



1984 Celebration Dinner AND Convoy Drive to Paris

CELEBRATION DINNER

Jonathan Wood, motor historian and journalist, will be presenting and unveiling the 7A Traction Avant.

Please Note that there will be **NO MORE** booking forms issued with the magazine, if you wish to attend and have not booked, then do so **NOW**, places are limited.

Write to: **Bernie Shaw**,
‘The Celebration Dinner’,
Woodside, Roundhill,
Wokingham Road,
Bracknell, Berks.

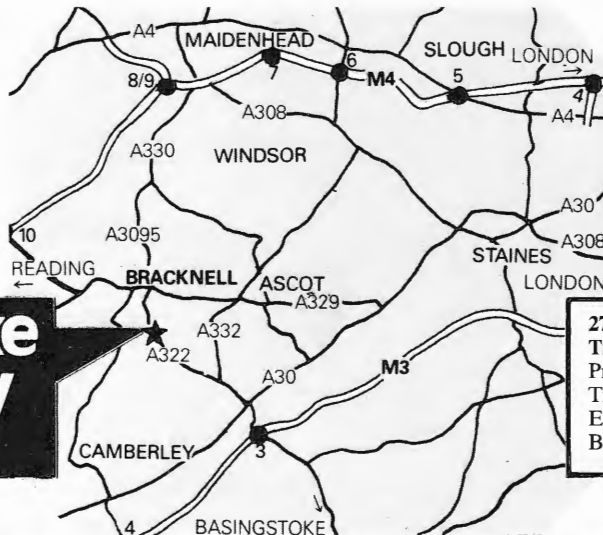
CONCENTRATION À PARIS

If you have not contacted Lawrie Turnbull to participate in the TOC convoy to France, but wish to take part, please do so **immediately** as we are negotiating with Sealink for reduced fares.

If you are going to Paris and have spare seats in your car for additional paying passengers then let Lawrie know as there are many members who wish to attend.

Write to: **Lawrie Turnbull**,
191B Munster Road,
Fulham, London SW6 6DY.

Please enclose a stamped addressed envelope.



**Ladbroke
Mercury
Hotel**

27th April
Traction Owners Club Celebration Dinner.
Presentation and unveiling of an early Citroën
Traction Avant, Historical Display, Dinner,
Entertainment. Ladbroke Mercury Hotel,
Bagshot Road, Bracknell, Berkshire.

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Magazine Design and Artwork
Stephen Bull,
26, Blenheim Road,
Walthamstow, London E17.

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Floating Power

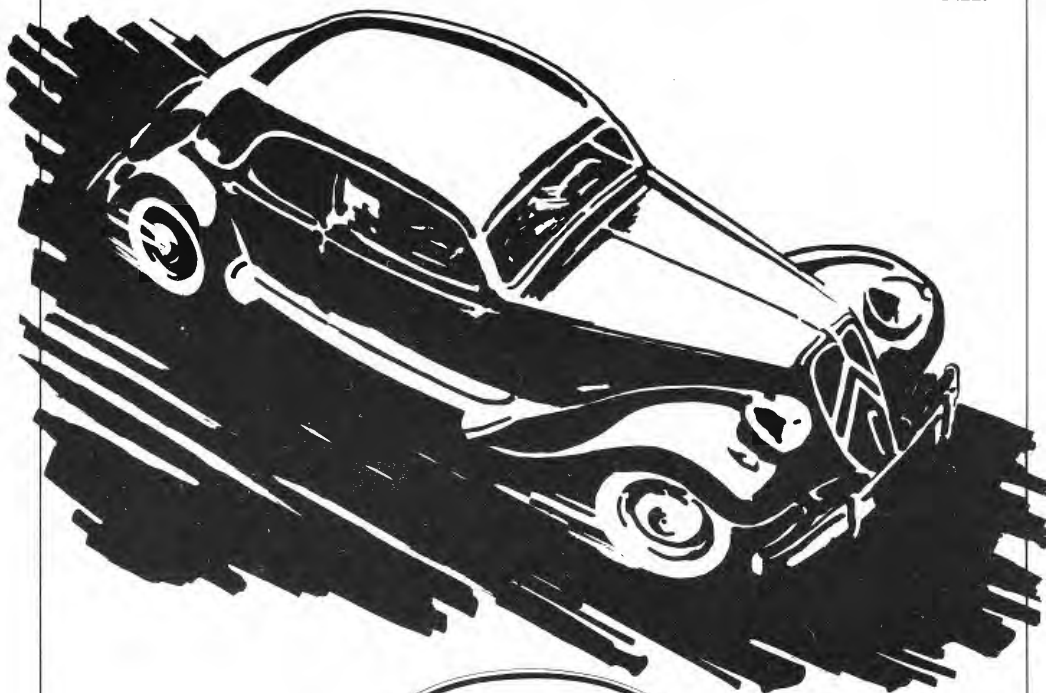
Volume Eight Number Six

January, Nineteen Hundred and Eighty Four

Here it is at last! Not just a New Year, but *the* year, 1984, which should really put Tractions, the Club, and Citroën as a whole, in the limelight. My wife's suggestion for a practical start to the New Year is to admit you have probably eaten too much Christmas cake or whatever, and work it off by going out to the garage and getting on with those jobs you always mean to do . . . As we have one Traction part-restored (accent on the part) and the regular one has burnt-out exhaust valves, while the Morris Minor wants to show off its traditional leaf springing by pushing a spring hanger into the passenger compartment, perhaps my wife is trying to tell me something! However, any of you unfortunate enough to have to work in the street will no doubt agree this is not the best time of year. The trouble is that having such a busy year ahead, Spring will soon be here to find an embarrassing lack of Hall Tractions for the arduous of the Summer. All I can suggest is don't do as I do, do as I say, and don't find yourself Tractionless, it isn't good for you.

A Bientôt

NH.





To ROCAMADOUR in October

by Nicholas Hall

One advantage of living in Havant is the proximity of the Continental ferry harbour at Portsmouth, so my wife and I did not have to leave too early in the morning to catch the 9am ferry to Cherbourg. The usual last minute adjustments had been made to the Traction – a Paris-built model thus eminently suitable for continental work – including re-opening the gap on a curiously closed-up tappet. I hoped these would make the car run better, but some roughness remained. Nevertheless, we safely boarded the ferry, and after an interesting view of the Naval Dockyard, which involved explaining to two Americans that the man-o-war they could see was neither a ‘pirate ship’ nor the ‘Mary Rose’, but Lord Nelson’s ‘Victory’, we went below. After scouring the duty-free for elusive bargains, the cafeteria for breakfast and ‘La Vie de l’Auto’ for likely sources of spares, we eventually arrived in France.

The first day, or what remained of it, was the first of October; we returned on the 10th. The trip was intended to include a detour into Brittany to visit relatives, a taste of the South and return to Le Havre via Paris. From Cherbourg we headed for Bayeux to see the Cathedral and the tapestry, even more impressive than I had imagined. Then down through the forest, stopping to look at the lovely church of Cerisy-le-Forêt, to find a camping site in reach of Mont-St-Michel. Sunday morning was beautiful and as we drove along the small coast road Mount-St-Michel appeared, like a hill-top city in a medieval illuminated manuscript, above the coastal plain and shimmering estuary. Closer to, there is a huge car park, and, on the lower slopes, a surfeit of knick-knackery. But the medieval church on the summit, and the views from it, are unspoiled. On our descent,

the visitors were steadily increasing, and the car park filling – even with Tractions. It turned out that the Traction Club de Mont-St-Michel (or some similar title) were on a Sunday outing. Among a pleasant group of relatively common models was an early 7, with twin scuttle ventilators, early steering and from suspension, but with an opening boot. It seemed to have been restored reasonably well.

We decided that we could not reach Riec-sur-Belon (getting on for Quimper) that day, to visit Laetitia’s cousin and family, so we arrived to camp midway across Brittany.

Dinan, figured in the Bayeux tapestry with typical early Norman castle was not to be missed, its impressive surviving defences date from later centuries than the eleventh.

Although misty in the mornings, the days were usually very sunny and warm, and on a lovely Monday we pressed on for the South coast of Brittany, stopping only to look at some prehistoric standing stones, which still exert a powerful influence on the landscape.

Riec-sur-Belon was slightly bigger than we expected, but we soon found our relatives thanks to a friendly old man who asked if we were English. We were very impressed, not to say envious of Rufus’ (Tish’s cousin) and Leslie’s house. Built as a school, it is imposing and might have been rather institutional and grim, but painted pale pink it looks lovely in its courtyard with lime trees and walled garden beyond. We thought it was very sensible of Rufus and Leslie to move to France with their children. Part of their living is made by renting out holiday apartments in the house. (If interested contact Ed).

After a brief stay, leaving instructions with Rufus as to rare Tractions to be noted for a future visit, we embarked on the most ambitious part of the tour, to sweep towards the South, visiting sundry castles, monuments and if possible scrapyards en route.

First stop was Carnac famous for its extraordinary prehistoric standing stones, like Avebury, only bigger. Here we saw our first Traction in regular use. Just as we were leaving a young man in a very presentable Normale appeared and a friendly chat about Tractions ensued.

Some hard driving and an overnight stop requiring the tent to be pitched in the dark in traditional TOC fashion, saw us reach the fine mediaeval town of Parthenay. From there we visited one of my favourite castles Coudray Salbart, near Niort. I had been there in 1976, when it was rather neglected but romantically overgrown, and not much visited. Now it has been considerably restored and even has a ticket office, but is still very impressive. Built and altered from the early

The cloister, Mont-St-Michel, carving of Christ in Majesty.





The church, Mont-St-Michel.

13th century on, the castle commands the river (Sèvre Niortaise) being in that historic area of France whose allegiance in the Middle Ages was disputed by the French and English crowns.

Niort itself has an important castle, but we were too late to enter. I wanted to go in because when I was there before I saw a crossbow for shooting frogs and I wanted to look at it in more detail.

After another camping stop with tent pitching in the dark we were entering the Dordogne. This was perhaps the most beautiful part of the tour, particularly from Perigueux to Sarlat. As we ascended a long series of hairpins we flashed past a remote garage with a Normale outside; soon after we found the farm camping site, and decided to call at the garage the next morning. We were the only people staying at the site, which was on the top of a ridge with beautiful views (it wasn't dark when we arrived for once). The amenities were excellent, but not obtrusive, being housed in the stone outbuildings of the hill farm. Sarlat itself, down another steep hill, was a lovely old town, where we found an excellent small restaurant.

We spent a very peaceful night on the hill; it wasn't particularly cold, but maybe the delicious wine helped. The morning was very misty, but we went to look at the neighbouring Traction, which seemed very presentable, but the garagiste said it was his own, and no he didn't have any spares or any idea of a good source. This was becoming all too familiar.

Realising that time was becoming short, we decided that Rocamadour would be our furthest point before heading for Paris. On the way we stopped at Souillac to see the famous Romanesque sculpture. Now the sun had driven away the mist it felt like summer. A market was in full swing, and we did some shopping shaded under an ancient market roof, looking out between the pillars at old stone buildings in that unmistakable Southern light. We had arrived, but it was already time to turn Northwards.

To be continued.

Tractions in the car park.



Club news

Having been purely a 'tourist' at previous Classic Car Shows at Brighton. I decided in 1983 I really would answer the calls for help with the TOC stand. It was agreed that I should devote Thursday 3rd November helping Pete Simper transport his car and the exhibition equipment to Brighton and help construct the stand.

The first thing to strike me after arriving at Pete's home was the vast amount of gear to take, as we were transporting not only the car, but the exhibition screens and poles etc, and the Club Shop. The screens went into Pete's car, which we loaded onto the CCC trailer, towed by CX courtesy of Barry Annels. When everything was ready there was barely room for Pete, his wife and me. The journey to Brighton went very smoothly, and we arrived earlier than our official admission time; after a short wait we were allowed to unload. Pete then had to take the trailer to the Marina, while we tried to organise the stand. Unfortunately Pete was delayed while parking and we were not sure exactly how the stand should be laid out, but there was plenty to do - getting stray vehicles off our patch, dividing the double space in

The CLASSIC CAR SHOW

two for the CCC and TOC displays, and positioning the cars, for by then Gee Fenwick had appeared. Soon Tristram Woolston and Allan Sibley arrived with the display panels to fix, and, it being early evening now, the scene was of intense activity with carpet tiles being laid, posts and guard ropes fitted, panels being stuck, (and unstuck) and beer being drunk.

Eventually the display was ready for the

public to see it over the next three days, and we departed in our several directions. Thanks Pete for the lift to Brighton Station, it seems a long way from the sea front.

I was sorry I could not visit the show while it was open to the public, but from all accounts it was a popular display and created much interest. On hand to talk to people were our chairman Bernie Shaw, Alec Bilney and Roger Dyer, in addition to those mentioned before.

Altogether, an event of which the TOC can be justifiably proud. But I never realised before how much work is put into this event by a small group of members.

The stand with Gee Fenwick's lovely 11BL and Pete Simper's rare Paris-built right hand drive Normale, or perhaps it should be Big Fifteen. The body had been restored by Andy Fenwick (no relation to above) and Pete had part assembled the front end to show the characteristic Traction layout. Unfortunately the excellent graphic panels do not show up very well in this view. Photograph courtesy of Thoroughbred and Classic Cars who sponsored the Show.



'SPEED for your Traction'

Amongst the small ads for an economiser for coal burning equipment, hearing aid and magnetic silk duster in this just pre-war French paper, one's attention is caught by the unexpected heading.

CITROENNISTES

Reading on, we find:

SPEED has developed a complete range of accessories for you.

Seeking under the two headings: performance and comfort, you will find: hand advance - retard under the steering wheel; quiet straight-through exhaust; vertical shock-absorber mountings; alloy cylinder head conversion; fitting of one or two downdraught carburettors; protective running boards; rear boot extension doubling the boot capacity.

Below the first illustration reads:-

A Traction right hand front suspension-unit showing the SPEED mounting "permitting the vertical mounting of shock-absorbers (the system used on the 15-Six)".

And below the second it continues:- Straight-through silencer. "The SPEED silencer can be quickly bolted on, and is a perfect piece of equipment: it is the only stove enamelled - at 900°C - silencer which thus renders it indestructible by heat and oxidation.

The vertical shock-absorber mounting is a good idea in principle, as the shock-absorber will operate more efficiently when set parallel to the direction of displacement. Presumably the alloy head improved performance - perhaps Allan Sibley will be able to tell us - his racer has a SPEED head. The boot extension clearly prefigures the demand for more luggage space finally acknowledged by Citroën in 1952 with the 'big boot' or 'malle bombé': I would love to have a SPEED silencer if it really was that good. I would be grateful to receive details from any members with SPEED accessories on their cars, or even accessories by other contemporary firms.

Cutting kindly supplied by Seafield Head, who also mentioned a small engineering firm called Peter Silver & Sons Ltd, Thames Street, Hampton, Middlesex. It is run by two brothers who own several Ds and often make up parts for them, and may be able to help members. Apparently their prices are quite reasonable.

A Traction in India

On the 11th October 1983 Citroën Slough received a letter posted in Hyderabad on the 3rd from Lt. Col. S. Srinivas, (Retd.), with the heading 'Requirements of spares for my car - Citroën 1947 Model Type 11CL6, Chassis No. 127578.' After the list of transmission and cylinder head spares, Lt. Col. Srinivas writes: "I am owning this car since 1948 when I purchased the car new. The car has given me excellent service. I have had to obtain and change parts only on three or four occasions over the last 35 years. The last time I had to obtain some spares was in 1968..... I have every intention of keeping and using this car for my lifetime."

Clearly an excellent testimonial to the reliability of Traction. In fact my sister saw one in everyday use in India last year. Slough Traction were usually exported to British spheres of influence, such as India, parts of Africa and Australia, while Paris cars naturally went to French colonies or ex-colonies, such as Vietnam and French influences parts of Africa.

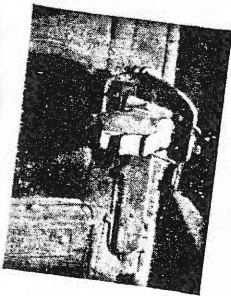
Although Citroën cannot supply their loyal Indian customer, we hope he will be able to obtain parts and write about his car for F.P.

SOURDS

Avec l'accu SEC DARY, de même poids et de même volume qu'une pile, vous bénéficierez de 50 % minimum d'économie, de dix-huit heures de courant - même sans interruption - et vous pourrez recharger vous-même indifféremment.

Notice: Etablissements Dary, 35, rue Chevallier, Levallois (Seine).

ÉCONOMISEZ DU CHARBON.



Vous économiserez 35 % de charbon en adaptant sur votre chaudière de chauffage central un économiseur EDCO.

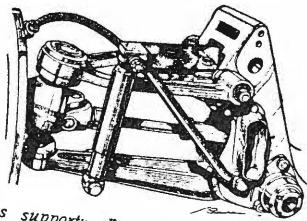
Quelques clients: Chemins de fer du Nord, P.-L.-M., Banque de France, Crédit Lyonnais, Comptoir national d'escompte, recettes-maisons particulières, Paris et province.

Chez tous les bons installateurs ou EDCO, service 20, 216, rue de Rivoli. Opé.: 22-88. Brochure gratuite sur demande.

CITROENNISTES

SPEED a étudié pour vous toute une série d'accessoires.

Demandez ses deux notices: rendement, confort. Vous y verrez: l'avance à main sous volant; l'échappement libre silencieux; le montage des amortisseurs verticaux;



Les supports d'amortissements SPEED permettent le montage des amortisseurs verticaux (système adopté sur la 15 CV, 6 cylindres).

la transformation de culasse polymétal; le montage avec un ou deux carburateurs inversés; les marchepieds protecteurs; la malle AR. doublant la capacité du coffre.



Le silencieux SPEED adaptable instantanément est l'appareil parfait, il est le seul émaillé au four à 900° ce qui le rend indestructible par la chaleur et l'oxydation.

HYGIÈNE ET PROPRETÉ GRACE AU «SANSPEINE»

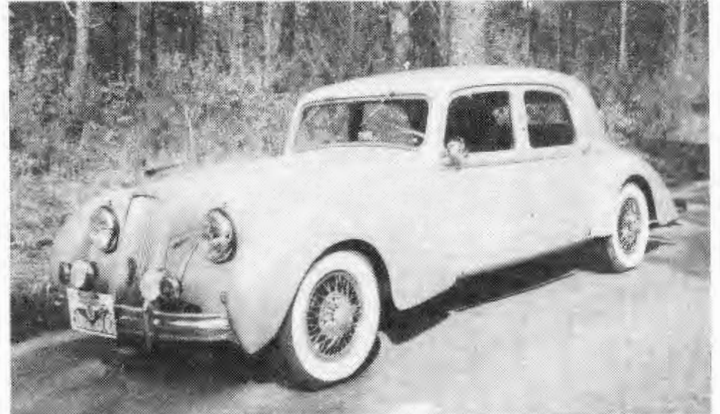
Enlever toute la poussière sans la faire voler, dans une chambre de malade, sur un meuble, sur une auto, etc., tel est le problème résolu



avec le ramasse-poussière magnétique SANSPEINE breveté S. G. D. G. constitué de fils de soie naturelle pure. Se fait en trois tailles: P. B. pour vitrines et menus objets, 25 francs; B. pour ménage, tableaux, etc., 36 francs; N. pour tous usages les plus divers, 48 francs. Envoi franco contre mandat (compte postal 1043-23 Paris) par la maison Brooker, 135, boulevard Haussmann, Paris (8^e).

Gros: Société Duverco, 4, rue Paul-Cézanne, Paris (8^e). Balzac 14-61.

LEURS PLUS BELLES AUTOS



Body Beautiful?

The 'Splendilux' bodywork was one of the better known Traction conversions, but I had not heard of a 'Splendilux' 15-Six until I saw these photographs in *La Vie de l'Auto* (1st December 1983). Under the heading which is roughly equivalent to 'Readers' Cars' the text, equally roughly translated, runs:

'After 3 years of patience, labour . . . and money, writes Mr J. L. Labrousse of Langan,

I send you these photos of my Citroën 15-Six 'Splendilux' of 1948 with great pleasure. I bought it thanks to your small-ads, four years ago come January. It is the most beautiful of my 141 Tractions – the others are at 1/43rd scale. For model collectors, Devos ought to produce a limited edition.

– Interesting suggestion. In the meantime let us recall that the 'Splendilux' offered the chance to many Traction owners, at a time when one would hardly buy new cars, of

owning a rarity, which, my word, didn't lack allure. Based on the 15-Six 'la reine de la route' a 'Splendilux' could be considered as the *nec plus ultra*.

A little test – work out what remains visible of the original production car in this conversion.

Personally I prefer the standard bodywork; comments on this and what original parts can be seen to the Editor of Floating Power.

Sid Traction
TRACTIONISTE EXTRAORDINAIRE

WINTER'S HERE AGAIN, NOW TO SHOW EVERYONE THE ADVANTAGES OF TRACTION AVANT MOTORING

WITH FRONT WHEEL DRIVE YOU HAVE SUREFOOTED HANDLING, EFFORTLESS HILL CLIMBING, EXTRA GRIP!!

NOW HERE'S A GOOD EXAMPLE, JUST LOOK AT THIS LOT, STUCK ON THE FIRST LITTLE HILL THEY COME TO!

LOOK AT THEM ALL STARING, THEY JUST CAN'T BELIEVE THEIR OWN EYES AS I SAIL PAST, WHY, THEY'RE EVEN YELLING AT ME TO STOP!!

BUT... SID FAILS TO NOTICE THE DANGER SIGN - THE REAL REASON WHY EVERYONE HAS STOPPED!...

STOP DANGER BRIDGE COLLAPSED

PERHAPS FRONT DRIVE ISN'T ALWAYS AN ASSET SID, NOW, STOP SITTING ABOUT AND GET ON WITH RE-BUILDING THAT TRACTION!

CLIVE WARNER 1984

CORRESPONDENCE

Dear Sir,

The two enclosed photographs may be of interest; the 2 speed fan unit and heater radiator are ex-Singer Vogue, the radiator element being rehoused to suit the Citroen by a lever also ex-Vogue; the whole device in conjunction with a Kenlowe fan gives very satisfactory heating and maintains engine temperature at about 170°F.

Sometime ago I acquired locally a spare engine the head of which is marked IID; is it possible to develop this unit to give increased output; eg. can an aluminium head with hemispherical chambers be fitted ex the later ID engine and if so what horse power can be obtained? A further modification would be a 4 speed gear box. Most grateful if I could be advised on the above ideas.

Yours sincerely,

Charles A. Millard,
Isle of Man.

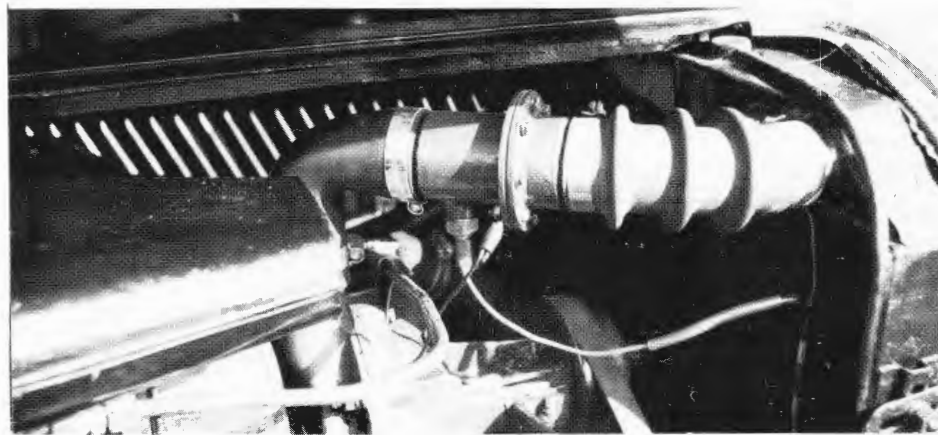
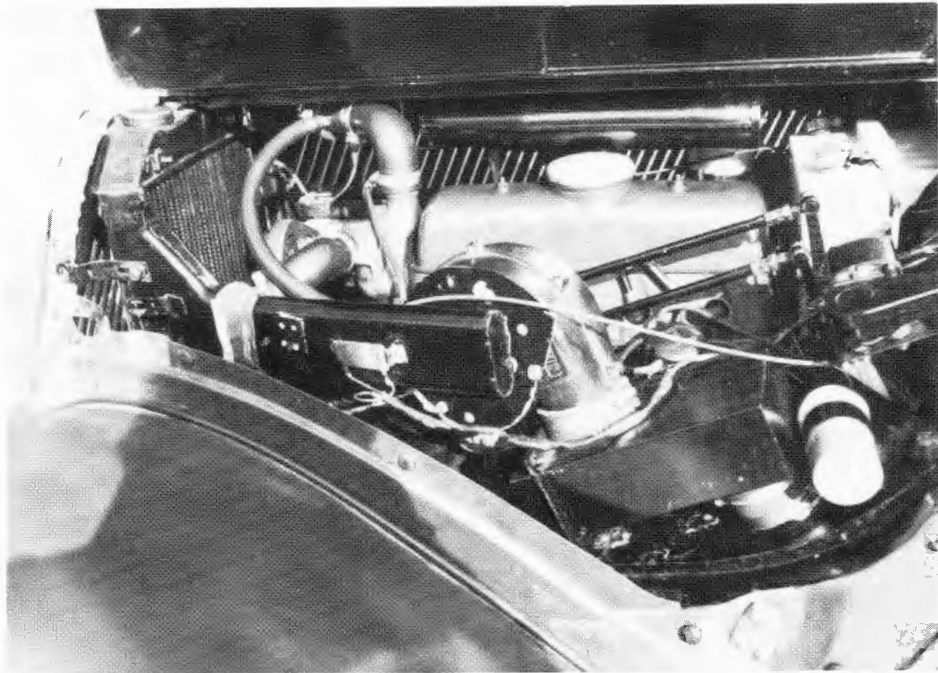
The letter and photographs showing Charles Millard's heater and thermostat fitting to his Light Fifteen follow earlier correspondence. Sounds ideal for winter motoring!

Brief answers to the second paragraph are as follows:

First the IID engine fitted to Tractions from 1955 to the end of production differed chiefly from the previous unit in having new con-rods. like the DS, with offset thin shell bearing big-ends, but unlike the DS, retaining thick-wall mains; usually having alloy sump; splined drive to camshaft fan belt pulley (not the same as DS); new cylinder head distinguished by IID marking, change of angle in sparking plug face, internally taking different valves and rocker gear and having better water circulatory passages with an inspection plate at rear (instead of large core plug). The compression ratio was higher, with combustion chambers of ± 75 cc (stamped on top face), giving about 6.8 to 1 – for comparison, an early head I have is marked 84 which gives you 6.17 to 1. Obviously the IID gave more power, about 65bhp at 4,000rpm quoted with about 55bhp at 4,250rpm quoted in the 'Motor' May 5th 1948 for the old engine, in this case with cr of 6.25 to 1.

A few early IDs were fitted with this IID engine, but soon standardised on a 'cooking' version of the DS unit. One can improve the output of an IID (or earlier engine) by the usual methods of further increasing cr, balancing flywheel and crankshaft and tightening the former, enlarging and polishing inlet and exhaust ports and making sure they line up with the manifold, fitting twin carburetters etc.

Although physically I'm sure the ID/DS alloy head with hemispherical combustion chambers would fit the IID block I can do no better than quote a French technical article of the period: "Les culasses de DS 19 ne peuvent



être montées sur les moteurs 11 CV quel que soit le type" (DS 19 heads cannot be fitted to 11CV, ie Traction, engines no matter what model). If you want to use the power of an ID/DS unit, the answer is to fit the engine complete, preferably with its gearbox. This, while not entirely straightforward, can be done – see Roger Williams recent article in FP. The power available depends on the exact ID/DS unit used – I do not know all the many outputs quoted, but 75 to 80bhp should be attainable.

Many thanks for raising these questions . . . Ed.

Dear friends of the Traction, I am like you a Traction enthusiast, and I have had the opportunity of owning several, all of which I have used for 15 or 20 years, then placing them in storage of preservation.

It is now their preservation which causes me a problem, as I intend to convert part of

the garage in which they are garaged.

I must part with some of the cars, which are in the manner of duplicates, or those I am not so fond of. They are:

1939 7C 1952 15-Six
1951 11BL 1955 15-Six H

and a Rosengart Supertraction of 1939.

I am a dedicated collector, not a dealer, and the prices will only be decided after a visit and trial of the car in question – I know them all very well, having used them myself.

Taking account of the weakness of the Franc, this could be an interesting opportunity for foreign enthusiasts to acquire a Traction. You might be interested to know that the cars I am keeping include:

11 BL Cabriolet 1936
11N Décapotable AEAT 1939
15-Six Décapotable AEAT 1953
15-Six Saloon 1952
15-Six H Saloon 1955

Bernard Duffy,
Plein Soleil,
rue du 11 Novembre,
26800 ETOILE S/Rhône, France.

CORRESPONDENCE

Dear Nick,

I am now writing to notify you of the venues of the next four meetings for members in the West Midlands.

With these meetings we are now entering the second year of the 'official' West Midlands Section and hopefully it will be as successful as the first.

In 1983 we held six meetings in pubs, had one picnic on a beautiful summer's day and so far have had one meeting in the house of one of our members.

Because of the number of members that there are in this area and the desirability of varying the venues in order to spread the burden of travelling, it is inevitable that attendances at these are not high, but it is

gratifying that some members do travel quite long distances to attend meetings regularly and it is always very pleasing when new faces appear.

Somehow I would have thought that weekend meetings in the summer would have been at least as popular as pub meetings in the winter, so I was a bit surprised at the low turn out for our picnic in August. I hope that another picnic can be organised in 1984 and with the blessing of fine weather I would thoroughly recommend it.

With best wishes,

Simon Saint,
Danes Green, Worcester.

Dear Nick,

A neighbour of mine, who recently noticed that I had a Traction in the garage (I've recently moved to a new area) showed me this photograph which he took in the winter of 1981 near the station at Dôle in the Jura region of France. This car is fuelled by charcoal and although the wood-burning equipment probably dates from during the war, it curiously seems to be fitted here to a big-boot 11 Normale (complete with VW tail lights!)

Apparently this car was still in daily use and, naturally, was quite well-known in the area.

I thought the readers of FP may be interested to see this photo and some may even know a little more about it.

Regards

Lee Thomas,
North Wembley.

DIARY DATES

NORTHERN SECTION MEETINGS

1st Tuesday of each month;
9.00pm at the Shoulder of Mutton, Thwaites, Keighley.

3rd Saturday of each month;
12.00am at the Black Swan, Thornton Road, Bradford.

*For further details and directions contact:-
John Howard,
Telephone: Bradford 309093*

WEST MIDLANDS SECTION

28th March 'The White Swan', Harborne Road, Edgbaston, Birmingham 15.

25th April 'The Fox and Hounds', Church Street, Bredon, Nr. Tewkesbury.

LONDON SECTION MEETINGS

All Pub meetings start at 8pm.

27th March Goose and Firkin, Southward Bridge Road, Southwark SE1.

24th April Green Man, Putney Heath, Putney SW15.



EVENTS

APRIL

27th April

Traction Owners Club Celebration Dinner

For further details contact:

Bernie Shaw,
Woodside, Wokingham Road,
Roundhill, Bracknell, Berkshire.

28th April

TOC convoy drive, to Paris

For further details contact:

Lawrie Turnball,
191B Munster Road,
Fulham, London SW6.

28th, 29th, 30th April and 1st May.

Concentration of Tractions in Paris.

Festivities, including, Dinners, Entertainments, Museum, Concours, exposition located underneath the Eiffel Tower, and convoy drive down the Champs Elysees approximately 1,000 Tractions expected.

For further details contact:-

La Traction Universelle,
19 Rue du Banquier,
75013 Paris, France.

29th April

Belgian Grand Prix

Spa, Belgium

MAY

6th May

San Marino Grand Prix,
Imola, San Marino, Italy

20th MAY

French Grand Prix,
Dijon, France

JUNE

3rd June

Monaco Grand Prix,
Monte Carlo, Monaco

16th/17th June

Le Mans,
France

16th/17th June

West Midlands Collectors' Motor Fayre.

Hagley Hall, Nr. Stourbridge, West Midlands.
Details:- CB Vintage Promotions,
c/o 52 Dawson Lane,
Solihull, West Midlands.

JULY

17th July

Paris-Moscow-Paris. Start

Details:

Will de Hek or Peter Wilders
Frankrijklaan 3
2034 BB Haarlem
Holland
Tel: 023-342563
or 020-138158

22nd July

British Grand Prix,
Brands Hatch

CLASSIFIED

For Sale: Traction Parts:

New Marchal foglight, chrome 5" dia.	£14.50
New Marchal spotlight, silver 5" dia.	£12.50
Round A35 type Lucas lights, single or twin filament, red or orange glass. Excellent for bumper mounted flashers etc.	£5.25
Wingard stop/tail lights with angled rubber bases to suit wing contour.	£13.50
New cloth braid front wiring harness light is up to 1946.	£60.00
French quarter lights with chromed surround, 1 pr. v.g.c.	£20.00
Rear Light 15 door mounted ashtrays.	£1.00
New old stock.	

John Gillard
Classic Restorations
Telephone: 01-928 6613 (Daytime)

For Sale: 1953 Paris-built 11BL, big boot. Sound body, resprayed silver, good mechanically, but needs minor work for MOT. Sold with original roofrack and some spares. Offers.

Harry Watts,
79 Milestone Road,
Carterton, Oxon.
Telephone: Carterton 844103.

For Sale: 1954 Slough-built Light Fifteen, big boot. Body thoroughly professionally restored, resprayed original metallic silver, rechromed, new lamps, interior entirely retrimmed including new leather; total mechanical rebuild, needs assembling.

1950 Slough-built Light Fifteen, small boot, complete car, partly dismantled. Plus workshop manuals, handbooks etc, and literally tons of useful spares.

Offers for the lot to:
Ray Groves,
72 Millside,
Stalham, Norfolk.
Telephone: 0692 81689.

For Sale: 1953 11BL RHD, about £1,500 delivered. G. H. Millar,
11 rue Jean-Jacques Rousseau,
87000 Limoges, France.

For Sale: 1957 11BL, one owner only. 65,000km from new, resprayed. 18,000 Francs. Christophe Hermant,
2093 Route Nationale,
62100 Sangatte, France.

For Sale: 1956 Onze Normale, previous concours winner, rebuilt engine/box, bodywork totally renovated in 1972. Re-upholstered with correct cloth 1983. £3,500 ono. Bernie Shaw, Woodside, Wokingham Road, Roundhill, Bracknell.
Telephone: 0344 427383.

For Sale: Traction gearboxes and pieces. 2 complete gearboxes £50 each. 1 complete box, but broken pinion £30. 1 dismantled box, but broken crownwheel £30. 1 bell housing - offers? 1 chrome Light Fifteen radiator grille £20. 1 complete Light Fifteen windscreen in frame £15.
Telephone: Fleet (02514) 4088 - Mr Nelson Ward.

For Sale: 1957 Commerciale - French. VG condition. RAF blue, resprayed - no rust. Good engine, spare g/box.
Telephone: Titchfield 45270 - Roger Packer.

Tool & Manual Hire Service:

Front end tools for hire from JG at Club Shop. Deposit and hire charges as follows:

	Deposit	Hire
Front hub and outer bearing puller	£25	£2.50
Top ball breaker	£10	£1.00
Bottom ball breaker	£20	£2.00
Inner bearing nut spanner	£5	£0.50

Hires are for nominal periods of 7 days, although earlier return will be appreciated. Deposits are refundable only on SAFE return; any damage to tools will be deducted from deposits. You fetch and return please. Prior booking ensures availability.

Workshop Manuals Hire Service:

We have a full range of Traction Manuals for loan. Please send details of your car, together with a deposit cheque for £25 and separate postal order for £1.75 for postage. Cheque payable to the TOC, postal order payable to: Graham Brice, 46 Mayfair Avenue, Loose, Maidstone, Kent.
Please enclose a SAE for return of your deposit.

CLUB SHOP PRICE LIST

Back Nos. of Floating Power (Subject to availability)

1 copy	£2.00
2 - 9 copies	£1.50 each
10 or more	£1.25 each

Posters

Les Tractions	£2.00
Traction Avant	£1.25

Tee-Shirts

'Amaze Your Friends - Drive Traction Avant' (white, blue, yellow or red) £2.50 each

Metal Car Badge

blue/white - chrome finish £7.50 each

Button Badges

2" diameter TOC logo on yellow and Floating Power emblem on white 50p each

Enamel Brooches

1½" long by ¾" Light Fifteen (small boot pre-war). Enamel with chrome finish. Dished wheels in three colours. Black (of course), Red and Green. £2.00 each. Set of the three colours £5.00

Place your orders with

Syd Griffiths,
47, Ingram House, Daling Way,
London E3 5NL.

All prices exclude post and packing

SPARES SCHEME: When ordering spares please send remittance with order, using current spares list prices. Any extra will be invoiced at time of despatch of your order.

FOREIGN MEMBERS:

Please note that an International Money Order is required with overseas orders, payable in Sterling for full amount after any bank charges have been deducted.

