

Floating Power

November/December 2014



Honorary Life Members of the Traction Owners Club

Dave Shepherd

Peter Riggs

John Gillard

Tony Hodgekiss

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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
January/February Floating Power is:

Sunday 30th November.

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

Cover Image

Coventry Cathedral. Tom Evans' Big
15 (right) and ex-Andrew Riddoutt, now
Peter Hudson's Lt15 (left).
Photo Tom Evans

Editor's Epistle

Yes, it's nearly that season again when we hunt through the cupboards for that dusty copy of Phil Spector's 'A Christmas Gift To You' (such a genius.....such a nutter....) and begin the tedious process of thinking what we could possibly buy for everyone that looks expensive but came from Poundland.

Here at the editorial offices, me and the chief accountant are still recovering from our trip to La Ferté Vidame and then down to Angoulême for the Circuit des Remparts.

As you'll see from the photos, our small band of ten Traction made a big impression at Angoulême, grabbing the front page of the 'Charente Libre' and, inside, three of our group being accorded the honour of saying a few words about our cars and the club. (A few words were all anyone could manage, as it turned out the Charente is the centre of cognac production and we were continually forced to taste the stuff out of politeness to our hosts!) It was a relaxing trip!

This is also the season when I take the opportunity to thank you all for your help in putting the magazine together throughout the year. The photos, articles and letters are what give the magazine its 'joie de vivre'. Also, a big thank you to all the readers who sent in photos for the calendar. Once again there was a big turnout and, although I took no part in choosing the final thirteen, I know that all the entries were of a very high quality and we're fortunate to have so many good photographers in our club.

You'll be receiving this just after the AGM, which is where I'll be announcing that, - probably - sometime next year, I'm going to have to stand down (stop singing Ding Dong! The Witch is Dead! It will become you.) I say probably because at time of writing (mid-October) the final details haven't been settled. But it's more than likely that Trisha and I will be moving full-time to France next year and I don't think you deserve a 'foreign correspondent' as editor. So, perhaps you could get your thinking caps on and, like they used to do in East Germany, denounce your best friend as someone who you heard say they thought they could do a better job than that twit of an editor.

I'll be here for a while yet, so don't gloat too quickly, and I'm happy to answer any questions about 'the job' if anyone wants to have a private chat before putting themselves forward.

That's it I think. Have a great Christmas and we'll see what the New Year brings.

Abyssinia!

BOB

P.S. Emboldened by their success at the Birettes Rally (see page 29) and perhaps a little too much bubbly, the TOC ladies at La Ferté talked up the idea of having a 'Ladies' Corner' in FP. Perhaps they've all sobered up now, but if any of our lady readers wants to take this further, the editor is all ears.....



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President's Ponderings



I'm glad to say life has been a little quieter for the last couple of months and, with no mad dashes off to places afar, the world is slowly returning to "normalcy" (by Madame's standards).

Both recent MidShires' events, the BBQ and the "Pistons & Props" weekend at Sywell, were blessed with superb weather. The latter was particularly enjoyable due to the wide range of other vehicles present combined with spectacular flying displays. We had a fine selection of cars this year and it will be nice if we can show different models in future because this is almost certainly going to become a firm fixture in the calendar. Make a note in your diary if you think you might be interested in attending next year.

We were also fortunate with fine weather for the 5th October meeting in memory of Fred Annells. This was appropriately held at the Shuttleworth collection and I know Barry and his family were moved by how many TOC and CCC members had come to say their own farewells to Fred.

At the time of writing we still have both the AGM and the Lancaster Insurance Classic Car show (NEC) to look forward to although the former will be over by the time you read this. However there is still time to promote the Classic Car show and this year we are aiming high with our plans for the stand. The main TOC theme will be the 80th anniversary of the Traction and we shall display a

range of Tractions alongside a typical RWD model available in the early 1930s.

Space at this year's show is at a premium and our stand is much smaller than we had requested - but at least we have a stand, unlike many less fortunate clubs. As a result the number of display cars has had to be restricted but those selected will portray the development and diversity of the Traction over its 23 years of production. The stand design will also embrace the organiser's own "Big Screen" theme so come and visit us in Hall 8, stand 145. See the ad. in this issue for details of reduced costs for advanced booking – and please hand in your ticket stubs on the stand to help the TOC receive a useful refund from the organisers.

..... And then it will be time to start thinking about the winter jobs - the Traction has a reconditioned steering rack awaiting fitting, the front crankshaft seal ought to be replaced and various bits of paintwork need to be touched in. In addition, I have a gearbox oil leak to cure on the 5HP. That lot should keep me off the streets for a while – I might even have a problem fitting in the "real" holidays that Madame has arranged now the season is over and she no longer has to go out in one of those "old cars"

All the best for now,

Happy motoring!

New Members

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

2418	Mr Rudolph Eberstadt	Connecticut
2419	Christer Bäcknert	Sweden
2420	Mr Brian Bosworth	W Yorks
2421	Elinor Padfield	Somerset
2422	Mr Ralph Hickman	Devon
2423	Mr Robin Redcliff	Dorset
2424	Mr Steve Wright	Surrey
2425	Mr Mark Mottram	Cheshire
2426	Mr William Dyke	Merseyside
2427	Mr David Rusbridge	Hants
2428	Mr Robert le Rütte	Holland
2429	Mr David Gush	S Africa



Summer's over and many will now be considering what work they should attempt to plan for in the coming months. In my case, I still have that split gaiter to resolve, so will now accumulate the correct tools and then try and devise a safe, dry and warm (?) location where I can attempt the work! Equally important, my dear lady is complaining that the front seats need some attention which after approx an hour and half's driving tend to exact considerable wear and tear on the "big end"! Basically, the sponge cushioning has started to break down and is rapidly disappearing into the sprung area. Looks like a good indoor job for those dark winter nights. Other than that the speedo is still under scrutiny.

Well as they say it was never boring. This has to have been one of the busiest Septembers on record what with La Ferté Vidame and Angouleme which I know many of you attended and enjoyed and an array of subsequent events. For our part the Midshires group had a great weekend at the Sywell Pistons and Props Show, which as its name suggests combined a classic car event with an air display. In this case we were treated to fly pasts by Spitfire, Hurricane & Lancaster, a recreation of a WW1 "dog fight" and some excellent aerial acrobatic displays. All great fun and I can thoroughly recommend it to you all for next year. The Club stand attracted positive attention and I extend my personal thanks to the local group who organised it.

Continuing the air display theme, I felt privileged to attend the Fred Annells' Memorial Meeting at Shuttleworth Race Day. There was a very significant turnout properly reflecting the high esteem in which Fred was held, not only by his friends at the TOC, but also by his former work colleagues. A truly fitting recognition of

the contribution Fred made throughout his life to so many people.

Again we were treated to aerial displays by a variety of historic aircraft. I do find Shuttleworth a curious place. Having been there on several occasions I am always mildly amused by the idea of saying to my good lady "I've got a great idea to store and restore a few aircraft darling; Do you mind if I build an airfield in the back garden?" I would be intrigued with my wife's response if I ever had the opportunity to pose the question and be taken seriously.

The AGM is now rapidly approaching and I do sincerely hope that as many as possible take the opportunity to attend. It is your Club and your feedback is essential as we try to plan for the future. In an ever changing world, nothing stays the same and in common with many voluntary organisations we are constantly faced with the challenges posed by how best to adapt within our financial constraints, as the environment in which we live alters, as we continue to seek to satisfy the aspirations of the Club's Members

Immediately following the AGM, is the NEC Classic Car show where the team have been working hard to deliver a stand worthy of celebrating the 80th Anniversary of the Traction Avant. This year we are located next to our colleagues in the Citroën Car and 2CV Club so we should be easy to find if you are contemplating visiting the Show.

Cheers

Cleve

**TOC SPARES
HOTLINE**

01243 511378

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Email: chris.treagust@tesco.net

Section News



TOOLS

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

SCOTLAND

Well, end of rally season again and with it the chance to rummage through the hundreds of boxes of bits and pieces on offer to try and buy those elusive bits and pieces for Slough tractions!! Have personally clocked up about 2,000 miles on this quest this year and in the end, very, very little to show for it. On the way down to the Selkirk Rally - which used to have a good chance of getting some bits - I came up on the rear of a nice Normale heading there too. Turned out to be **Raymond Alberson** from Edinburgh on the same mission. Hope you had more luck than I had, Raymond!! Also had some emails and photos from **Peter Fereday** on holiday in France. He had found a very rusty Normale there, being used as a garden feature with decoration, gnomes, etc, but the lady owner was happy to sell any bits off it. Peter did get some bits off it to take home and, hopefully, will tell us a bit more about it all. That's all the news so far! Smithy.

Ian Smith and Andy Burnett

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Email: smithy777@btinternet.com

WEST OF ENGLAND

For details of future planned activities contact:

Den Hewitt

Tel: 01934 834274

Email: denhewitt@f1550.fsnet.co.uk

NORTH EAST ENGLAND

700+ Traction parked in a field in front of a chateau. Can you imagine it? It was an amazing once in a lifetime sight to see. And it was very well organised. Thanks must go to Walter and Noëlla for their part in bringing all the TOC members together. Well done and very much appreciated. So how many went from North East England? Four cars, **David and Mary Faulkner**, **James and Joanne Geddes**, **Michael and Heather Broadbent** and **Wendy and me**. We met up in the Yorkshire village of Easingwold for a cold beer and a very enjoyable pub lunch (on a very hot day) We then motored on to Hull for our overnight ferry to Zeebrugge. The journey involved a 288 mile drive from Zeebrugge towards Calais and down the coastal route to an overnight stop before pushing on to La Ferté-Vidame. Again thanks go to Walter and Noëlla for planning this route to avoid both Paris and Rouen. When we arrived we couldn't believe our luck at the beautiful self-catering Manoir de La Motte which was to be our billet for a few days. (Where better to down a bottle of champagne kindly left by the

owners??) **Mick Popka** joined us, coming from Le Havre, and then **Richard and Sheila Green** from Dorset.

We made ourselves at home. The next three days involved us joining up with other TOC members and seeing the original Citroën Test Track, going round the traction museum, auto-jumble (all Traction only stuff!), the first time film show of how Traction were built (fascinating), rework and laser display, and those unusual special tractions brought from all over the world. Yes it was an unforgettable experience and worth the effort. No it wasn't that easy. The cars did breakdown and were ably repaired by James Geddes who was an invaluable asset to our small party. We had heartache, laughter, amusement and annoyance at French breakdown trucks. BUT we all got safely home in our own cars having driven over 1,000 miles in a week David & Mary left on Sunday to make the long journey home, with an overnight stop in rural France. Michael & Heather holidayed in France for a few more days. Mick also left on the Sunday to get the ferry from Le Havre. Whilst James, Joanne, Wendy and I left early Monday morning for an overnight stop at Dunkerque. We enjoyed dinner on the esplanade, then the following day after a lovely breakfast made some purchases at the local market... returning to our cars we set off (with the help of a local Frenchman) to find the beaches and bunkers...on which we had a memorable and reflective walk...then a lovely leisurely lunch in a restaurant overlooking the beach where Operation Dynamo took place, before setting off on our journey to Zeebrugge to board the overnight ferry back to Hull...the weather had been perfect for the whole



of this trip...however fog and mist welcomed us back to England and stayed with us for the whole journey back to Northumberland. Where next?? Dublin perhaps??

**For details of future planned activities contact:
Graham Handley Tel: 01661 843493
Email: grahamhandleyhandley@btinternet.com**

SURREY, HAMPSHIRE & SUSSEX BORDERS

16th November is our last meeting at the Fairmile, Cobham for this year from 12 noon. Bring photographs of anything.

On 21st December our Christmas lunch is in the Malting House, at the Barley Mow, The Street, West Horsley.

IF YOU ARE BOOKED TO COME AND HAVE NOT YET RECEIVED YOUR MENU AND BOOKING FORM, PLEASE CONTACT ME through the TOC website or phone 02083 307216. We look forward to having fun, food and plenty of chat.

For those not coming, we wish you all a very Happy Christmas and don't forget our first meeting in the New Year, 18th January 2015, will be at The Fairmile, Cobham from 12 noon. All members, friends and Family are welcome.

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

SOUTH MIDLANDS

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

MID SHIRES

Who needs Goodwood.....

....when you have the Sywell Pistons and Props weekend. Wonderful warm dry weather and something for everyone combined to make the event, now in its second year, one which we hope to see grow and grow and become a real must do, on the enthusiast's calendar. As they said of Brooklands, 'the right crowd and no crowding'

Highlights included several passes from a Lancaster, Hurricane and Spitfire, flying displays by two display teams but in particular the ex-red arrows 'Blades' who put on an astonishing performance for the home crowd, Sywell being their base, and a display of vintage bi- and tri-planes, re-enacting a WW1 aerial encounter – it was just like a re-run of those magnificent men in their flying machines.

Back on terra-firma dragsters were blasting down a straight runway and manic 50cc racing motorcycles were



reaching speeds of nearly 150mph, apparently they only start running properly at over 8,000 rpm. The highlight, a Lambretta Scooter that left everything in its class standing, we later found out it had a 350cc engine shoe horned in, but twin exhausts were the only visual clue.

The TOC Midlands stand looked very presentable and there was a lot of interest in the 8 cars on display. Thanks to: **Cleve and Margi Belcher, Bernie and Pearl Shaw, Jonathan Marten-Hale, Paul De Felice, Mick and Janet Ashby, Martin and Lesley Littlejohn.**

Among our many visitors we were particularly pleased to welcome TOC member **Roger Gullen, Brian Cass** from the CCC and **Ralph Richardson** who dragged himself away from his vintage Rudge Autocycle to tell us he is soon to become a TOC member.

Personally, I shall be interested to hear how **Paul De Felice's** LED headlights perform and to learn the cause of **Jonathan Marten-Hale's** red hot coil.

Book your place early for next year. We shall certainly be doing it again, but even better!

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

EASTERN

My Eastern Section email is now set up, so can everyone now make contact through the TOC website Eastern address (see below).

A PERSONAL REQUEST!!!!

Please do not send large emails that contain pics, due to our very slow Broadband supply, if that's the correct term. It crashes my laptop. One day the village may progress from steam power, we have only just got rid of the 'pidgins'.

**For details or suggestions for future activities contact Jasmin Gagen
Tel: 01284 827039 eastern@traction-owners.co.uk**

Section News

PEAK

For details of future planned activities contact:
Bev & John Oates
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REST OF WORLD (ROW)

A few Figures, Facts and Thanks re. La Ferté-Vidame 70 TOC-teams, 140 people from 14 countries were there. And over 800 Tractions (cfr Traction Universelle): first traffic jam ever in LFV.

10,000 visitors during the weekend, the local press says. 4 TOC Tractions, from 4 different countries, were invited to participate at the Concours d'Élégance. One of them was the winner: the 1934 11A (cabriolet normale) from team **CATS**.

We thank for their support:

Paul d.F. for the follow-up of the organization.

Tony M. for the dutiful follow up of the finances.

Wiljan & Lisette for their help with arranging the last minute "meet and greet", in order to deliver on time the vouchers for the early visit to the PSA test-center the next morning.

Definition of **circuit** [s r kwi/Fr] or [sur-kit/E]: square surrounded by buildings, formerly a farmhouse.

Yours truly,

Walter & Noëlla

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

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

You can contact us by email:

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

LONDON

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Peter & Sue Simper

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IRELAND

For details of future plans in Ireland (north and south) contact.

Richard Sheil: richardsheil@eircom.net

KENT/E SUSSEX

The letter in the Jan/Feb number has borne some fruit. On 5th September long-standing TOC member **John Barsley, Marc Carpenter**, who's had a Traction a few months, and I met at the Nevill, Crest & Gun (or, Bum as John, who is also a Kentishman born and bred, corrected

me) in Eridge. Their Slough Lights were present although my Paris 11 Normale was already in France. Whilst it is probably too early to announce the birth of a Kent/E Sussex Section, we hope that this will be the first of many get-togethers and, of course, that many more local Tractionists will be in touch. So please spread the word if you think you know anyone who might be interested.

All the best,

Adrian (Phillips)

email: adriangphillips@aol.co.uk

SOUTH WEST

Your editor is a twerp of the first order! Due to his lazy, box-ticking culture, the first piece we have received from the recently re-formed South West Group didn't make it into the last FP. (No box on the editor's template, so no tick. Simples!) Here's the report from Howard and Clive which should have graced these pages two months ago.

Four Tractionists met up at the third annual Country and Classics show at the Trewithen Estate near Truro in Cornwall. The event attracted more than 150 classic cars and raised over £8,000 for Marie Curie Cancer Care.

Vic Vickerstaff brought his well-known pre-war Slough car FCV 61 and I drove my 11BL. We met up with **Howard Speirs** in his very nice Ferrari (his 11BN is currently on sabbatical!) and were pleased to catch up with **Walford Bruen** who came down from Devon.

We were lucky with the weather; just right to sit under the shade of the trees and admire a wide range of classic machinery from a 1934 ERF lorry

to some more modern

Ferraris and Astons. The gardens were open for the event and there were a good many stalls to browse.

Clive Hoskins

Postscript: The show raised £9,800 for Marie Curie...!



ANY ANSWERS

I had a query letter from Brian Follain regarding the fitting of electronic ignition:

Re: 11B L 1939 model L.H.D. Paris Built

Dear Mr Editor,

Although I am, like a true Frenchman, a diehard who does not believe in change or modifying what was designed and has operated satisfactorily for many years, I never the less occasionally have to accept defeat and modifications. I very recently had no alternative but to fit an electronic ignition system on my early post war car. The result was beyond comprehension, indeed very satisfactory.

Which brings me to the reason for this letter. I please ask if a more learned member of the T.O.C. could give an informed opinion on fitting electronic ignition to a Traction. Hopefully writing a comprehensive masterpiece on the installation, plus an opinion as to the feasibility/advantage of such an undertaking.

I would be grateful to have views on this matter before I give serious thought to the undertaking. I am advised by the guru of our spares section Chris that he has the necessary in stock, but it is not a major seller, that very issue does concern me as it might indicate that the "conversion" has not proved a success. I am advised that a pre-requisite is Negative earth and a diaphragm distributor (for the automatic advance system), both of which my "André" possesses.

Thank you Mr Editor for publishing my call for assistance and for the learned opinion.

Brian Follain (Jersey)

I decided the quickest and simplest answer to Brian's query was to forward it to Darrin at Citroën Classics who I know fits electronic ignition quite frequently (and he fitted it to my Lt15 as well). Darrin replied:

Hi Bob,

Thanks for forwarding Brian's letter about electronic ignition. As you know we convert quite a few older Citroëns, mainly Tractions, D's and H vans, to electronic ignition and it is probably the most popular of the "modernising" modifications people ask for.

I am often asked for advice on the matter prior to people making the decision to convert or not, so I shall impart the same advice here.

Firstly, you can buy a lot of sets of contacts and condensers for the cost of an electronic ignition distributor, so unless you are having problems with the standard set-up, or the distributor is worn out, there may not be much benefit. The amount of benefit you get from it depends on how bad your existing ignition system is. I would expect the engine to run a bit smoother and perhaps have a bit more power and better economy with electronic ignition over the points set up, but the noticeable difference will be minimal if your existing distributor is in good order and will make a huge difference if it's not, as Brian found out with his other car. The other benefit of the electronic distributor is that it is a fit-and-forget solution with no wearing parts. It requires no maintenance other than an occasional check of the cap and rotor arm.

There are a number of kits available to convert your existing distributor to electronic operation, but unless you change

your complete distributor to an electronic one, you are still relying on the original (often worn out or badly set up) advance mechanism. I do not recommend this method unless there is no suitable electronic distributor for your application.

With Tractions, there are 2 brands of complete electronic distributor that I know of: 123 Ignition and Classic Power Nition. I have fitted both brands and found that they both work well, although I find the Classic Power Nition a little more fiddly to set up. We generally supply and fit 123 ignitions as they have a greater range, including models for positive earth vehicles like Slough Tractions, whereas Classic Power Nition is only for negative earth. The 123 distributor housing is a shiny machined finish, whereas the Classic Power Nition has a natural aluminium casting finish. The 123 has an internal vacuum sensor with just an external spigot to connect the vacuum tube to, whereas the Classic Power Nition unit has an external vacuum diaphragm much like the original distributor. Both come with comprehensive fitting and setting instructions and both are easier to fit and set up than the standard points distributor. I'll not run through the setting up procedure now as this is amply covered in the booklet which comes with the unit.

I have sold and fitted many, many 123 ignitions and can only recall a problem with one and that was fitted by the vehicle owner, so whether the problem was caused by manufacturing or fitting, I don't know. I certainly have had no problems with the one I've been running in my own ID19 for 9 years and around 80,000 miles and have had no problems with any I've fitted to other vehicles. As with a lot of electronics, poor earthing connections can play havoc, so always make sure a separate earth lead is made and fitted to whichever electronic distributor you choose. It tells you to do this in the instructions and should not be ignored; the clamp arrangement will not provide a reliable earth connection.

Both electronic distributors require ignition coil primary windings to be within a certain resistance range (this is in the instructions), so it would pay to check your coil to make sure it is compatible. Standard coils as fitted originally will be fine, but many "sports" coils will not.

In summary, if you need to replace your distributor, then I say go electronic. If you are thinking about one for easier starting or better economy or more power, you might get these benefits - it depends how bad your existing distributor is. It is up to you. As for which brand to choose, unless you have positive earth, either brand will be reliable and work well, in my experience.

Hope this helps!

Kind Regards,

Darrin Brownhill

Citroën Classics

On receiving this information Brian wrote:

Dear Bob,

I wish to record a very sincere thank you for your/Darrin's reply. Indeed very helpful. I shall give the matter a lot of thought, and hopefully make the correct decision, although not a difficult one to make.

I most sincerely thank you. From little Jersey and a very grateful member,

Merci et Salutations,

Brian Follain

ANY QUESTIONS

Dear Honourable Editor, is it please possible to submit a question?

As the owner of a 1939!! B.L.I attempt to keep the beloved André in tip top condition.

Due to shipping costs I purchase selected items (normally small items) from the excellent T.O.C. Spares custodian, Chris.

As I spend a large part of the year in La Belle France I purchase/collect larger items from Depanoto, my procedure being to telephone Mme Boutet or Pascal, place my order (take a bottle of whiskey), then collect.

Some weeks ago I ordered a new radiator, plus other parts. On my arrival I was told that they had in stock and had saved for me a "modified" radiator. All my previous radiators had simply a top tank with an "overflow pipe" exiting at the top near the filler cap, like any other normal radiator that I had ever seen. However this "modified" radiator that they had saved for me, had on examination - and clearly visible when one removed the filler cap - about mid-way down the top tank a "ball valve" i.e. a non-return ball valve. This I assume opened when the water was "boiling", but obviously did not allow any water to return to the top tank.

When I had the engine overhauled in France some years ago it returned with a water bottle with a rubber pipe connected from the overflow pipe to this bottle thus the hot water flowed to the bottle and returned when it was cold.

Having travelled extensively to very hot locations this system never let me down.

Although I have completed some 3k miles this year in France, I have not visited any hot areas, thus cannot judge whether this "modified" radiator is better. What I have experienced is the top tank finds its own level by the water exiting via the filler cap and then, when the level is reached, the water stops exiting.

The question I ask, please, has any member fitted this type of "modified" radiator and what is their experience? Also, is it possible to remove this "modification" and return the radiator to a "normal" type?

I believe in the old maxim of don't change it if it's not broken and I don't know how much confidence to have in this "modified" radiator.

Thank you,

Brian Follain (Jersey)

So, can anyone give advice to Brian regarding this 'new-fangled' radiator? Ed.

YTTERBIUM ATOMIC CLOCK

I have often pondered on the matter of accurately setting the ignition timing on the Perfo engines. The book procedure sets the timing hole in the flywheel at 8 degrees whereas the recommended advance is 12 degrees, Citroën logic or what?!

So I came up with my system.

Cut a piece of plastic wiring conduit about 30 cm long and cut 2 slots to fit the starter handle dog, then blank off the other end. Cut a plastic circle 20cm diameter out of a flat sheet with a jigsaw, and mark a 180 degree line through the middle and a dissecting 12 degree line with a scribe. Drill the dead centre and secure it to the blanking plug in the conduit with a screw. I found a piece of plastic to fit the starting handle hole in the front bumper and drilled this to take the conduit, to form a bush. Secure the conduit in position with a hose clip, so as it won't come out when the engine is running.

Next, set the engine to TDC on number 1 cylinder firing stroke by the valves rocking on number 4. You can use the TDC hole in the flywheel for this.

Make up a pointer out of packing case strapping and wedge it in between the plastic bush and the starter hole in the bumper and set the disc to the 180 degree line and tighten the screw. To make things clearer you could mark the lines with Tippex.

Now remove the TDC pin and turn the engine back to the 12 degree BTDC, as marked on the disc, and statically adjust the distributor using a bulb from the points terminal to earth and turning the distributor until the bulb lights with the ignition on, making sure you have accurately set the points gap first!

Now put everything back together, keeping the conduit in position. Start the engine and fine tune the ignition with a stroboscopic timing light. Job done!

See attached photos

Best wishes Graham Bradley



RONALD AND THE MCDONALDS (POSSIBLY)

Hi Bob,

We participated at the Battle of the Garrit Bridge (reconstruction of June 24th 1944), with our Traction 11 BL "La Belle Hélène" of 1949, in F.F.I. colours and two Scottish bagpipers who joined us for the photo.

All are waiting for the final assault by over 30 military vehicles, supported by three Piper aircraft, against a German stronghold at the Garrit Bridge.

For those of you who will join the **2015 TOC Rally in the Dordogne**, this bridge will be included in the program. So don't miss this opportunity.

All the best from the Dordogne,

Ronald (Knoth)



OOP NORTH

TRACTIONS SANS FRONTIERES

Spend summer on the Arctic Polar Circle.

You dream to visit Amsterdam by boat, to kiss the Small Mermaid of Copenhagen, to cross a Norwegian fjord, to sunbathe in the midnight sun and to picnic on the Arctic Polar Circle? In brief, to discover the Far North? Then join TRactions SANS FRONTIERES (*TRACTIONS WITHOUT BORDERS*).

The association created by **Philippe and Nana Lasson** in 2003 has already taken groups of Traction lovers to Thailand and on lakesides Titicaca during twelve trips. In the same conditions, TSF proposes a touristic raid in the Arctic Polar Circle, from June 28th till July 27th, 2015.

Thirty days of discovery of the Northern

Europe in the best conditions, on a route carefully recognized, short stages, guided tours of cities, museums and local collectors, moments of rest in comfortable hostings, typical dinners and a mechanical quality assistance, all this based on the big experience of TRactions SANS FRONTIERES of the international rallies.

Accepted vehicles: Tractions and Post-Traction models (Possible dispensations)

TRACTIONS SANS FRONTIERES,

Philippe et Nana Lasson, tél. + 33 (0) 555 253 755 (home) or + 33 (0) 617 953 466 (cellular)

e-mail : tractionssansfrontieres@hotmail.com

Itinerary :

From Lille (North of France) to Lille. Gand (Belgium) Amsterdam (Netherlands) Bremen (Germany) Vejle (Denmark) Kristiansad / Stavanger / Voss / Sogndal / Geiranger / Trondheim) / Mo I Rana / Arctic Polar Circle (Norway) Lycksele / Östersund / Hüdicksvall / Stockholm / Jönköping(Sweden) Copenhaguen / Flensburg (Denmark) Cloppenburg (Germany) Nijmegen (NL) Lille (France)



I'M A BLUE TOOTHBRUSH

Hello Bob,

This might interest amateur/new members.

Last year I noticed that my Légère occasionally smoked on start-up, particularly after long runs. After the winter lay-up this had become much worse, (sorry Brian and Inger who were enveloped in a dense cloud of oil smoke after Pete Simper's drive it day run to Ightham Mote; an otherwise excellent day). Oil smoke on start-up that then clears is usually a symptom of worn valve stem seals. Not being keen to remove the head I poured some additive into the tank and tried to ignore it. 200 km later, problem solved, but would it last a busy summer including the 80th rally at Ferté Vidame followed by a holiday to Carcassonne?

In theory changing the seals is simple enough; the problem is stopping the valves dropping through the head when the valve springs are removed. The professional solution is to connect a compressor to the combustion chamber via the spark plug hole using an adaptor, but what if you don't have a compressor or worry what will happen if your assistant brings you coffee and turns the noisy thing off?

If the valves can be held up by compressed air then anything that fills the combustion chamber under slight pressure will also work.

This is what you need:

14m nylon woven (not twisted) cord, about 3.5mm dia from B & Q or a boat shop.

An old tooth brush with the end cut square, pink is not essential.

Spring compressor, £13 from Amazon.

Set of 8 valve stem oil seals, £3.50 from Chris at TOC Spares.

A magnetic screwdriver.

Lots of rag or paper towel.

A pint bottle of Woodforde's Wherry.

Now, jack up the front NS front wheel, remove the 'plugs and rocker cover. I also removed the carb. For some other work, the battery and bonnet, but this is not essential.

Select 3rd and use a 6mm drill to set no. 1 cylinder at the timing point. Remember this is 8 degrees before TDC.

Slacken the tappets on valves 1 and 2.

Use a screwdriver under the rocker shaft to compress the valve springs and disconnect the push rods.

Rotate the rocker arms out of the way.

Poke the cord through the plug hole, don't try and feed it in, get a few turns in the space for the plug body and cram it in with the toothbrush.

Keep packing it in until the chamber is full, it's quite easy to ram it under the valve heads.

STEP 1

About 10m does the trick.

Turn the front wheel to bring no. 1 piston towards TDC, a couple of goes will pack the cord tight.

VERY IMPORTANT: stuff every possible orifice in the head around no. 1 cylinder valves with rag or paper towels. You don't want to flick a hardened steel collet onto the floor or into anywhere interesting (traction orifices have an almost irresistible attraction for such stuff, just ask Martin de Little about the 10mm socket that bounced into his clutch!)

STEP 2

Locate the spring compressor jaws as low as possible and compress the outer spring on the first valve. You may have to fiddle around a bit to get them under the lowest coil. Surround the spring base with cloth and lean on the compressor to compress the inner spring. If you jiggle it you can hook the collets out with the magnetic screwdriver, do one at a time and don't get overconfident. Put them out of harm's way on the bench! Lift the springs off the valve leaving them in the compressor.

STEP 3

The bottom seal is the new one. My engine had been fitted with oversize O rings. Slide a new seal over the valve stem and into the collet recess. Its correct position is at the bottom of the recess under the collets; my valves had round section O rings slid over the stems to the top of the valve guides. Modern engines have cap seals with a spring loaded lip pressed over the top of the guide; the correct seal is square section and is intended to deflect excess oil from the stem.

STEP 4

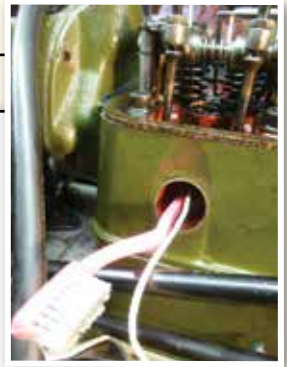
Carefully lower the springs over the valve, check the seal hasn't been forced down the stem.

Insert the collets and remove the compressor. Repeat for valve no. 2. Reverse the front wheel to lower the piston, reclaim the cord and reconnect the push rods. Repeat for the other 3 cylinders; they come to compression TDC in the order 1 3 4 2. The Red manual tells you what to look for in "setting the tappets" and that's the next task. I set them cold to 10 and 8 thou and reset them hot to 8 and 6 thou.

Satisfyingly easy and not a puff of smoke! A gentle afternoon's work and just £3.50

Finally, drink the Wherry.

Best wishes, Mike Wilcock



WHEN YOU'VE GOT FRIENDS AND NEIGHBOURS....

Hi Bob. What follows is a short thank you for the support we had out in France (I have attached a picture of the car in Montreuil Sur-Mer on the way home).

 Whilst down in La Ferté Vidame at the 80th Anniversary Rally, just as we were about to leave to explore Northern France on the way home, our 52 Paris 11BL decided that it liked France so much it didn't want to leave and blew the starter motor.....

Well it has been running off a 12v battery ever since I bought the car and the 6v starter had a high likelihood of giving up at some point. My own fault I suppose for not changing it sooner.

Anyway I want to thank **Phil Allison** (and **Tim Walker** doing crowd control) for trouble-shooting it for me and offering moral support, but my wife was insisting that we call the breakdown company as she wanted to go home (she hadn't been well all trip anyway) and we didn't want to spoil Phil's day at the rally.....

I had little choice but do that and was eventually given an arrival time of 13.30 but was told that we would only be recovered to a local garage for repair and as it was Sunday, they were all closed.....

Eventually, **James Geddes** arrived and said that we were better off getting a starter motor and changing it where we were (just as **Phil Allison** had suggested) so off I went looking for a starter motor.

All I could find in the autojumble actually worth fitting was a fully reconditioned 6v unit from Classic Automobile Services (ex CTA) but they wanted the old one first, before parting with a replacement.....

Then **Graham Handley** arrived saying that **Mick Holmes** had a spare 12v starter with him that he was prepared to sell; so a bit of negotiation was carried out and the deal was duly done.

By the time the breakdown truck found us (which is all it was - no tools or anything else) the old starter was nearly off so we got the breakdown assistance people to keep it there until we were sure the car was fixed.

After something of a struggle - due to the soft ground - lifting the engine to give access to get the old starter off the car (the joys of a small bodied Traction), **James** eventually got it out fitted the new one and we were on our way.

So a big thank you to **ALL** involved for all the support and assistance we were given. I can't remember all the names, but you all know who you are.

One thing I have done since getting home is put a nice 12" square block of wood in the boot of the car to use as a jack support, just in case we ever need to lift the car again to change a wheel etc. On soft ground, you know it makes sense.

Dave and Mary Faulkner.

Yes Dave, I've found the same thing with car recovery in France. They only seem to do recovery, rather than a 'man and spanners' as the first attempt. I must look into whether there is anything resembling the AA/RAC in France. Anyone over that way know anything about this.....? Ed.



AMIS ET VOISINS DEUX

After the huge party that was 80 years of the Traction at La Ferté Vidame, it was sadly time to head back home. We thought we'd take it easy on the return: cross the Seine on the picturesque ferry at Quillebeuf, along the Alabaster Coast to Etretat, then up to St Valéry en Caux. The holidays are over and there's hardly any traffic on this tourist route. We're having a great journey. So, it's 6.00pm, we've reached St Valéry sur Somme (some way north of St Valéry en Caux) (***This Valerie obviously got around! Ed.***) and we're nearly home at Calais when the fan belt breaks!

After a long hike, broken belt in hand, I find a garage (still open) and the owner has just one belt that 'might work'. He takes me back to our car, gives me a hand to try to fit the belt ... it's too short. So, he sets off back to the garage to see if he has another one.

Then two British Tractions, **SSU 137** and **627 MLP**, coming back from La Ferté, stop and double-park near us. They have a look under the bonnet, a boot is opened, a brand new belt is produced and 5 minutes later it's fitted! "Well, what do I owe you?" "Nothing"! They're looking for a hotel and drive off to carry on with their search. It's 8.00pm. During this time, the 'garagiste' comes back and also helps. What solidarity!! We resume our 'relaxed' journey via Boulogne sur Mer.... and then roadworks force us to make an unintended visit to the Old City. Finally, at 10.30pm, we're home in Calais.

Yes, we had problems on the journey, but we also saw solidarity, dedication and selflessness; values developed and nurtured, no doubt, by our beloved car!

A big thank you to our British friends.

Laurent & Marie-France Mazuy (TU members), Calais.

OUCH!

Reflections from some Nouveaux Tractionistes.

Almost a year ago my husband finally did what he'd been threatening for a while, and bought a Traction, a 1955, Slough-built, Light 15 in a fetching shade of metallic blue. With other members of the NE club we went to the 80th anniversary event at La Ferté Vidame, and then spent several more days pottering around Normandy before crossing the channel and driving, in stages, from the south coast back to our home in the North East of England.

What struck us quite forcibly was the difference in attitude towards the Traction in France compared with England. As we have not yet taken our traction to Scotland, Wales or N. Ireland these observations refer only to England. Perhaps it is because the Traction is a French car, or perhaps it was something to do with the French media coverage of the 80th anniversary, but the response in France was unfailingly positive. Wherever we stopped people would come up for a chat. The conversation often began something along the lines of "my father/ grandfather used to have one of these. It's lovely to see them still in running order..." before moving on to a discussion of the differences between French and UK-built tractions. We lost count of the number of times our car was photographed. Pedestrians, cyclists, other motorists and HGV drivers were liberal with their smiles, waves, friendly toots, flashes of headlights and thumbs-up signs, whether we were on small country roads or motorways. It added to the pleasure of our holiday.

What a contrast in England where, in 400 miles of motoring, we received one positive comment from a couple at a service station, "nice" from an RAC man assisting another motorist in a car park, and two friendly toots. The overwhelming response was complete indifference, but we had an unpleasant encounter after negotiating a section of the M25. For once, the motorway was flowing freely on all 4 lanes with plenty of room for overtaking. We did a steady 50 mph. Just after leaving the motorway we stopped at traffic lights and, with a lot of aggressive honking, a young woman motorist drew alongside shouting at us that old cars were dangerous on motorways because they drive too slowly, that they cause accidents, and that the police should pull us over. She continued in this vein, to the amusement of her grinning passengers, until the lights changed. The lovely feeling we had brought back with us from France evaporated in a moment. As we later drove up the A1 behind a Tesco HGV, matching its speed for many miles before overtaking it on a hill, we reflected that this woman would probably not have behaved like that towards a straining juggernaut!

We had 2 near-misses in our previous classic car where HGV drivers seemed to deliberately target our car and drove aggressively and dangerously. We have heard of classic cars being wantonly vandalised in public places in England. It is sad that the lovely atmosphere of tolerance and interest that we encountered in France seems in such short supply on English roads.

Heather Broadbent

PARK LIFE

I have attached a few photos of the Traction that I took to the event - my 1949 Paris built right hand drive Légère (DSL 483).

There are not many of these left. They were built in Paris for the countries that drove on the left and that used miles instead of kilometres. However, mainly South Africa as Australia and New Zealand favoured the Slough built Light 15. Tractions like mine were built to French specification i.e. metal dash and cloth seats except that they were of course right hand drive but with French style instruments calibrated for miles and the gear change escutcheon with the letter "R" instead of "A" for reverse gear. I only saw one other at La Ferté Vidame but that was built to right hand drive with kilometre instruments etc for the French owner. It is owned by another TOC member. However there was one of the instrument clusters like mine in the museum. I did try to get to park nearer to the museum but no luck. I am a member of La Traction Universelle and perhaps should have arranged something before going. I have attached below an email I had from Stéphane Hadangué (Liz and I had dinner in Paris, New Year 2012, with **Stéphane Hadangué** and **Jean-Louis Poussard**). My problem, I suppose, is that I do not push myself forward as much as other members of the TOC. I did have many conversations with people at the La Ferté Vidame that had no idea that such cars existed.

I was also able to finally meet **Steve** and **Joyce Le Roux**. Steve had worked on this car in South Africa (it went straight from Quai de Javel to South Africa in primer paint). Steve had previously given me (via email) a lot of information about the life of this car in South Africa. This car was also featured in the Auto Express Special Edition that covered 90 Years of Citroën.

Den Hewitt

Hello Den,

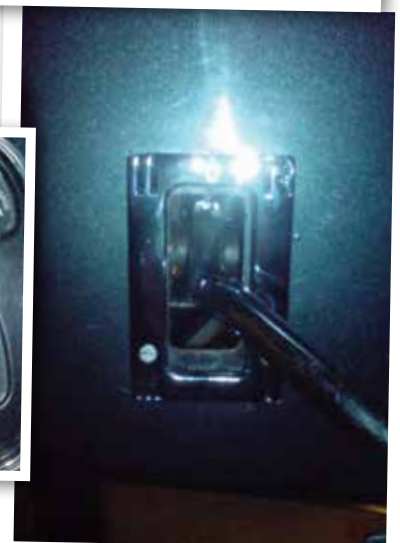
I am very glad you enjoyed this event despite you couldn't park your 1949 Légère near to the building (why? I don't know and that's a pity because many people could have been interested in asking you some questions about this car).

At the same time I'm sorry we didn't meet, opportunities to get in touch are not so frequent; next time we will agree on a meeting point and time. I was on Saturday morning collecting the entrance fees for the people who were not registered before, the rest of the time I was available.

We were about 760 cars!

Best Regards

Stéphane



Your Letters

NIFTY PHOTO

I managed a holiday picture of a Traction in Paris. Rather surprisingly we saw three driving in France; one en route to our accommodation, and the other two driving around Paris.

Cheers

Kris Brownhill



WHERE MOTOR CAR IS MASTER TILL ONLY SPEED REMAINS

On Sunday I decided to take the BL for a shopping outing, as we had left it standing for some time while in Italy. In the Waitrose car park in Wantage I was engaged in conversation by a gentleman who said how nice it was to see a Citroën Traction. He then recounted to me a story from his father, who had regularly seen John Betjeman driving a Citroën during the 1950's. At that time, Betjeman lived in Wantage and had a flat in Cloth Fair, London (which is now a Landmark Trust property where, coincidentally, we stayed in February, sans Traction, due to the congestion charge). Betjeman apparently commuted weekly between Wantage and London in the Traction.

I did wonder if the poem regarding bombs falling upon Slough was as a result of a warranty dispute, but found this was penned in 1937, so predates his traction driving.

I wonder if anyone has any more knowledge on this? I recall that Betjeman was editor of the Shell Motoring Guides in the 1930's.

Regards

Mike Roberts

THIS IS THE REAL FFI!

Jim Lee sends this photo, which was recently passed on by British friends who live in the Dordogne. They say:

The lady in the middle was born in this house and that is our barn behind them. These are members of the Résistance, operating from the house towards the end of the occupation.

Her son and grandson collect classic cars (they have quite a few). I believe they even have a RR.



WHY, WHY, WHY? PART 2

Peter Clark sent us a letter (Sep/Oct FP) about his hunt for, and subsequent find of, a Traction. Here he continues the story, now the car has been delivered.

Searching for a Traction when one lives in SE France is not simple. Lots for sale in various states of decay and variable (optimistic) prices. But France is a big country and a car in Brittany would cost well over £1000 by transporter to Grenoble.

Anyway, by word of mouth I eventually found an 11BL about 60 miles from where I live. The seller was a farmer who already had 3 Tractions and a rusty Estafette. He had gone to collect a telescope he had bought on Ebay and saw a Traction in the barn next door and bought it. The owner was dead and the son had inherited the car, used it a while and then put it away and forgot about it. It must have been unused for at least 20 years. A price was arrived at including 4 half worn Michelins and the car was delivered to my village. I have no land, garage or workshop, so the car was dropped into the parking lot. We live in a village of only 10 houses, the road ends there and I have not seen a Gendarme, so the recommissioning was started where it stood.

Inspection revealed the car to be virtually complete, missing only the rear lights and interior light. Looking underneath was another story. All the rubber hoses, brake flexibles and fuel lines had turned to a brittle material and needed replacing. The suspension was full of brambles which had grown during its long sleep in a dry shelter. The silencer was rusted one end and was full of nuts, probably brought by a squirrel. The tank was drained of what had become a syrupy material; the sump oil was the same, as was the brake fluid. The interior of the car was as good as new except for a mouse's nest in the headlining and a bit of carpet by the driver's feet.

Work commenced on the project, with the neighbours having bets as to whether it would roll before I came back to England. The tank did not leak, but the top was like a lace curtain. Replacement of all the brake system, fuel system and water hoses; rebuild of starter, new coil and distributor and the car started (not on the first turn, but after about 1 hour of checking, resetting and head scratching). Good news, the clutch was not stuck and after 20 minutes on idle the second lot of oil was drained and refilled with another 4 litres. Work was interrupted while I went for 2 weeks cycling from Perpignan to Biarritz, then a 10 km run down to the valley and back without overheating was encouraging.

The car has suffered from scratches during its hibernation but the body is as solid as the day it left the factory and apart from touching in some scratches I think I will leave it, as the French say: "dans son jus".

The big mystery for me is how sawdust got everywhere. It was in the brake drums, behind the door panels and under the back seat. I have tried without success to find some history, so I will never know. The car is now anti-freezed and left in a neighbour's garage until May next year. Then I need to sort out the indicators and stop lights for a 'Control Technique'. The headlight reflectors have not much silver left on and I will try an experiment with aluminium foil if I cannot get replacements. I have attached some photos of the car. The one of the car next to the Simca is in my "workshop".

Peter Clark



QUESTION AND ANSWER!

Hi Bob,

The previous owner of my Traction (Jan/Feb 2014 FP, "My Traction Story") moved from Washington State to Oregon State, a distance of approximately 400 miles.

The Traction was driven without using lead additive and the valves were almost melted. In fact, one valve did freeze and it bent the VALVE TAPPET ROD causing the rod to disengage from the rocker arm socket and the engine kept on going to its destination.

Prior to my buy back, the previous owner had the head serviced with all new hardened valve parts, head resurfaced with only the bent valve-tappet rod being replaced. The mechanic performing the repairs reported that the cam drive is making a noise or something similar. He believed that it had been making a noise for some time and did not seem ominous.

I feel that during all this the valve-tappet holder (cam follower) was being pounded which resulted in an elongated socket seat in the valve lifter. An audible ticking sound led me to the cylinder that had been affected.

The engine would have an erratic miss, the distributor was checked and rechecked, a sticking valve might be suspect and maybe a lack of lubrication could be the fault.

TOC Technical Articles were searched to get info on the valve train assembly. I decided to remove the valve train and check for oil flow to the rocker arms.

All valve-tappet holders (cam followers) would have suction and could be lifted up slightly by the valve-tappet rods with the exception of the cylinder that had the bent valve-tappet rod.

This valve-tappet holder (cam follower) lifter seemed to have a lot of side motion with the conclusion that it was elongated and loose in the socket while running and thus is causing the ticking sound.

Since I have the 11D block with the Perfo (cast iron) head installed; can the original Citroën part number 451513 be used?

Would appreciate if someone in the know could advise me if I am on the right track to solve this problem?

I plan to remove the head this winter and check all the lifters and replace where necessary.

MANY THANKS and keep up the good WORK, LOVE that TOC,

John H Chestnutt

Member 2338

jmac52@comcast.net

Acting as our US/UK liaison officer I asked Andy Burnett, who has written here before about Perfo engines, what answer he could give John. Andy replied:

Hi, Bob, simple answer is yes!! That cam follower is the same for Perfo and 11D engines, with 11D pushrods slightly longer but the same "bottom end". The early D cam followers will also work, but have a much larger inset for the pushrod, as the D pushrods have a much larger bottom end (and obviously different length(s)).

Hope this helps!

Andy

BRITTANY

TRAGIC NEWS FROM THE BRITTANY TRACTION CLUB

I'm very sorry to have to report the deaths of two very good friends from the CTAB.

Gildas PEU, just 19 years old, lost his life in a motorway accident.

Françoise LANGOUET, only weeks later, following the deaths of both her parents and indeed good friend Gildas, died tragically at the end of September, at 53.

Both were present on this year's Brittany Rally and regular rally supporters from the TOC, will remember Noel and Françoise and their sons, over the last 25 plus years.

On behalf of the TOC, I have written to Gildas' family to express our deepest condolences.

Vicki & I, along with Bill & Letsie TILLEY, attended Françoise's funeral near Rennes, to offer support to her husband Noel and sons Maxime and Anatole.

Martin NICHOLSON

CTAB RALLY 11TH – 14TH JULY 2014

As a first time participant it has fallen to me to write the report for the 2014 Rally organised by the Club Traction Avant de Bretagne.

It all started for Mary and myself at the 2013 AGM dinner when it was mentioned by those on our table that the Brittany Rally was well worth going on. I was already aware of it from Ian Harvey's article in a recent FP. Mary had been a little bit hesitant in agreeing to attend the AGM weekend so I wasn't sure how she would take to several days with the cars and a bunch of people she didn't know, let alone a crowd of French as well!

By good fortune the Rally start was planned for not far from St Malo meaning that the transition mileage would be small. We live in Walkern, Hertfordshire and our village is going to twin with the French town of Lanvallay some 20 miles inland from St Malo. We had hosted a couple when they came over to the Walkern fair and also (as I have written previously in FP) a chap who used to own a Traction himself. The possibility of visiting our friends, together with having had a glass of wine had us agreeing that we would give it a go.

As July approached we contacted Martin Nicholson to confirm our interest. The final plans were only issued together with an entry form a couple of weeks before the event. The ferry was booked, and preparations made, including fitting a new carburettor as the old one leaked a bit. I had also had the petrol tank refurbished as that also leaked via a crack where the breather pipe meets the filler neck. Mary doesn't like the smell of petrol so these were essential items. We set off for Portsmouth on Wednesday 9th July and had a pleasant overnight crossing to St Malo whereupon we visited our friends for lunch in Lanvallay and then carried on to our hotel at Quintin where the Rally was due to start the following morning. Our Traction had performed perfectly ok other than a little hesitation on warm starting. There we met Bernie and Pearl plus Martin and Vicki who were staying there – others stayed in local hotels or camped. At dinner we also met Tim Walker and Philippe and Sue Allison neither of whom we knew but whom we were to see a lot of in the next couple of days. Thursday morning dawned a little dull and after a leisurely breakfast the idea was to drive the few hundred yards to the lakeside where registration was to take place. It was at that point that our Traction started but then refused to fire. Mary went to seek assistance but meanwhile I got it going and arrived at registration whereupon it stopped and wouldn't restart. Petrol was pouring out of the overflow. Bernie set to with screwdriver and spanner and had soon diagnosed the problem. The float had stuck down and what's more the hinge was upside down. The carburettor is an Indian copy and I understand that the castings are not too good. Having read

about candidates for disaster of the Rally I was relieved that we were no longer a candidate. Thereafter the Traction performed faultlessly using no oil or water over some 600 miles. Except, that is, for needing to tap the carburettor with a spanner when it had been left standing, as the float now regularly stuck in the closed position!



Once registration was complete – 2 hours to register 30 cars! , a whistle blew and the convoy set off for a two minute drive to the local supermarket for petrol and also for picnic provisions. Some while later with cars dotted about all over the car park a further whistle meant we were finally on our way. This was accompanied by a variety of Horns, Klaxons, hooters, bells and sirens as if it were a football match.

The convoy set off through the roads of Brittany preceded by 6 or 7 motorbikes who would leapfrog each other to mark for us the appropriate junctions and where necessary hold up the traffic. This was so much easier than trying to follow a roadbook – although one was provided with essential information. I hadn't realised until now that brake lights appear to be an optional extra on many Tractions! Throughout the rally the reaction of the public by the roadside was amazing, without exception showing great enthusiasm and amazement at the line of Tractions passing through the villages. The initial route was 65 km to Chateau de la Roche Jagu where the Tractions parked up for a 4 hour pique-nique. The journey was uneventful apart for Tim Walker's roadster losing its hub cap in front of us. Fortunately it went no further than the verge so hubcap and retaining bolt were soon reunited with its owner. Before lunch the sun came out and it stayed that way for the whole rally. Those who were camping (Camping fees and breakfasts were included in the rally fee along with entry to sights and the three evening meals) then went direct to the campsite at Paimpol some 15 minutes away while others went

CTAB Rally 11th – 14th July 2014

to their booked hotels. The campsite was the HQ for the rally. On arrival at our hotel we found Phil Allison under his car trying to sort leaking brake fluid. A pipe had broken – one he had repaired a year previously and up until then successfully. With dinner looming at a restaurant a short drive away the pipe was temporarily sealed. At this stage it was looking like Phil's car would be a prime candidate for disaster of the rally.

We had our own problem at that stage – our house/dog sitter had locked herself out with the sheet of contact numbers also in the house! Fortunately I was able to give her our son's number who helped her locate the hidden spare keys.

With the others already paired up to go to the restaurant 2 miles away we offered Phil and Sue a lift and off we went to restaurant Boscher overlooking the sea. It turned out that there was no rush after all as the French contingent together with those camping arrived some 45 minutes late. That time they had the excuse that they would have been erecting their tents etc. An excellent meal was served. With almost 80 people the noise level was rather high in the restaurant. Remi Guillou who seems to be the chief mechanic was consulted with a view to him securing an appropriate pipe to get Phil's brakes working again. We then retired to our hotel for the night.

Next morning, having been told somewhat hopefully by President Hervé Pignon the night before that everyone must be on time, the Tractions duly assembled at the Railway Station car park at 10am ready for a trip on the Steam train "Vapeur de Trieux" to Pontrioux.



Remi had done his stuff again and had come up with a suitable connection to enable Phil to block off one brake and thus become mobile again. After much standing around the train departed at 11am – the organisers had clearly allowed plenty of leeway in the timing! – for the "Petite Cité de Caractere" Pontrioux via a stop half way for a glass of cider and a crepe accompanied by a musician.



On arrival at Pontrioux Herve set about trying to find the location of the mobile Galettes seller that had been arranged. A Galette made with egg, ham and cheeses was provided for all who wanted it and also crepes with caramel, jam or sugar.



Some elected to have a meal in town as the evening meal would be late. A horse drawn carriage was also available for transporting members from the Station to the town and

CTAB Rally 11th – 14th July 2014

back for those who didn't want to walk. The toilet facilities at the Station were somewhat basic, including the most public Pissoir I have ever seen!



Returning to Paimpol there was a fascinating visit to the Abbaye de Beauport. Built on high ground, it dominates the landscape, with views of the sea. It was founded in 1202 and after the French Revolution passed into private hands and was ultimately purchased in 1992 by the 'Conservatoire du littoral'. Its remit is to preserve the structure while leaving the ruins untouched and also to protect and encourage the wildlife. Some of the ladies were concerned by the warning to remain on the paths due to the presence of snakes!



With time pressing next stop was an aperitif with the Motards, the motorbike riders, at the campsite. On offer was mostly



Pastis or whisky and some soft drinks.



Terence McAuley came to the rescue with some Rosé and the Felices had a stock of beer. Between the Abbaye and the Aperitif those in hotels had taken the opportunity to nip back for a quick freshen up. Phil fitted the pipe to his car and pronounced it ok with a firm brake pedal. He would wait to test it the next morning so we took him and Sue to the Campsite and on to the Restaurant Terre-Nuevas at the Port in Paimpol where dinner had been arranged for 9pm. An excellent creamy fish and vegetable melange was the main course. We returned to the hotel at 12.30 after a rather long day.

On Sunday there was good and bad news. Phil pronounced his car fit and well, so would be able to use that rather than being cramped in our car for the day. However Martin was absent from breakfast owing to feeling unwell due to a combination of omitting to take his medication at the right time and the creamy dinner of the night before.

Rendezvous was the campsite again but as the first stop was to obtain pique-nique provisions we went directly to the supermarket by the station and took the opportunity to fill up. Once everyone had arrived, somewhat after the intended departure time the convoy set off on a pretty 80 km drive round the Circuit des Ajoncs (translation :- Gorse). Ian and Liz Harvey's car wouldn't start initially but that just turned out to be a flooded carburettor. We ended up at the parking for the Ile de Brehat ferry some 6km from where we had started. Everyone settled down for another pique-nique whereupon the sound of spinning wheels heralded the arrival of chief mechanic Remi being towed up the unmade track to the parking. His Traction was mort and well and truly qualified to be disaster of the rally.

CTAB Rally 11th – 14th July 2014



concerned that the French contingent were late as he had hoped that there would be some mixing between the two clubs. The aperitif was followed by an excellent 4 course meal – in fact too much for some. The seating for the meal was such that some of our members were next to CTAB members and some mixing did take place. It is obviously diff cult to plonk a non-French speaker in amongst the French but a bit more mixing in wouldn't go amiss next time. They are a friendly lot. Perhaps on day one name badges and an aperitif / reception would encourage mixing.

Bastille Day Monday 14th July.
Rendezvous was at the campsite. We arrived 15 minutes late having been

Martin had recovered sufficiently to join the group and had intended to join the group for just the afternoon activities. However due to the delay in setting off he and Vicki had been able to join the convoy from the start.

After lunch we boarded the Boat for the Ile de Brehat, a lovely car free island. Most just went for walks or sat at tables having a drink. Mary and I hired bicycles in order to go to the lighthouse at the very top of the island via the narrow paths. On a hot day some of the inclines were surprisingly steep.

At 6pm we boarded the return boat and went straight to an aperitif at the Terrasses de Brehat restaurant. Herve was a little

to a boulangerie for some decent bread for the pique-nique. On arrival there was a Traction, bonnets up in the middle of the entrance. We asked the silly question as to whether the convoy had gone. No chance, it would be an hour or more before we set off. As we walked past the Traction a CTAB member said quite calmly in English "this one is not in use at present". A rather nice expression.

The only TOC problems were Phil having an ignition switch glitch and Laurence Acher having a dodgy voltage regulator which meant he needed an assisted start and a top up from Peter Simper's battery.



CTAB Rally 11th – 14th July 2014

Once we finally got going there was a very scenic coastal route to Bilfot Point where boxes of oyster were unloaded for tasting along with some wine.



Then we moved on down the road to the Moulin de Craca for our final pique-nique at a cliff top field where there was to be Breton dancing. This was set up by the locals for Bastille Day rather than specially for us which was just as well because we had to set off for the final destination 60 km away 10 minutes after the dancing started at 3pm.

Those who were travelling back to the UK that day left us at

that point as did some of the French who had longer journeys. We set off in convoy towards Jugon les Lacs via some pretty roads but at some point various elements became split up. The lead group with the Motards at the front went off course some 30 km from Jugon resulting in a dual carriageway drive to the finish. A second group managed to get to Jugon following the correct route as they had a local member up front. Tim, Ian and Liz stopped for fuel and made their own way to Jugon as everyone had disappeared by the time they had filled up. Fuel was to prove important as Tony and Janet ran out on the dual carriageway and got to the finish having used their spare can. Peter Simper was also very low on fuel. Despite only having done some 60 – 80 km a day I was glad that we had topped up each day. My fuel gauge is not to be trusted. Herve presented everyone with mementos of the Rally and Bernie presented Herve with a bottle of Jack Daniels from us all.

Goodbyes were said and we set off 30 km to the hotel we had booked for the night, returning home on the overnight ferry on the 15th having visited our friends in Lanvallay again for lunch.

Overall the rally was very enjoyable with an interesting route, good visits, excellent food and good humour. What could improve it? I think some of the ladies in particular would like a bit of down time as the whole trip was quite exhausting for some. With several departing on the last afternoon and a longish drive to the final reception perhaps the farewell reception/presentation could be mid-afternoon after the pique-nique. Also, nothing to do with the organisation, I wish the Logis hotels would provide decent size towels that aren't like sandpaper!

On returning home I heard Mary on the telephone say to a friend "yes I would go on one again".....!

Next year the Rally will be based near Pont L'Eveque, Normandy.

Roger Gullen



TOC Perigord Rally 7th – 11th May 2015

Following the History of the Perigord Region and Local Gastronomy

In honour of the Resistance and Allied Secret agents of WW II

The TOC Dordogne team is preparing a rally in May 2015,
This period coincides with the commemoration of the end of WW II.

(This rally is limited to a maximum of 30 cars)

Provisional programme:

Thursday May 7	Welcome at Vitrolle from 3 pm: tea, film, briefing, apéritif and dinner.
Friday May 8	Perigord Purple (westbound): strolling along the Dordogne river, visit to the historic port of Bergerac, picnic, wine tasting of Monbazillac desert wines and visit to Château Bridoir.
Saturday May 9	Perigord Noir (Eastbound): visit (including sampling of) a family owned duck/goose farm, picnic at the lovely village of Le Rocq Gageac along the Dordogne river, visit to Château Les Milandes former home of Josephine Baker, artist and member of the resistance.
Sunday May 10	After breakfast, a day-off (leisure): free to visit (many options) at your own expense. Late afternoon: group photo in front of the Vitrolle château. In the evening gala dinner with music. Competition of the best dressed couple of the forties.
Monday May 11	The rally ends after breakfast.

In addition tracing the history of the inland waterway shipping, paying tribute to the resistance, driving on country lanes to enjoy the beautiful landscape and woods of the Périgord.

Make sure your Traction is topped up with fuel. The organised circuits are less than 100 km each day.

You are staying in gîtes of *Domaine de la Vitrolle*, 24510 Limeuil (located a few km east of Limeuil on the D-31 and close to the intersection of the Vézère and Dordogne River). Arrival on Thursday afternoon, May 7th, departure on Monday morning May 11th (4 nights).

Phone : +33 (05) 53 61 58 58 Site : www.la-vitrolle.fr

GPS : 0° 54,14 E 44° 53,41 N.

The gîtes are for one couple each (a few larger gîtes are fitted out with a number of separate bed/bathrooms). All gîtes have a small kitchen and fridge. Cleaning service is included during your stay.

Meals include: 4 breakfasts, 4 dinners including the gala dinner; apéritif, wines and coffee included during all dinners. All meals served at the Vitrolle restaurant Le Tour du Bois, situated close to the Vitrolle gîtes.

Any drinks required after meals have finished serving will be at your own expense.

The rally cost is £508 (or 650 euros) per couple for the whole event

(Lunchtime picnics are not included and are at your own expense).

The above includes your stay half board (see above), the visits, Roadbook, rally plate and souvenir, tourist information. For singles and additional persons please ask as rates may differ.

After the rally when the final expenses are calculated if there is a surplus it will be refunded equally to all participants.

TOC Perigord Rally 7th – 11th May 2015

Registration requests to be sent to the TOC social secretary Paul De Felice via email: events@traction-owners.co.uk or telephone 0044 (0)1992 890 975 evenings/weekends

Deadline for the registration including deposit of 25% by January, 31st 2015; remainder by March 15th 2015.

The following information is required when booking:

- name of the members of each team/couple (including additional persons)
- licence plate number/model/type/LHD-RHD/year of your Traction
- ability to speak French (even a bit)
- any helpful information; ie technical expertise on the Traction, playing a guitar, or other instrument, photography/filming, singing, WW II (Allo, Allo) and a forties costume etc.

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

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

Please respect the deadline. We are counting on you to make this another memorable event.

Any other queries just ask.

The TOC Dordogne team:

Mary and Michael Bromley, E-mail: mandmladoux@aliceadsl.fr

Helène and Ronald Knoth, E-mail: r.a.knoth@zonnet.nl

ANNOUNCEMENTS, REMINDERS AND LINKS

TOC STAND AT THE NEC If you are buying tickets using our special club discount code, please remember to pass your ticket stubs to Steve Wright on the stand. The club receives a (very) modest amount back from the organisers for each stub handed in.

TOC WEB FORUM The Forum has increased its user numbers in leaps and bounds. If you're not using it yet, please give it a try. It's a place for all members to share experiences, questions and answers.

TOC EVENTS IN THE COMING MONTHS Once again the grim reaper of limited pagination has forced me to give you a link to the Events Page on the TOC web site. Mick and Judy have actually made a very effective (and illustrated!) Events Section (far better than my own lowly attempts). Check it out here: <http://tinyurl.com/nkl7rsc>

FHBVC NEWS NEWSLETTERS 4/14 AND 5/14

- Progress continues on exempting **Wedding Cars** from the new 'For Hire' legislation.
- There is some softening of the Brussels attitude to **Chroming Processes**, but nothing definite yet. Chroming (and re-chroming, of course) could still be banned.
- You should read the whole newsletters online (<http://tinyurl.com/k2fj69j>) for small details, but this one caught my eye. Now that more and more of the DVLA process is going online, we are told by the FHBVC: **Insurance status of a car can be verified at <http://www.askmid.com> where there is a free check intended for vehicle owners/drivers, as well as the option to pay £4 for a more detailed report which names the other insurer (intended for checking the other vehicle involved in a car accident).** Might be useful in the event of an accident involving another vehicle?

That's all for this issue. Ed.

There had been a vibration at the steering wheel of my 11BN for some time and it was getting worse. If one kept a hand on the wheel it would be sufficient to dampen the shakes but not knowing the cause was a little worrying and eventually the decision was made to find out.

On removing the wheel it could be seen that there was play within the holder assembly which apparently was made up of a number of parts. See Photo No 1.

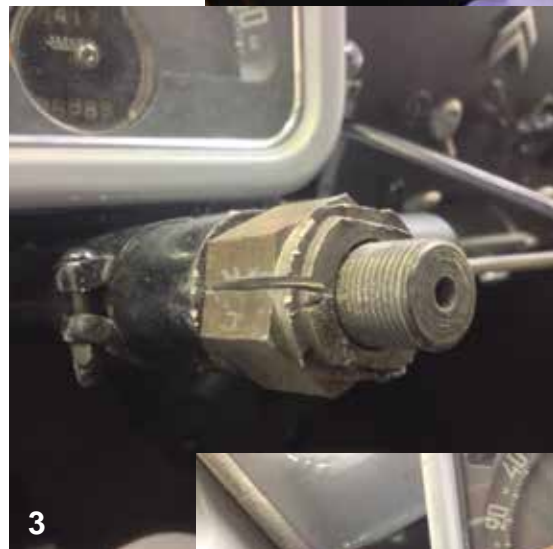
The decision was made to remove and replace this but despite best efforts initially trying to tap it out with a mallet and lots of WD40, ultimately with pullers it refused to budge. The outer drilled disc in fact became saucer shaped. Not knowing for sure what other mechanism might have been inside and fears that further violence would only make the situation worse, a cooling off period was taken.

Using a small diamond tipped disc on a standard drill the drilled (holder) disc was cut and came apart from the rest of the mechanism. The holder itself was then cut in two. See Photo No's 2 & 3. These little discs measuring only 20mm diameter are very handy indeed, I had used one before for similar work on a BMW 5 Series. They are part of a hobbyist kit in fact and can be obtained in DIY stores. The holder eventually split and the boss dropped out. Apart from some superficial gunge and corrosion it was difficult to see how the holder had stayed stuck. The steering shaft is slightly tapered from approx. 22.2mm to 21.6mm for the length of the holder. Photo No 4.

The play was caused by wear at the junction of the drilled disc and the holder itself. The new holders are made from a single machined unit. See Photo No 5 which shows both.

The steering wheel was then bolted back on and a test drive taken. Problem solved.

David Murphy.



Editor's Report

Thank you to all members who are sending in material for FP - Bob has a good range available to use.

We are aware it is difficult to get all FPs in Binders due to the increase in pages – we will consider bigger binders when the current stock runs out.

Bob is moving to France next year so will no longer be able to continue as Editor. Bob was thanked for his 2 years of producing an excellent magazine.

We urgently need a volunteer to take on this role – Bob is willing to work alongside someone for a while if it will help.

We will split the production of the calendar from that of FP to lighten the load for the new editor.

Treasurer's Report

Accounts were published in the last issue of FP – further clarification will be given at the AGM or members are welcome to contact Tony.

Tony is definitely standing down at next year's AGM. Therefore another crucial post that needs a volunteer as soon as possible to keep the TOC running.

Club Shop

More lines are being added to the goods members can purchase direct.

Steve also looking to stock various Citroen books – details will be in future FPs and on our website.

Spares

Chris is still very busy as lots of work being done to our beloved Tractions.

Members need to be made aware that Chris has reproduction Parts and Workshop Manuals for sale.

Social

At the NEC in November we will be celebrating 80 years of the Traction so have new backdrops and 5 cars on our Stand. Thank you to Steve Wright for taking on this event.

La Ferté Vidame was a great success and all members attending enjoyed it. A huge thank you to Walter and Noëlla for all their hard work in arranging accommodation and meals.

Perigord Rally – if members wish to attend they need to let Paul de Felice know as soon as possible as numbers are limited.

Next year's rally will be at the end of July and is being organised by Phil Allison including a visit to a Steam Rally.

Web

Work is ongoing on the e-store for club shop and eventually spares.

We are also looking to have the facility to use a Cloud to house photographs of TOC events.

Maintenance Workshops

Would members be interested in attending these? If so where and a volunteer would be needed to organise and run them.

Next meetings are pre AGM and Sunday January 18th.

Bev Oates

2015 CALENDAR

You've received the 2015 calendar with this copy of FP. If anyone wants to order more copies, prices – inclusive of postage – are UK £5, Europe £8 and Rest of World £9.

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

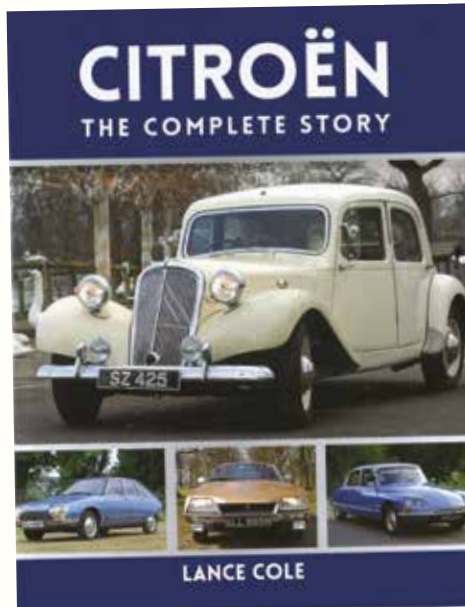


2015



Book review

Title	Citroën The Complete Story
Author	Lance Cole
Publisher	The Crowood Press, The Stable Block, Crowood Lane, Ramsbury, Marlborough, Wiltshire SN8 2HR
Website	www.crowood.com
Telephone	+44 (0)1672 520320
ISBN	9781847976598
Published	14/05/2014
Number of pages	272
Format	Hardback
Dimensions	280 x 215mm
Inside	329 colour photographs
Price	£35 / \$59.95 £28 on website



slightly slipshod approach taken by the publisher which ruins what is an otherwise excellent book. Fortunately, the correct spelling is used in the book.

The finger of blame must also be pointed at Crowood for the title. "The Complete Story" is a series of automotive books. Unfortunately, it is not possible to cover the 'complete story' of any automotive manufacturer in some three hundred odd pages; indeed there are books with more pages than this which are dedicated to a single model and these rarely manage to tell the entire story. So, a change of title would be a good idea.

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



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

* On their website, the name Citroën lacks the dieresis and is spelled Citroen and Lefebvre's name is misspelt as is Magès and while this might seem 'picky' it is demonstrative of the

I approached this book with a great deal of anticipation; not least because Lance and I had discussions while he was still researching it. I also greatly admire Lance as a writer. His prose is second-to-none and if anyone deserves the epithet of 'the new LJKS' (Leonard Setright), it is Lance Cole. He has the knack of making quite complex issues easy to understand and, like LJKS, he frequently approaches his subject from a refreshingly new standpoint.

Where this book really excels is in its explanation of what would nowadays be called 'Citroën's corporate culture' or 'company psychology'; of what made Citroën unique among motor manufacturers in an era when the ground rules for car design had not been established. He explains how the company's design team was given a free hand to investigate new and radical solutions rather than merely refine existing solutions; and to develop new technologies when existing ones were found to be lacking.

The principle models each have a chapter dedicated to them and as mentioned above, Lance brings a new perspective to his descriptions of them.

The book does, however, have a number of flaws. Probably the most serious is the poor proofing with lots of typos being left uncorrected. There are a few minor errors and some surprising omissions (including a couple of pictures of the Belphégor trucks but no explanation of what these are). Citroën's trucks and buses are not covered. Citroën's operations in North America are covered, albeit somewhat superficially but the company is called Citroën America rather than Citroën Cars Corporation.

Some of the non-period pictures were clearly taken at Citroën meetings and sadly, some of these are poorly cropped. I would rather have seen more contemporary pictures.

I found the layout rather dated with text boxes breaking up the flow of the prose.

To sum up then, this book is a flawed diamond. The majority of the shortcomings would seem to be the fault of the publisher. However, as an exposition of what made Citroën unique, it is unparalleled and therefore comes strongly recommended.

© 2014 Julian Marsh

Rallye Birettes

Well there we were, a group of ladies sitting having a chat in the glorious sunshine drinking coffee (I won't mention the wine!) whilst the men roamed around the show at La Ferté Vidame looking at cars, spare parts, more cars, more spare parts..... when Teresa Forry announced that the Rallye des Birettes, which is a run for the ladies ('Birettes' loosely translated means little mischievous goblins/witches) was taking place on Sunday morning. Let's get a group together and do it says Teresa! Trisha Street offered to drive and Teresa, Annette de Little and Verna Wilcock said "we'll come with you". But before I could utter a word Bob's car was full, so I felt obliged to say that I would drive Paul's car. Within seconds my car was also full and Diane Lasance said she would also drive and was joined by Lisette Cats.

We met outside our B&B full of excitement on Sunday morning, but for some unknown reason the men didn't seem quite as excited as we drove off in their precious cars. I had Vicky Nicholson as map reader next to me with Susie Walker and Sue Allison as back-seat drivers! I followed Trisha and her merry maidens to the start but she turned right and I forgot you have to pump the brakes and went straight on!!! That's where the laughter started and it didn't stop until we returned home almost 2 hours later!

There were about 36 cars in all and we ambled through beautiful countryside hooting as we went through each little village. All the villagers came out to see the cars as they always do on these rallies, but it was the look on their faces when they suddenly realised that we were all women drivers! **(Love it! Ed.)**

I have to say it was the most enjoyable run I've ever been on, we put the world to rights, laughed and joked all the way with not a mention of our big ends or loose nuts - it was sheer bliss.

We enjoyed it so much we thought we might try to incorporate something similar in a future rally.

Pat De Felice



La Ferté Vidame

Happy Birthday Traction,

September 13-14th

“80 ans Citroën Traction Avant” La Ferté Vidame

What a fantastic event! Being “relatively” new to the Traction and especially to the TOC this was the first Traction event we have visited for a long time and it was an event we wouldn’t want to have missed! To give you an idea of the TOC contribution; There was a total of **64 teams, 61 Tractions, 128 people from 13 countries** (i.e. UK, Guernsey, Jersey, South Africa, USA, Canada, Japan, Australia, Norway, Austria, Holland, Belgium, France and Germany). Unbelievable!

Hi, I’m Edwin Veltman from the Netherlands. It’s my turn to write an article for Floating Power; our event report of the 80th birthday celebration of the Traction Avant in La Ferté Vidame. As I’m new to the TOC, I was kindly requested to volunteer ;-) for this assignment (as many before me, this is a tradition) and of course I will give it a try!



For us, my wife Annette and I, coming to this event started during the summer last year. We have had a 1954 Traction Avant Commerciale for many years, but what started as an enthusiastic restoration project, slowly went to sleep. When we decided to move house in 2010 and then having a much smaller garage, we had no choice, and sold our car to Marcus Lasance, a very good friend of ours for at least 35 years. But last summer Marcus had his 1955 Familiale up for sale, so we cleared out the garage, made some space, found out it would fit, and decided to buy the car from him. He kindly pointed out that the TOC was “THE” club to become a member of and also explained that Walter and Noëlla were organizing the trip to the birthday event in La Ferté Vidame. We agreed that we also had to go there as well, with the Familiale!

On Friday September 12th we drove from the Netherlands to Domain des Evis in La Chapelle-Fortin to meet Walter and Noëlla and other members of the TOC and to pick up the event details and welcome bag. However unfortunately we were not with our Familiale. We had run into several technical problems that we couldn’t get fixed in time to have the car running reliably enough to drive 1200 km during one weekend... We decided to take the same route as we would have with the Traction and drove relaxed over the French “Route National” passing quite a few Tractions on the way. At the meeting point we were introduced to several TOC members and it felt as if we were meeting up with family and friends! Chatting with old and new friends and already hearing Traction adventures, with a glass of wine in our hands and the sun above our heads. This was a great start to the weekend. Our B&B accommodation was about 25 km’s further on and we drove there leading the way for our new friend Jim Lee. The B&B “le Moulin de Sévoux”



Not making it to France 🙄



Luxury! 🙄

was an old mill, and the B&B run by a Belgian couple Eric & Nancy van Mechelen, in a wonderful, quiet area near Malétable. The rooms were beautiful and luxurious! The two other couples also staying there, Ian & Elizabeth Harvey and John & Margaret Moon had also arrived and in the evening we enjoyed a delicious dinner prepared by Eric & Nancy. During the dinner the discussions about Traction’s technology, nostalgia, memories and stories crossed the table as we “the newcomers” got acquainted with our new friends.

Day 1: On Saturday morning we got up quite early (for a Saturday morning at least) to drive out to the starting point for the drive over the PSA test circuit. Eric had arranged some extra baguettes that we prepared for lunch. We lead the way to La Ferté Vidame, but after less than 1 km we had already lost Ian and Elizabeth? We stopped and waited a few minutes, but they didn't show, so probably having some sort of problem. The road was quite steep so we turned around to look for them. And of course they showed up quickly. Apparently Ian's Traction has much more climbing power when you fully release the hand brake... ;-). This turned out to be the first of a few technical problems with the car during the



Ready to access the PSA test circuit

weekend. Arriving at the agreed meeting spot, the first 25 cars had just left and the next group was parking cars, ready to go to the circuit. Marcus had decided to drive along in his former roadster with Mick Popka. Luckily for me, I got to drive Marcus's Big 6, and was looking forward to the circuit! The group drove about a kilometer to the gates of the Centre d'Essai PSA test circuit where we waited a short time and were permitted access to the grounds; the cars parked neatly aligned inside the historic

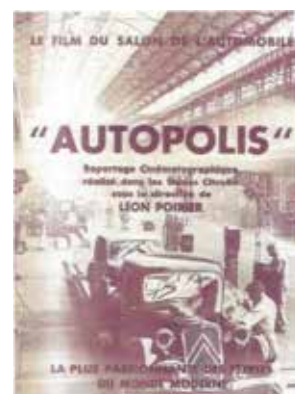
buildings courtyard. Waiting to be escorted to the museum to see the prototype 2CV's, everyone was chatting and standing around when suddenly we were directed to quickly move on? We thought we had missed something... anyway we got in and drove off, and before we knew it, we had exited the grounds again? That was strange.... had we missed something again? Later on we understood that in French, access to the test circuit does not mean the same as driving around the circuit? A bit disappointed we drove back to the event grounds, queuing up in a traffic jam of Tractions. There, choosing the correct lane (registered/not registered) to enter the grounds made the difference between waiting a few minutes or an



Tractions as far as you can look

hour (it's probably the French way of doing things?). We parked the car neatly in the designated row that was arranged by the year dates. There we started admiring the enormous amount of Tractions already there, and the number was growing rapidly as more cars entered the parking area. All the types in all sorts of condition, cars that had never been touched (only the test of time) to immaculate restored cars and the strangest bodyworks. Over the weekend we heard numbers ranging over 900 cars and 10,000 visitors! The event grounds were setup spaciouly to the right of the old chateau ruins. There was the marketplace with a large number of exhibitors for new and old parts, books, models, clothing, art, and loads of good advice. The central area in front was space for Tractions and had a very nice display of an old garage interior, office and workshop. "Rally" Tractions that have taken part in long distance events were grouped together. And the adventure stories of the owners told with passion. To the left and near the "Petit Chateau" there were stands from the sponsors and food and drink stalls. The Petit Chateau had a theater showing the long hidden movie "Autopolis", an amazing documentary showing the whole process of the building a Traction. Well worthwhile to watch and see the enormous Citroën campus in Paris with rows of huge machines producing the parts for the cars from raw materials and assembled into the end product.

Next door to the theater there was a photo gallery and many Traction posters and memorabilia like prototype scale models. Not forgetting the souvenir shop. The courtyard was the scene for the various Traction types. We admired the beautiful



La Ferté Vidame

speeches were given, amongst them a grandchild of André Citroën, André Saint telling about his grandfather. The afternoon passed quite quickly and the queue for 6:30 dinner formed in front of the dinner tent. And grew, and grew, and grew. Eventually the tent opened and slowly people entered, (very slowly). Being about halfway up the line we took about an hour to get in... but the dinner was good, including starter, main course, dessert, cheese, wine and water. That's when Paul de Felice approached me to write this article, that's already getting longer than I thought! After a long, very satisfying day, we decide to wait just a little longer to see the fireworks show that would start at 9:45 pm, but didn't start until about a half hour later, due to delayed dinner. But it was worth the wait, a spectacular show of combined fireworks, lasers, light, and sound.



Evening Fireworks show

Day 2: Starting the morning onsite we arrived to see the formation of the ladies' drive "Rallye des Birettes" with some of the teams dressed up as witches with decorated cars. After some final damage inspections and strict instructions from the male owners (!) the keys were handed over to wives, girlfriends or daughters, and off they went, and having a great time judging from the laughter coming from the passing cars! In the meantime the men had time to talk "Traction" arguing details but also learning from each other. During the day many of the cars would leave the event for the tourist rally or to do some



Wiljan Cats's winning Traction

sightseeing or one of the other activities in the area. The main event in afternoon was the Concours d'élégance with a lineup of about 20 cars. A big round of applause for Wiljan and Lisette Cats, for winning first prize with their Roadster. When the event closed the TOC members



Tech Talk

gathered at Le Collectionneur Gourmand, a restaurant in Verneuil-sur-Avre where they catered for two services. We were seated at a table and sat between Robin & Sue Dyke and Mick & Moira Holmes, we were the rookies between the longtime members! Hearing the wonderful stories of the trips that Mick and Moira have made with their Traction, and finding out how Mick got his Traction's rear fender "scratched"... On the other side sitting next to me I was hearing facts about Tractions from Robin, but also funny stories about emailing cats? And about bells!

Between the two sessions we all gathered in the garden in front of the restaurant to give a **VERY BIG THANK YOU TO WALTER AND NOËLLA!**

They have organized an unforgettable event for the TOC! They took care of everything! Registering us, booking 9 perfect B&B's to stay, wonderful food to eat, and the opportunity for the TOC members to meet each other and for us to have made new friends.

Monday Morning, and it's time to drive home again. As some went to continue the trip to the next destination in France we headed home to the Netherlands, again passing many Tractions on the way. Feeling tired, but very satisfied, and taking home a lot of good memories.



Edwin Veltman

A FEW PHOTOS FROM LA FERTÉ VIDAME

For more La Ferté Vidame photos go to: <http://tinyurl.com/nkec8hs>

Photo Robin Dyke



Photo Robin Dyke



Photo Martin Nicholson



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- Small adverts are free and are for the disposal of vehicles and parts that are their personal (private) property.
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- Advert submissions should include your membership details or payment.
- 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.
- Please write legibly, and if you email your advert please only use plain, unformatted text and no colours.
- The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes.
- Adverts for VIN plates, V5 documentation etc. will not be accepted.
- Adverts received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.
- Members must advise the Editor that publication is no longer required.
- 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.

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Lineage adverts cost **£12 per insert plus VAT @ 20% = £14.40**. There is a cost for photo's dependant upon size.

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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.

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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:
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Shootacre Lane, Princes Risborough,
Buckinghamshire, HP27 9EH
Email: editor@traction-owners.co.uk

CARS FOR SALE

FOR SALE FROM CLASSIC

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



FOR SALE FROM CLASSIC

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



FOR SALE FROM CLASSIC

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



FOR SALE FROM CLASSIC

RESTORATIONS. 1953 Big Boot Lt15. Black with red leather interior, South African import. Currently being put back on the road after long lay-up. **£9,750**
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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



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: 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)**



FOR SALE: 11BL 1950 Black, 12 Volt conversion. Garaged and used last 20 years. **£6,500 Tel Alan Hill 01621 782853 (Essex)**



WANTED

Private cash buyer is looking to purchase a Traction Light 15 in good condition. **Please contact Ralph Hickman 01395 515132 or mobile 07806 801055**

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

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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@longstone tyres.co.uk

continued

Classified Adverts

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

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

FOR SALE: Hub Puller **£55-00 ono**; Cylinder Head Gasket Set **£35-00**; New rear engine mount **£8-00**; Marshall fog or spot light model 670, 12cm dia. Lens etc., good. Poor chrome **£8-00. All include P&P. Email: a.vickerstaff041@btinternet.com Tel 01209 921979**

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).

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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**

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WANTED: Old 12 volt Traction starter motors and gearboxes. Also early "D" (1911 cc) 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 f/wheel in original form. **Please contact Steve Hedinger 07961 556538 email hedihog@tiscali.co.uk**

WANTED: Wanted: for B11 Normale 1953, French built LHD

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- Operating arm for the dashboard-mounted indicator switch topmost RH switch -

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- 2 x Marchal headlamp rims 210mm, glass, reflectors Citroën part number 70366Z

Ken Jones 01798 874050 email: kjones@starline.org

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**



WANTED: Cibié TP 349 brass headlamp reflector with 52mm diameter hole for the bulb holder. **Contact Den Hewitt by email at denhewitt@f1550.fsnet.co.uk or by phone on 01934 834274.**

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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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