

# *Floating Power*

September/October 2014



## Honorary Life Members of the Traction Owners Club

Dave Shepherd

Peter Riggs

John Gillard

Tony Hodgekiss

Published bi-monthly since 1976  
**Floating Power** is the official magazine  
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## Missing Magazine?

Please contact John Oates  
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## Be a part of Floating Power...

The closing date for input for the November/December Floating Power is:

**Sunday 5th October.**

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

### Cover Image

Phil and Sue Allison's '39 roadster  
at the 2104 Annual Rally.

Photo MDL.

# Editor's Epistle

Hi everyone and welcome to the post-summer (not ironic for once) edition of FP.

My only news of late is that the stainless steel manifold and exhaust are now in place and I can once again take to the roads in my little Light 15. As you can see from the photo, the replacement manifold looks a bit 'Turner Prize', but seems to be doing the job. It turned out that getting the manifold replaced as a matter of urgency was a good move. When the mechanics started removing it, it spectacularly broke into two pieces prompting the youngster who was showing it to me to comment on how thick 'they' made their castings back in those days.



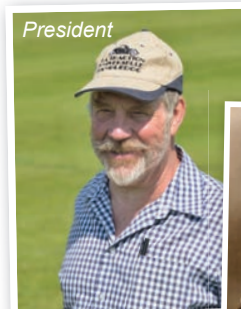
This leads me on to a sad little piece in this edition on the death of Ken Smith (page 5). Probably unknown to most of you, he worked at Slough from the war years right up to recent times. Yet another connection with the Slough era is lost.

Across the water, the French government has introduced a new *règle* – from January next - that only restaurants that make all their dishes from scratch on the premises should be able to display a new sign, christened '*Fait Maison*'. The big debate is what items you might reasonably be expected to *faire* in your own *cuisine* in order to meet the criteria. Apparently, you can *Faire Maison* if you use packaged-but-fresh vegetables, but not pre-cut *frites*. The list of debatable items stretches from here to Timbuktu. A surprisingly small number of restaurants could lay claim to making absolutely everything themselves. (Many big-name Paris eateries can't currently cut the *moutarde*). The compromise solution, it seems, would be that you can put '*Fait Maison*' against any particular dish that's wholly made on the premises. But the restaurateurs argue this would just draw attention to how many other items are 'bought in'. Ho Hum, the tangled web of government intervention.

It did occur to me that we might institute a similar *appellation* for the sale of classic cars. Anyone who eschews proper garages and prefers to do their own 'servicing' might be forced to display a 'All My Own Work' badge to warn unsuspecting punters that that old, but shiny, car might actually be far more interesting than they bargained for. Yes, I know..... just dreaming.....

For those of you who don't get out much and are of a sensitive nature, I should warn you that when you turn the page you will be presented with our new-look president. As is the British way, we have watched our little Tintin (slightly foxed) turn into Captain Haddock and have politely refused to even acknowledge the change. (Which reminds me: have you seen the latest look from Boyzone's Shane Lynch? BIG mistake!!)

Personally, I think Bernie's new appendage looks excellent (well, I would say that wouldn't I?) and gives him a certain noblesse, reminiscent of George V and other royals. See for yourself:



President

Ending on a cheery note, here we are in early August (at time of writing); the sun is shining and hoards of classic car events are not being cancelled all over the country. Hallelujah!! So, in time-honoured fashion, let us lift up our voices and sing: 'The sun has got his hat on.... Hip-hip-hip-hooray!.... The sun has got his hat on and he's coming out todayyyyyyyyy....'

And there we will most definitely stop!

That's yer lot!



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## Committee

The members of the committee of the **Traction Owners Club** are all volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

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# President's Ponderings



**The annual rally was very successful - full thanks to Barry Annells and family. As this was the first real TOC outing for the Yellow Peril it was encouraging from my point of view that it was not the only RWD model present. Perhaps we can now look forward to seeing more of the earlier cars amongst the Traction's? However, on the Traction front I was very encouraged to see the greatest number of Traction's to ever attend a TOC rally and, furthermore, more Slough cars than French built models in the splendid line up at Burghley on the Sunday. Definitely two important "firsts" in my experience.**

In a return to Tractioneering Mme. and I attended the Brittany Club (CTAB) annual rally which was based around Paimpol this year and our eleven TOC entries represented just under half of the cars present. The tour was, as ever, an enjoyable event with the opportunity to make new friends as well as meet up with so many old ones and, although there were a couple of minor mechanical problems, generally all the vehicles behaved themselves admirably.

Within two weeks of returning from Brittany we then set off, en Traction again. This time we were heading for EuroCitra in Le Mans with a minor detour to attend a birthday celebration in Wiesbaden, Germany, en route. EuroCitra was an interesting event held on the Le Mans Circuit but, despite the potential of the site, the large number of cars attending and the chance for all to drive around part of the circuit, my own feeling is that it fell far short of the Harrogate meeting on several fronts. I shall rely on others for a report (and decent photos) but in the meantime here is something that caught my eye – the ultimate anti-theft device .....



During the meeting I met TOC member Pierre Wattecamp whose article about his LHD Light 15 appeared in the Jan/ Feb issue of FP this year. It seems the restoration has been very thorough and is almost completed now and Pierre expects to have it at La Ferté Vidame in September so look out for him there. I regret I shall not be going but it would be just one trip too many in the year!

You may recall from my earlier ramblings that this year's AGM of the ACI which (due to be held in Paris in February) had to be aborted following a procedural error. The reconvened meeting was held during EuroCitra and the main business of electing a new Board was finally undertaken. As both John McCulloch and Walter Homberger did not stand for re-election the organisation now has a new President, Stephan Joest (Germany), and the Treasurer will now be Laurent de Rocheprise (France). Other new BMs are Willem Klein Lankhorst, (Netherlands) and Guido Wilhelm (Italy). Morten Ruud (Norway) remains Secretary and I shall continue as Events Co-ordinator. I look forward to seeing the effect of this new structure on the way the ACI now develops.

In the meantime the ACI has two sponsored events in the pipeline - the 2015 2CV World Meeting in Torun, Poland (open to all models of Citroën) and the 2016 ICCCR. We learned at the weekend that the ICCCR venue has now been finalised and it will be in the grounds of a Chateau close to Arnhem. Details of both events will be available on the ACI website shortly. Looking further ahead, a Portuguese delegation made a bid for ACI sponsorship of a 2CV World Meeting in 2017 and that will be decided in February at the next AGM. There are currently no plans for 2018 but, as 2019 will be such an important anniversary for Citroën, there is growing feeling that the next ICCCR, officially due in 2020, should be drawn forward a year and, if at all possible, held in or near to Paris.

Meanwhile, closer to home we have the Midlands BBQ shortly, the AGM in October and the NEC in November so still plenty of opportunities to get together. In addition Barry Annells is planning a group visit to the Shuttleworth Air Museum on Sunday 5th October as a memorial to his late Father, Fred. This choice of venue is particularly poignant because, as Olivier de Serres recalls (page 24/25), it was at a meeting here in September 1973 that the idea of a dedicated Traction club in the UK was mooted. Although it still took a while for the TOC to come to fruition this was probably the first time the idea had been voiced.

..... and now back to the YP (and normality) after 4750 k in the Traction over the last 5 weeks.

Happy motoring!



## New Members

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

|      |                              |                  |
|------|------------------------------|------------------|
| 2403 | <b>Mr David Barnett</b>      | Angus            |
| 2405 | <b>Mr Thomas Swinnerton</b>  | Shropshire       |
| 2406 | <b>Mr Stephen Inglesant</b>  | Leics            |
| 2407 | <b>Mr Peter Scott</b>        | British Columbia |
| 2408 | <b>Mr Martin Begbie</b>      | Somerset         |
| 2409 | <b>Mr Simon Parry</b>        | Surrey           |
| 2410 | <b>Mr Michael Young</b>      | East Yorkshire   |
| 2411 | <b>Mr Marc Carpenter</b>     | Kent             |
| 2412 | <b>Mr Colin Tattle</b>       | Herts            |
| 2413 | <b>Mr Paul Domoney</b>       | Zimbabwe         |
| 2414 | <b>Mr Neil Ord-Hume</b>      | Hants            |
| 2415 | <b>Miss Rebecca Cornwall</b> | Berks            |
| 2416 | <b>Mr Richard Scurlock</b>   | Somerset         |
| 2417 | <b>Mr William Balfour</b>    | Scottish Borders |

## KEN SMITH

**29th August 1923 - 8th July 2014**

The passing of Ken Smith might well have gone unremarked in these pages. Known more for his involvement in the technical development of right hand drive versions of the DS and SM we might reasonably have given a quick, respectful reference and left it at that.

The reason we should mourn the passing of Ken is that his like are becoming rarer and rarer. He joined Citroën Slough as a teenager in 1942 and was there while the factory was being used for wartime production. With the end of the war, car manufacturing resumed and Ken was involved in Traction production, being responsible for the development of Slough's Technical Training Centre and becoming Chief Instructor, providing training to dealers. Ken was deeply involved in the preparations for right hand drive production of the DS and his story, before and after that, is best told by Julian Marsh: <http://www.citroenet.org.uk/foreign/slough/ken-smith/obituary.html>

Our club is dedicated to pre-1957 Citroën cars and for that reason Ken was a priceless connection with Slough in the war years and thereafter. Ken and his like are a throwback to the heyday of British manufacturing when Made In Britain wasn't just an advertising slogan, but a respected symbol of quality production.

Every large British manufacturer from that period had one or several Ken Smiths. Young people who found themselves, as a result of their own ability and some serendipity, at the centre of exciting times in a quickly developing post-war industrial era.

For us they represent links (and memories) to a simpler time when manufacturing included a large manual component and the robot era was far in the future.

And so we mourn the loss of Ken Smith and all the others like him. The lights that connected us to our manufacturing heritage are going out and our world is the poorer for their passing.

## CALENDAR 2015 IS NOW CLOSED

Thanks to everyone for sending in your photos for the forthcoming calendar. Please don't send any more in for 2015. If your photos are already 'in the post' or you can't wait to send something to rival the Sistine Chapel, carry on and I'll store them for next year. Ed.

## JEAN PANHARD 12/6/1913 – 15/7/2014

Sad to report the death of Jean Panhard, great nephew of company co-founder René Panhard. Joined Panhard et Levassor as technical director in 1937. Deputy MD in 1947 and, by a stroke of ironic fate, became Chairman and Managing Director in 1965, the year Citroën increased its percentage holding to outright ownership.

<http://www.telegraph.co.uk/news/obituaries/11006213/Jean-Panhard-obituary.html>

<http://www.classicandsportscar.com/news/obituaries/rip-jean-panhard-1913-2014>

<http://en.wikipedia.org/wiki/Panhard>

# Chairman's Chat



**Is it me or is life getting even busier? I must confess that I have even had to beg our Editor for a modest extension to the deadline set for this edition's Chairman's Chat. Aside from a cavalcade of social events including weddings (two down, one more to go!), National Rally, several local rallies, cricket matches, committee meetings and, as I am sure many grandparents experience, child minding duties, which cut in as soon as the schools break up.**

Even though mine are 10 and 13 years old respectively, positive action is still required to keep them entertained, since this is the only way you can deprive them of being welded to their iPhones and tablets which lock them in a virtual world that no adult can possibly enter or grandparent conceivably understand and they end up deprived of the ability to engage in "normal" human interaction, such as speech. In addition, they now genuinely speak their own dialect. This was originally adopted by our daughters in the first instance, presumably to ensure their parents couldn't understand a word of what they were saying, but has now been passed on to the grandchildren so we cannot understand them either! I can see the advantages, particularly in a world where English is the lingua franca that seems to have been adopted by most of the world's population, even where it is not their mother tongue. Consequently, if you are English speaking everyone can overhear and there is no such thing as a private conversation!! It would also seem that we are not alone in this experience since Mrs Harvey, our esteemed Secretary's good lady, has also come across this dialect!

Fortunately, both grandchildren like the "ol' car" - it's "cool" and they seem to derive some form of kudos from being seen driven around in it. The lack of seat belts also adds a risqué element. The car is now in its final state of preparedness for travel to sunny Bradford-on Avon to carry

our daughter to her wedding, the brake fluid having been changed, rear hubs greased and brake shoes checked. The brake shoes were actually still viable which was a pleasant surprise. In this respect I should quickly say this work would not have been so easily carried out without the willingness of Mr Shaw to donate his skill, tools and time to this Traction innocent. In addition, of course, there are the usual wedding preparations (surprise, surprise - I am in charge of drinks!) Then there is "the Speech". This still has to be prepared; the next job after the Chairman's Chat is complete. I am under strict instructions to keep it short and not do or say anything that will be embarrassing - we shall see!!

Looking ahead, I am pleased to report that preparations for the NEC 2014 are well in hand and the expectation is that the set design will be complete by the end of August with the objective that manufacture in kit form can take place during September. In this respect Steve Wright has been very vigilant in keeping the disparate team under control with detailed action lists circulated to identify who is expected to do what and by when!

On the Midlands front, there is the "open to all" BBQ on 7th Sept (please let Stephen Prigmore know if you are going to attend) and a TOC stand is also being taken at the Sywell Pistons & Props weekend on 27th and 28th Sept. Hopefully, I may bump into some of you at one of these events.

Have a good summer on the road.

Cheers

## CITROËN – THE COMPLETE STORY - Lance Cole

If you were planning to buy this book and haven't yet done so, please hold on as we hope to be able to purchase some for the club shop, which may be cheaper than the standard recommended price.

More to follow in the next edition

Ed.



## TOOLS

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

### SCOTLAND

Middle of the rally season and Tractions seem to take the interest of Joe Public more than ever!! Always seems to have somebody wanting to speak and learn the traction lingo!

Have had a visit from Brian Garden, Chapel of Garioch, who has recently bought a nice 1951 Light 15. Brian is probably well known to many, as he also has a concours vintage Lagonda, which has won many times at various local shows. He wanted to try a 4 speed conversion gearbox and also to compare a high ratio standard gearbox. The two Slough tractions at Aboyne covered his needs, as one is 4 speed and the other fitted with the 10 by 31 final drive, so he was able to try both. However, I think he left even more confused with the different aspects and costs and will spend some time thinking about that one. One thing he was really enthusiastic about was the braking on both cars, each having been fitted with an inline brake servo, which totally transforms the cars. I have managed to get my supplier to look out the complete Lockheed genuine kit for him and will collect it mid-August when we attend the CCC Stratford rally as usual.

September is a great month to look for autojumble, and as previously mentioned, there are the three shows at Scone, Selkirk and Alford, so really looking forward to these in the hope of turning up some parts for the British tractions. Hope to meet up with some of you there!!

Smithy



*Hi, Bob, I took this picture on Saturday 3rd August at Mar Lodge, Braemar, prior to doing a wedding there as it seemed a good background! Andy*

**Ian Smith and Andy Burnett**

**For details of future planned activities contact:**

**Ian Smith Tel: 01224 715221**

**Email: [smithy777@btinternet.com](mailto:smithy777@btinternet.com)**

### WEST OF ENGLAND

**Possible events to come are:**

**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](mailto:denhewitt@f1550.fsnet.co.uk)**

### NORTH EAST ENGLAND

1500 Classic Cars on display on a glorious sunny day in a quiet part of North Yorkshire. How do we attract the public to come and view the Tractions? Well, make a noise first of all. So we had two sets of French Café music playing out. Secondly, make it colourful and easily visible. So we set up the new TOC flag, had French flags flying from the cars and the Club Marquee on view. And, of course the cars. We had six Tractions and a DS23 lined up for viewing. Yes, the public came to see what was going on. I think Mick Popka and Tony Mather could have sold their Roadsters six times over and there was plenty of chat from folk wanting to know what they were and how they could get one. It was a good day for our first attempt and thanks go to Michael and Heather Broadbent (what did those French signs say?), David and Mary



# Section News

Faulkner (teddy bear André now has his own car), John and Julie Dawes (all the way from the South Lakes), Ali Issi-sbai (in the Commercial), Tony and Pauline Mather in their DS (we look forward to seeing their 1937 Traction in the near future) and Mick Popka with much admired “Yvette Horner”, for bringing their cars. Noel Davidson.... next time you must have one of your Tractions available and James Geddes for once didn't need to get a spanner out. BUT, that sun did disappear and we got a torrential downpour which didn't bother us because “gud ol” Mick had decided to bring the TOC marquee which kept us dry, although it became fun to get the pools off the roof without anyone getting wet. I think next year we can make a bigger livelier display.....perhaps a “French Corner” to include more Tractions and other Citroëns?

Other events coming up are:-

**August 10th** -International Motor Show and Family Fun Day....Newcastle Race Course

**August 17th**-Wigton Classic Motor Show....Dalemain House nr Ullswater

AND **September 10th to 17th** France for the 80th Traction Bash

Finally, **September 20th** Whalton Village Show.

See you in France

**Graham Handley**

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## SURREY, HAMPSHIRE & SUSSEX BORDERS

We had a very enjoyable day on the 20th July. Thanks to David and Margaret Kerr for having 28 members to a BBQ at their house at Victoria Park, Southampton. Head chef Phil Allison and Sue supplied a splendid main course, followed by puddings of Margaret's making. After eating heartily, most then travelled four miles to Southampton dock to clamber over the splendid steam tug. Others just relaxed drinking wine and chatting in the garden.



**21st September** meeting at the Fairmile Cobham, from 12 noon for natter and lunch if you wish.

**19th October** meet at the Fairmile BY 12 noon, for an early lunch. If the weather is fine we will drive to Hatchlands House near Guildford. The House opens at 2.p.m.

**16th November** Lunch and a natter at the Fairmile from 12 noon.

**Don't forget our Christmas lunch is 21st December in the Malting House at the Barley Mow, West Horsley, Surrey. CONTACT ME NOW TO BOOK YOUR PLACE.**

Whether you come in a Traction or not, all are welcome at any of our get-togethers. If you wish to have more



information on our outings or to book for the Christmas lunch contact [surrey-hants-sussex@traction-owners.co.uk](mailto:surrey-hants-sussex@traction-owners.co.uk) or phone 02083 307216 and leave a message.

Regards

Helen

Section Co-ordinator - Surrey, Hants, Sussex

Traction Owners Club

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

### **Editor's Note**

*Martin de Little took some great photos of the tug and the engine room, plus a commentary on the working of the engine. I've put this to one side and will print it as a stand-alone item in the November/December edition*

**Please contact Helen Shelley 02083 307216 or e-mail [helenshelley@msn.com](mailto:helenshelley@msn.com) to book places. Also use this e-mail to keep you updated.**

---

### **SOUTH MIDLANDS**

**See details of La Vie en Bleu page 33**

**For details of future planned activities contact:**

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### **MID SHIRES**

**The Earls Barton car and bike meets** go from strength to strength, held the last Wednesday of each month from 4.30 – 9.00pm, April – September. The numbers this year have been steadily increasing, due to the popularity of the event and the weather. At the July meet we had the President, Chairman and Secretary. It was only me that let the side down by turning up on two wheels.

**Sywell Pistons and Props, 27th and 28th September**

Last year was a really good event, so this year we will be having a club stand. Please come and say hello. I understand that classic cars can park for free.

**For details of future planned activities contact:**

**Stephen Prigmore & Tina O'Connor**

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**Email: [stephenprigmore@hotmail.com](mailto:stephenprigmore@hotmail.com)**

---

### **EASTERN**

**Oct 4th Private Viewing**

We have been invited to view a private car collection, located west of Bury St Edmunds. Numbers are limited, so please call to book your place if you would like to attend. We aim to rendezvous at a nearby pub for lunch prior to the tour.

**For details or suggestions for future activities contact Jasmin Gagen**

**Tel: 01284 827039 [jasgagen@btinternet.com](mailto:jasgagen@btinternet.com)**

### **PEAK**

It was a very select gathering in August as only 11 of us, with 6 Tractions, were able to meet up at the Knockerdown Inn for lunch. It was a lovely sunny day so we all strolled down to Carsington Water for an ice cream.

Our next meeting is our annual pilgrimage to the Yew Tree in Cauldon on Sunday 19th October – if you are in the area this pub is well worth a visit.

Bev

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### **REST OF WORLD (ROW)**

Dear friends, Chers amis,

By the end of June we had received 670 pre-registrations for the "80 Ans de la Traction à La Ferté-Vidame". We thank all of you who have pre-booked.

However, there's still a lot of space at the park. We could take up to a thousand Tractions, if necessary. So, you can still join us for the weekend if you wish.

Just bring the registration form (link below). The price for 2 days is only €25 for each Traction with driver and €5 per passenger.

You can also get a preview of the programme from the link below.

We hope you will all enjoy this event as much as we have had the pleasure of organising it.

**For the committee,**

**Président**

**La Traction Universelle**

Registration for visitors for the weekend in LFV:

<http://traction-owners.co.uk/uploads/sections/row/Registrationform80ans.pdf>

Program for the weekend: <http://traction-owners.co.uk/uploads/sections/row/Programme80ans.pdf>

**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](mailto:rest-of-the-world@traction-owners.co.uk)**

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### **LONDON**

Meetings last Tuesday of month (except December), 8.00pm Rose of York, Richmond, TW10 6UY.

**Peter & Sue Simper**

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

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# Your Letters

## FROM BARRY ANNELLS.

Many thanks for all the TOC members who attended the TOC annual rally 20th-22nd June in Peterborough. You made all the hard work worthwhile. I trust you all had an enjoyable weekend?

We were blessed with fantastic weather, so the cars looked spectacular wherever they went. The Traction looked fantastic in front of Burghley House. 42 cars attended on Sunday, two of which were DS's. Thank you Alan Kemp and Mike Cottingham for coming along.

Both myself and Gloria had a fantastic weekend (even though it was hard work). It was good to see many friends and meet new ones. We were pleased to share our wedding anniversary with our Traction friends. Thank you for the card and gifts.

On a sadder note, thank you very much for the warm wishes and support through the last few months since my Father (Fred Annells) died. This has been of great help to me and my family, so this weekend was extra special to us all.

Thank you once again.

**Barry & Gloria Annells**

## HPDA 1

Hello Bob,

I was very glad to read the latest edition FP July/August 2014, but an error seems to have mingled in between my lines: This was the text I sent:

*The paint has been found on a front wing, which I'll keep for documentation. It had to be exchanged for this reason. Glasurit, the paint producing company, had this colour sample registered for Slough built Traction.*

But the wings of the restored car in the picture were not in the original colour but in primer, just some time before finishing. Hubert Haberbusch, the body builder in Strasbourg, found the colour, which we finally used to paint the whole body, on a wing, which we took off from a 1950 Slough built Big6 Traction. As the wing had been painted without a good preparation a spot of the original colour stayed available for us to enlarge the data base of colours of former British Citroën cars.

John Gillard proposed a colour sample to me in October 2013 and it matched very closely to what we have found on this front wing. I have kept this wing for conservation purpose and have taken another one for to complete a further Big6 Traction under actual body repair.

Kind regards

**Hans**



## HPDA 2

Hi Bob

Last Saturday we participated in a Traction drive-out. One member of Club Traction Universelle, section Languedoc-Roussillon, who lives very far from most other members had the initiative to organize this meeting ad hoc. Information has passed so quickly, the French say through "radio moquette". People who heard about it came from Marseille and Barcelona (3 cars).

Waiting for the last to arrive, we kept our cars in the shadow of some trees near the railway station of Quillan. I drove RUBY to the last place available and by lucky coincidence we formed the French flag together: Blue-white-red..., alright maroon.

Also a couple of other photos from the trip.

For Ruby this drive-out was a tough experience: engine rebuilt 300mls before, gearbox 8x31 rebuilt, twisting steep little roads and Southern temperatures. Today she will get a new water pump, which I hope makes her less dropping tears.

Kind regards

**Hans**



## LOCK DOWN

Mr Bob Street,

I want to praise the TOC TECH articles for the knowledge I received involving clutch judder; as a result I was able to not only replace my clutch parts but also repair the clutch release arm and with a proper release bearing and a new clutch cable my clutch is smooth and works like new.

I have another problem, maybe minor in nature: before I discovered the Traction Owners Club and became a member, I ordered from CTA a set of 3 lock barrels and keys but did not receive any retainer keys (TOC part number J20 Citroën Ref 803213).

My problem is how to remove the present barrels and insert the new ones. My research reveals that Citroën part number 215054 is required to retain the new barrel in place.

Any advice on how to remove the barrels and where to find the retainer to lock the barrels in place would be GREATLY APPRECIATED.

(Stranded in the Northwest USA. Washington State). Emails welcome.

John H Chestnutt

Member No. 2338

jmac52@comcast.net

***We like to oblige, here at the Tower of Power, so a message was sent out to a select group of couch potatoes and one of them responded:***

John,

If you can dismantle the locks without damaging the retaining spring clips (215054) you can re-use the old ones - so.....

..... a system that has worked for me is to "bounce" the barrels out of the handle by giving a sharp blow to the handle in the vicinity of the lock. However, with the handle in situ it is almost impossible to generate the required shock (and could lead to damage to the door). I therefore suggest you start by removing the handle(s). In case you are not aware, having removed the two outside screws in the escutcheon it is necessary to depress the handle (as if

opening the door) to align the square on the shaft with that in a fixed plate within the door. The handle can then be withdrawn. It may need a bit of a wiggle to align the squares because you won't be able to see what is going on inside and it is likely to be stiff if it has not been touched for some time. (When reassembling you will also need to realign the inner lock mechanism with the fixed square in the door - do this by locating the shaft in the plate then operating the interior door handle until everything lines up).

Place the handle assembly in the palm of one hand, keyhole uppermost with the shaft passing between the fingers so that the body of the handle is firmly in contact with the hand. (Alternatively grip the shaft in a fist so that the handle is on top). Then deliver a sharp blow with a blunt - but heavy - instrument that will not damage the chrome. You should strike as close as possible to the lock whilst ensuring the barrel itself is not hit and is therefore free to be ejected by inertia. I usually use a lump of wood, say 50mm square, to get enough of a thump. If necessary you can wrap cloth around the handle - but not too much or the shock effect will be reduced.

This has always worked for me but it can take several blows (and result in a sore hand - especially the alternative "fist" grip). However, if the assembly is not held so that it will move when struck, you won't get the necessary movement to bounce the barrel out.

Hope this helps - let me know how you get on.

Bernie

***John replied:***

Hi Bernie, I cannot thank you enough for your quick and informative reply.

I could hardly wait till this am to get on with it, and it worked so cool and easy with the directions you provided. Once again the TOC membership pays big dividends. Should have heard about you GREAT guys earlier.

MY THANKS TO ALL THE TRACTION MEMBERS,

John H Chestnutt

Spanaway, Washington

## ANY ANSWERS

Hi Bob

Regarding Graham Bradley's question about the proper running temperature and also about losing water, the engine will run cooler if you use an overflow recovery tank. I used to lose water on hot days, but after I installed a one litre water bottle that sits on the torsion bar between the body and the gearbox and run a hose into it, my car doesn't normally ever get above 85 degrees on hot days. Water gets blown out into the bottle and pulled back in by the slight vacuum created by the water passing the overflow point on the radiator header.

I used to use an inline thermostat but it didn't seem to make much difference in how the engine ran, so I took it out. This does not affect the heater I have as it runs on petrol and is not affected by the engine temperature. Either with or without the thermostat, I've never had a boil-over and using the overflow bottle I can't imagine it happening unless something was seriously wrong. I hope this helps

Regards,

Larry A. Lewis

Toronto, Canada.

# TOC Rally

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It is the love and the people who make our club: great fellowship, interesting conversation, good food, beautiful scenery and there is more; of course our cars, but that is just transportation.

Barry and Gloria Annells were very brave to take on the task of organising this event. This was the year Barry could pay a tribute to his father Fred Annells who contributed so much to our club, who sadly passed away only two weeks before the Rally.

For me this Rally was a real adventure as till 3pm on Friday I was still waiting for John Gillard to deliver my Big 15 which I had never driven having purchased it from John a year ago. It was a wonderful sight to see my gleaming, silver Big 15 pull up in front of me in the glorious sunshine.

At the services near Stansted airport on Sunday it suddenly dawned on me that the weekend of the TOC rally 2014 has come to an end; what an amazing weekend. The cars, the people, the various activities. With hindsight you cannot plan for such a weekend, it just happens. Bev and Cleve had volunteered me for the mammoth task of writing this article on the annual TOC rally of 2014. This sounded like a pretty simple

task, it can't be that difficult. Then I realised that I have a limited amount of space to fit so much; with photos and stories, there were so many people and so many events. All in all there was so much going on, Gloria and Barry Annells had arranged an amazing weekend for us which was made even more amazing by the fantastic weather we had for the whole weekend. All the cars parked with the backdrop of Burghley house was a beautiful sight.



Most people arrived in good time on Friday and having checked into our rooms we ventured out on the patio for drinks and a very substantial barbecue. Many members knew each other. However as Anna and I are fairly new



## THE ANNUAL RALLY JUNE 2014

*Photo: Chris Bailey*

to the club it was a good opportunity to get acquainted with members who live further away from us. We were all looking forward to our weekend, as the forecast was for good weather. Barry Annells made sure he spoke to everyone and handed out the programme for the weekend. Saturday was a glorious sunny morning and we had a chance to look around the other cars



in the car park. My car needed a little persuasion to get started with assistance from Graham Bradley and Eric Pennington with a starting handle. I felt reassured that in the present company I had nothing to worry about as we were surrounded by people who all had similar experiences and knew what to do, in fact later that afternoon Peter Simper, having seen me messing about with the car all day, just took the starter motor off the car and sorted the electrical problem and I have not had any problems since. He made the whole task look so simple, but it was a big job and I really appreciated his help. That is how we help each other at TOC.

Our route on Saturday took us to the Nene Valley Steam Railway. On the way there we stopped at a lovely pub for lunch called The Falcon Inn in Forthinghay. The village was very quaint with a lovely old Church next to the Nene River. We took a walk to the river and realised that the church was all prepared for a wedding and we got to stand by the gate to welcome the bride in her classic car. She was blessed with a lovely day for her wedding. It was a good photo opportunity for all of us to take pictures of our cars in picturesque surroundings with stone cottages and mature trees.

# TOC Rally



We headed for Nene Valley Railway station for our ride on the steam train. The station had a great shop and an extensive collection of old carriages and engines. The place was set up like a museum with period buildings and signage. We were able to take some great photos at the station and on the trip, specially the monorail prototype which was the first of its kind.

Saturday evening was our Gala Dinner. Barry was helped by his son Peter to set up the video show and we had a few short and entertaining speeches. It was good to have dinner with friends for Barry and Gloria's wedding anniversary. We all talked about the trip to Burghley House.



Jonathan Hopper was keen to know about the concours competition, not knowing that he may win a prize himself for his 7C.

At Burghley House on Sunday we were guided to our designated parking spaces in a particular formation which separated different models of the Tractions. Bernie Shaw's Citroën Cloverleaf was very distinctive in yellow.



We had a walk around the House and had lunch in the conservatory restaurant. The walk through the surprise water gardens was amazing.

To follow are the results of the Concours. The announcements were made by Paul de Felice and Cleve handed out the prizes.

So it was the people and memorable moments that made the weekend such a success. Can't wait for next year's TOC rally

Dino Khan



## 2014 Annual Rally - PETERBOROUGH Prize-winners

This is the second time we have employed a judging format based on all those present nominating their four favourite vehicles (two French and two Slough built). In order to minimise family disputes, 2 voting forms were issued to all registered vehicles. This meant the prize categories had to be revised a little to suit the French/Slough choices rather than the Pre/Post-war split employed in the past. Once again, participant response was excellent and the votes were then analysed to determine winners in the various categories. And the Winners were.....

### BEST FIRST TIME ENTRY

**Winner: Bernie Shaw, 1925 5HP Cloverleaf, TW 113**

Runner up: Martin de Little, 1927 B14f 12/24, HU 8953

### BEST SLOUGH CAR

**Winner: Phil Allison, 1939 Light 15 Roadster, DWU 463**

Runner up: Barry Annells, 1938 Light 15 Coupé, ENE 442

### BEST FRENCH CAR

**Winner: Mike Wilcock, 1949 11 Légère, 645 YUK**

Runner up: Jonathan Hopper, 1936 7C, CSV 360

### PEOPLES CHOICE / BEST CAR IN SHOW

**Winner: Phil Allison, 1939 Light 15 Roadster, DWU 463**

### GRAHAM PITCHER TROPHY (Disaster of the year)

**Winner: Tony Malyon**

“Fifi” gave up the ghost on the Sunday of the rally and refused to participate in the organised visit to Burghley. Instead she insisted on a nice man from the RAC taking her home to Wales .....

The precise cause of her fuel starvation has yet to be determined – but is almost certainly nothing to do with having the oldest battery at this year’s rally!

## BARBARA LONGDEN MEMORIAL (for services to the Club)

### Presented to Paul de Felice

For many years Paul has been an active TOC Committee Member. His contributions have included a period as Chairman and organising the Haileybury Annual Rally in 1999 - aided and abetted by Pat on that occasion. More recently, he has filled the role of Social Secretary for the last 4 years, during which he has personally overseen the AGM arrangements and always worked closely with other event organisers.

### Members' feedback required.

Last year's feedback was positive but nevertheless the Committee would again like to hear from the membership regarding the revised judging format. Please tell us how you think it compares with the previous "scrutineering" system and perhaps you have alternative suggestions for the judging in future. (Needless to say this method is exceedingly popular with the "judges" who would otherwise be compelled to spend much of their Sunday scrutineering vehicles).

*Martin de Little*



*Bernie Shaw*



*Barry Annells*



*Sue Allison*



*Jonathan Hopper*



*Mike Wilcock*



*Paul de Felice*



**Editor's Note:**  
The CTAB Rally report and photos will be in the next edition.





# EIGHTY YEARS OF PULLING POWER

## – AND SIXTY YEARS OF SUSPENDED BLISS

**Malcom Bobbitt was an early member of the TOC (member number 27, since you ask) and is a respected writer on many things Citroën as well as a wealth of other marques.**

**He wrote this piece to commemorate the Traction 80th Anniversary in *The Citroënian* and kindly gave us permission to print it here.**

**Thanks Malcom; we're very grateful.**



in the twentieth century. During the 1950s Rolls-Royce was experimenting with air suspension for its cars, only to give up on the grounds that no practical solution could be found to maintain air pressure. Today, recently introduced vehicles with self-levelling suspension systems include Jeep, Porsche, Range Rover, Jaguar and Mercedes-Benz. As novel and effective these systems are, how many customers buying new cars with 'active suspension' actually realise that it has all been done before, and, arguably, all the more successfully?

That time worn expression 'Nothing is New in the Motoring World' came to mind as I perused a press release from BMW, for so long the campaigner of driving vehicles via the rear wheels and disparaging of anything to do with front-wheel drive.

Exactly eighty years after André Citroën so spectacularly presented his radical front-wheel drive cars which immediately made his time honoured rear drive models appear archaic, BMW has performed a spectacular U-turn by announcing its first forward driven car.

In the process of this proclamation the German car maker conveniently forgot to mention that it had been for some time promoting front-wheel drive through its MINI sub-brand, so that whilst acknowledging its debut into FWD, BMW's publicity blurb would nearly have you believing that it was inventing or re-inventing *traction avant*. We all know that BMW will quietly forget its antipathy towards this type of transmission, and that its customers will loudly broadcast that 'their' marque got it right...

Another piece of history that bypassed BMW was the fact that Alec Issigonis, the engineer behind the original Mini, was a devotee of Citroën's Traction Avant, and it was that car, along with the 2CV, which influenced his ground-breaking design which was officially launched on 26th August 1959.

The Nothing New tenet also expands into the realm of suspension technology, and hence we are seeing manufacturers increasingly developing their new models with pneumatic, hydraulic or electronic self-levelling 'springing' and automatic height control. In fact, experimentation with the first mentioned was being conducted, with dubious results, early



In case it had slipped your attention, 2014 sees two significant anniversaries. As already mentioned, eighty years ago Citroën introduced a car that bristled with innovation and had the capacity to fascinate the motoring media for generations to come. Not only was the new model from Javel excitingly different to other family cars in respect of its rakish looks and low centre of gravity, it offered an element of streamlining that was still a rarity in the automotive world and usually reserved for specialist marques. Just as important as the car's aerodynamic shape was its design and engineering, which made the Traction Avant stand apart from its rivals in France and elsewhere in Europe, including Great Britain. Instead of a separate chassis onto which was bolted a coachbuilt body, the new Citroën featured a monocoque, in other words a platform and body constructed as a single unit. And just to emphasise the car's innovatory magnitude, it forsook rear-wheel drive in favour of powering the vehicle by its front wheels. André Citroën, always the inventive engineer, immediately recognised the potential of chassisless construction when he was introduced to the idea on a visit to America in 1931.

By 1934 standards, front-wheel drive wasn't novel. If I am to be pedantic I can claim that the first FWD machine dated from 1769 in the shape of the Cugnot, not to mention a plethora of front-drive vehicles that appeared during the formative years of the automobile and extended into the early 1900s. Later examples of this form of transmission include the Alvis FD/FE series built from 1928 to 1930, and the BSAs of 1933. Then there's mass production which was championed by Henry Ford in America and taken up by André Citroën in France as well as Morris in the United Kingdom. Allied to this, monocoque construction was also well understood in the early to mid-1930s, but what made Citroën's Traction Avant so pioneering was that all the aforementioned features, along with torsion bar suspension, were incorporated on one car for the first time. So, today, front-wheel drive together with mass production and integral chassis design is the default manufacturing process, leaving old-world techniques to a very few bespoke car makers. Even those bastions of luxury car makers Rolls-Royce and Bentley changed to a monocoque chassis and body as far back in history as 1965, and at the same time adopted Citroën hydropneumatic self-levelling to complement its steel springing. To explain the Rolls-Royce connection, Rolls-Royce engineers proposed a similar self-levelling system to that of Citroën, and however much they tried to develop a suitable arrangement, so they were unable to perfect the technology. Ultimately Rolls-Royce went to Citroën and used its hydropneumatics under licence.

There is no doubting that as a landmark car the Traction Avant changed the course of automotive history. It's a car that influenced automotive engineering over ensuing decades and

even today, the vehicles of differing makes we drive and take for granted derive from André Citroën's futuristic vision.

The second of the two vital anniversaries being celebrated in 2014 is the unveiling in 1954 of Citroën's *Hydropneumatic* suspension which was fitted to the six-cylinder Traction Avant which was marketed in France as the 15-H and in Britain as the Six Hydro-pneumatic, or 15-6H. This is the Queen of Traction Avants with its self-levelling suspension fitted to the rear wheels to allow a constant ride height to be maintained despite the quality of the road surface the car was traversing. At the time of its introduction this really was science fiction in the making, and the car proved itself by affording a level of comfort and ride quality that was previously unknown. At the time of its introduction, few people outside Citroën knew or even envisaged that the following year an even more radical aspect of the hydraulic system would appear on a car that would be so progressive in its space-age shape and design that six decades later it retains its place in history as one of the most revolutionary cars of all time.

Eight decades ago, André Citroën was very much on his own developing his pioneering car which was pulled along by its front wheels. At Javel, Le Patron stole a march on rival Renault, whose Paris factory on the opposite bank of the Seine had been building cars since 1898. He upstaged Peugeot, who had been in business since 1889 (the same year that Panhard et Levassor was established), the cars of which were certainly stylish, particularly the 'Eclipse' models which spawned the coupé-convertible design so popular today.



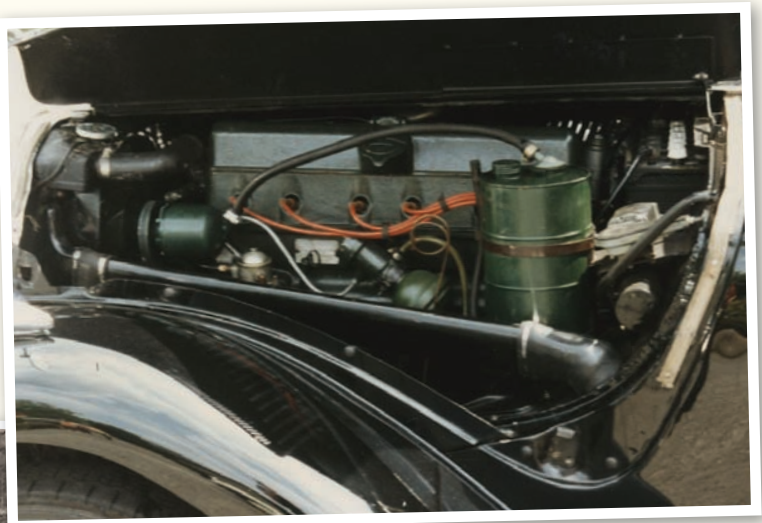
The Traction Avant soon made its mark on the motor sport fraternity who valued its remarkable handling and road holding characteristics thanks to its drive train layout and low centre of gravity. There is no point in saying that the Traction Avant was perfection from the outset. It wasn't, and being introduced before the car was fully developed – which was a means of getting ahead of Renault and its new range of cars intended for 1934-5, there were huge problems regarding the car's reliability. The fact that it was introduced too early was, as history shows, intrinsic to Citroën being forced into declaring bankruptcy and thereafter acquired by Michelin. It was Michelin's massive injection of badly needed cash which allowed the brilliant engineer André Lefebvre, who had worked with Citroën as his right hand man since being head hunted from Gabriel Voisin, the freedom to perfect the car in a remarkably short time. The many problems with the Traction Avant, which included body shells splitting apart, drive shafts failing at frequent intervals, and a general tweaking of the engineering, were addressed, after which the car established itself at the pinnacle of automotive engineering.

There are two generations of Traction Avant: those built prior to WW2 and those appearing after the hostilities. The one model that was denied success was the now fabled V8 22 which after much testing never went into production. More aerodynamic than the production cars, this was to have been the supercar of its time to vie for luxury and performance status in similar idiom to *Les Grandes Routières* Delage, Delahaye and Talbot-Lago. Michelin abandoned the project and all experimental vehicles were destroyed, but even with evidence of this, still, after eighty years, it is romantically thought that somewhere a single example V8 22 exists. With increasing engine sizes from an initial four-cylinder 1.3 litre to a 2-litre, and a 2½-litre straight-six, together with a raft of body styles to include a *Roadster* as well as a *Limousine* and *Commerciale*. It was the latter which was favoured by farmers and industrialists with its tailgate and therefore retrospectively hailed as the precursor to the modern-day estate car and hatchback.



Post-war, there was a need for austerity, and therefore the range of cars was strictly limited. Gone was the *Roadster* while the Traction Avant was built in two sizes, the *Légère* and the longer and wider wheelbase model the *Normale*. The 2½-litre Six was also re-established while the *Familiale*, using the same platform length as the *Commerciale*, was a true people carrier with its centrally placed jump seats which allowed up to seven or eight people to be accommodated. It was the Six that was the test bed for the 15-6 Hydro-pneumatic model, itself the test bed for the DS19 which caused a storm of excitement when introduced at the Paris Motor Show in the first week of October 1955.

This brings us nicely to sixty years of suspended bliss. Anyone who has owned, driven or ridden in a 15-6H will know of the car's exquisite comfort. In 1954 this still technically modern Citroën surpassed the ride quality of even a Bentley R-type, the successor to the Mark VI which was the first post war product from Rolls-Royce's Crewe factory, and forerunner of the 1955 Rolls-Royce Silver Cloud and its sibling the Bentley S. Just to digress ever so slightly, 1955 was the year that witnessed not only the aforementioned Rolls-Royce and Bentley, both hailed as landmark cars in terms of their styling and luxury, but also the champion of the people's car, the demure Fiat 600. The year 1955 really evokes the appearance of just one car, the incredibly futuristic Citroën DS with its innovative use of hydraulics.



Citroën's hydropneumatics were in vogue long before the arrival of the 15-6H. Hydraulic suspension had fascinated the Citroën design team for some time, and experiments were made using the corrugated looking 2CV, then easily one of the most basic cars in production, along with the big but ultra-utility H-Van, again another example of perfection in the use of metal corrugations to aid body strengthening. One has only to study Citroën's design personnel to see that their numbers included some highly gifted engineers. The already mentioned André Lefebvre was surely one of the world's most talented visionaries of future technology.



Lefebvre had worked for Gabriel Voisin before moving to Citroën, via the very conservative Renault who had little time for his radical philosophies. Then there was Paul Magès, Citroën's specialist on suspension and braking systems, whose work on hydraulics, or to be precise, hydropneumatics, originated from work undertaken in 1942 on a braking device for commercial vehicles.

A glance at copies of *The Motor* and *The Autocar* of 1954 reveal just what a revelation the 15-6H represented in way of ride quality and handling. As well as a suspension system unlike any other, it has to be remembered that Michelin's newly introduced X tyres added to the car's brilliant handling and driving excitement.



At this point it is necessary to divert from the glowing reports of the Traction Avant itself which, in 1954, had been in production for twenty years. Away from the glare of publicity, news about the Traction's replacement was filtering through the media, and it could only be supposed that the new car would be nothing but truly extraordinary. In similar fashion to the way in which the Traction Avant had been launched before its bristling design was fully perfected, so the DS, a year away from its debut at the 1955 Paris Salon, was suffering from technical glitches that needed time and experimentation to remedy. Just like the Traction, the DS was launched before its teething troubles had been sorted. But that is another story.

Finally, 2014 is an important year in Citroën anniversaries. Eighty years since the Traction made its debut, and sixty years since the Traction's hydraulics gave rise to one of the best suspension systems ever designed and produced, and which other car makers have for so long revered. Sadly there's a negative aspect insomuch that just at the time when the world's car makers are catching up on this superb system, Citroën is seemingly walking away from this magnificent technology which it pioneered. It can only be hoped that Citroën has something else tucked up its sleeve to revolutionise the automotive industry.



# Your Letters

## MAMMA MIA!

*Our friend Richard Boudrias in Quebec wrote to tell us his sister in law, Pauline Hamel, took some great photos at this year's Mille Miglia. Here are some shots of the Traction which took part, as well as a D that was also involved. Richard writes:*

Witnessing the start of the Mille Miglia is a pilgrimage that one must seriously consider in one's lifetime. As opposed to a Concours d'Élégance where the automobiles are static, in Brescia they are alive; they move and sing as they pass in front of you.

The 15/6H is proudly owned and driven by Philippe Tacher, now living in France; the navigator is Fabiano Chies. It is all original and without electronic ignition, because of the rules of the MM. He also has a regular 15/6 which he names the MC for Monte Carlo. It is probably the only 15/6 in the world equipped with a four speed gear box with the first gear synchronized. The 1957 DS 19 is driven by Montréalais Louis Grenier navigated by Guy Gervais for the fifth time.

Tractionally yours

Richard

*(Richard is the gentleman wearing the hat. Ed.)*



## BITS & PIECES

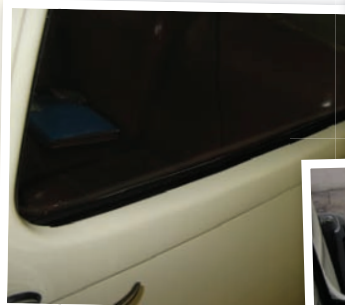
I noted the letter from Den Hewitt, where he believes the flat type cup washers for window surrounds are no longer available. I have just finished restoring my '49 Light 15 and in the process of acquiring parts found those washers and many other bits and pieces at Woolies. They supply trim, upholstery & fittings for vintage & classic cars. Their website is [www.woolies-trim.co.uk](http://www.woolies-trim.co.uk). I have also used their window weatherstrip Part No: 95A. I attached them by using pop rivets but you have to be VERY careful drilling the holes to avoid the drill bit slipping and gouging the top of the sill. Possibly a better way is to use a polyurethane glue - it comes in black and is perfect for fitting the rear window - if your hands are strong enough to squeeze the goo out of the tube (it is extremely viscous and sticky).

One other item that may be of interest is that I found a supplier of 8" pre-focus semi-sealed headlight reflectors similar to the original Lucas reflector but without the Lucas name on the glass. They come with a pilot light which I have connected as a running light using a LED globe (see photo). A range of Halogen globes are also available in 6 and 12 volt and different wattages to suit what you think your generator or alternator can handle. The web site is [www.norbsa02.freeuk.com](http://www.norbsa02.freeuk.com). There probably are other suppliers of these, but I found this one first so he got my business.

Your fellow Tractionist,

**Peter Stringer**

**Sydney Aus.**



## MISS SAIGON

Hi Bob

I was recently in Ho Chi Minh city (Saigon) where I saw this traction in the local museum. Rusting away in the humid climate, but I am told that the car is popular for photos with newly weds.

Cheers.

Terry (Gest)

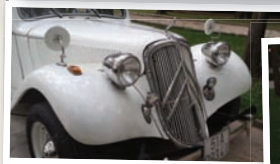
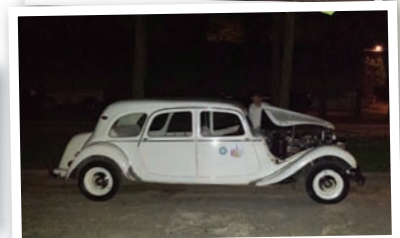


## STILL MISS SAIGON

While in Saigon I met a few members of the local classic car club. This traction is used for weddings and features air conditioning, disk brakes at the front and power steering.

Cheers.

Terry



## ANY ANSWERS?

*James Simkins writes from the US to show us his fabulous wheels and to ask if anyone has any more information about them. As below, Bernie has given one reply and I've sent James's query onto our fellow tractionists in South Africa. In the meantime, does anyone have any thoughts on the provenance of the wheels? Ed.*

Bob,

At the suggestion of Bernie below, I am forwarding this to you for possible inclusion in the Correspondence section of FP.

My 1948 Slough built Light 15 (Lady Grey, mentioned in prior issues for providing the rear seat as my unusual birthplace en route to the Maternity hospital in 1952) is equipped with wheels that I have seldom seen, though occasionally in South Africa.

I have attached a couple of shots of these wheels which Bernie believes may be an after-market product by Rubery Owen, apparently available in the UK at the time.

The interesting point here is that the vehicle was sold new in South Africa, with my father purchasing it in February of 1952. I know he did not change the wheels and I believe I have seen other wheels like this in SA. I am wondering if indeed there was a shipment of Light 15s that went to SA already equipped with "Easy-Clean" rims? I would be interested to hear any comment from TOC members.

Not that I am biased, but I find these wheels the most attractive of any I have seen on a Traction ☺.

Regards,

James



James,

I believe these are "Easy-Clean" rims manufactured by Rubery Owen and, although they were available for the car as UK aftermarket accessories at the time, they are not common.

If I recall correctly, one of our UK stalwarts, Mike Tennant, also has these on his Lt 15 (NOD 226) - but I cannot readily find a picture of the car which shows the wheels clearly so I shall have to ask him.

I also think there was an article in FP, albeit some time ago, on the different wheel rims but I have not managed to find that either. Hey-ho!

Meanwhile, I attach a picture of Walter & Noella Callen's Belgian car with similar(?) wheels - but I think these are of Belgian origin and therefore not made by Rubery Owen.

I doubt if this helps at all - but it gives us all something to think about!

I suggest you send a letter to the Ed. for inclusion in "Correspondence" - that will almost certainly generate an informed response.

Bernie

**Well, just before we had to go to press I received this reply from our colleagues in South Africa:**

Greetings.

These wheels are well-known in South Africa & are much sought-after as we can agree they are very attractive and unusual. We also know them as "easy clean". They definitely came in with the cars at that time & as far as we know were never manufactured in South Africa.

I would like to add an amazing fact to James' story which I wonder if he is actually aware of. He mentions an extensive advertising campaign which led to us in Walkerville. At the time he commissioned a friend to visit us to try & trace the car. They

had its registration number & this was the key to the search. You have to understand that over the years with the Licensing system in S.A. being changed several times, it is virtually impossible for anyone to find an old vehicle from these records. All we could do was recommend that the friend call on us & look through our photo albums. This would be one way, perhaps the only way, of establishing who the owner may be, that is if he still owned it or could remember who it was sold to. And if there was actually a photograph showing the number plate clearly. There was also the danger that it had been sent to the scrap yard or was just rotting away somewhere in the veld.

Well, it was James' lucky day, as lo & behold we found the picture taken when the car was collected by Tony on completion in one of the albums. Imagine if they had not contacted us. It was highly unlikely that they would have found the car & to think it had survived all these year. James is truly blessed to have found her. And of course we commend him on the pride & care with which he has ensured that this priceless car and its history is being preserved. And the best of all is that he is not afraid to use the car & plans many more fantastic trips in the future. Bravo.

It was great to make contact with you & I hope we will have a lively relationship growing between yourselves & the "greatest little car club in the world" -

The Citroën Car Club of South Africa. Please convey our invitation to all your Members & friends who may visit South Africa to kindly visit us in Walkerville to see our Citroën Clubhouse & Museum ( [www.citroencarclubsa.co.za](http://www.citroencarclubsa.co.za) ) and to make contact with other Citroënists in this part of the world. Join us for the final phase of the Southern Cross of Africa - North / South Raid - Agulhas & Cape Town in 2015.

Once again many thanks for your magnificent Magazine.

Best regards.

Joyce Le Roux.

Secretary / Editor.

Citroën Car Club of South Africa.

## THE HISTORY BOYS

*Dear readers, the following is a lovely walk down memory lane, back to the earliest days of the club – even a little earlier than many of you thought. Thanks to Olivier de Serres and Bernie for topping-up our knowledge of the TOC's earliest conception. Ed.*

### Obituary – Fred ANNELLS

Recently our friend Fred Annelles has passed away to reach some faraway shores, and his departure is a great loss in the Citroën world, as he can be considered as one of the greatest specialists in the Traction Avant field.

Everybody knew him with his Fixed-Head Coupé ENE-442 at the wheel of which he took part in many international events and often in France with which the links were especially tight, so I would like to pay him a tribute as we knew each other since a very long time.

I have known Fred since the early seventies as we were both members of the C.C.C., but the great event which made us close was a certain meeting at Biggleswade in 1973, the moment when the Traction Owners Club really started. Then we had many opportunities to meet here and there, with a special moment at Caen, 50th Anniversary of the Débarquement in June 1994, each one driving a dark blue Coupé.

Until a recent date, at a Citro-Mobile in Netherlands, he was there around the Citroën, reminding me of stories of the Tractions he has had in his life. Fred showed himself also very helpful with documentation and information when needed and there I owe him a great deal.

Now my thoughts go to his family and his son Barry who follows his footsteps as a great mechanic, giving them all my sympathy and fond memories of their beloved father.



Olivier de SERRES

**Ed:** *Thinking that the TOC didn't formally start until 1976, I decided to ask The Font (aka Mr Pres) whether it was possible that there was a TOC-related meeting in 1973. Bernie, for once, wasn't sure, so I went back to Olivier with the question. His reply:*

Good Evening Bob,

Thank you for your message. You can reassure Bernie, I am not wrong when I talk about the meeting at Biggleswade, and I talk of it in special purpose as this day always meant a great deal to Fred, and even in the last moments I saw him some years ago, he was remembering that day in Biggleswade.

I used to keep precise records of the important things I did and I confirm that on September 23rd of 1973 at the Aerodrome of Old Warden, near Biggleswade, a meeting of Tractions was held with a real success.

I was there driving my 1939 11B with friends and especially Charles-

Edouard Girode, who was at the time one of the greatest collectors of Tractions in France.

At this meeting we were surprised to see two Fixed-Head Coupés together, the famous Fred's ENE-442 and a French-built one from 1937 belonging to John Dodson, driven by his wife. John Dodson is well known in the TOC for having drawn the Floating Power covers for a while at the beginning of the club.

Now I do not say that on this day was discussed the foundation of the TOC, but as Fred always said, it was the day where you could feel the existence of a real feeling for a club specially devoted to Tractions in England, as until this date, the Tractionists were considered as a section of the Citroën Car Club.

To this mail I attach two interesting pictures. On the first one you can see the two Coupés side by side. On the other one, it is Doctor Sellars's Roadster 11AL 1936, he made a real racing car of it. If you look on the left you will recognise Fred Annelles, a funny woolly beret on his head, and at the level of the car bonnet, the young Barry Annelles, considering the situation and his future destiny as a vintage car mechanic.



I hope these precisions will be of some interest for you and Bernie. If you wish to publish the pictures in the F.P. there is no problem, those pictures were taken by myself.

With my Best Regards,

**Ed:** *As Olivier had also copied Bernie with this reply, it wasn't long before I received another message (from Bernie) adding a little more history to the story.*

Gentlemen,

What fantastic photos..... Of course Olivier is correct about the date of the meeting (I had never doubted that) but now that he has specified it precisely, I think I know why I do not recall it myself.

September 23rd is my birthday - and throughout my "working" life I always tried to take holiday around that day. I do not have a good



enough memory to be certain (nor the aid of Olivier's diary) but I am fairly sure I would have been "away" - probably in France - at the time of that particular meeting.

I can also believe that such a meeting would have sown the seeds of a separate club for Tractions and Fred would have shared that thought in later years, as Olivier says.

I remember Fred's "bobble hat" well but would never have recognised Barry with hair! As for the other characters in the pictures, I am struggling but I think it may be Graham Brice on the left talking to Fred in the second picture and Tony Hodgekiss walking away to the left in the first picture.

As I recall, the very first time I saw John Dodson's Coupé was at a very early meeting in Kent. It arrived on a trailer and several of us spent time ensuring it would leave under its own steam.

Willie Sellars lives locally to me and, although I do not see him myself, David Boyd keeps me in touch on copy e-mails. Olivier, may

I send him the picture, please?

All the best,

B.....

**And Olivier replied:**

Dear Bernie,

Thank you for the kind message.

About the picture with William Sellars' roadster, he has those photos. I have always kept in touch with him; we even met last year in Normandy. And on his side he kindly gave me pictures of his Citroën racing on circuits, such a thrill!

But I am sure he would enjoy remembering those days . . .

With all my Best Regards

**Olivier**

## HOWZIT?

Greetings

First of all we wish to introduce ourselves to you. I am Stephen and am Honorary Life President of the Citroën Car Club in South Africa. I have also been Chairman for many years until last year, when I decided to take a sabbatical. Joyce, my wife, has also been Secretary & Editor of our Newsletters for many years.

We are founder members of the Club which was formed in 1978 and is still going strong. We have regular monthly meetings, outings & attend shows. Club Members visited the UK in 1984 to attend the 50th Anniversary of the Traction & this is where we met Fred Annells for the first time. We would therefore appreciate it if you would publish our obituary for Fred to honour his memory & the great enjoyment we had knowing him.

We would like to thank you for your magnificent Newsletter which we look out for regularly with great anticipation. If you would like news from South Africa we can send our info to you, also we have started doing Newsletters on internet if you would like copies. Not regular issues as we do not have enough time to produce copy, so they become annual or bi-annuals. But the Club is alive and well and we certainly enjoy our cars.

We also have a trip planned from Johannesburg & Durban to Agulhas / Cape Town next year in February, so if anyone is visiting SA please let them contact us and possibly join us. This is the final phase of the Southern Cross of Africa – the first was the Coast to Coast Raid in 2006 – Durban on east coast to Kleinsee on the west coast. Last year we did the first phase of the North / South Raid to Tshipise and the Limpopo River border. And next it's Agulhas / Cape Town. We have 15 cars and about 40 people already booked, which is very good for our small Club which we refer to as the "greatest little Car Club in the world". I can send you our Coast to Coast magazine which says it all.

Once again thank you for keeping in touch with your newsletters.

Best regards.

Stephen & Joyce.

## OBITUARY – FRED ANNELLS.

It is with great sadness that we have heard of the passing of my Citroën friend Fred Annells. We met Fred in March 1984 when 12 members of the Citroën Traction Register of South Africa attended the 50th Anniversary celebrations of the Traction in England & Europe. We had many wonderful conversations at various meetings. We had recently bought a 1937 Coupé in January of that year in France, which Olivier de Serres had found for me. Alan Sibley was then the Public Relations Liaison for the TOC and he arranged for us to meet Fred. Our Group visited Guildford, where Fred and Edna joined us. We enjoyed a wonderful trip to the Museum at Beaulieu with Fred and Edna showing us the many motoring delights on display.

I was looking for hubcaps for my original 1937 model. Fred had removed his wheels, I believe from his Coupé, ENE, from which he generously gave me four clip-on hubcaps for my Coupé. Fred also gave us a beautiful picture of ENE, which has pride of place at our Citroën Car Club Clubhouse & Museum in Walkerville.

Since our first meeting we have always looked forward to seeing Fred, enjoyed great Citroën times together in a variety of countries. Fred was always a great friend, a mentor in Citroën and a gentleman. One of the old school Citroën heroes who spent his life enjoying the Marque and ensuring that Citroën would remain at the forefront of the motoring community.

Fred will be missed worldwide. It is with much sadness that we will not be seeing him on our travels again, but his memory will always be with us. Please pass on our condolences to Barry & Family.

Best regards.

Stephen & Joyce Le Roux.

Citroën Car Club of South Africa.

# Your Letters

## FROM PHILIPPE & SUE ALLISON

Philippe and Sue Allison would like to thank everyone who attended the TOC Summer Rally in Peterborough for their sympathy and kind words following the death of Sue's Mum.

The funeral was on the Friday of the rally and it really helped being with a group of such lovely people over the weekend. Thanks also to Barry and Gloria Annells and their family for organising the weekend despite the loss of Fred (Barry's father) a few weeks before.

Regards,

Philippe and Sue

## IL FAUT CULTIVER LE JARDIN

*Our friend Pascal Valin asked for help to find his son a short internship with a landscaping company here in the UK. He wrote this letter to the TU magazine and I reprint it here (with no apology for leaving it in its original language). Even if you only have schoolboy French, you'll get the gist. The fellowship of the Traction is truly universal! Ed.*

**Une belle petite histoire internationale de solidarité Tractionniste.**

Un de mes fils effectue des études d'architecture paysagiste. Dans le cadre de son cursus, il doit faire un stage dans un pays de langue anglophone.

En effet, faire un stage en Angleterre, pays des premiers et plus beaux jardins du monde sera un plus pour lui. Il m'en parle. Comment faire pour l'aider ?

Une idée que je pense un peu farfelue me passe par la tête ; après accord de Bernard, j'utilise les adresses email de nos amis anglais qui ont participé aux « 75 heures pour 75 ans » à Arras en 2009.

J'envoie un mail fin janvier 2014, expliquant ma demande à environ 50 Tractionnistes anglais : « Connaissez-vous un paysagiste près de chez vous qui accepterait mon fils comme stagiaire pendant 2 semaines cet été ? »

Quelques serveurs se chargent de m'avertir automatiquement que certaines adresses n'existent plus, mais 5 minutes après mon envoi, je reçois déjà des réponses : on va regarder, voici des adresses, as-tu vu telle organisation ? etc etc. Top, Bernie Shaw (Traction Owners Club) transfère mon mail à Bob Street, rédacteur en chef du Floating Power Magazine, au cas où il serait possible de faire un article.

Quelques jours après, 4 paysagistes sont prêts à accueillir mon fils en stage dont une connaissance de Bill Rowkins, qui connaît un paysagiste à Birmingham et un ami de Bob Street (au pays de l'inspecteur Barnaby pour ceux qui regardent la série où l'on voit de magnifiques jardins anglais).

Finalement, mon fils va passer 2 semaines à Birmingham, (voir ici <http://officelandscapes.co.uk/> ).

Pour l'anecdote, Bill Rowkins, vit désormais en France et est membre de la TU Poitou – Charentes.

Nous tenions, mon fils et moi, par ce petit article, à remercier tous nos amis anglais qui nous ont répondu avec tant de gentillesse et de disponibilité, et surtout Bill Rowkins, pour sa mise en contact ainsi que Bob Street.

On parle souvent de l'esprit Tractionniste : solidarité, simplicité, conviabilité, amitié, disponibilité...

Cet esprit existe, et de façon internationale, nous l'avons une fois de plus rencontré.

Thanks all a lot. Vive la Traction.

Pascal.

## WHY, WHY, WHY?

Dear Bob,

The question posed in an earlier mag: "why do I want a Traction?" set me to wonder and I realised that although at the moment I do not own one it is because of a super youthful memory.



In brief at age 20 and a chemistry student I was one of a group of four who decided to make a grand tour of Europe. Without a car this was difficult but we soon acquired a 7HP Traction which seemed to go okay but was a bit battered and became affectionately known as Wallace (the lion in Albert and the lion whose face was all covered in scars).

I don't wish to make the journey again; it would never be the same, the roads are different and I am 50 years older

We started from Manchester to Dover and Paris where we found the road manners and cut and thrust unbelievable.

Someone made a U turn across 6 lanes of traffic in front of us. We carried on to San Sebastián and Madrid, seeing all the important sights along the way. Then to Gibraltar, where we had the only breakdown, when a front flexible failed or was cut by a stone which made for an interesting descent to Algeciras.

Regular stops to clean out the carb were inevitable. At that time in Spain the petrol was pumped up into a globe and you could see the rubbish floating around before it was run into the tank.

Along the Med then up through Switzerland, over the Grand St Bernard where we could feel the engine suffering from lack of oxygen. Eventually back to Manchester after an unforgettable 5 weeks. One memory that does stick was attempting to chat up three Australian girls in Seville, camped in an orange grove. They were touring Europe in a grand manner in a Porsche, but were all three sleeping in the car and could not be enticed into our luxurious tents. The whole trip in 1960 cost us £45 each.

The car soldiered on for a few more years but eventually sagged in the middle and the doors would not shut so it went to the scrap. A wonderful car and I hope to buy another.

**One week later I received this from Peter. Ed.**

Here is a stop press you can add, if you wish. I have bought a Traction and it should arrive on a breakdown truck Wednesday. It does not run but the engine is not stuck. It has no brakes. It is an 11BL LHD and seems to be basically sound. I live 5000 ft up a mountain road in France in the Alps; I have no garage or workshop, but I shall try to get it fit to drive to England by October. I can't send pics as my computer skills are not up to the task

Peter and Ann Clark

Maronne

38520 La Garde en Oisans

FRANCE

## **FRED ANNELLS MEMORIAL TOC DAY OUT SUNDAY 5th OCTOBER**

I am organizing a day out event at the Shuttleworth Air Museum on Sunday 5th October to give any TOC member the opportunity to pay their last respects to Fred. Anyone wishing to attend please contact me on 01778 394777 or bournecitroen@tesco.net just so I have an idea of numbers. I plan to meet at the museum at 10.30am. We will have our own parking area and we will have a room available for about an hour. So if you can make it in your Tractions that would be great. Hope to see you there.

Barry (Annells)

The Shuttleworth Collection  
Shuttleworth (Old Warden) Aerodrome  
Nr. Biggleswade, Bedfordshire SG18 9EP



<http://www.shuttleworth.org/>

[http://en.wikipedia.org/wiki/Shuttleworth\\_Collection](http://en.wikipedia.org/wiki/Shuttleworth_Collection)

## **Our Season Finale: The Race Day Airshow Sunday 5th October**

The Race Day celebrates all mechanical racing – a tradition that has been upheld at Shuttleworth from the days of Richard Shuttleworth himself.

The Collection has a long history of preserving racing vehicles as well as award-winning and internationally renowned aircraft. These include the elegant Mew Gull (once flown by Alex Henshaw in his record-breaking Cape Run in 1939), which we hope to fly on the day and the majestic Comet (winner of the MacRobertson Air Race), which will be on static display. This season finale honours the true British racing tradition with a flying display that includes the Vans RV7 that broke the Mew Gull's world record flight and a Miles Whitney Straight, as well as aircraft from our own Collection.

Join in with our Racing lunch or enjoy a wide selection of food in our restaurant (with free wifi). Facilities on the day include gift shop, trading stalls and the children's Jubilee playground. In addition, we are delighted to give our visitors access to the newly restored and reopened Swiss Garden – visit this enchanting garden for a taste of period history.

Come along in 'A Day at the Races' dress to celebrate our end-of-season show and receive your complimentary souvenir programme!

**Barry is hoping to negotiate a discounted entry fee for the Shuttleworth event, so please contact him for more details and use the web site addresses above to get up to the minute details about all the aircraft that will be flying that day. Ed.**

## IN COMMITTEE

## FROM BEV OATES

Summary of the Committee meeting held on 29th June.

**Floating Power** – lots of positive comments on the use of more colour. In the future the committee will try and co-ordinate their meetings in line with FP publication date so Minutes are printed more swiftly.

**Club Shop** – TOC clothing can now be ordered direct from a Supplier so less stock needed - more detail in next FP. Steve Reed is considering stocking more books as requested by members at the annual rally.

**Spares** – there has been over £17,000 turnover in last 3 months as members get their tractions ready for summer. Chris Tregust needs a new printer so costs to be investigated.

**Social** – thanks were given to Barry & Gloria Annells for a very good rally – no mean feat considering their personal circumstances at the time.

Phil Allison has offered to organise the 2015 rally.

NEC – Steve Wright is well on with planning the event and is now awaiting information on the size of Stand so he knows how many cars are required. Bev has produced a new A5 hand-out to market the TOC to potential members.

AGM – Paul de Felice hopes more members will sign up following next FP which has the costings in it.

John & Bev Barsley are hoping to organise the 2016 annual rally in Kent.

There is also the possibility of a rally to Guernsey in 2016 but it will have a limit on the number of cars able to participate. Paul would like to stand down as Social Secretary at the next AGM.

**Membership** – currently have 637 members. Over 100 still to renew their subscriptions.

**Web** – The Forum is now up and running. Facebook – this is currently being developed by Dylan Harvey (son of Ian, our Secretary). Bev is updating the Wedding Cars page on the website.

**AOB** – The Committee reflected on the death of Fred Annells, one of our founder members – tributes will appear in the next FP.

Martin de Little has agreed to put all the photographs of the annual rally in a drop box which can be accessed via the News page on our website.

The next committee meeting is on 12th October.

**Longstone**  
**CLASSIC**  
**TYRES**

*Marie-Claire loved Michelin X tyres so much she went out and bought the perfect accompaniment - a Traction Avant*

www.longstone.com Tel:+44(0)1302 711123

UFF 393

MICHELIN

The advertisement features a stylized logo for Longstone Classic Tyres at the top, with a tire tread graphic. Below the logo is a quote about Marie-Claire and her car. The main image shows a woman in a bikini sitting on the hood of a classic blue car. A small Michelin logo is in the bottom right corner.

These are being published ahead of the AGM which is to be held on Sunday 2nd November 2014 at the Cheltenham Chase Hotel Cheltenham

Any questions or comments can be emailed to:  
<treasurer@traction-owners.co.uk>



## Explanatory Notes on the Accounts 2013/2014

### Headlines

- ⚡ Net profit before tax (£5,592) was up by £1,927.
- ⚡ Cost of sales decreased by £2,470.
- ⚡ Turnover was up by £1,241.
- ⚡ Administration Expenses are shown as up by £2,043.
- ⚡ Fixed assets value increased by £977 completing upgrades to area tool kits.

### Background

- ⚡ Spares levies were down by £279 and Subscriptions up by £1238. Advertising income up by £495
- ⚡ NEW: Commission from Insurance Companies was £1,293
- ⚡ Administration expenses: -
  - Floating Power costs up by £2,182, (More colour & Increase in printing/postage costs)
  - A decrease in telephone expenses of £110, other postage up by £114
  - Stationery costs down £238
  - Room Hire up by £467
  - Insurance up by £12
  - Bank charges, which include Paypal, have increased by £199.
  - Events costs were up by £727 (mostly accommodation for helpers at NEC – terms of this expenditure are being reviewed by the Committee)
  - Offset by less costs for website, and travel/subsistence in the year

### For your information

- Comparative cost of collecting payments for subscriptions and sales from shop and spares:
- Barclays Merchant Service charges 3.2% on credit card and £0.40p on debit card transactions. (Spares business)
- Intuit credit card membership transactions cost .91p on £33 subscription.
- Paypal charges £3.4% + £0.20 GBP per transaction.
- Cheques and UK BACS transfers carry no bank charges.
- Example – the £33 subscription costs the club:

£0.91 by credit card  
£0.40 by debit card  
£1.32 by Paypal  
£0.00 by cheque & BACS

Tony Malyon (Treasurer)

22nd July 2014

# TOC Accounts

THE TRACTION OWNERS CLUB LIMITED

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PROFIT AND LOSS ACCOUNT - YEAR ENDED 31ST MARCH 2014

|  | 2014<br>£      | 2013<br>£      |
|--|----------------|----------------|
| Turnover   | 55,667         | 54,426         |
| Cost of sales  | 41,291         | 43,761         |
| <b>GROSS PROFIT</b>  | <b>14,376</b>  | <b>10,665</b>  |
| Administrative expenses  | 33,949         | 29,446         |
|  | (19,573)       | (18,781)       |
| Other operating income   | 25,165         | 22,446         |
| <b>OPERATING PROFIT ON ORDINARY ACTIVITIES<br/>BEFORE TAXATION</b> | <b>5,592</b>   | <b>3,665</b>   |
| Tax on ordinary activities   | 264            | 6              |
| <b>PROFIT FOR THE FINANCIAL YEAR<br/>AFTER TAXATION</b>            | <b>5,328</b>   | <b>3,659</b>   |
| General fund brought forward                                       | 140,767        | 137,108        |
| <b>GENERAL FUND CARRIED FORWARD</b>                                | <b>146,095</b> | <b>140,767</b> |

The notes form part of these financial statements.

## EDITOR'S NOTE

I apologise for 'gatecrashing' Tony's accounts page, but due to lack of space in this issue, here are some links to things I would normally give more space to, plus some video entertainment for TOC-ers.

**TOC Events** – <http://tinyurl.com/TOC-Events>

**Northern Dealer Day** 19th October, Broach Hill Garage, Cranswick, Driffield (North of Hull) YO25 9PQ  
contact Mick Popka for details: [webmaster@traction-owners.co.uk](mailto:webmaster@traction-owners.co.uk)

## OUT ON THE LINKS

As more and more information is spread via email, it seemed a good idea to start a new section where I can pass on interesting Traction-related videos to all members. Here's my first go at this:

MICK POPKA Traction in French Movies: <http://www.youtube.com/watch?v=SrAeYn9D6sg&authuser=0>

JULIAN MARSH Citromobile: <http://tinyurl.com/lh4zuku>

DARRIN BROWNHILL New Zealand Herald: <http://tinyurl.com/o98yxbi>

MARTIN NICHOLSON Traction Restoration: <http://www.team-bhp.com/forum/post-war/114040-mini-restoration-1949-citroen-slough-uk-built-traction-avant-15-6-a.html>

**THE TRACTION OWNERS CLUB LIMITED**

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**BALANCE SHEET - 31ST MARCH 2014**

|  |              | <u>2014</u> |         | <u>2013</u> |         |
|--|--------------|-------------|---------|-------------|---------|
|  |              | £           | £       | £           | £       |
|  | <b>Notes</b> |             |         |             |         |
| <b>FIXED ASSETS</b>                          |              |             |         |             |         |
| Tangible Assets                              | 4            |             | 3,962   |             | 2,985   |
| Investments                                  | 5            |             | 750     |             | 750     |
|  |              |             | -----   |             | -----   |
|  |              |             | 4,712   |             | 3,735   |
| <b>CURRENT ASSETS</b>                        |              |             |         |             |         |
| Stock  |              | 103,141     |         | 97,453      |         |
| Debtors                                      | 6            | 5,583       |         | 5,527       |         |
| Cash at bank and in hand                     |              | 38,239      |         | 38,053      |         |
|  |              |             | -----   |             | -----   |
|  |              |             | 146,963 |             | 141,033 |
| <b>CURRENT LIABILITIES</b>                   |              |             |         |             |         |
| Creditors falling due within one year        | 7            | 5,580       |         | 4,001       |         |
|  |              |             | -----   |             | -----   |
| <b>NET CURRENT ASSETS</b>                    |              |             | 141,383 |             | 137,032 |
|  |              |             | -----   |             | -----   |
| <b>TOTAL ASSETS LESS CURRENT LIABILITIES</b> |              |             | 146,095 |             | 140,767 |
|  |              |             | =====   |             | =====   |
| <b>CAPITAL AND RESERVES</b>                  |              |             |         |             |         |
| <b>General fund</b>                          |              | 0           | 146,095 |             | 140,767 |
|  |              |             | =====   |             | =====   |

For the year ended 31st March 2014 the company is entitled to exemption from audit under section 477 of the Companies Act 2006

The members have not required the company to obtain an audit of its financial statements for the year ended 31st March 2014 in accordance with section 476 of the Companies Act 2006

The directors acknowledge their responsibilities for:

- i) Ensuring the company keeps accounting records which comply with sections 386 and 387 of the Companies Act 2006 and
- ii) Preparing financial statements which give a true and fair view of the state of affairs of the company as at the end of each financial year, and of its profit and loss for each financial year, in accordance with the requirements of sections 394 and 395 and which otherwise comply with the requirements of the Companies Act 2006 relating to financial statements, so far as applicable to the company.

The financial statements have been prepared in accordance with the special provisions of Part 15 of the Companies Act 2006 relating to small companies and with the Financial Reporting Standard for Smaller Entities (effective April 2008)

The financial statements were approved by the Board of Directors on: \_\_\_\_\_  
and signed on its behalf by:

Signature \_\_\_\_\_

Director

Signature \_\_\_\_\_

Director

Print \_\_\_\_\_

Director

Print \_\_\_\_\_

Director

The notes form part of these financial statements.

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## La Vie en Bleu. 24th and 25th May 2014

### Report by Simon Saint

I am very conscious of the fact that my reports on this event in past years have always included a weather report, simply because the weather plays a big part in the way in which we enjoy outdoor events. So, to get it out of the way at the outset: wet on the Saturday and overnight, but starting to dry on the Sunday. The result - mud. However there was an upside to this mud, for I was able to demonstrate to myself that the Traction is really quite good in the mud; not as good as a 2cv maybe, but better than most cars I saw attempting the route that I negotiated with no trouble on leaving on Sunday afternoon.

Once again, as in previous years, we shared a stand with the Citroën Car Club and 2cvGB and had the joint use of the Mobile Exhibition Unit loaned by Citroën UK and organised by Brian Drummond. The formula for this event is well established with racing on the hill on Sunday following a day of practice on Saturday; various attractions including singers, dancers, stilt walkers, a very solid looking pre-war Renault bus, plenty of food and drink available, including for the first time this year a very tasty tea room under canvas, run by 2cvGB club members. The massed ranks of Bugattis remind us that our hosts are the Bugatti Owners Club who provide access to their most interesting museum and, last but not least, if you make your way to the top of the course you are rewarded with some lovely views of the surrounding countryside.

For all that, the attendance this year seemed to be down, certainly there were fewer Tractions and those who remember last year's wonderful turnout, including 4 roadsters, might have been disappointed, but it was hardly surprising given the wet conditions and especially good to see Philippe and Sue Allison's roadster. In addition there were 8 tin tops in the custody of Eric and Sheila Pennington, Colin Crawford, Dave Hackett, David De Saxe, Patrick Russell-Jones, Barry Joyce and one that I could not put a name to - sorry! - and mine.

Unfortunately a casualty of the weather and particularly the mud was the non-competitive cavalcade drive up the hill climb circuit. This is normally open to all comers who have pre-booked, but the organisers realised that this would result in mud from the fields being deposited on the racetrack which was obviously not acceptable.

Altogether this is still a very enjoyable event which, as I say every year, is well worth putting in your diary. See you next year?



# 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](mailto: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. **£8,250**

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](http://www.cit4sale.co.uk)



**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**



**FOR SALE:** 1949 Light 15, small boot, Slough-built RHD in good condition. White with pearl grey wings and spare cover. Recent reconditioning work includes



gearbox, steering, brakes and electrics. Sound mechanically with good body and panels. Also seating recently reupholstered in tan Jersey velour, roofcloth replaced along with doorcards. Good Michelin X tyres. A tidy little classic at the right price! **£7550 o.n.o. Contact Andy on 01339 886290 or sheilandyb@btinternet.com Vehicle located in Aberdeenshire.**

**FOR SALE:** 1953 11BL, white, French built LHD, new battery, used weekly, reasonable condition for year. **£5000 Tel Howard 01937 834338 Evenings**



**FOR SALE:** Rare Paris built 1952 Citroën 15/6, Excellent condition in black, original good interior, Ryland mechanicals, too many details to list, genuine reason for private sale. **£22,995 for TOC members Phone 07966310335 or email rb@sanderum.com**



**FOR SALE:** Paris built big boot Traction. Excellent condition throughout. Fully restored externally and mechanically, but keeping original interior. Low mileage, full MOT and road tax. Used as a wedding car. Any inspection welcomed. Retiring from the wedding business. **OFFERS please, to Chris Moore 01239 891508 (24 hours)**



## PARTS FOR SALE

**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**

**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:** 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:** 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**

*continued*

# Classified Adverts

**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**

**FOR SALE:** Door Stay Rubbers. Size different to originals (see photo, original on left) but perfectly usable and much cheaper than CTA (54 euros for a set of 4 original size, plus p&p).  
**£6 per set of 4 plus p&p. Contact Den Hewitt. Tel: 01934 834274 or email: denhewitt@f1550.fsnet.co.uk**



**FOR SALE:** Set of genuine Hepolite pistons. Plus 1mm. Still in original box. **£280. John Moon, 01256 354910. jemoon2002@yahoo.com. Basingstoke**

## PARTS WANTED

**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.
- Complete "Rear luggage compartment door".
- Front & rear bumper, dipped style must be in very good condition.
- Gas tank, must be in good condition. Please note it's a RHD Slough built car.
- Body of a Light-15 1948/1949. The body must be solid and can be totally bare, without papers

**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:** 11D flywheel in original form. **Please contact Steve Hedinger 07961 556538 email hedihog@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**

**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:** In the past, someone seems to have tried to lift the engine out of my 11BN by using the gearchange rods, bending them badly in the process (see photo). Does anyone have a pair of good gearchange rods (the parts that cross the engine compartment), either with or without the ball joints for my 1955 Normale (LHD). **Please e-mail: patware2@btinternet.com**



**WANTED:** Attached are two pics of the missing middle part of a hubcap. You will see a special boss, probably put on by Len Budgen to take this type of cap. If anyone has one please let me know. **Steve Hill steve@zutis.com**



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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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Email: [chris.treagust@tesco.net](mailto:chris.treagust@tesco.net)

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