fitting 'shells' to the mains on a Perfo engine they need to be bored through, to ensure that they line up. However, the original casting had to have been bored through when the engine was originally made, so we decided not to worry about that and yes, the crank went in and was fine in the new bearings with no additional machining required.

In the images below you can see that the crank, pistons and timing chain are all fitted. The other two images show the main flywheel end bearing keep and oil retainer, which we thought was the source of the oil leak, which meant the engine had to be removed.

It turned out that the outer oil retainer (image on the left) face was not even, so was not doing its job. James had to file and dress it to ensure that it was flat and mated properly to prevent any future leak.

Your Letters

The flywheel central bearing for the gearbox and the clutch release bearing were both replaced prior to the gearbox being bolted to the engine, before they were lifted back into the car as a unit (as shown below), because there is no room to fit the gearbox later.



The following day the cylinder head, distributor and fuel pump were all added. 4.5 litres of Castrol XL 30 Monograde was used to fill the sump, the fuel system 'primed' and the engine fired up and checked to ensure that the timing was OK. The radiator and fan were not fitted at that stage, so it was only a short test, but it fired up after a couple of turns of the starter. Yes it may be better to start and try the engine on a stand before fitting it to the car, but we didn't have that luxury available.....

Once that first test was successful, the fan and radiator were fitted and filled with water and the engine restarted and run up to temperature. At which point the cylinder head was then re-torqued and the valve tappets reset. After that it was a case of putting the grille and bumper etc. back in place and begin 'running-in' the engine.

Given the overall cost of repairing the engine, I decided that it would be sensible to add an Oil Pressure and Water Temperature Gauge to the car (French built Tractions historically never had them) to forewarn of any potential problems in the future.

The car was duly driven with care around rural Northumberland for 500kms, when I changed the oil for Millers SAE30 Monograde. At the 1,000km point I changed the oil again for Millers Classic Performance 20w50.

Why 20w50 you may ask when the Traction has no oil filter? Well, Andy Burnett says that it's getting dropped every 1,000 miles anyway so is fine in a Perfo engine. Millers Technical Department confirmed the same thing as, knowing that the sump is clean, given how often the oil is changed, it's better to have any carbon etc. held in suspension by the oil and drained away.

It's now the middle of May and at the 2,000km mark I again changed the oil for fresh Millers Classic 20w50 and we are halfway to our next 1,000km point, as the car is getting well used.

The car now runs well, uses very little oil and has been 'opened up' to 110 kph (well that's what the speedo said) with no problems. Water temperature sits between 60 and 70c, oil pressure at 55mph is circa 3.5 kg/cm (49.8 psi in old English) at 70c. So, a big thank you goes to James for all the effort in rebuilding the engine and everyone else who gave of their time and experience.



FROM DEN HEWITT ON A TECHNICAL MATTER

Some of us may be missing the flat type of cup washers used on the interior window surround.

They are no longer available but there is no need to despair or to use raised cup washers which are available.

Just use a flat stainless steel washer and you will find that when the screw is tightened it easily deforms the washer.

Den Hewitt

FROM DEN HEWITT ON AN EVEN MORE TECHNICAL MATTER!!

Dear Bob,

We now have 2 new responsibilities within the committee - Marketing and Publicity and Rear Wheel Drive. Whilst I fully understand that the club is also dedicated to rear wheel drive Citroëns, I am surprised that we do not have a committee member whose responsibility is that of Slough-built Traction. The number of pre-1957 Citroëns owned by club members is somewhere between 600 and 650 of which maybe 20 are rear wheel drive and of the rest around 50% are Slough-built. There is a great deal of knowledge around in the European clubs about Traction manufactured in Europe and I am impressed by the articles that appear in the European Traction clubs' magazines. Although I own 3 Traction, all of which are Paris built, I feel that the club should do all that it can to source second-hand spare parts for Slough cars and also to make sure that the club membership knowledge of Slough-built Traction is documented.

Regards,

Den Hewitt

The Editor writes: I received this letter from Den about six weeks ago and it took me a while to realise that, actually, I have caused a terrible misunderstanding (again!!) I should never have put the RWD/Martin de Little 'job' under Committee. Martin isn't a committee member and is only 'a contributor'. The Management called me in for a little, ahem, meeting and I was told in no uncertain terms to remove Martin's name from the Committee list, pronto. To temporarily rectify this (see page 3 - if you're fascinated by this) I've dropped Martin - metaphorically - into a little area called Contributors.

Building on this, as they say in management-speak, The Management have agreed with Den that a Slough-only contributor is a good idea. Would anyone like to step forward?

Yours sheepishly,

Ed.

FROM GRAHAM BRADLEY

Hi Bob

Attached are pictures of a very nice traction I came across on a recent visit to Malta. It was parked outside the Riviera Hotel, Ramla Bay on Freedom Day (public holiday).

As you can see it is in excellent condition and has a local registration, and could be of interest for inclusion in the mag.

Graham Bradley



FROM HANS P DURR-AUSTER

Hello Bob.

When doctors let me leave hospital I was welcomed to Switzerland by wonderful summer weather.

As it persisted, we took the opportunity to try the fresh gearbox of our « red » '49 Big6, accompanied by her pre-war sister.

In front of the Casino in Evian-les-Bains we waited for French friends from Annemasse in their '51 Paris-built 15-6. Within minutes we had numerous interested French week-end tourists around us. Most of them did not know about the British Citroën production near London.

The 2nd photo is in the parking area of Château de Ripaille (15th century) in Thonon-les-Bains, 30mls south of Geneva. Unfortunately we could not drive into the court yard to take pictures with the cars as they were preparing for a big reception.

200 mls under a cloudless sky, respectful traffic and plenty of friendly people of all ages saluting our cars. We enjoyed this beautiful day.

Kind regards

Hans



FROM NIGEL DENT

Hi Bob,

Just back from a catastrophic trip to Nice!

Traction prepared to the hilt and we set off last Wednesday 200 km per day was the plan which we achieved easily on the "N" roads. The car went like a dream and with 650 km achieved we stopped for petrol and on starting heard a slight metallic sound! This intensified as we progressed and gradually got to a dangerous pitch - we stopped and found the dynamo was shot to pieces. We had just 50km to go to Nice. We could not remove the dynamo as then we would have no fan and the temperature was close to 28 degrees.

Called the assistance who took us to Roquebrune sur Argens and a little local garage confirmed the dynamo was "mort". He only knew of 6v ones and said he would keep the car in his yard until we knew what to do. The assistance would pay for a taxi to get us to Nice and we arrived at 1800. Spent most of that evening on the iPad searching for dynamos and remorques. One was available at £750 - however we eventually (Saturday) found a guy with car and trailer who was coming from the UK to Paris on 6th May and would fetch and return the Traction to us for £358 - better but the cost still mounts!

Saturday morning dawned and we made our way to the Promenade Des Anglais for the amazing sight of 1000 traction's..... there were 36!! The 3 clubs involved had had a falling out and 2 refused to participate. Of those 36 there was nothing special and most needed a good polish and overhaul. Not one Traction 7 cabriolet to be seen.

So very disappointed we consoled ourselves with copious amounts of food, wine and Ricard and then set about negotiations with the AXA Insurance.

Bottom line at the moment is they only guarantee to get the broken vehicle to the nearest garage and the parties to their destination! After that it is down to us - we are still negotiating this one as we said the car is not driveable and we need to trailer it home and get a dynamo from Chris Treagust - they were not too communicative as this was an email sent on Monday and so a hire car and one way drop off (350€), called in at the garage and saw the guy, collected all the spares boxes etc. and asked what we owed him for taking off the dynamo and storage until 7th May.

Well what a guy, 272€ - 16€ per day storage (and that consists of it sitting in the junk yard at the back of the garage) and 80€ labour! As you know to take off the dynamo is two bolts and 10 minutes but, what can you do he has a captive audience and if we disagreed he could easily say take the car and store it somewhere else.

So off we set home now facing £135 for a reconditioned TOC dynamo plus VAT and postage.

Leaving aside the hotels, tolls and petrol costs, most of which we would have paid (except tolls) we should have cut our losses and come up to the big TOC gathering in September. The dynamo would still have broken but we would at least have been able to celebrate 80 years of the Traction with a good display.

(Nigel later reported he had a complete bust-up with AXA and has taken his business elsewhere. Can't believe that a French insurance company would have a take it or leave it attitude....?)



SOUTHWARD BOUND

Dear Bob,

Our March/April edition of Floating Power arrived as we were packing to go and visit our daughter and husband, who have recently settled in Adelaide, Australia.

We noticed a follow-up article by **Loui Burke** about taking his beloved Traction with him when he moved to Australia some time ago. Coincidentally, he was living within a few miles of our daughter, so we contacted him to say hello.

As luck would have it, he and his wife **Helen** were booked to take part in a Citroën run the following Sunday and he very kindly asked us to accompany him. They duly collected us in their beautiful Traction, much to the delight of our son in law, who is rapidly becoming a fan, and we were on our way.

The event was called "Glen Ewin: CCSA and CAF joint run". I quote from the CCSA web site article about the event:

"The weather was coolish with some overcast and a little very light rain – not much more than Scotch mist, but we had a good turnout of cars split roughly 50-50 between the two clubs. The drive notes worked quite well up to the point at Lenswood where what seemed to be a 'no left turn' threw a spanner in the navigational works. By 'carrying on' and heeding the detour signs most got themselves back on track, but the field was certainly turned around in more ways than one. (We both thought it was hilarious - exactly what happens on our runs, both in the UK and France).

As it turned out, if one read the very fine print on the "No left turn" sign it became apparent that it was indeed 'OK' to turn left on the day. Ah, the (questionable) joy of being a run organiser!

Most importantly, no-one missed out on the "tucker" which was served on the deck at Glen Ewin, everybody savouring not only the sausage rolls and Danish pastries, but also the delightful ambience of the property. Afterwards, a stroll down the hill to inspect the "Pulp Shed" and lake, and most headed home.

A handful of hardies, (including us two, not ones to miss out on a run in a Traction, despite the weather), continued on to Gawler for the optional picnic lunch/BBQ" (Free to use barbecues are a very common sight in Australia). The road to the BBQ site cut across hillsides with sheer drops on one side, but spectacular views.

We then had a lovely drive back to home to our daughter's place in Unley, Adelaide. It would appear that Sunday runs are very popular in Australia; we saw many different Classic Cars and quite a lot were American Chevys and Cadillacs.

Our thanks to **Loui** and **Helen** for taking us on the run, and giving us a lovely memory of Tractions in Australia (there were three altogether on the run, as well as several 'D's, 2CV's, a little Peugeot and some others).

The link to CCSA Web site is: <http://clubcitroensa.com/> . An interesting site, it is their magazine giving lots of details, history, cars for sale etc.

Best wishes,

Moira and Mick



Loui and Helen Burke



BEFORE AND (NEARLY) AFTER (another letter from Hans P!)

We always enjoy sharing Hans's excitement as his Big 6 is gradually rebuilt. Here's his latest update, and I have a surprise for him, because now we're in colour it's a chance to reshow the car as it was when he found it (FP cover September 2013).

Hello Bob,

It was a really exciting day for me. I left home at 4am to drive to Strasbourg, where I had an appointment with Hubert Habermusch to see how things were coming along.

Perhaps some readers were shocked at the original state of the car, but as you can see, the bodywork's now back to good-as-new. It's amazing how Hubert has brought her back to life.

The paint on the front wings is the original colour, which I'll keep for documentation. Glasurit, the paint producing company, had this colour sample registered for Slough-built Tractions.

In the meantime the original '48 engine is ready to go in. I delivered the restored gearbox and a blue interior is waiting at John Gillard's. So, perhaps I can get her finished for Christmas. (They say that every week on Grand Designs, Hans!! Ed.)

Kind regards Hans



FROM RONALD KNOTH

Hi Bob,

My daughter and son in law just visited Hanoi. In front of the Sofitel Memorial Hotel, two Tractions in good shape. Available for (very expensive) trips in the area.

All the best from the Dordogne,

Ronald Knoth



ALSO FROM RONALD

Hi Bob,

A few photos taken at the Trepel Memorial (French commandos landed on the beaches of Wassenaar in 1944 and died for our freedom). Wreath in French colours laid by our grandson Bruno Knoth, age 7 years.

Four Tractions on the road in Holland from late April - May 11th commemorating events of WW II (rally Pertrac Batave).

Best regards,

Ronald



YOU MIGHT....., BUT I COULDN'T POSSIBLY!

Dear Bob

Hardly anyone reads your ramblings, then? I'm not so sure. For my part, and without any criticism of previous holders of your illustrious office, may I say that I find your style a breath of fresh air, highly amusing and a total joy to read. And outside your page 2 notes this month, your redaction of unwanted clichés (page 27) is laudable in the extreme.

Yours, etc.,

David A De Saxe, member no. 1499

Hi Bob... excellent mag this month, and I for one always read the editorial... in response to your plea for photographs for the 2015 calendar I have attached four pics for consideration.

Regards - Pat Ware (membership number 727)

Hi Bob,

I guess that the only reason I am a member of TOC is the magazine, living as I do on the other side of the world.

I have always thought that FP was a quality magazine but this latest issue is just fantastic.

Bloody well done!!

Kind regards,

Mike Killingsworth.

ANY ANSWERS

Hi Bob,

More on antifreeze and in response to David Williams's letter in January 2013. I was fed up with using a bottle of water in the radiator every time I went out in the Light 15. I took Philippe Allison's advice and filled the radiator with Evans Waterless, after flushing it. It's a recent engine and radiator, too.

The result is as the advertising promises - we went to Marcillat, and back, and there were no problems at all. The maximum water temperature was 80c, and no water escaped. I subsequently put the Evans in the Onze Normale, with the same results (it didn't stop the starter from disassembling itself, though).

I'm completely converted to waterless; I've had various Tractions for nearly 20 years, and this is the first year that I've had no water problems (!) Philippe would agree with me, as well.

Kind regards

Tim Walker

ANY QUESTIONS? - FROM GRAHAM BRADLEY

Hi Bob

I am not sure if you are the right person to contact on this subject? It may well be a topic for TOC Tech or general correspondence, but here goes.

I have worked in the motor trade as a mechanic for most of my working life, and the pressurized cooling systems on most modern cars have a thermostat that opens between 82 & 86 degrees, bearing in mind a system pressure of 1 Bar or 14.75psi this would give a theoretical boiling point of between 115 to 120 degrees. This gives, at best, a 30 degree safety margin.

What is the safe operating temperature of the un-pressurized 1911 Perfo engine? The workshop manuals do not refer to this, as far as I know. Has anyone got any ideas or knowledge of this?

I have one major criticism of the magazine and that is it is ADDICTIVE, as soon as it arrives of my door mat I have to sit and read it from cover to cover!!! Great Mag. Thanks to everyone for their input, keep up the good work.

Graham (member no 31)

I passed this on to Andy Burnett, who wrote first:

Hi Bob/Graham. I too have worked on the Traction for over 55 years and of course on the modern Citroëns, etc. I am no expert on these things, but you are correct in stating that by pressurising the system, the boiling point is increased greatly and of course the main object in this is to have a good heater in the car, as well as better combustion, running, fuel consumption etc. The starting point with the Perfo engine is that it is not pressurised in any way; indeed the radiators on both the Slough and French made tractions are designed to have no pressure, with both having a vent to the outside to prevent any pressure build-up in the system. The radiator cap obviously has no pressure valve on it and of course, in standard form, there is no heater either. A heater is easily fitted, of course, with easy water connections and the ones I have fitted work fine with the system as it is. It would be possible to modify the radiators to allow a pressure build up, but in my honest opinion for what it is worth, I would not go down that road, as the radiator to start with would not stand up to literally any pressure - they are hard enough to keep watertight at the best of times!! The old hose fittings, and the seal set-up in the water pump internally could also give problems.

Second Reply from Andy:

On reading Graham's query again, he is asking about the safe working temperature, and I stupidly did not mention that! Truth is, is there such a thing? In the "old" days, when our tractions were not at all that well maintained due to lack of cash, many had half blocked radiators, and in this part of the world, there are steep hills to be negotiated wherever you go. The result was that they were frequently boiling on going over some steep pass, cooled down on the other side and sometimes, once you stopped, you could hear the water starting to rumble and boil. It did not seem to do any harm then, and our tractions are now much better kept and cherished, and if boiling in any form was detected now, radiator would be off and checked out and if that was not the fault, then what is the state of the water jacket around the liners- full of scale, etc? The internal water pipe along the top of the cylinder head disintegrated? And so on.

Sorry I can't of more help! Andy

I also told Graham that conversations with other Tractionists had produced similar stories to Andy's about Tractions boiling over and still being none the worse for it.

Graham then wrote back:

Thanks for the prompt replies, I have checked mine with a thermometer after a long run and get a reading of 85 degrees, would your correspondents think this okay?

Graham

Now, does anyone else have some comments on this topic?

Thanks,

Ed.

EVENTS DIARY

2014

July

11th – 14th

CTAB Brittany Rally

Probably along the North Coast this year.

18th – 20th

CCC National Rally

Willow Brook Farm, Peterborough, PE6 7EL

20th

Newby Hall Show and Autojumble Ripon

Contact Graham Handley

26th

Didcot Speed & Steam

Contact Adrian Brodie on 01235 817200

August

8th – 10th

EuroCitro 80 Year of the Traction Avant

Le Mans www.eurocitro.org/index_bon_anglais

Dates tbc

Wervik 14th Intern'l Classic Car Meet

Wervik, Belgium. Details to follow

22nd – 24th

Summermeeting TA Danmark

Bornholm, Denmark www.traction.dk

September

13th – 14th

80th Anniversary of the TA

Château de La Ferté Vidame, West of Paris

19th – 21st

Circuit des Remparts

Angoulême, France.

October

31st – Nov 2nd

TOC AGM Weekend

Cheltenham Chase Hotel (details in this edition)

November

14th – 16th

NEC Classic Motor Show

contact Steve Wright

2015

April

26th

Drive It Day

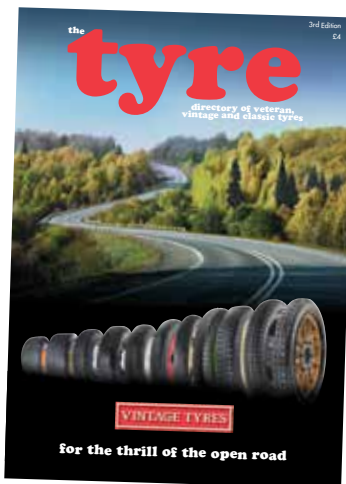
May

7th – 10th

TA RALLY On the traces of...

Perigord History & Gastronomy

BOOK AND DISCOUNT OFFER FROM VINTAGE TYRES



Over the last year or so we have been putting together a book called 'The Tyre', telling the story of the pneumatic tyre. It's quite a comprehensive publication and covers the history and development, how tyres are made, the sort of problems classic and vintage car and bike users are likely to encounter, and of course what's available today.

We are happy to send your readers a free copy and a 5% discount card.

To apply for a copy, readers should email me at maria@vintagetyres.com and mention if they are a bike or a car enthusiast.

Regards,

Maria Nelson.

CITROËN CAR CLUB

CCC NATIONAL RALLY 2014

18th - 20th July

**Willow Brook Farm
Peterborough**

Planned activities include

Friday - Monday - Camping available

Friday Evening - BBQ; Subject to ticket sales

Saturday - Convoy Drive

Saturday Evening - Hog Roast

Sunday - CCC AGM

Farm Shop and Café which will provide breakfasts and lunchtime meals

Several interesting local sites worth a visit including Burghley House, Stamford Town, City of Peterborough and Flag Fen Bronze Age Site

Further details will be advertised closer to the date along with charges and access details

Willow Brook Farm Stamford Road Helpston Heath Peterborough PE6 7EL

STEVE WRIGHT'S SIX-PACK

If you want to see Steve making his bid for stardom, check this out:

<http://www.voiceoversbysykes.com/downloads/CitroenTA.wmv>

PARISH NEWS

We are grateful to Chris Bailey for stepping forward to fill the TA vacancy on the Citroënian.

A service of thanksgiving will be held at St Martin's in the Doghouse.

80 YEARS OF THE TRACTION from Julian Marsh

You can always count on Julian for some fabulous pictures, many of them not seen before (by most of us, anyway). Julian has put up a large range of photos cataloguing the 80 years of our wonderful cars. Rather than trying to squeeze a few in here, just go straight to his web site and 'enjoy the ride'.

<http://www.citroenet.org.uk/passenger-cars/michelin/traction/80/80years.html>

TOC MUGS

Steve Reed has come up with some excellent new mugs with the club logo. Price is £3.50 + P&P



FBHVC NEWS No 3 2014

DRIVE IT DAY was a big success and the date for next year is Sunday April 26.

LONDON ULEZ: The FBHVC is now a 'registered stakeholder' in the discussions.

EU ROADWORTHINESS DIRECTIVE: is now in place. We are waiting to see how the DfT translates it into UK legislation.

HISTORIC VEHICLE THEFT: The FBHVC has now endorsed its first vehicle security device. Called SelectaDNA I quote from the newsletter: *Each SelectaDNA kit is unique to the vehicle to which it is applied, can be applied by even the most inexperienced home mechanic, and in only a matter of minutes your cherished historic vehicle and its component parts will carry a unique DNA*

code for life. This DNA code is held on a central database to which all UK Police forces have access. These forces can identify the presence of SelectaDNA on a vehicle by simply exposing it, or components from it, to ultra violet light. Having established by this means that SelectaDNA is fitted there are two ways the stolen property can be traced to the owner. The kit includes a small pot of colourless fluid into which is suspended tiny microdots. These microdots carry the DNA code and can be quickly read by the police. If for some reason a microdot is not present, the fluid itself carries the code which can be retrieved under forensic analysis. The kit also includes window stickers announcing the presence of SelectaDNA.

Price is £29.90 inc VAT & P&P.

New Book – CITROËN The Complete Story Lance Cole

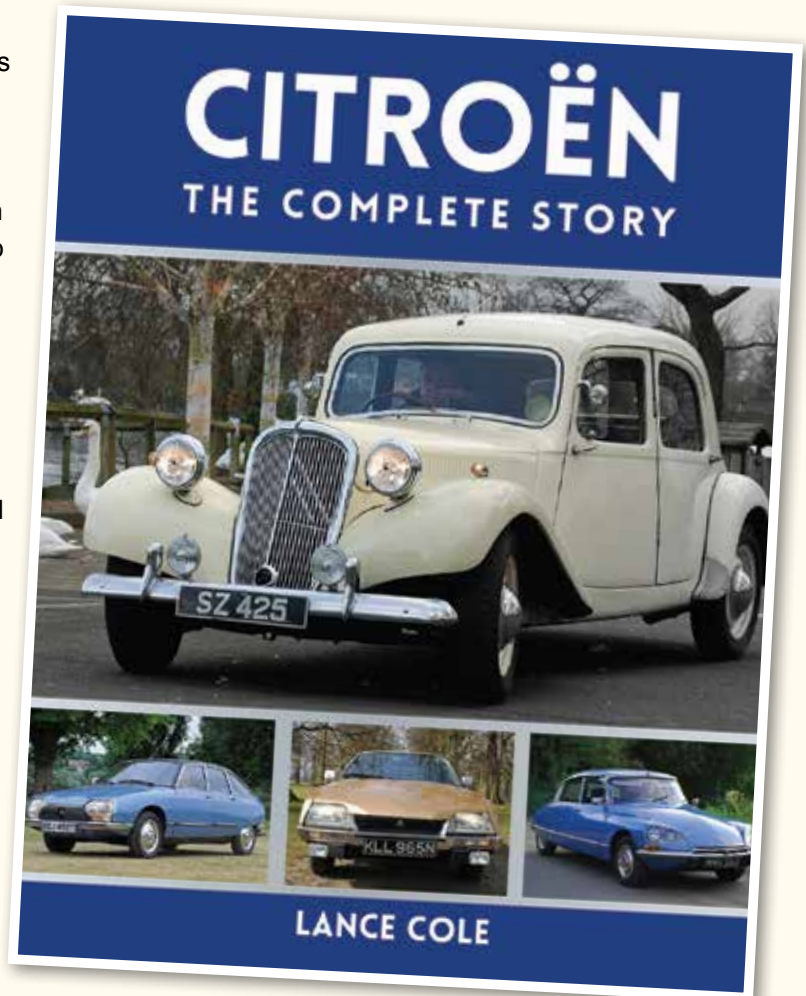
Just as we go to press I've been advised by publishers Crowood Press that this book is now available (and has been since May!)

Now, the fact that The Editor's Light 15 is featured on the cover does not, of course, have anything to do with the fact that I've still managed to squeeze this plug into the July/August edition. Oh no!

Anyway, the publishers say:

In this new view on the Citroën story, Lance Cole investigates not just the details of the cars of Citroën, but the aeronautical and cultural origins that lay behind Citroën's form and function. The book digs deep into the ethos of Automobiles Citroën to create a narrative on one of the greatest car manufacturers in history. Using interviews, translations, archive documents and specially-commissioned photographs, the Citroën journey is cast in a fresh perspective.

- Explains in detail the influences upon Citroën design: Voisin, Lefebvre, Bertoni, Boulanger, Mages, Opron and recent Citroën designers such as Coco, Blakeslee and Soubirou.
- As well as all the men of the great period of 1920s - 1970s expansion, cites less well-known names of Citroën's French engineering, design, and influence such as Cayla, Gerin, Giret, Harmand, Dargent and others, to give a full picture of Citroën heritage.
- Provides in-depth analysis of all major Citroën models with an engineering and design focus.
- Profiles key individuals and cars up to the present day and Citroën's 'DS'-branded resurgence.
- Features many newly commissioned photographs, rare archive drawings and interviews with Citroën owners.
- Researched amongst leading Citroën experts and restorers.



Having begun training in car styling with an interest in writing about design, **Lance Cole** was the winner of the 1983 Sir William Lyons/Guild of Motoring Writers Award. He became a motoring journalist but retained a focus on design. His early training was at Autocar and he has since been a feature writer, columnist, editor and contributor to major newspapers and magazines all over the world. Citroën - The Complete Story is his fourth book for Crowood. Lance has been a dedicated owner of Citroëns (and Saabs), and in 1994 presented his idea for a new 2CV, which was featured in the motoring press.

Publication date: 19 May 2014

280 x 215mm, 272 pages, 329 colour photographs,

ISBN 9781847976598

Hardback £35.00

TOC AGM WEEKEND COSTS

31 October – 2 November

The accommodation at the Cheltenham Chase Hotel is £90 per couple per night for a standard double room.

Single rooms are also available @ £80 per night.

There are a few superior rooms available at nominal additional cost if required (cost yet to be confirmed). Please contact Paul De Felice to check availability.

Saturday night formal sit down banquet evening meal and entertainment is @ £41 per person.

If any members wish to take part in the Saturday run and not stay at the Hotel they are welcome to do so.

Monies can be sent direct to Tony Malyon by cheque made payable to:

- (a) The Traction Owners Club; or
- (b) By BACS transfer to sort code 20-20-62 account no 40617679; or
- (c) PayPal please add 3% to the total cost and 'send money' for the total amount to paypal@traction-owner.co.uk

AGM Meeting:

Will be held at 11.30am in a Private Suite on the Sunday morning. Unlimited tea, coffee and biscuits will be provided and this is your time to give up your opinions during the open forum on how the committee can improve the way the Club is run. Your views are really welcome.

To reserve your accommodation at the Hotel please contact:

Paul De Felice on 01992 890 975 (eves) or mobile 07778 053 873 anytime or email: events@traction-owners.co.uk if you have any questions to ask. Also if you would like to register an interest, but unsure of a definite commitment, just contact Paul now, and he will keep you updated.

ARE YOU GOOD-LOOKING, WITTY AND A MEMBER OF MENSA?

Well, none of that matters. What we're really looking for is someone to volunteer to organise next year's Annual Rally.

Applicants should contact Mr Chairman or Mr President or Mr Events (or all three!).

Thanks in advance, Ed.

REMEMBER THE ~~ALAMO~~ NEC

November 14th – 16th

Contact Steve Wright

wright.sa@dsl.pipex.com

PERIGORD HISTORY AND GASTRONOMY RALLY

As per last issue, please contact Paul de Felice if you would like to join the Rally 7th – 10th May next year. Paul can give you details if you've lost the May/June FP.

IS THIS YOUR LAST COPY?

Apparently there are a lot of naughty members who are late paying this year's subscription. I don't want to lose any readers, so please get your subs off to John Oates. Prices are held at £33 for another year. (Plus postage for Europe £5 and Overseas £15). Check web site for details if you've lost the insert from the last edition. Ed.

Classified Adverts

Classified Adverts – Current Members

1. Small adverts are free and are for the disposal of vehicles and parts that are their personal (private) property.
2. Adverts for accommodation are charged at **£6 per insert plus VAT at 20% = £7.20**.
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. Members must advise the Editor that publication is no longer required.
10. 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 plus VAT @ 20% = £14.40**. 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**. VAT at 20% is applicable to trade display adverts.

Payment

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

Please Note

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:
Bob Street, TOC Adverts, Uplands, Shootacre Lane, Princes Risborough, Buckinghamshire, HP27 9EH
Email: editor@traction-owners.co.uk

CARS FOR SALE

FOR SALE FROM CLASSIC

RESTORATIONS. 1952 Small Boot Lt15. Cavalry Blue with red leather interior. Recently featured in the TOC Calendar. Sunroof, splined CV drives, period radio. **£10,750**
Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. Big Boot Lt15. Old English White with red interior. South African import. Rebuilt engine, suspension, CV drives. **£12,000**
Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1952 Small Boot 11B. Black. Changeover model with low wipers and late striped cloth. Rebuilt suspension, 10x31 gearbox, CV drives. **£13,500**
Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1953 Big Boot Lt15. Black with red leather interior, South African import. Currently being put back on the road after long lay-up. **£9,750**
Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1955 Big Boot 11C. Blue Green with black wings. 11D engine, 12 volts, CV drives, stainless exhaust, seatbelts, heater, tow bar. **£10,250**
Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1955 11C. Sound but scruffy. Technical work done, bodywork about to be done. **£5,000**
Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1953 Big Boot BL. Black. Rebuilt engine & gearbox. Stainless bumpers, 12 volts, seatbelts, CV drives. **£10,500**
Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE FROM CLASSIC

RESTORATIONS. 1953 Big Boot Lt15. Metallic Blue with red interior. Rust-free South African import. **£8,250**
Tel John Gillard: 0207 358 9969 (24 hours)



FOR SALE: 1953 Black 15/6 FAMILIALE with Gregoire Suspension. New paint/ chrome/reupholstered seats/new brakes. 6 volt, fitted with power steering. **£25,000**.
Contact Carol Bilney 0208 546 7071



FOR SALE: 1952 Big Boot Light 15. Old English White. Total restoration by John Gillard in 2000, inc complete new red leather interior. Virtually unused since and in excellent condition. **£13,250 ono. Phone Hilary Hardwick 01494 441019 Mobile 07951 004327 (or contact John Gillard).**



FOR SALE: Big Boot Light 15 LHD. Maroon 4 Speed Gear Box and 12 volt conversion. For all details go to www.cit4sale.co.uk



FOR SALE: 1953 Big Boot 11BL. Paris built, LHD, imported 1982. Owned, stripped, rebuilt, maintained and improved by current owner since 1992. Good condition, mechanics and body sound, but not perfect. Rewired, ignition components renewed or replaced, solid state distributor. Stainless exhaust. Tidy interior. Body dark green, black wings. **Offers around £4800. More details/photos from Steve Simpson 01727 855460 (St Albans) or 07762 714096, email sms44uxb@hotmail.co.uk**



FOR SALE: 1947 Light 15. Restoration project. Bodywork in sound, rust free, condition. Good running engine. Interior stripped. Wiring needs attention. Offered with original number plate. Located W Wales. **£3,995. Contact Dai Williams on 01239 841803 or 01239 613179**

FOR SALE: 1948 small boot slough built light fifteen in red, reg BSK 311. New Zealand import, restored in 1987. Body and

interior are in good condition. Fitted with high ratio diff. Both engine and brakes have been rebuilt. The car has been regularly used over the past 12 years. MOT 1000 miles ago with no advisories. **£11500 ono. Contact Brian Reakes on 01789 268114 email brianandlizreakes@googlemail.com**

PARTS FOR SALE

FOR SALE: Various items. All these are spares that I obtained with a 1951 Slough Light 15 when I bought in the '70s. I assume that all these spares are for that car and of course others using the same parts. Set of grille 'wings', inlet manifold, two exhaust manifolds (will sell separately), bell housing, gearbox – broken casing; gears look good. **Offers? Chris Wilson connect@chevron.me.uk 07811 146080**



FOR SALE: Toutes les Citroën" – written by René Bellu and edited by Jean-Pierre Delville. It covers all models up to 1987. It is in excellent condition. £30 plus postage – which will depend on Country being posted to. **Contact John Oates 01629 582154 or john.oates@gmx.com**

continued

Classified Adverts

FOR SALE: TOC member Julian Taylor, who lives on the Somerset Levels, was flooded to a depth of 1 metre. I am selling the following second-hand parts on his behalf: Oil pump - part no. 453130 (to Dec 1954) incomplete, Steel sump (dented) with supports, Timing chain cover, Timing chain
Perfo rocker cover (needs repairing)
Slough gear knob, 4 off Light 15/Legere driveshafts (one without UJ), Solex 32PBIC carb (copy marked P16H), 2 off 12volt coils
Light15 rear light lenses (OK for spares)
Perfo crankshaft needs regrind, Perfo flywheel. **Offers please - all proceeds to charity.**
Contact Den Hewitt on 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: Marchal TP 345 headlamp lens (fitted to 1936-1938 7C and 11BL) - **£30 plus p&p**
Pair of Robris type 216 for 7, 9 and 11CV Légère 16/6/1937 to 15/1/1938 - **£60 plus p&p**
Located near Bristol. Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: selection of small traction parts for sale inc. Headlamp lenses, door handles, switches, silencers, etc. **Phone / Email for details: Tel: +33 (0) 545 83 40 80 bobwhittaker251@hotmail.com**

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: 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 **TOC** member. We also balance Traction wheels for free. **www.longstone.com**
Tel: 01302 711123
Email: sales@longstonetyres.co.uk

FOR SALE: New 11B, C or F 50 litre fuel tank for cars before July 52 with the large filler neck. This is unused and complete with fuel inlet pipe, banjo and copper washers, drain plug with strainer and copper washer, inner and outer filler pipe rubber seals and flexible filler extension for 11C or 11F. **£200. Located near Bristol. Tel: Den Hewitt 01934 834274**

FOR SALE: Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and telltale lenses. 235mm diameter. Will convert Marchal TP436 headlamps to the type of lens and reflector bar seen on 15CVs. Very rare item.
£300 plus postage. Located near Bristol.
Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: one excellent rim (Rubery Owen, 1948/49 only), **Offer please send to: herman.struve@amswood.com or call +31 621 246991.**

FOR SALE: A pair of SU carburettors 1" 1/4. Late 1960's recently rebuilt. Jetted on a rolling road to suit the Traction. Includes inlet manifold and linkages. Price £470.
Contact James on 07783 259874. james.geddes62@tiscali.co.uk



FOR SALE: Normale bumper. Complete with over-riders and rear dumb irons. Brilliant chrome. Excellent condition. Can email photos. **£120. Phone/email for details: Tel: 01934 824475. bill@rookeynook.plus.com**

PARTS WANTED

WANTED: Left-hand outer track-rod end in good condition or suitable for rebuilding for my 1955 IIB Normale. Citroën part number is 604.107. Have tried all the usual suspects with no success but someone must have one. The existing track-rod end has been rendered unusable by virtue of being scraped along the road for 100 yards (or rather 91.5 metres)!
Please call Pat Ware, 01953 451929.

WANTED: 2 Pirelli Cinturato tyres 165 x 400, new or part worn in good condition.
Contact Dennis Kallend Tel. 01379 788848 email kally36170@gmail.com

WANTED: for my Light-15/1948: complete sliding roof mechanism and a complete "Rear luggage compartment door". I'm also looking for an accessory luggage rack (small boot, preferably: "EYREM" or "SUPLESS"). **Offers please send to: herman.struve@amswood.com or call +31 621 246991**

WANTED: Old 12 volt Traction starter motors and gearboxes. Also early "D" (1911cc)

engines, gearboxes and 12v starters. Condition immaterial, whole or incomplete, bits missing or just boxes of bits, as all to be used as a source of spares. Buyer can collect anywhere and pay cash.
Email Andy on sheilandyb@btinternet.com or telephone 01339-886290

WANTED: Solex 30AA or 30 PAAI carburettor for Big6/15CV. **Telephone Dave Hackett on 01225 810569 davejackie@hackett7.plus.com**

WANTED: Steering rack for post '52 Légère. **Tel: Bill on 01934 824475 Email: bill.h@rookeynook.plus.com**

WANTED: Gearbox and bell-housing preferably in good condition. For a 1939 L.H.D. Paris built 11 B.L.
Contact:- Brian Follain (Jersey) Tel :- 01534 484136 E-Mail. brianfollain@gmail.com

WANTED: 11D flywheel in original form. **Please contact Steve Hedinger 07961 556538 email hediho@tiscali.co.uk**

WANTED: Wanted: for B11 Normale 1953, French built LHD
• Pillar parking light switch (situated top left of the steering wheel) - Citroën part number not found
• Operating arm for the dashboard-mounted indicator switch topmost RH switch - Citroën part number not found
• 2 x Marchal headlamp rims 210mm, glass, reflectors Citroën part number 70366Z
Ken Jones 01798 874050 email: kjones@starline.org

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For more information and details of how to book please look at our website: www.leclosdelarose.com or ring fellow TOC members Letsie or Bill Tilley on 02380 693954.



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