

*Floating
Power*

april
ninety
four

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please contact your local organiser

Floating Power

VOLUME NINETEEN ISSUE ONE **april
ninety
four**

Apologies if this issue reaches you a mite later than usual, there just aren't enough hours in the day at the moment. But enough of the excuses, down to business.

Lots of interesting stuff to kick off the club year – Dick Davis spends 'A Year in Traction', Roger Williams gets to grips with that old chestnut of changing a driveshaft and Malcolm Bobbitt recalls a windy day last August.

On the events front there is so much happening this year it almost warrants the publication of a supplement. I must give a mention to the club's own events – the Annual Rally and the Heart of England Tour, both of which are well subscribed but deadlines for booking are closing rapidly (especially the Tour) so book now to avoid disappointment! See page 12 for details of all events.

Thanks go to Fred Annells whose letter responding to queries about Traction Roadsters appears on page 14. On the subject of Roadsters, I've also received a letter from David Boyd which is earmarked for the next issue – the deadline for which is May 17. Included will be more news on Gordon Smith's restoration and, hopefully, a report on David and Marc Boyd's successful trip to the shops (in Land's End and John O'Groats). If you want to sponsor them or just support en route, see toctalk for contact information. In the mean time, let's all hope they have an uneventful journey!

John Starke

Don't forget to renew your membership!
It goes without saying that life without Floating Power would be inconceivable, so use the form enclosed and send in your renewals now!

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cover picture
"anyone for paté de foie?"
photo Dick Davis

As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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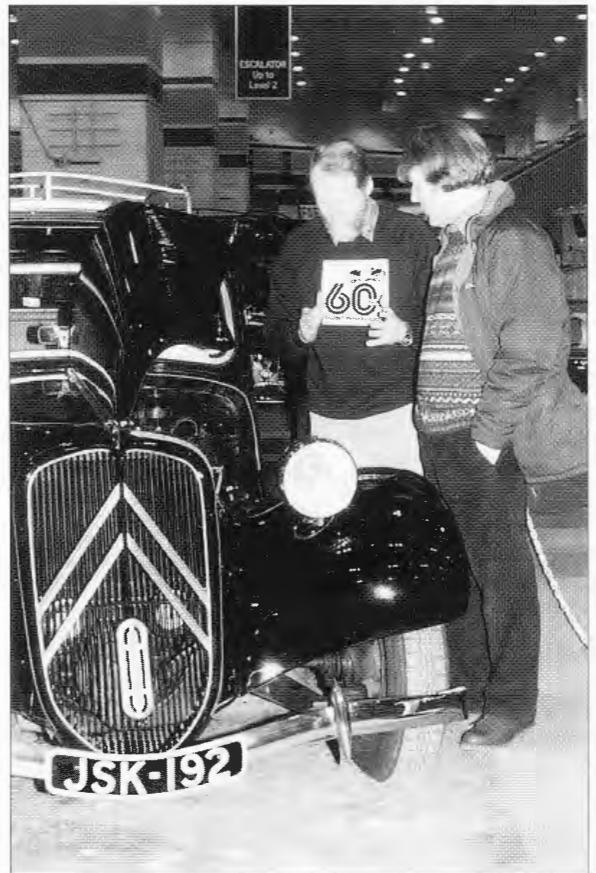
Birthday celebrations begin

THIS YEAR the Traction Avant reaches the ripe old age of 60, and birthday celebrations have started in earnest. At Earls Court recently, the London Section represented the club at the annual Practical Classic Car Show.

Following the success of last year's show, this year the objective was to make visitors aware of the Traction's 60th Anniversary. This was achieved by utilising the giant display boards used last year – with a special logo designed by Peter Simper. The effect was stunning and easily visible from all corners of the hall. To emphasise the fact, everyone on the stand wore a special sweatshirt with the same logo emblazoned across it.

The overall result was a seemingly non-stop stream of people looking around the stand and asking questions about the cars and club. Traction on display were as follows: J-P Gravier's 1947 Légère, John White's 1951 Normale, Andrew York's 1954 Normale, Peter Simper's 1954 Big 15, John Cresswell's 1954 Légère, Tony Stokoe's 1939 Roadster and Sam Wells' 1954 Légère. John Gillard brought along his Traction 'front end' display.

Thanks to everyone who helped build and man the stand and to Phoenix Air Cargo and PTS Services for donations towards the sweatshirts and artworks.



"That's about the size of it"
Alec Bilney remembers the good old days!

Traction Avant – 60 years young



Schhh! Can you keep a secret?

SECRECY surrounds a forthcoming event down at Classic Restorations in London. Proprietor and walking Traction encyclopedia John Gillard is keeping everyone in the dark. For once, Sam Wells' lips are sealed. What *is* it all about?

Wishing to keep the exact format of the event secret, all John will divulge is that the 'Private View' represents a completely new Traction experience and promises to be the most intriguing event in this year's social calendar. Could it be a Traction computer game? Maybe you'll experience

the ultimate challenge – changing a driveshaft using virtual reality? One thing is for sure – the only way to find out is to be at Classic Restorations, Cornwall Rd, London on Sunday, 1st May at 2pm.

From the response to date, John expects that it will prove as popular as the annual riverside rally which will once again be hosted by Classic Restorations later in the year. You can try to phone John Gillard on 071 928 6613 for details of the 'Private View', you never know, he might let something slip!

.....in brief

■BEAULIEU will be hosting an additional Autojumble this year. The "Spring Classic" will take place on 14/15 May. More info from Beaulieu Events Manager, Carl Stride on 0590 612345

■CITROËN achieved a spectacular win recently in the Paris-Dakar-Paris Rally. The Citroën ZX Rallye took both first and second places beating competition by over 12 hours. Less than half the 124 entrants finished this punishing event which, for the first time, has Dakar now as the halfway point. The Rally finished back in Paris after covering some 8,300 miles over a period of 17 days.

■CLASSIC CARS magazine is obviously on the ball. The May issue on sale now, includes the photo of a barnacled wreck dredged up from Nice harbour that we featured last issue. Club news editor Matt White also took the opportunity to plug the TOC's Heart of England Tour.

Rally update

HERE are the details you've all been waiting for!

The TOC Annual Rally will start on the evening of Friday 10 June with a welcome drink at the Northwood Hall Caravan Site at Kelsall. You will then be free to book into your hotel, pitch your tent, frequent the local pubs – or anything else you fancy!

On Saturday the sun WILL shine as we set off for a convoy drive in the beautiful Cheshire countryside. The convoy will aim to leave the campsite at 10.30 am, to drive through the Delamere Forest before stopping for a pub lunch. In the afternoon, the convoy will continue including a stop at the Cheshire Candle Factory. The rest of the afternoon is free to spend as you wish – maybe visiting Chester Zoo or the Car Museum. Don't forget the wearing of a hat is compulsory on the convoy. Rally

organiser Barrie "Off with his head" Longden promises severe penalties for those daring to bare their heads!

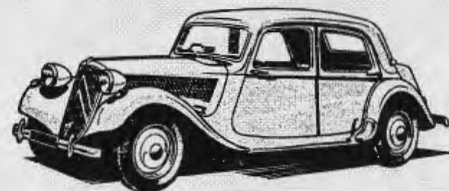
The Saturday night 3-course meal and Caelidh will not be for those of a nervous disposition (or anyone caught hatless on the convoy!).

Sunday morning brings the weekend to a fitting climax (remember those?) as we convoy into Chester to display the cars at Chester Castle. Concours events and raffle will then take place before the Rally closes.

And the cost? A mere £15 per adult and £5 per child under 10. Camping is £4.25 per unit per night. PLEASE BOOK NOW as we have to give final numbers for the Saturday night catering by the end of April.

See page 12 for contact details.

section scene



PEAK NEWS

An update on events:

April 10

change of meeting date due to Easter. Come and help John identify the tools that he has been given for his Traction!

June 5

our meeting coincides with the High Peak Historic Vehicle Club's annual run. We have been invited to participate. The run starts at 10am from the Bull 'n' Th' Thorn pub and totals some 50 miles taking in the Peak villages of Longnor, Warslow and Elkstones before returning to the pub. There will then be a cold buffet lunch available for £5.75 (£3.25 child) or you can enjoy a picnic outside (the pub has an area set aside). There is a licence extension until 4.30pm.

I need names of all interested by the end of April, entry fee is £6.00.

Bev & John Oates 0298 78473

WEST COUNTRY

For our next regular meeting (second Sunday of alternate months) we are heading for the Mendips and shall be at the Old Station Inn, Hallatrow, on 8 May from 12.30 onwards. This pub is on the A39 Bath - Wells road and features good food and an element of Citroën surprise in the decor...!

Looking further ahead, on Sunday 26 June we plan to have a French picnic on Minchinhamptom Common. Please let Steve Hawes know if you are interested in joining in event. Steve is contactable on 0275 817973.

C'est bon, n'est pas?

Floating Power was mentioned recently in LVA (La Vie de L'Auto) the popular French classic car weekly. In a round up of French Car Club magazines, LVA paid a special tribute to FP even though, for them, it hails from overseas, praising the magazine's professional quality, diversity of content and technical information, not forgetting an element of humour. A pat on the back for everyone involved with FP's production, from contributors to printers.

The end of the road?

THERE has recently been an onslaught on 'the older car' by certain heads of certain motor manufacturers. Geoffrey Whalen, head of the Society of Motor Manufacturers and Traders and co-incidentally head of Peugeot UK wants all cars over ten years old to be scrapped, an opinion backed by Ian McAllister, Ford's UK chief who argues that 'modern' cars produce 97% less toxins than they did ten years ago. A thoroughly admirable idea, with the environment, our health and the well being of our children at the core of their policies for the future. Of course, only the most cynical amongst us would suspect an ulterior motive. You mean the banning of these bangers might mean increased sales of 'previously owned' cars and therefore also an increase in new car sales (and profits) in an increasingly competitive market place. Surely not!

Toutes directions?

AS reported in the last issue, David and Marc Boyd are to attempt the ultimate "48hrs" drive in David's roadster.

TOTAL have confirmed that will supply all fuel and oils required.

The route/schedule:

Saturday 30 April 12 noon - leave NEC Top Gear Show

M42/M6 to Carlisle

M74/M80/M9 to Stirling

A9 to Wick and John O'Groats

A9/M9/M80/M74/M6 to Walsall

M5 to Exeter

A30 to Penzance and Land's End

A30 to Exeter

M5/M42 back to NEC for 12 noon

Monday 2 May

Estimated mileage 1700

North of the border, John Savelli will provide support with a convoy of white Tractions.

David and Marc are raising money for the Anthony Nolan Bone Marrow Trust, and all donations and sponsorships, no matter how small, are gratefully received. Phone David for more info: 0527 892134



1944-1994

D-Day 1994

D-DAY celebrations are fast approaching, and the TOC will be well represented on (or near) the Normandy beaches, with 24 cars in the advance party.

Although the official commemorative ceremony will be on June 6, "Traction en Fete" will take place on the weekend of May 14/15. This special event has been organised by the Memorial Museum in Caen, Citroën and the Retro Auto Club of Normandy.

COLLECTORS BEWARE

ONE local council took exception to a car collector who had more than six vehicles on his premises and threatened dire consequences. The problem was overcome when it became clear that the collection was entirely private and totally unconnected with business, but it seems that the onus was on the collector to prove the private nature of his hobby rather than the council to prove a business collection.

Why mention this? Many organisations have members whose activities combine an element of both business and pleasure and who might have a number of vehicles stored or parked on private property – such members deserve to be warned that they may need to prove their position to avoid either an order banning storage or parking of vehicles or paying business rates.

Courtesy FBHVC.

more up the front

In this second article on the business end of the Traction, Roger Williams explains how to change a driveshaft, giving a few hints and tips along the way

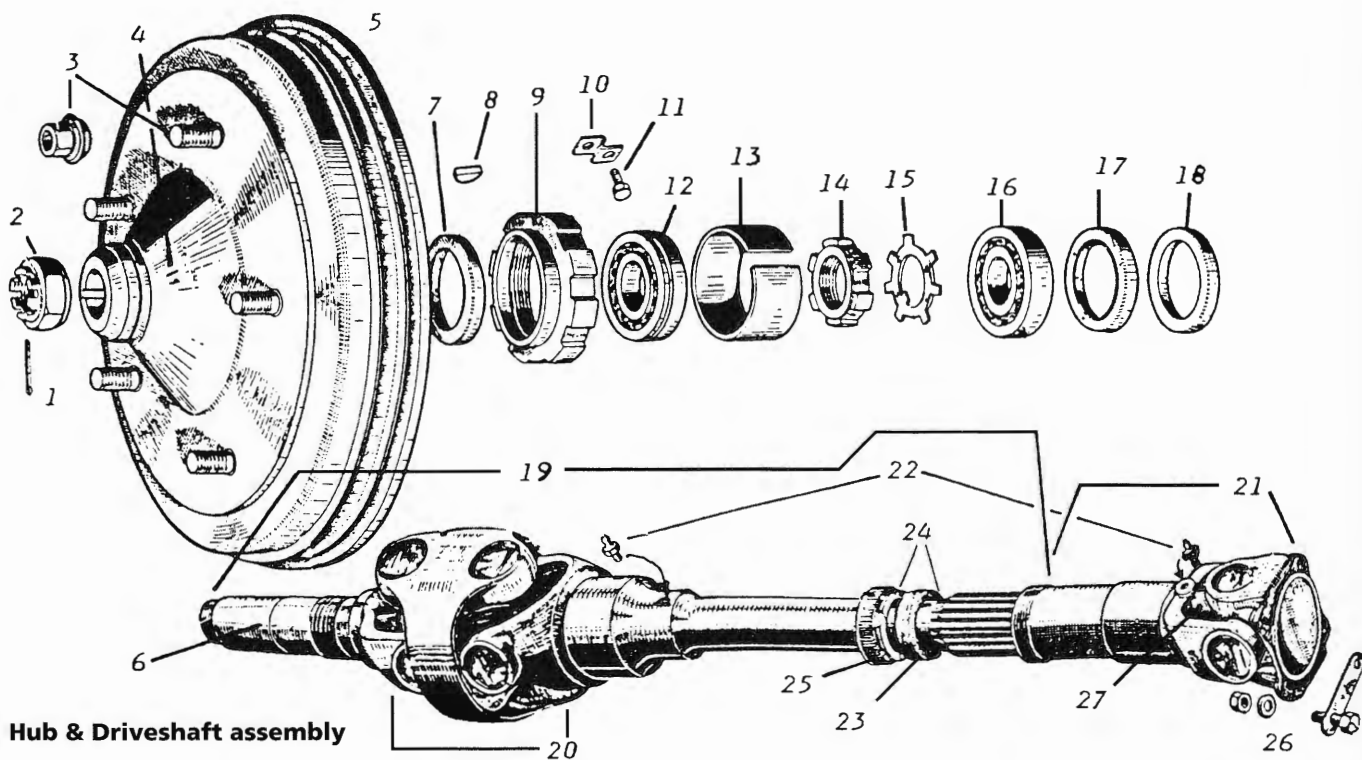


Fig. 1 Hub & Driveshaft assembly

- | | |
|-------------------------|--|
| 1 - Split pin | 15 - Locking tab washer |
| 2 - Hub nut | 16 - Inner bearing |
| 3 - Wheel nut & stud | 17 - Inner oil seal |
| 4 - Hub | 18 - Seal adaptor ring (pre-1938) |
| 5 - Brake drum | 19 - Driveshaft (outer) assembly |
| 6 - Stub axle | 20 - Outer (Double Hookes) joint |
| 7 - Outer oil seal | 21 - Inner cardan joint |
| 8 - Woodruff key | 22 - Grease nipples |
| 9 - Outer locking ring | 23 - Felt seal |
| 10 - Locking tab | 24 - Split rings (to retain felt seal) |
| 11 - Locking screw | 25 - Dust cap |
| 12 - Outer bearing | 26 - Drive flange bolt |
| 13 - Spacer to suit | 27 - Grease retaining welsh plug |
| 14 - Inner locking ring | |

Changing a Driveshaft? A few hints. The figures in brackets refer to the components of the hub/drivetrain shown in Fig 1. I will try and make the descriptions as general as possible to cover the four main cases which are:

- Removing a driveshaft with the gearbox in situ
omit Operations 9, 16 (part), 25 (part)
- Removing a driveshaft and inner cardan with the gearbox in situ
all Operations are required
- Removing an inner cardan with the gearbox in situ
omit Operations 1-7, 16 (part), 18-23, 27-31, 32 (part)
- Removing any of the above with the gearbox removed
omit Operations 10-17, 25 and 26

NB. If the gearbox is to be removed, you will find it easier to do Operations 1-7 before removal and Operation 27 after the gearbox has been replaced.

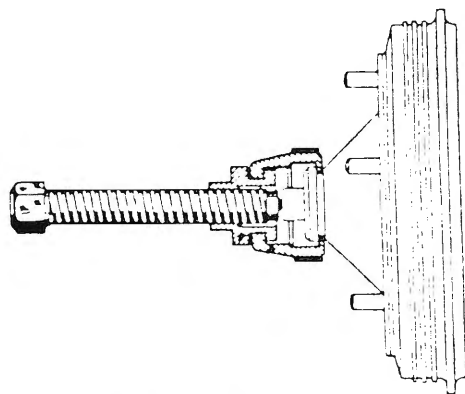


Fig. 2 Hub puller

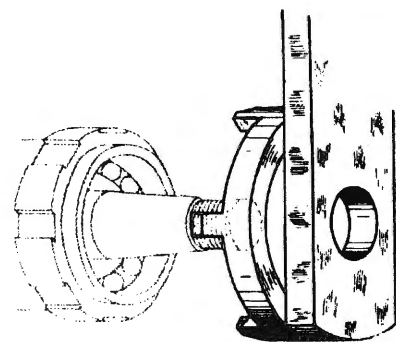


Fig. 3 Outer ring nut spanner

Operations

1 Remove split pin (1) and undo hub nut (2) remembering that the right hand side has a left hand thread and vice versa. This can be done with the wheels still on the Slough cars but cars with the standard disc type used on French cars the hub nut is covered and the wheel has to be removed and the brakes held hard on. If the hub still turns the driveshaft has to be rigidly held and this is easiest done by gripping the inner cardan with a large stilson at the same time protecting the inner cardan with aluminium or sheet steel.

2 Support the lower suspension arm as close to the hub as possible but allowing for the use of the bottom ball joint breaker (see Fig 6 and Operation 14) and remove the wheel.

3 Wedge a piece of wood under the brake pedal. Any pressure on the brake pedal when the brakedrum is off pushes the piston out of the end of the slave cylinders requiring the brakes to be bled and covers the brake shoes with brake fluid. Children seem to be particularly good at managing this.

4 Remove the brake drum with the extractor tool as shown in Fig 2. It is usually necessary to tighten the bolt up and then shock it with a copper faced hammer repeating the sequence until the taper fit is broken.

5 Undo screw (11) remove locking tab (10) and undo outer locking ring (9) as shown in Fig 3. In the absence of special spanner 1825T a 24" stilson is very effective if used carefully.

6 Extract outer bearing as shown in Fig 4.

7 Remove bearing spacer (13) and clean grease out of housing. Knock back locking tab of inner nut locking ring (15) and undo inner locking ring (14) as shown in Fig 5. Note that the thread is the same hand as the hub nut and it is usually very tight. The inner cardan has to be locked as described in Operation 1.

8 Unscrew dust cap (25) on the inner cardan. These caps have a right hand thread. Take care to only grip the cap over the inner cardan as it is very flimsy and easily distorts. Use water pump pliers, a tap spanner or a small stilson to loosen and undo as much as possible by hand.

9 Undo the nuts (26) holding the inner cardan to the output flanges of the gearbox. This is particularly awkward on narrow bodied cars.

10 Undo the tie wires to the top and bottom ball joint gaiters. The originals are leather and tied with brass wire, replacements are of rubber.

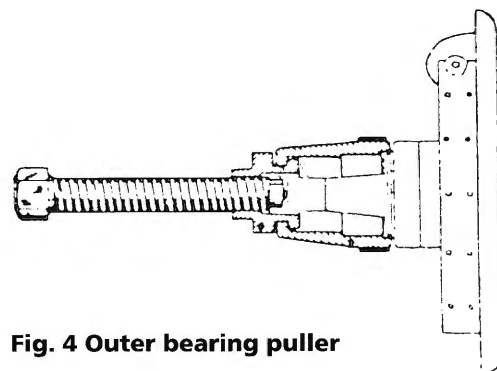


Fig. 4 Outer bearing puller

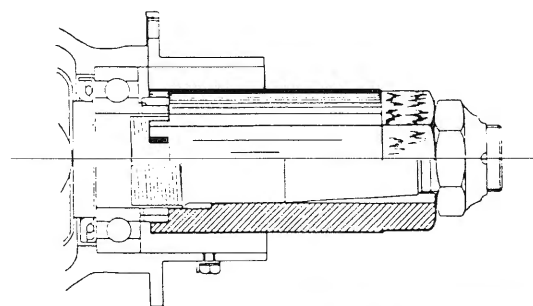


Fig. 5 Inner ring-nut removal

11 Undo the top ball joint by firstly bending back lock washer, loosen lock nut and undo threaded ring. Loosen top ball joint retaining nut about one turn. Note that this nut is very shallow and unless you remove the lead from your socket (26mm A/F) you are likely to damage it. Break top ball joint using breaker as shown in Fig 6.

12 Unscrew top ball joint retaining nut and lift up wishbone, replace threaded ring and locknut so as to retain ball joint and upper cup ring and tie up to the underside of wing. Screw top ball joint nut on a couple of turns and tape the rectangular key to the taper.

13 Holding the top taper of the hub carrier pull it away from the centre of the car, put on the hub nut (2) and drift the driveshaft back through the hub carrier about 25 - 30mm ie until it is loose.

14 Remove the cover from the bottom ball joint taking care to keep any packing shims and the lower ball joint swivel cup. Undo the bottom ball joint retaining nut about one turn and break the bottom joint using the tool in Fig 6. Note that there is a locating 'pip' on the underside of the bottom suspension arm for the short bolt of the extractor to locate on. Adjust the locating screw and the breaking screw so that the line of action of the breaking screw is along the swivel axis. Tighten the breaking screw and shock with a copper faced hammer repeating the sequence until the joint is broken.

15 Unscrew bottom ball joint retaining nut and lift hub carrier out of bottom suspension arm and temporarily support whilst putting back the bottom ball joint, lower retaining cup, shims and bottom cover plate. Screw on retaining nut a couple of turns and tape the rectangular key to the taper.

16 Lift the hub carrier away from the centre of the car sufficiently to withdraw the driveshaft from the inner cardan. Withdraw the driveshaft from the back of the hub carrier and the inner cardan from the output flanges of the gearbox.

17 Temporarily put the hub carrier back into its top and bottom ball joints.

18 Pull out inner bearing (16) and check condition of inner grease seal (17).

19 Thoroughly clean the hub carrier and its components and replace any suspect parts.

20 You will have noticed that there was a large amount of grease in the hub carrier but that not much of it was on the bearings. Sealed bearings are now available for both the inner, (standard 6207 2RSR 35x72x17 with two seals) and the outer, (32x72x17 or 19) with a circlip groove for withdrawal, in a sealed form. The former can be bought from any bearing stockist and the latter through the club spares. These bearings have a very long life and are well worth fitting.

21 It is worth checking the driveshaft, brakedrum and bearings before assembly. The bearing areas of the taper of the brake drum should be smooth and shining. Check the fit at the driveshaft by marking the tapered area with 'engineer's blue' or a felt tip pen. When dry push the driveshaft firmly into the hub and rotate a turn or two. When removed there should be two bands of clean metal at each end of the taper. The bearings should be a tight fit on the shaft – not too tight but certainly not loose. Also check that the woodruff key is compatible with the slot in the driveshaft.

22 Press the rear bearing in the hub carrier making sure it is square to the bore at all times and that it is a tight fit when in position. If it is loose the hub carrier is no good and must be replaced.

23 Feed the driveshaft through the rear oil seal and bearing. Enough thread should be showing to engage the inner locking ring (14) and this should be tightened to pull the driveshaft through until the oil seal shoulder butts up to the bearing. If the thread does not come through past the bearing, gently drift the driveshaft until there is enough thread to start the inner locking ring

24 Make sure the dust cap (25) split washer (24) felt washer (23) are on the driveshaft.

25 Lift the hub carrier out of its ball joints to allow the inner cardan to be fed onto the driveshaft. If an original type driveshaft is being fitted make sure the grease nipples on the inner cardan and driveshaft are in line. Replace hub carrier in its joints. Locate inner cardan on gearbox output flanges and tighten nuts. Tighten dust cap (25).

26 Reassemble top and bottom ball joint assemblies making sure the small rectangular key is properly seated. Do not forget to peen over the nut in the top ball joint and put in a new split pin in the bottom one. Wire up gaiters and grease.

27 Undo inner hub nut and smear face with a small amount of grease. Stop inner cardan turning and tighten inner hub nut to 72 ftlbs. Remove inner hub nut, locate locking washer (15) and tighten inner hub nut. It is not necessary to go to the full torque as you will just tear the inner tab off. Just make sure it is tight and turn one of the tabs into one of the slots in the inner hub nut.

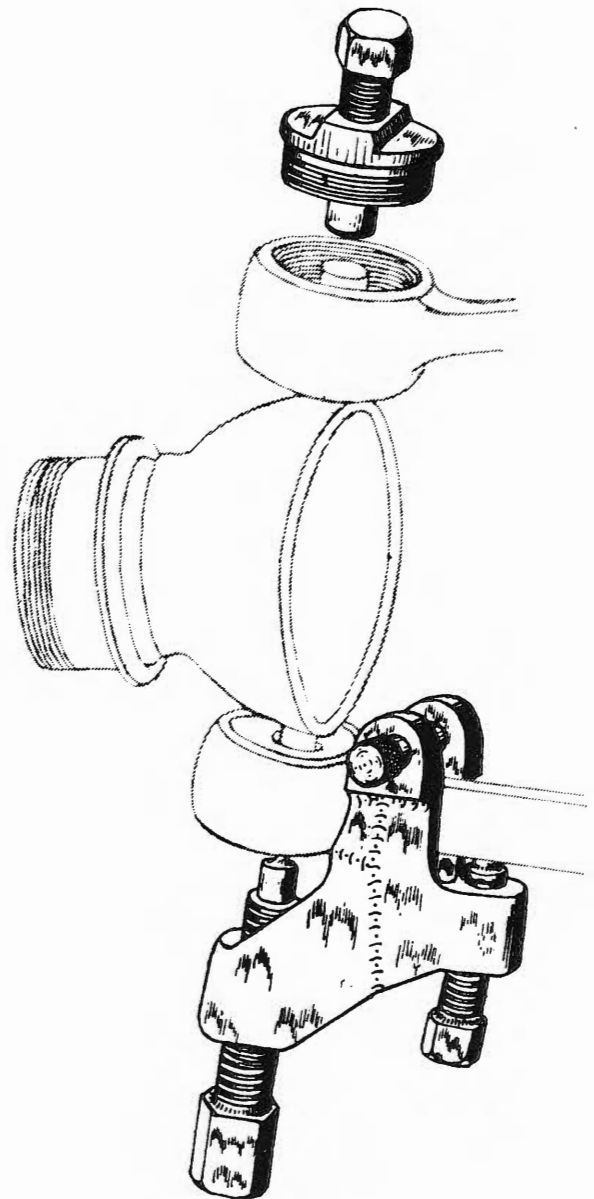


Fig. 6 Top and bottom ball-joint breakers

28 Replace spacer (13) outer bearing (12) and tighten retaining ring (9) and lock plate (10)

29 Thoroughly clean taper of driveshaft and centre of brake drum, meths is ideal. Make sure that the rest of the brake drum is clean, particularly the contact area for the brake shoes which will doubtless have picked up a few greasy finger marks.

30 Put woodruff key in slot in driveshaft and slide on brakedrum ensuring the woodruff key stays in position. Firmly tap the centre of the brakedrum with a tube to ensure it is sitting squarely on the taper.

31 Smear bearing face of hub nut with grease and tighten. 216 ftlbs is the recommended torque but basically as tight as you can make it. Fit new split pin.

32 Lower from stands, remove wooden choc from brake pedal.

33 That's it!

tocSHOP

Posters	Les Tractions	£2.50	Tee shirts	(Traction print)	
	Traction 3D	£2.50		in red, white, blue or grey	
	Traction Avant blue/white	£1.50		children (26", 30", small)	£5.00
Badges	chromed TOC grille badge	£15.00	Workwear	(blue polycotton with Traction motif)	
	TOC windscreen sticker	£1.00		overalls (42", 44")	£19.00
	enamel Traction brooch	£2.50		warehouse coat	£15.00
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Sports shirts	(embroidered Traction motif)		Brooklands Manual 4cylinder	£19.95	
	in red, navy, green etc		The British Citroën (by M. Bobbitt)	£14.95	
	adults (38", 40", 42", 44")	£14.00			

please state alternative colours when ordering clothing and allow at least £2.00 P&P (UK mainland)

send orders to: Steve Southgate
34, Woodlands Avenue
Walsall
West Midlands WS5 3LN
telephone 021 357 2256

*get me
to the church
on time*

...a tale of woe and tow



I occasionally agree to use my Traction as wedding transport for people I know and have done several without mishap, but on one occasion three years ago one such wedding turned into a nightmare for all concerned.

On the day of the wedding the car started fine, I drove it out of my garage and spent over two hours cleaning and polishing it. It looked immaculate when I finished. I live at Swanland in the west of Hull and the bride lived on the eastern outskirts of the city and I estimated that it would take me about 30 minutes to get there allowing for traffic and roadworks.

I went to leave in good time but was unable to start the car which was very unusual because it always started well. I changed the battery and got it started and set off to find that there was very little power and was running so erratically that I

could not pass anything. I actually went from Willerby to Beverley High Road behind a tractor doing about 20 mph because I didn't have the power to pass. I finally arrived to collect the bride exactly at the time that she should have been at nearby Sutton Church. With the bride and her father in the car, when I stopped at the next junction the car stalled and I found that the new battery was also flat, and the car would not restart.

My wife, who had been following me in her car, had to hitch the tow rope from her car to the wedding car (having first removed her big floppy wedding hat) and commenced to give me a tow to get the engine started, a most embarrassing situation.

We got the car going and arrived at the church only 10 minutes late. My wife abandoned her car half on double yellow

lines, went into church and returned to find that some thoughtful traffic warden had given her a parking ticket for her trouble.

I took the white ribbons off the bonnet and tried to find out what the trouble was. It seemed that the dynamo had stopped working and as there was no charge going into the battery, I was running the battery down. The next embarrassment for me was being filmed on the official video attaching the tow rope from my car to the bridesmaid's car just before the married couple left the church to go to the Royal Station Hotel in the city centre for the reception.

I set off with the newly weds just as it started to snow and I was terrified that if the car stalled en route to the Hotel we would be stranded as I wouldn't be able to get it restarted.

I kept going all the way to the Hotel and the couple were, thank goodness, amused by the whole incident especially when I failed to give way at roundabouts and red traffic lights just to keep the car moving.

It was with great relief that I finally arrived at the front entrance of the Royal Station Hotel with the valuable cargo still intact and reversing up to the red carpet where the couple got out.

The reception was marvellous although I was aware that I was the subject of many a conversation during the night!

Keith Boyes ■

December

Wednesday 12th –
After years of agonising, I become the proud new owner of Editor John Starke's beautifully restored Light 15. First thrill of ownership dissipates as dusk (and rain) falls in Colchester and I have to drive the thing back to the Isle of Wight. (What time was last ferry sailing?)
17.20 Depart Colchester.
17.25 Stop to feel about on floor for semaphore knob and refit to dashboard.
17.30 Stop again to repeat operation. Knob stays on but nearside semaphore stays off. Take right turns only route to Portsmouth. Yeah, yeah I know - handsignals, but would you? In the dark? In December?
Good news is heater unnecessary - I've sweated off pounds.
Thursday 13th –
(yes I made it) Family approves of car. Daughters (eleven and seven) book it for their weddings. Should I have chosen a normale?

January

Confidence growing. Sweating less. Fit heater. By now intimately acquainted with innermost secrets of semaphore switch. Daughters have switched allegiance back to Mummy's car - better music. If only I could get the clock to work. One of those AA secondhand buyer's inspections would have pinpointed this sort of thing. Wait till I see that John Starke! Mileage to date 881.

February

Accosted by taxi driver in Cowes. His Dad took snap of car like mine in late fifties. Still no joy with clock. Mileage to date 1,345 time, goodness only knows.

March

Flat tyre. No sweat. John had thrown in neat little bottle jack and block of wood and I'd been clever and tried it. But hang on, now that tyre flat, jack no longer fits under. To Halfords and purchase even littler one. No sweat. It fits. But hang on, even at top of lift, wheel still on ground. But hang on, now put John's jack under and Bob's your uncle. But hang on, do I want to carry a pair of jacks and a block of wood around in the boot? To Halfords and change littler jack for little trolley jack. Mileage to date 1,881.

April

Persuaded to offer car and self up for auction. It's a promises auction and I'm promising 'classic car and chauffeur' for half a day. Proceeds to church roof. Not a lot of interest - knocked down for fifteen quid. Still more than 'a week at the local holiday camp' though. Successful Bidder will contact me in due course. Still no joy with clock. Mileage to date 2,685.

May

Meet lady with 1955 Normale at the bottom of her garden. She bought it on impulse in France. Although cherished, it has spent the last couple of years in a tent and sadly, circumstances at present dictate it shall remain there. Mileage to date 3,164.

June

Successful Bidder finally makes contact. Drive arranged for following week. Successful B, his girlfriend and Auntie who's over from Toronto show up at appointed hour. Have decided against grey suit and cap and give tour guide commentary to Auntie while SB and GF lounge in back. Tour perfectly rounded off with cream tea. Offer to hang about polishing chrome but they insist I join them (Auntie's treat). Still no joy with clock. Mileage to date 3,924.

a year in traction

Dick "decisive" Davis had pondered, cogitated, contemplated even deliberated. Then, one day in December 1992 he made a decision...



February

This little known Citroën / BMW amalgamation pre-dates the Citroën / Maserati association of 1983 by some years.



May

Angela Taylor's Normale



August

The writer's Light 15 outside the Citroen hospitality suite

September

David Richards with his Light 15



July

Too busy sailing to bother about clock. Mileage to date 5,116.

August

The event for which the Island is world famous - Cars Week. Mileage to date 5,729.

September

Meet owner of the only other Island traction that's running. Its a 1952 Light 15 - just like mine. He's a sculptor and takes me for a spin - across a cornfield. Great News! CLOCK GOING. The secret is to open the scuttle ventilator so that the seven year old you are holding upside down through the sunroof can see what she's doing. Mileage to date 6,369.

October

Clocks go back. En route to Norwich visit owner of my car between 1974 - 78. Take him for a spin. Let him have a go. Luckily no cornfield handy. Mileage to date 7,654.

November

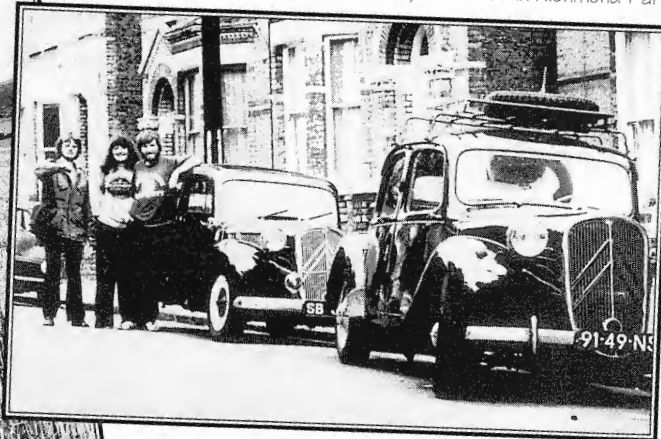
Successful Bidder and GF turn up out of the blue to ask favour. Please can they book car for their wedding next may. Wife points out lack of wedding dress space in back but couple very keen. Sentimental reasons! HE PROPOSED TO HER during the tour. Demand donation to church roof and diary them in. Does John Gillard do white ribbons to fit 1952 Light 15? Mileage to date 8,173.

December

KVS 864 has been mine for a year. Non, je ne regret rien. Mileage to date 8,500.

October

One-time owner Charles Steel with car c.1976 (then SB 894 and black). The car in the foreground and its Dutch driver (on left) were met in Richmond Park



The writer regrets that he is unable to enter into correspondence regarding semaphor switches!

Dick Dav

toCEVENTS

This year, the club is running two major events, the annual rally and a tour:

toc CHESHIRE '94

10 – 12 June

This year's **annual rally** is centred on the market town of **Kelsall**, near Chester in Cheshire.

Roman remains, **medieval** timber-framed buildings, **beautiful** countryside – it's all here. Come and **enjoy** it.



Programme of events includes:

- **Welcome to Cheshire**
- **Tour of the area including Delamere Forest**
- **Eat your fill and let your hair down at the Caelidh on Saturday evening**
- **Sunday at Chester Castle**

Information from:

Barrie Longden, 146 Woodsend Rd, Flixton, Urmston, Manchester M31 2PU Tel. 061 748 6739 or 061 872 8947 (work)

Ye Olde Traction Owners Club

Heart of England Tour

from the 27th until the 30th of the merry month of May

FEATURING ~

*hearty meals, wine and wenches
merriment and tomfoolery, ales a-plenty*

AND VISITS TO ~

*Warwick Castle, Burghley House
Holdenby House, Bass Museum of Brewing*

SIR STANLEY of BARKER

shall collect all monies forthwith, anyone caught not joining the Tour shall pay with his head.

*So, to book your passage and save your skin, speak to the wonderous recording instrument,
using these mystical numbers ~ 0425 674476*

National and International Events

30 April – 2 May

BBC Top Gear Classic & Sportscar Show NEC

In spite of an appearance by Jeremy Clarkson, this show's inaugural year proved enormously popular, this will no doubt be the major multi-marque event of the year.

14/15 May

Caen Rally

Commemorating the 50th Anniversary of the D-Day landings. The club is organising a run over to France to join in the celebrations.

27 – 30 May

TOC Heart of England Tour

Celebrating the 60th Anniversary of the Traction Avant.
Application forms and details are available NOW from Stan Barker.
Indicators point to this being the best TOC tour yet! (See opposite page)
IMPORTANT NOTE: All bookings must be made by 14 April.

5/6 June (changed from 5 May)

Channel Tunnel Convoy

Join the convoy run to France to celebrate the opening of the Channel Tunnel.
Le Shuttle costs £120 per car (irrespective of occupants!) for a 48hr return ticket.
Rendévous 10am Eurotunnel Exhibition car park (not Le Shuttle car park).
Anyone interested in participating should contact Ian Nixon on 0268 751033.

10 – 12 June

TOC Annual Rally Cheshire

The annual rally goes from strength to strength. (See opposite page)

17 – 19 June

Citroën Car Club Annual Rally East of England Showground, Peterborough

The CCC's annual rally moves northward from Huntingdon. (Only just!)

14 – 17 July

Tour of Brittany

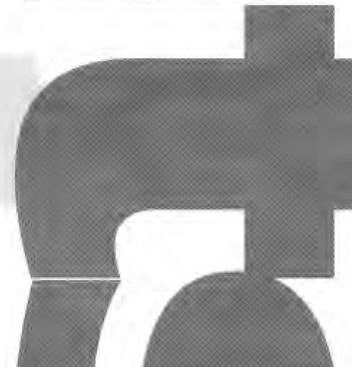
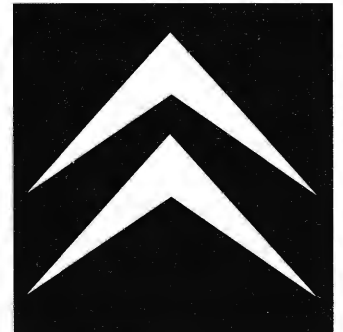
Highly recommended, more details will follow.
If you're interested, please leave your name and number on the helpline answerphone.

25 September

London Classic Car Show & Autojumble Kempton Park Racecourse

Now in its thirteenth year, further information 0923 829547

**For information on any of the above events,
please phone the Helpline, 0425 674476.**



Roadster info

Great magazine and congratulations to you for it.

In response to Nigel Webb's recent letter about roadsters, perhaps I can answer a few of his questions (if my memory will allow!). Stories about roadsters are always on the Tractionist's mind, I suppose because of their beautiful lines and rarity.

GWJ 293

First knowledge came in the early '70s when I was told of a roadster in a Citroën dealership at Stoke-on-Trent.

CRY 788

I managed to persuade the then owner Joe Judt to let me take the car from Beaulieu (where it had been for some time) to take it to the 9th ICCCR at Kenilworth in 1976. Now owned by John Dryhurst.

CFG 715

I first saw this car at Malvern in 1968. It had been brought to the Citroën Car Club rally by someone from Criterion Garages, where it had been on display, loaned by the owner, a Mr Newman from Hampshire. I understand the car is now in the ownership of his daughter.

SW 6178

A good few years ago, owner Walford Bruen and I discussed roadsters. He told me of his car's stablemate (EBH 821) imminent departure for Norway. Both of the cars had been owned by Dr Bannityne from Ayr. I groaned at the prospect of a Slough car being sold overseas, and managed to persuade the good Doctor to sell it to me instead for £250 (those were the days!). Many years later, registration now 36 CTR, I believe the car belongs to a Frenchman in London.

DUO 157

The 'rotten roadster' in Peacock's yard that Nigel mentioned in his letter. Now the property of Steve Kemp.

JPC 490

This is my Big 15 roadster which is now well on the way to being back on the road

after many years of storage and restoration. I hope to write a comprehensive article for Floating Power detailing the frustrations, costs, joy and misery in the years of ownership – the following is a brief potted history. The car was owned by a racing driver, W.M. Coupier and was offered for sale in 'Motor' magazine 11th June 1947 for what was then the quite exceptional sum of £1275 (I still have the advert) more than one could pay for a Type 51 Bugatti! It was the first of only five ever produced, chassis number 116501, and may have been destined for exhibition at the 1939 Motor Show had it taken place.

GRB 911

This car belonged to a David Hamilton near Bristol back in the late '60s, then purchased by a chap from Kent for his student son who was clueless about cars. During his period of ownership I rebuilt *three* engines for him. The car was sold again and has been in the caring hands of John Braithwaite for a number of years.

GS 9576

Once owned by Albert Archer from the Birmingham area who used to write to me for spares. I now believe it sadly lies rusting away in a lock-up somewhere.

HWV 7

This car was found in a French scrapyards back in the '70s by Bill Sellars who then brought the car to the UK. To the best of my knowledge Bill still owns this roadster.

So for Nigel and anyone else my update on numbers is that worldwide around 25 Slough roadsters + 4 coupés have survived. Particular to the English models is that they have "RPV" stamped next to the identity number on the 'coque'. These letters don't appear on saloons.

**Fred Annells
Bourne
Lincolnshire**

PS

Doubtless, stories about roadsters and coupés will continue; as for E77 922, perhaps Bryn Hughes can throw a little light on its whereabouts?



Penningtons' Pride

Thank you

At long last, time to say "thank you" to all the people we've pestered for advice and help over the last few months since we were bitten by the Traction bug. (You know who you are!)

We are now the proud owners of a Paris built small boot 11BL, reassembled and made roadworthy by Steve Southgate. The results are impressive.

We look forward to seeing more cars at the two main events of the year, as well as meeting again some of people who've helped us so far.

**Eric and Sheila Pennington
Moseley
Birmingham**

La Maison de Citroën

Pictured below is part of our collection of twelve Citroëns at La Maison de Citroën.

Peter at the Normale, Pamela by the DS Safari and Les next to the DS21 Pallas.

**The Hayezzyhuths
Gayndah
Australia**

I wonder what the noun for a collective of Hayezzyhuths is?



HELPLINE

0425 674476
(24hr answerphone)

When phoning please give:

- 1) Your name
- 2) Your phone number
- 3) Reason for calling



Normandy break

Just a line because I am always one for letting others enjoy my good fortune.

Having seen M. Desmont's offer in FP and wishing to spend some time in Normandy, I telephoned and made a booking for three nights from which I've just returned.

He is a very experienced International Hotelier who, after 17 years travelling the world in the hotel business, has retired to this 18th century Coaching Inn in Carolles. Both he and his wife speak very good English and he is a classic car buff to boot!

The deal he offered for demi-pension is 150ff per person which includes a gastronomique dinner. The hotel is typical period french, modernised in French fashion to allow some rooms to have en suite.

Situated as it is towards the south of the Cherbourg peninsular, Carolles is ideally positioned for visites to the D-Day landing beaches, Mont St. Michel, Rennes and the hinterland of both Normandy and southern Brittany.

By the way, M. Desmont put me on to a large boot Normale that a local farmer had just put up for sale. Condition seemed reasonable but I was unable to ascertain the price. M. Desmont suggested he would be happy to make further enquiries if any TOC member is interested (he doesn't want an agent's fee).

Perhaps you could print this letter as I'm sure that other members will want to enjoy the Desmonts' hospitality and exceptional value at Le Relais de la Diligence.

Stan Barker
North Ripley
Dorset

If that was just a line, good job Stan didn't send a full length letter! For anyone interested in the Normale, Stan's phone number is 0425 672311. See classifieds for contact details of Le Relais de la Diligence.

Pass or fail?

At my last MoT, the inspector called a colleague to discuss an aspect of the driveshafts which puzzled him. He is a mature chap whose experience caused the doubt, and I now pass on a nugget of information which may help other owners with a less helpful inspector.

My Normale has one original style driveshaft and one one of the new Peacock style. What the inspector could see was the double Hardy Spicer (Hookes) joint exposed to the elements on the left whilst the newer driveshaft on the right benefits from a rubber gaiter. He knew that Hardy Spicer universal joints have always been used on such as rear-drive propshafts and are left unprotected from appalling conditions. Why was one now covered when used on a front wheel drive shaft, and should the absence of a gaiter be a fail? I was able to explain that the rubber gaiter covers a modern constant velocity (CV) joint which must be protected from ingress of water and 'gunge' and doesn't cover a Hardy Spicer joint. Fortunately, both inspectors were mightily relieved that their world had not been turned upside down, as was I to drive away with another pass certificate.

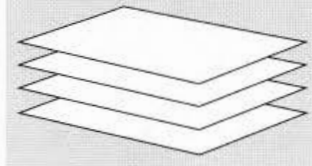
I hope the information will help others with original style driveshafts fitted (to one or both sides) whilst bearing in mind the fact that in many respects 'Our Cars' are just like any other and a damaged driveshaft gaiter on a new style driveshaft with CV joint will become a fail point just like on any othe front wheel drive car.

Alec Bilney
Kinston-upon-Thames
Surrey

I wonder if anyone else has come up against this type of problem. And what about modern gaiters fitted to an original driveshaft - are they failed if damaged, when they weren't fitted originally?

Please send all letters to the Editor:

John Starke
The Cottage
Harts Lane
Ardleigh
nr Colchester
Essex CO7 7QE
Tel 0206 231241
Fax 0206 230546



New Members

1229	C T Lane	Toller Porcorum	Dorset
1230	F Kennedy	Fleet	Hampshire
1231	E Pennington	Moseley	Birmingham
1232	D J O'Shea	Balham	London
1233	L Fullwood	Pontefract	West Yorkshire
1234	R Prior	Aldridge	West Midlands
1235	A De-Souza	Northolt Village	Middlesex
1236	J E Williams	Chiswick	London
1237	J Desfontaines	Porton	Wiltshire
1238	I T Parish	Morda	Shropshire
1239	G R Matheson	Stalham	Norfolk
1240	A C Malyon	Pontypool	Gwent
1241	N Evans	Coker	Somerset
1242	I Hudson	Millom	Cumbria
1243	P V Fereday	Tadcaster	North Yorkshire
1244	M MacFentzie	Poole	Dorset
1245	J J Cooper	Brierly Hill	West Midlands
1246	G M Warren	Norwich	Norfolk

Another volunteer

Could you please add my name to the mutual aid scheme list? I hope to buy a Traction this year, and although at present I have limited technical knowledge, I can offer bed, off road parking, loads of tools and sympathy.

I have read through some back issues of Floating Power to get a feel of the TOC and pick up some tips about faultfinding and common problems.

I was also pleasantly surprised to find that stories and letters were about going to places and doing things with Traction as opposed to continual tales of "How I broke down on the A Thirtywhatsit and did/didn't get home!"

Well done with the magazine. The more technical do's and don'ts the better in my opinion.

Peter Ashlee
Welling
Kent

tractionARRIÈRE

wind & wuthering

*Last autumn,
Malcolm Bobbitt took
the opportunity to
sample some open-
top motoring
...twenties-style*

Setting off at seven on a Sunday morning is not usually my wife's idea of fun and excitement, she mostly leaves such early excursions to me while she chooses a somewhat more genteel lifestyle. This occasion was different though – or so I persuaded her.

A little earlier I had received a telephone call from Citroën enthusiast Maurice Bailey: he was taking his two rear-drive Citroëns to the Festival of Transport at Hellingly, East Sussex would we like to go along for the ride? You don't say no to an offer like that do you?

A sprint around the M25 at what seemed like dawn saw us at the Bailey residence in Orpington. Outside were two extremely desirable motor cars, a 1928 AC4 and, standing demurely behind it, a 1926 B14 open tourer. Both cars had just been washed and leathered, the gleaming bodies and brightwork catching the sparkle of the early morning sun. Anyone that knows Maurice will immediately be aware that both cars could be in nothing other than outstanding condition.

The AC4 is left hand drive and is a commerciale variant with an opening hatch at the back – arguably the earliest of hatchbacks! Finished in royal blue and black the vehicle is totally impressive, complete with those dainty opera lamps positioned adjacent to the front pillars. The interior is just as magnificent as the exterior, not a stitch out of place. Open the bonnet and an engineer's dream is revealed: cleanliness and polish extends even to the last nut and bolt.

The B14 is right hand drive, English bodied and again restored to Maurice's



◀
The B14's chromework sparkles in the autumn sunshine

▼
The AC4 is very nice... but will the golf clubs fit in?

exactng standards; the finish is a highly polished deep-red paintwork with matching interior. The trimming is beyond comparison, but then Maurice is recognised for his superlative craftsmanship in trimming only the best in prestigious motor carriages. This open tourer is a sheer delight – for the rear passengers there are even protective screens and tonneau cover, especially appreciated by the ladies to give some protection from the draughts and other 'delights' of open motoring.

When new, the 4-door 11.4 hp open tourer would have cost £210. By contrast, Austin's highly successful Twelve Four tourer would have cost £255 which even then was considered remarkable value for money. Specification of the 11.4 hp B14 was generous too: 'The Tatler' claimed it to have "comfort far beyond its price" while the Daily Chronicle announced that it "gives the comfort of a large car".

Time to depart. Maurice took the wheel of the B14 while John, a friend and mechanic who is also a Standard enthusiast, drove the AC4 with his wife as passenger. My wife, Jean, ensconced herself in the back of the B14 while I clambered up next to Maurice. With ignition on and a pull of the self-starter the B14 chattered into life and we were off with the AC4 in pursuit. We were advised to wear something warm, although clad in a suitable tweed coat and cap with the



jacket collar wrapped firmly around the neck, the freshness was quite exhilarating even in the warmth of the autumnal sunshine.

I had imagined the B14 to be slow, taking each obstacle in its path as a matter of caution. None of it! Pulling out on to the main road south, the car leapt through the gears and fair charged at the hills and bends. Not once did the engine falter so eager was it to be let off the leash. The AC4 is a longer legged machine and whilst 40mph is very comfortable in the open tourer, the saloon could have nipped along a mile an hour or so quicker with its slightly larger engine making a little less effort than its elder relative. Where the AC4 really showed its metal was encountering hills, pounding along and showing a car forty years its junior how its done.

Looking at both cars side by side, the B14 appears considerably smaller than the AC4, the latter's large radiator and portly headlamps, not to mention the saloon coachwork, giving it a most impressive gait. On the open road however, the B14 is agile and responsive and with the engine spinning, dances through the bends like a happy ballerina. When it has to pull up, the braking system is far lighter than expected and stopping power is ample. Driving the B14 one has a commanding view of the road ahead, the seats are set quite proudly and although upright, offer ample comfort and support. One looks over the bonnet rather than along it and the headlamps, just as on the Traction, make suitable mirrors. Conversation is, naturally, rather limited especially with blasts of air vortexing around one's ears; as for talking to the rear passengers, sign language is the order of the day!

The instrumentation is wonderfully clear on the B14, black on cream dials reading precise information. The water temperature gauge – a Boyce Motormeter – sits proudly on the radiator filler cap, showing that the water is kept at optimum temperature, even in slow traffic on a hot day. Engine torque is such that it is rarely necessary to drop a gear apart from steep hills or

accelerating away from rest, certainly top gear will pick up quite smoothly from about 10-12 mph.

Heading through the Kent and Sussex villages we caught sight of a convoy of Austin Sevens en-route for a meeting somewhere. Determined to catch them up



A picture of elegance – inside the B14

and with foot pressed hard on the accelerator, it wasn't too long before Maurice had latched on to the last car and then, with a roar of the klaxon and a wave of hands the 1453cc engine propelled us past the collection of Chummies and Rubies. Even a modern car towing a caravan was easy prey, the little Citroën

almost urging us to take on allcomers.

The sixty mile run to Hellingly took about an hour and a half, not bad for a car about seventy years young. The Festival of Transport is a notable event in the vintage and classic car calendar and is made all the more interesting by including a display of traction engines, all in full steam, as well as commercial vehicles and vintage buses. Apart from Maurice's cars there were two other Citroëns present – a Légère owned by Jack Diplock and a well-used Commerciale, the owner of which I was unable to track down. According to a knowledgeable source it would appear that the Commerciale is used as daily transport.

Returning home, the B14 conducted itself in exemplary manner as did the AC4, a tribute to both Citroën engineering and the fastidious attention given to both cars by their owner. In all, Maurice has four Citroëns: an Ami 8 provides him with daily transport, and currently undergoing careful restoration is a ...! (I am sworn to secrecy, but believe me it is most remarkable.) Hopefully, sometime this year or next, all will be revealed on the pages of Floating Power. By the way, Jean enjoyed *almost* as much as I did!

Malcolm Bobbitt ■

CLASSIC

Private View



John Gillard cordially invites all members to attend the private viewing of a unique exhibition at the Arch on Sunday 1 May 1994 from 2pm

RESTORATIONS

Arch 124, Cornwall Road
London SE1 8QT
071 928 6613

New Traction Parts

New driveshafts, no exchange parts, with new inner cardan, CV outer joint, tapered stub axle can also be supplied with splined stub axle and exchange brake drum.

New 6 cylinder Traction driveshafts with new inner cardan splined to fit the bibax coupling, CV outer joint. (Bibax couplings can be remoulded)

Inlet and exhaust valves, in stainless steel
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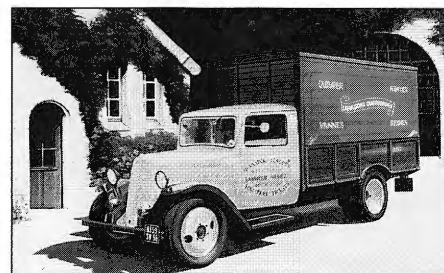
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CARS FOR SALE

For Sale

Although it is always enjoyable driving Citroën's front and rear drive cars, there might be a time to say goodbye!

First of all:

Traction Avant 11B Normale 1955 Colour: Bleu d'islande (original colour)

Bodywork including doors and mud guards 100% sound (no welding) exceptionally good. New paintwork, chrome, tyres, brakes, gearbox, cooling and electrical systems, driveshafts etc.

New upholstery.

Extras fitted: Quillery steering wheel, Robris, foglights, and aluminium roofrack.

Beautiful car, ready to drive.

Secondly:

5HP Trefle 1923.

This is an original 'Cloverleaf' in blue/black. Restored mechanically. New paintwork, hood, interior.

Very complete and smart, also ready to drive.

For information please phone André Schulpén 010 31 50 27 27 40

For Sale

1954 LHD Normale Complete, but probably beyond restoration. Offers please. 0277 630488

For Sale

Slough Light 15, 1955 Excellent condition As featured in Fabien Sabates book. V'la les Traction £6995 For more information, phone 0206 231241

For Sale

1925 Citroën 5CV Cloverleaf Yellow, perfect condition £6000 Contact Brenda Lenaham 0620 842240

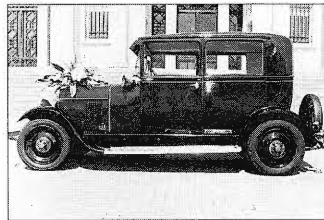
For Sale

1955 11BL, Black, Paris built. Excellent mechanics and body. Much spent. Phone for more details. Adrian Andrews 0628 528945 (Berkshire)

For Sale

1954 11BL, Paris built LHD The car was rebuilt two years ago including all new upholstery, headlining and carpet. Mechanical work included front suspension, driveshafts etc. £5,500 Robin Abrey 0374 627211 (Dorset)

For Sale



1923 B14 in good running order, used regularly in Belgium.

£6000

Keith Boyes 0482 631088 (Viewing can be arranged)

For Sale

1955 11B Normale Paris built, black, partly professionally restored. Excellent body & interior, sound engine & gearbox, easy DIY project.

Advice and assistance available if required for completion.

Price £3250

1974 Citroën D Super 5 RHD, Borely Ivory, two owners from new, seen at many Citroën rallies. New exhaust and clutch in 1993, used daily - very reliable, taxed/MoT'd. Super all round condition.

Price £3500

1982 H-Van SWB diesel Possibly one of the last produced and the best example in England. Service history and recorded mileage of 82,000kms. Resprayed in 1992 and used regularly in the Midlands. Price £3500

For further information on all the above vehicles, please contact Steve Southgate 021 357 2256 (evening) 0902 495 758 (office hours)

For Sale

Citroën Lt 15, RHD 1948 Small boot model with the spring-type bumpers. Unfinished restoration but wings, sills, doors, floor and all inner arches properly repaired. Small amount of welding required around boot but new floor supplied. Many new parts including wiring loom. Thousands spent on this project, however, imminent house move forces sale. Absolute sacrifice at £1800. No offers! Serious enquiries only on 0621 819384.

For Sale

Paris-built pre-war Commerciale 1939. Only one driving in the UK. Grey body with black wings, red velour interior, pilotes etc.

1939 Onze Normale (11B) Very solid car, newly painted, on pilotes, original auto choke, interior etc.

Paris-built Normale 1954, excellent all round condition. Perfect interior, drives beautifully.

Please phone for further details: 0279 466609

PARTS FOR SALE

For Sale

Traction and early D model repair manuals.

Many parts, new and used for all models of Traction.

Pre-war engines available for that *return to originality!*

11D engine complete with all ancillaries.

Please phone for further details: 0279 466609

For Sale

1953 Slough Lt 15 boot lid, petrol tank, number plate rear lamp etc.

All in excellent condition.

Please phone for details

0483 579350

(Guildford, Surrey)

For Sale

Fibre glass wings for Lt 15

One front £60

Two rear £40 each

Lt 15 petrol tank £45

Set of wheels with (5) good Michelin X tyres £195

ID19 engine block (ready for conversion) £65

DS engine complete £50

Over 200 workshop manuals, manufacturers', Haynes, Autodata etc. 1950 on various makes. For sale separately or open to offers for the lot!

1947 Austin 10, MoT'd in running order - only £1500

1988 Citroën AX 5dr £2450

Roger Waters

Tel. 081 866 9392

For Sale

Repair Manual VGC

Two Slough wheels

offers please

Mr Nichols

0206 823993

For Sale

Pair of driveshafts for a Normale/Familiale

One good, one average with protective metal sleeves and rubber boots. Can be delivered to Annual Rally.

Frank 0365 325847

For Sale

Lt 15 steering rack, steering box, track rod ends, fitted ready for use.

£75

Phone Jack Fallon

081 886 5598

Traction Restoration & 'H' Vanarium

All work carried out on Tractions and 'H' vans from routine servicing and MOT preparation to major overhauls and complete restoration.

All work to a high standard at reasonable rates.

'H' vans supplied from stock or imported to order.

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French Cars at French Prices

Import your Citroën directly from France

Ton Smulders, Le Bohat, 56370 Sarzeau,

phone 010 33 97 41 78 68

TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations undertaken at reasonable rates

Phone Dennis Ryland

0453 883 935

WANTED

For Sale

Rear engine mount
£10 each (exchange)
Side engine mount pads
£1.60 each + 50p sac
Silentblocs
£60 per set of 4(exchange)
Petrol tank filler pipe rubbers
(large and small boot)
£2.50 each + 50p s.a.e.
Triangle door rubbers
£14.80 per set of eight +
£2 P&P
Gaiters for top & bottom
swivels
£2.50 each + £1.50 P&P
Steering rack pin rubbers
£1.20 per pair + 50p sac
Rear Panard rod cones
£2.50 per pair + 50p P&P
Rear bumpstops
£15 per pair + £1 P&P
'H' van radiator hose set
(three hoses)
£17.50 per set + £3.25P&P
Driveshaft inner bearing ring
nut spanner (with reinforced
ring around teeth for those
nuts that are very tight).
£28 + postage to cover
2.75lbs weight.
Ball pin adjuster for the track
rod end.
£11 + £1.50 P&P.
PLEASE NOTE:
Exchange items only sent
when old ones received first.

Mike Tennant
49 Hollywell Road
Mitcheldean
Gloucestershire GL17 0DL

Wanted

SIX! SIX! SIX!
Have you any surplus parts for
Six Cylinder Traction?
Will buy or exchange for
4 cyl bits.
Items specifically needed
include:
straight rear bumper, Big 6
badge, radiator grille, nearside
rear light, air filter, 6 long
pilote wheelnuts (swop for 6
new short ones)
Marcus Lasance
0206 230109

Wanted

Traction to drive away.
Must be sound and
roadworthy.
Martin Rhodes
0206 303323 work
0206 395522 home

Wanted

One Pilote wheel for my Lt 15
(I am still looking!)
Keith Boyes
0482 631088

BACK ISSUES WANTED

The club has had a number of
requests for early back issues
of Floating Power.
If you can help, please contact
the membership secretary,
Peter Riggs
2 Appleby Gardens
Dunstable
Bedfordshire
LU6 3DB

TAKE TWO

Original adverts, brochures, road tests, cards, stamps, books,
cartoons, etchings, magazines etc.

Phone Paul & Helen Veysey on: 0452 790672 (fax 0452 790703)
Tibberton Court, Tibberton, Gloucestershire GL19 3AF

SOUTHBOUND MOTOR TRIMMERS

Tel 0264 810 080
Evening 0962 886409

Seat covers for Slough Lt 15s, ready to fit
leather £710
vinyl £320

11 piece Wilton carpet sets £185
(limited supply in brown £160)

6 piece Soundproofing kit £32

Door trims and headlinings also available - in fact
everything your Traction needs to keep in trim!

DON'T FORGET

You can include a photograph
of your car or parts for sale
with your advert (all classified
adverts are free to members).

OTHER

Southern Brittany

Camping Le Bohat, Sarzeau
Large 4-berth caravan with
awning and mains electricity
Available mid May - mid
September
Swimming pool, children's
pool, creperie
Bookings taken now
Tel Stan Barker 0425 672311

NORMANDY

SPECIAL OFFER FOR
1994!
(After 15th March)
Monsieur Desmonts, owner
of Le Relais de la Diligence in
Carolles, Normandy has
extended a hand of hospitality
to TOC members.
ENJOY a gastronomique
dinner and a good night's
sleep in this charming
coaching inn, waking up to
breakfast the next morning,
and all for just 150 francs per
person.
Bon value n'est pas?
Le Relais de la Diligence
Tel: 010 33 33 61 86 42

CAHORS

Camping Le Ch'Timi,
Touzac, Lot
3 star campsite (70 pitches)
plus static caravans
Full facilities
Bar, Swimming pool
Children's play area etc
Stunning area with lots to see
Tractionistes especially
welcome!
Phone Rik or Marie on
010 33 65 36 52 36

Western Loire Valley

Village cottage, nearby
chateau, vineyard and sea.
Sleeps 4/5, available
July/August/September
Phone Frank Gallagher
0365 325847

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All advertisements are accepted in
good faith by the Editor but no
representations are made as to the
truth or accuracy of the same.
Readers should therefore satisfy
themselves as to the suitability of
goods and/or services offered before
entering into any agreement.
No recommendation of any goods
or services should be inferred from
their inclusion herein. All advertisers
are reminded of the provisions of
the Trade Descriptions Act.

**Please send all adverts to
the Editor (address on
inside front cover).
Automatically included
for two issues, unless
you instruct otherwise.**

Classic car holidays

Full board including eating
out on tours in the
Lot/Dordogne, auto
museums, wine chateaux.
In June choose from two
classic car rallies.
Picturesque ex-convent with
pool.
For details phone Dave
Wookey 010 33 65 31 03 25

Charente/Dordogne border

Bed&Breakfast
Double room with shower/wc
available all year
Ideal stopover for Spain, SW
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200ff per night
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French country cottage in

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From £75 per week
Details from Stephen Berry
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