



*Floating
Power*

december
ninety
four

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Floating Power

VOLUME NINETEEN ISSUE FIVE **d e c e m b e r**
n i n e t y
f o u r

Well, a new Chairman and President, no less. President Barker will fly the club's flag vigorously, no doubt. Congratulations (or should that be commiserations?) also to Marcus Lasance who takes over as Chairman from Roger Dyer, with thanks from everyone for his service over the past few years.

So, with 1995 just around the corner I guess it's time to start thinking about the pilgrimage to France and the 10th ICCCR. I understand from Stan Barker that we are still awaiting full details from the organisers, but in the meantime Rik Blote of Camping Le Ch' Timi is sorting an itinerary for the following week in the Lot region. Leave your details on the club Helpline if you would like to receive information when it becomes available.

It's great news that our live membership has topped the 500 mark for the first time, we must be getting something right! No time for complacency though, let's hear from new members about what they want from the club, and if you haven't returned your completed questionnaire please do so, so the club can respond with positive action.

The first Floating Power of '95 will feature:

- a report on the Riverside Rally,
- looking back at 1994,
- fitting wishbone spindles,
...and loads more besides.

Deadline for next issue is January 21.

Season's Greetings from your overworked editor and apologies if this issue reaches later than usual.

Here's to a great 1995!

John Starke

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"Core Business"
photograph by Frank Gallagher

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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Printed by
Bailes Fastprint
Tel 091 584 6097

ISSN 0265 0630



above: Monsieur le Président, Stan Barker

left: Marcus Lasance, who takes over as Chairman

STAN'S THE MAN

STAN BARKER is the TOC's first President. At the club's AGM last month Stan was elected with the wholehearted support of all in attendance.

This is the first time the club will have had someone in this figurehead role, which Stan takes up with immediate effect. The popular club stalwart will represent the TOC at rallies, exhibitions and shows, both here and overseas.

Stan was "honoured to accept", with one small proviso – that he could continue as Social Secretary, organising rallies and show displays, a job he enjoys immensely. No problem, Stan!

GOING DUTCH

MEANWHILE back at the AGM... Roger Dyer stood down as Chairman, and we therefore have a new face in the driving seat. Marcus Lasance, who has been running the computer database of the club's membership for the last couple of years, was elected to the office of Chairman by the TOC committee at a meeting earlier this month.

Born in the Netherlands, Marcus has owned Tractions for some twenty years and has been a member of the TOC for the last 10. He is currently restoring a Slough Big Six circa 1948 which he hopes to have finished in time for the 10th ICCCR in France.

"I'm looking forward to taking the club forward, and have a few ideas for increasing links with enthusiasts worldwide and improving the club's facilities.

If anyone has any views about the club, please feel free to write to me."

You can find Marcus's address on the inside front cover, together with names and addresses of all the newly elected committee members.

Ownership statement

TOC member Dave Shepherd has received a communication from his M.P. regarding the proposed 'Car Ownership Tax'.

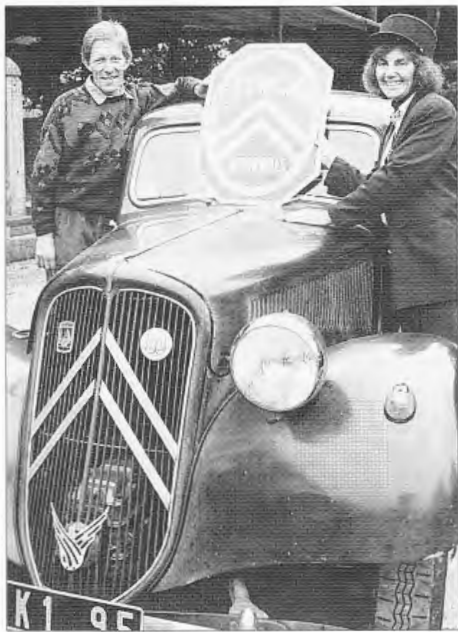
Sir Michael Marshall, D.L., M.P. wrote to Dave enclosing a copy of the Minister's response to the concerns of classic car owners. The letter mentioned the need to reduce excise duty evasion and help fight car crime by keeping a more accurate record of vehicles, and continued:

"We are very conscious that the concept of a tax on vehicle possession will affect those whose vehicles are currently not taxed because they are genuinely 'off the road' – vehicles in museums, classic cars, vehicles used seasonally and those undergoing long term restoration or repair. Please assure

your constituent that details of how the new system will operate have yet to be decided and will be the subject of a consultation exercise later in the year. We will be looking at what sensible arrangements can be made to cover precisely these issues. Your constituent's views, and those of other correspondents on this issue, will be taken fully into account as part of this process. I hope that this is helpful."

Not totally reassuring, simply stating that genuine classics and seasonally used vehicles will be affected, and for making "sensible arrangements" to cover these issues.

Sensible for whom, I wonder?



John and Margaret Griffiths promoting Citroën sales in the Midlands

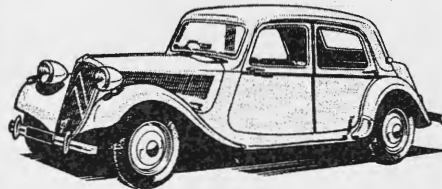
MIDLANDS MELÉE

SEPTEMBER 1994 saw the first meeting of the North Midlands section of the TOC. 12 Tractions arrived at the Swinfen Country Craft Centre near Lichfield on a pleasant Sunday lunchtime. Thirty TOC members took over 'The Peartree Crêperie' with counting the calories soon forgotten.

First to arrive was James Emery from Stoke-on-Trent, soon to be followed by other local members, new and old. Barry and Barbara Longden stopped en route to Brittany and couldn't resist a tasty galette. Other important visitors included David Boyd's roadster and the Pennington family. Finally Robert and Jackie Cordon-Champ arrived in a Porsche and duly apologised.

The Tractions were arranged amongst the Craft Centre, Court Yard and Farm yard for a photographic session and hundreds of visitors admired the display. Unfortunately, we always manage to upset someone and we were politely told to remove one of the Tractions as we had not had permission to park in front of her shop. We promptly removed the car, much to the amusement of the onlookers.

section scene



Lakes & Border

Spring Event

This will be the first major event for this newest section. Sunday March 27th – the first day of British Summer Time!

Come and enjoy the Lakelands at their best for a fun run that incorporates the Solway Coast and Northern Fells.

Meet at Maryport Harbour (see the vintage steamships) from 10.30 am before leaving at 11.30 to take a northerly route along the Solway Coast and turning inland to the Back O'Skiddaw. Winding through some of lakeland's finest scenery, the route will end having a lunch stop at a suitable hostelry, in time for a cuppa and farewell.

Come with your Traction if you can; if it's still enjoying its winter restoration don't worry, you'll be welcome all the same.

For further information contact Malcolm Bobbitt (address and phone number on inside front cover).

The harbour at Maryport is well signposted and Maryport itself lies a few miles north of Whitehaven and Workington on the A596; it is some 24 miles south of Carlisle and can be reached from the east and the M6 by the A66 to Cockermouth and then following signposts via the A594.

Let this be the largest gathering of Tractions in the North West!

Malcolm Bobbitt

The local newspaper, The Lichfield Mercury, took photos and we enjoyed a column or two with photos the following week.

Our November meeting happened to coincide with the National Classic Car Show at the NEC. Hopefully, our January meeting won't clash (see section scene above for details).

NORTH MIDLANDS

Our next meeting will be on Sunday 22nd January and as promised, we aim to make it educational. The question – "How to cope with that inevitable breakdown!", and who better than yours truly to provide the answer!? Topics for discussion will include which basic checks to carry out, which tools to carry and what spares to take. This will try to be a serious event with paperwork to take away. The venue will be decided nearer the date, depending on numbers. If enough people are interested we may be able to work on a Traction. Call me on 0121 357 2256.

Well, 1994 has been yet another excellent year for the TOC with events like Caen, Heart of England, and the Annual Rally. Best wishes to all for the new year, and a special thanks to all who help to run the club.

Steve and Joy Southgate

SOUTH MIDLANDS

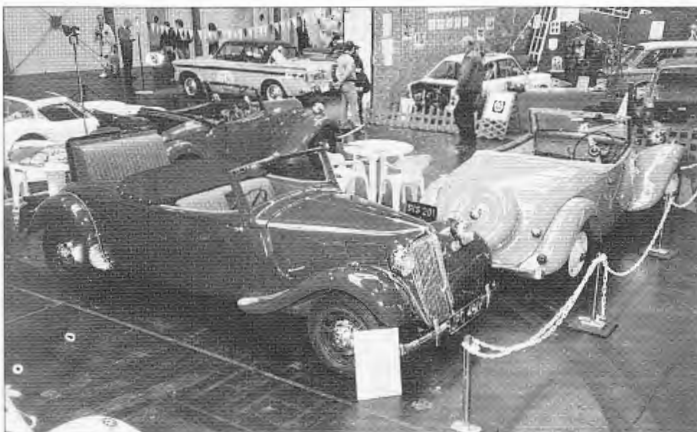
The new South Midlands section will meet every 2nd Wednesday of the month, 8pm at the Golden Cross, Aslens Grafton, nr Stratford-upon-Avon.

Chris Ryle 0527 62974.

WEST COUNTRY

Our Winter meeting will be held on Sunday 8 January, from 12.30, at The Poacher, High Street, Portishead. Topics for discussion include events and venues for 1995.

Steve Hawes 0275 817973.



ROADSTER REVEALED

THE WORST kept secret of the year was unveiled at the National Classic Car Show last month.

With minutes to spare, Fred Annells' rare Slough Big 15 Roadster made it to the TOC stand, which also featured three other roadsters.

Right tunnel, wrong car

Thanks to Classic Car Weekly for pointing out that Ian Nixon's Normale was, in fact the second Traction through Le Tunnel. M. Maggias from Paris and his 15/6 took part in the Eurotunnel London/Paris Rally back in May.

Odd though, that this model was representing the year 1942, especially as production of 15/6s stopped in 1940 and didn't resume until 1946. However, three Légères and one Familiale were built in that year, so maybe one of these would have been more representative.

When you put away your loved and valuable car, you want to do the right things to ensure that it does not deteriorate. It is easy to ensure that the outside is clean and that the car remains dry, but it is probable that the real damage done to a car during storage occurs internally.

Consider the cooling system, for example. Metal left in water for over a quarter of a century will, we all know, deteriorate. Yet we are quite prepared to fill a car's cooling system with water, perhaps fortified by generous quantities of anti-freeze, for years on end. Any chemist will, however, tell you that water when fortified with glycol will form an aggressive mixture. The water will promote oxidation of the iron, copper, aluminium and steel found in the system. The glycol will insidiously seek out and exploit any crack, pore or weak seal.

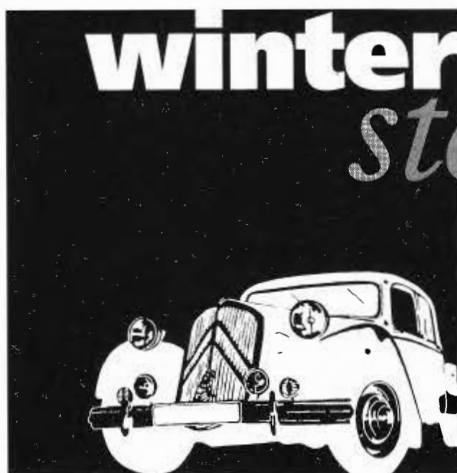
After an enjoyable season motoring, the oils in the engine, gearbox and axle will have deteriorated. Engine oils will have been diluted by fuel blow by, condensation, carbon and the resulting build up of acids. Axle and gearbox oils will contain minute metal particles. There are after all no filters for these oils. They too suffer from condensation.

When a vehicle is stored for a long time and where lightweight oils are used, it is quite possible that vulnerable surfaces such as the bores and cam lobes may actually rust when the oils have drained away. This is caused not only by the acids and contaminants left in the oil but also by the unimpeded flow of air through breathers, the carburettor and even the exhaust.

These problems once understood are easily avoided.

Some better anti-freeze mixtures do contain an amount of anti-corrosion additive. However the products are designed to function primarily as anti-freezes and their competence as corrosion inhibitors is secondary. Of course many cherished vehicles are stored in environments where temperatures do not drop to freezing or are in milder climates where anti-freezes are not needed. Whatever the circumstances, it is essential first that the cooling system contains sufficient anti-corrosion additives to provide long term protection. Anti-freeze should be added to systems where corrosion protection has already been assured and only where its use is unavoidable due to the temperature of the climate of the storage area.

Avoidance of the damages caused by leaving old oils in engines during storage is obviously easily cured by changing them



Internal protection of a car's engine, gearbox, axle and cooling system is vital during periods of lay-up, says Evan MacKenzie of Penrite Oil

for fresh oils beforehand. However care should be taken to ensure that the oils are the most appropriate. Firstly thicker oils, similar to those for which the cars were designed, will by their very nature provide far longer lasting surface coatings. Being thicker, they drain away more slowly. Secondly it is sensible to ensure that the oils used in gearboxes and axles do not contain inappropriate additives which can cause damage to older style axles and gearboxes which use soft yellow metal bearings, bushes and sometimes even gears.

There is a strong temptation to start up an engine every week or two. When this is done large quantities of water vapour leave the exhaust and mix with rich sooty black particles. Even when an engine is run for some minutes it is unlikely that the engine and especially its oil will reach full operating temperature. Thus water vapour and part burnt fuel will remain in the engine and along the exhaust pipe. Only after a journey of some 20 to 30 miles can one be sure that this unpleasant combination of chemicals will have evaporated from inside the engine and exhaust. Running an engine for only a short time can actually promote corrosion.

It is however important to ensure that the oil is re-distributed throughout the engine regularly during storage. This is best achieved by removing the spark plugs and turning the engine over on the starter motor, perhaps for long enough for some oil pressure to appear on the gauge. A squirt or two of fresh engine oil in to the bores before replacing the spark plugs would be sensible.

It is advisable to jack the tyres off the ground and support the chassis on secure blocks. This prevents the tyres from taking

on a set. In this situation it is possible to turn the wheels by hand or by selecting a gear and using the starter for a few moments with the spark plugs out and the main HT lead disconnected. This will redistribute the oils in the axle and gearbox and will also discourage the rear brakes from seizing.

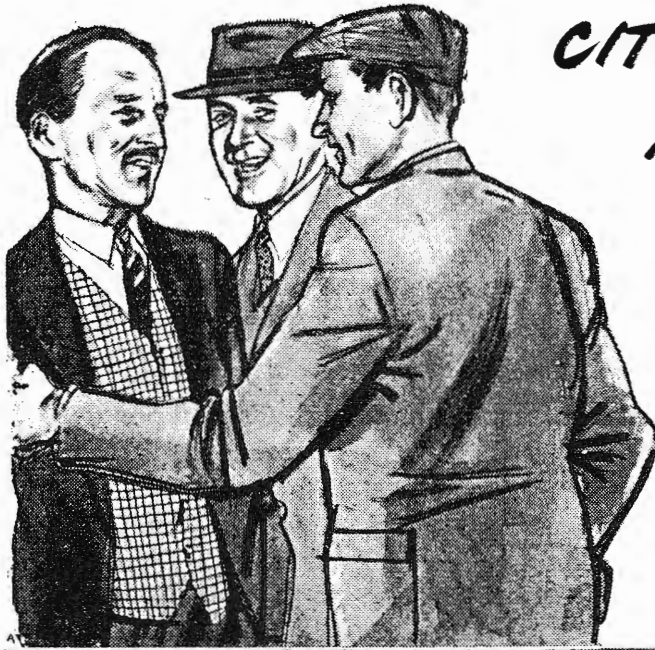
The windows should be left open a couple of inches and the boot and bonnet propped slightly open to allow the air to circulate. Grease and oil points should be attended to before storage.

It is important to keep the battery charged up as a one that has gone completely flat will sometimes no longer hold a charge.

For longer term storage and for extra assurance during shorter term lay-up, additives are available which will help to ensure that all internal surfaces of the engine, axle and gearbox remain thoroughly protected. By mixing storage additive with fresh engine, gearbox and axle oils and ensuring that they are fully circulated using the techniques mentioned above, all internal surfaces will receive and retain a generous covering of protective. These products are designed to meet military requirements for mothballing and for long term storage. They are complex formations of anti corrosion additives.

Penrite can offer both a Cooling System Corrosion Inhibitor and a Storage Protection Supplement. These are available through more than 150 stockists in the United Kingdom and in Continental Europe.

Tel 021-333-5237 for further advice and the name and address of your nearest stockist.



CITROEN OWNERS ARE A RACE APART

Who the devil do they think they are . . . Lords of the Highway? — you're inclined to ask yourself, as these Citroen owners sail imperiously past you. On which the blunt commentary is "Wouldn't you chum?" For it's quite amazing what a Citroen will do for man's morale at the wheel. Like woman, generous creature, your Citroen wants you to enjoy being her slave. Like woman, warm-hearted, your Citroen delights in making you "fall in love" with her . . . over and over and over again. There's just this difference. A woman's secrets are her own. Not so a Citroen's . . .



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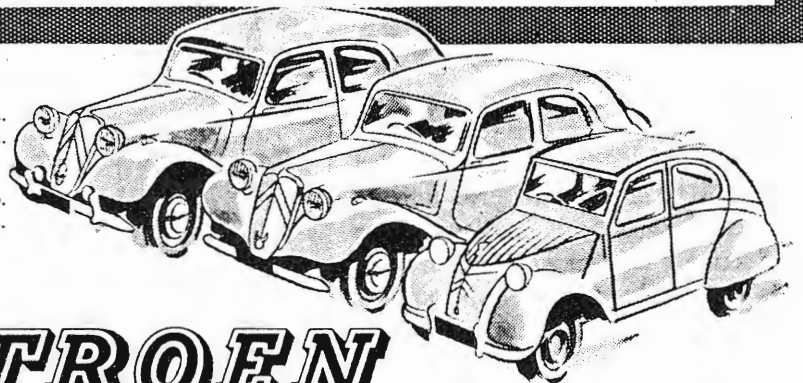
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traction ARRIÈRE

AVANT AVANT

1994 is a double celebratory year for Citroën. Not only is this the 60th anniversary of the marque's Traction Avant but it is also the 75th anniversary of Automobiles Citroën. In celebration of three quarters of a century of motor vehicle manufacturing, the following is a brief account of Citroën's first fifteen years, the era before Traction Avant.

Front wheel drive is synonymous with Citroën for very good reason and it is this drive-train arrangement that changed the course of motoring history way back in 1934. Even those with a sketchy outline of the development of the motor car would recognise Citroën's achievements of road-holding and aerodynamics in an age when most other motor manufacturers were happy with cart springs and when streamlining was but a dream. It is little wonder, therefore, that Citroën's first 15 years have been shrouded in the phenomenal designs emanating from '34 to '57 and beyond.

With the exuberance the Traction Avant carried upon its arrival it is understandable to some extent that Citroën's rear drive cars tended to be dismissed as being almost 'ordinary', nothing of course could be further from the truth.

Take a look at the Type A: this is the first car to bear the Citroën double chevron logo and the first of course to be produced at Javel. Like other manufacturers supplying munitions to the armed forces for the Great War, diversification into building motor vehicles became a natural progression. Citroën of course already had experience of the motor industry, he had taken the helm at Mors when the company was creaking under financial constraints and his experience in engineering had brought him into contact with a number of other personalities, including Jules Salomon and Gabriel Voisin.

To all purposes Citroën's Type A was the first real people's car: it came complete with electric starter and lighting, in fact a package ready to be driven away. Its popularity was instant and its success made Andre Citroën a celebrity. Look at a Type A now and it appears almost crude in its basic design but in its day it helped put France on wheels.

From June until December 1919, some 2,500 Type As left the Quai de Javel, by the end of 1920 this figure had increased to over 20,000. The Patron had boasted he could produce 100 cars a day and by the end of 1923 he had achieved his aim despite his critics who considered it impossible.

Much of the success of the early years was due to the B2, a refined version of the original Type A, and the demure 5CV which appeared mostly in yellow and earned its nickname Petite Citron - little lemon. Further improvements produced the B10 for 1925 and with it came the first Tout Acier - all-steel model together with rigid bodywork and fully enclosed motoring with a new concept in comfort. For all this high technology of the Twenties though it was still the little 5CV that was the best seller, 28,450 cars in 1924 and 30,432 in 1925. It was so successful that others copied it, Opel in Germany with its 'Laubfrosch' (translated as 'Tree Frog' due partly to its green paintwork) and in its native France as the Derby, a French voiturette. Citroën took Opel to court over the blatant copy but ironically lost the case. A quick study of

the French motor industry of the same era will produce a number of lesser known vehicles whose design had been largely based upon the 5CV.

After the B10 came another two cars, the B12 and B14, both successful with the B14 accounting for 50,000 units leaving Javel in the first 9 months on 1927. In Paris Citroën cabs controlled the taxi trade while in London also Citroën taxis were a common sight. Citroën was leading the world in exploration, his cars pioneered the crossing of the Sahara desert by motor car and then set new standards by venturing deep into darkest Africa.

Citroën's exploration cars were fitted with half-tracks built to the design of Kegresse, the origin of which had evolved from the Great War. Replacing the rear wheels with a specially designed axle and continuous rubber-canvas belt assisted no end in achieving stability and traction across the worst surfaces. Like Lefebvre in the years to follow, Kegresse offered his system to Renault who could see no future in the design; Citroën did not hesitate and put the Kegresse design to work.

There is no secrecy that Andre Citroën admired the techniques of the American motor industry, in fact he had courted Ford in the hope of a merger but the French and American governments successfully scuttled any such arrangement. On his frequent trips across the Atlantic Citroën visited the Budd organisation and so modelled his plans upon some of the development he had

60
years
of
traction
avant



**Reliable ruggedness of the Citroën –
A B2 kicks up some dust on the Scottish Cup Rally in the early '20s**

seen. The American influence is very much in evidence in the AC models of 1929 which were quickly renamed C4 and C6.

C4s and C6s were but another notch in the Citroën tree of fame: travelling in two groups the cars conquered the route across Asia defying the Gobi desert and the Himalayas to rendezvous in Peking. Luckily the exploration team took along their cine cameras on both expeditions and the epic journey remains on film as a testimony to the car's greatness.

Perhaps most significant of the C4 and C6 series of cars was the emergence in 1932 of the Floating Power engine, the symbol of which is a swan on water against the backdrop of the double chevron. Used under licence from the Chrysler corporation, the Floating Power system provided Citroën cars with a whole new concept of comfort.

Andre Citroën, the entrepreneur, was also a genius when it came to publicity: on more than one occasion he had the Eiffel Tower emblazoned with his name in lights; aeroplanes left vapour trails spelling his name over Paris while chauffeur driven Citroëns drove Parisians around the city on one of the most cleverly engineered marketing stunts known to France. If this were not enough Citroën established his own transport company to provide a network of coaches and buses to operate on scheduled services nationwide throughout France.

As well as a publicity seeker Citroën was

also a compulsive gambler and could often be found at the most notorious gaming tables in France. It is said that on more than one occasion he gambled with the deeds of his empire.

There was deep rivalry too; from the Quai de Javel Citroën could look across the Seine to his adversary Louis Renault at Billancourt. Both men taunted each other, Renault - the Bear of Billancourt - conservative and thinking against the Jew of Javel - radical and impulsive. Each hated one to get the better of the other and it had to end in disaster.

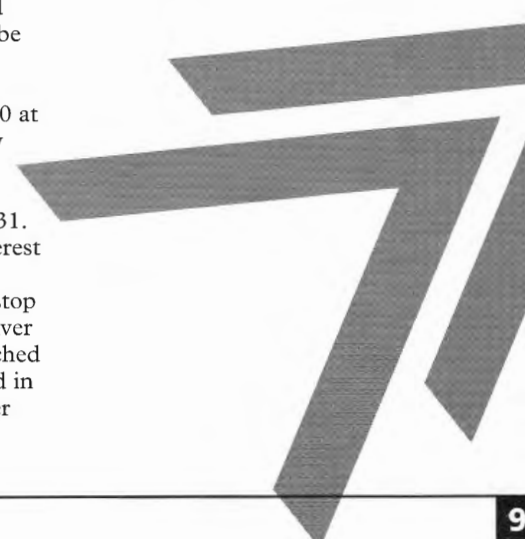
Citroën's last great publicity stunt before the launch of the Traction Avant was undoubtedly the Rosalie affair in which an 8CV Rosalie model was entered in an unlikely event to test the endurance of the car. Organised by the oil company Yacco, Citroën at first had little interest in the event: that was until the special-bodied 8CV chassis began to prove the car to be something out of the ordinary.

Originally established by Voisin in 1930 at Montlhéry as a long-distance reliability trial when his car endured 50,000 kilometres of non-stop driving, Yacco entered the Rosalie for the event in 1931. The trials, which had captured the interest and imagination of the French nation, ended when the car, driven without a stop apart from refuelling and change of driver from a relay of a 5-man team, had reached 136,083 kms. Other trials followed and in 1933 a Rosalie managed to endure over 300,00 kms in 31 days.

After the launch of the Traction Avant production of rear drive Citroëns declined drastically. From over 76,000 cars built in 1934 just 14,700 were produced between 1935 and 1938, the final year of production. During their last year a mere 413 7UAs left the factory whilst the 11UA accounted for 800 cars.

Luckily many rear drive Citroëns have survived. They can be found in the furthest corners of the globe.

Malcolm Bobbitt





D line-up, the Mall, Armagh

Thus, the phone calls repeated themselves the length and breadth of the emerald isle.

Spring has a wonderful effect on Citroënistes everywhere – engines are turned over, tyres are checked and interiors are inspected for hibernating rodents! Our weekend had been lined up well in advance and as we had asked the ‘D’ owners north and south to join us, we reckoned it would be a spectacular day.

‘C’ Day arrived, our Traction had been treated to a more thorough than usual check over (i.e. oil AND water!). We decided to deposit our five year-old son at his cousin’s for therapeutic reasons and finally set off for sunny Armagh City, the capital of Ireland’s ‘orchard’ county and possessor of one of the finest ‘English’ malls in Ireland.

*“What do you mean another Citroën run?
We had one last year!”*

“But, it’s the ANNUAL run”

“You mean we have to do this every year?”

“ABSOLUTELY!”

of apples and orchards and **COWS**



The parking area had been coned off and already five Tractions and two Ds had arrived, and now sat at ease in the lush surroundings of the tree-lined boulevard and Georgian style houses. The muted traffic sounds were broken by the sounds of long-lost Tractionistes greeting each other – their respective cars majestically lined up beside their offspring, the D.

Shortly after midday, and to much cheering, the remainder of the cars which had convoyed from Dublin, arrived. Three Tractions and six Ds drew up and parked with their respective groups. Naturally, the local police were taking great interest in the proceedings and stopped traffic so everyone could savour the sight and photograph all the cars for posterity. The Mall is very wide – equivalent to six lanes of carriageway, even so, at times the road was nearly blocked with interested onlookers.

As one o’clock approached we lined up to drive to our Hotel for lunch, again, in true French style, the police escort stopped the traffic at junctions and roundabouts and sped us on our way.

As we were such a distinguished bunch of people (42 to be exact) we had a dining room to ourselves and enjoyed our meal amongst much banter – in a variety of accents.

**Underneath the branches
at Address House**

Our next destination was Address House, via leafy by-roads; I've never seen so many surprised cattle and sheep – wide-eyed and open-mouthed at the passing cavalcade.

Despite being told that the way was well signposted, I stopped several times just to make sure – or was it just to gaze at the procession behind? On arrival at Address House we discovered the car park full, so we parked off-road under a line of apple trees, branches laden with the autumnal fruit – a delightful sight – Tractions under the trees.

As time was of the essence, we quickly scouted around the house and took in the glorious gardens and wonderful walks before 'saddling-up' and heading for our final stop at the Argory. Sweeping through the back roads past the same cattle and sheep which were still showing signs of animal astonishment!

The area in front of the Argory is lovely, with a gravelled drive perfect for the cars – Tractions lining up on one side, Ds on the other. Both models had at one time actually come off the same production line, indeed some had the same engines, but across those few yards of gravel they seemed light years apart.

As the event had been advertised at the house and locally, quite a few people had arrived especially to view the cars – such prying eyes and carressing of svelt curves, questions were answered and curiosities satisfied.

As our sponsors (Gallic Distributors, Dublin) had donated three cups, judging the vehicles had been taking place and the space at the top of the points table was very tight. As a consequence, the judges had to deliberate for some time before making their decision.

Before presenting the cups we had an Irish raffle (many thanks to Lynne Jenkinson of the TOC Club Shop) where there was a prize for everyone, although it seemed some people didn't receive anything while others won two items – mea culpa!

Finally, the moment everyone had been waiting for arrived and the cup winners were announced:

Best Citroën
Eric Cloughley 1962 ID19

Best Traction
Dave Davies 1951 Lt 15

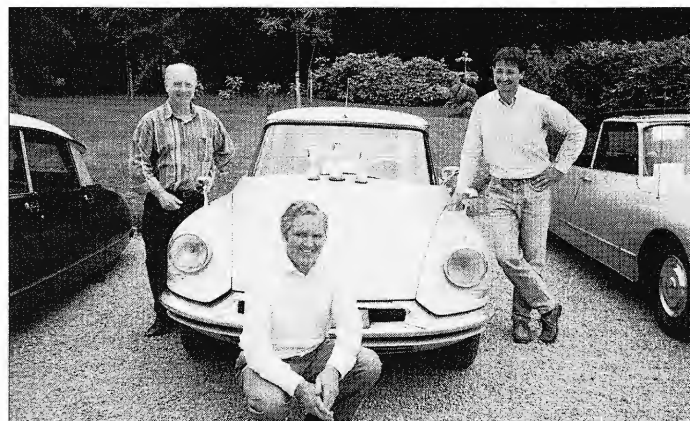
Runner-up D
Henri Hoffman 1970 DS21 Chapron

So concluded our second annual run, a wonderful way to spend a Sunday and everyone went home contented and looking forward to next year's outing. As the song goes: "Things can only get better".

Frank Gallagher ■



**Traction line-up,
the Mall, Armagh**

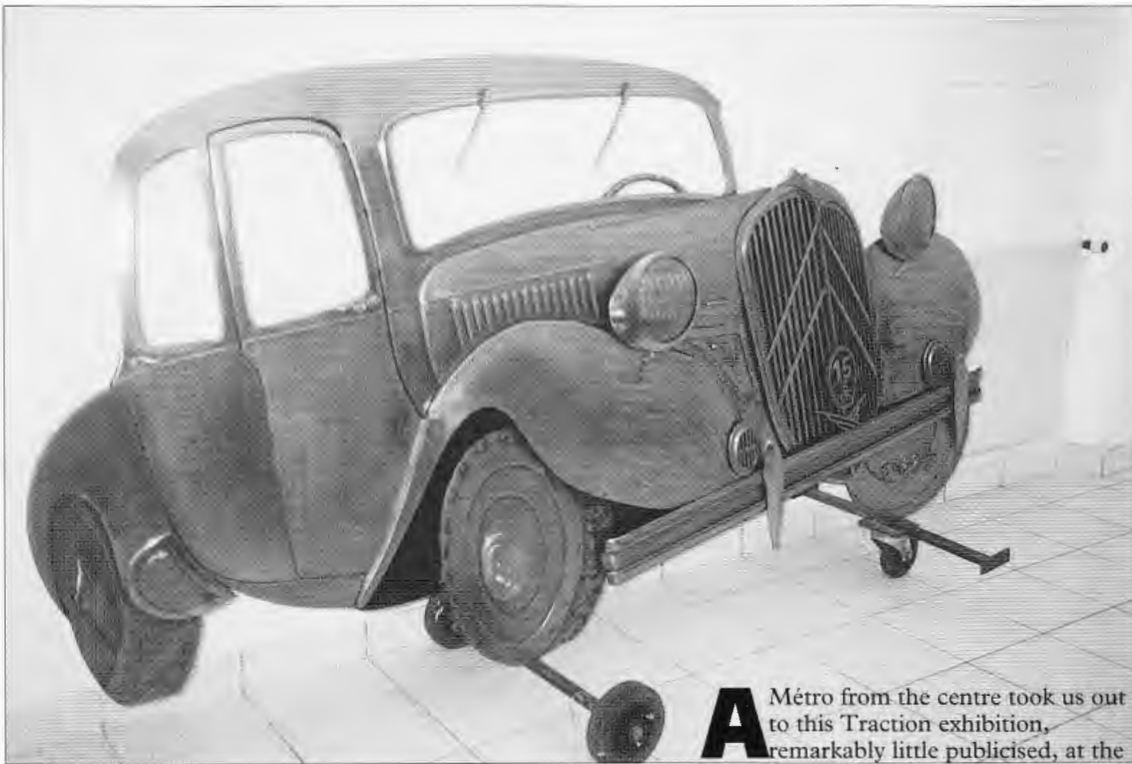


**l - r
Henri Hoffman,
Eric Cloughley and
David Davies**

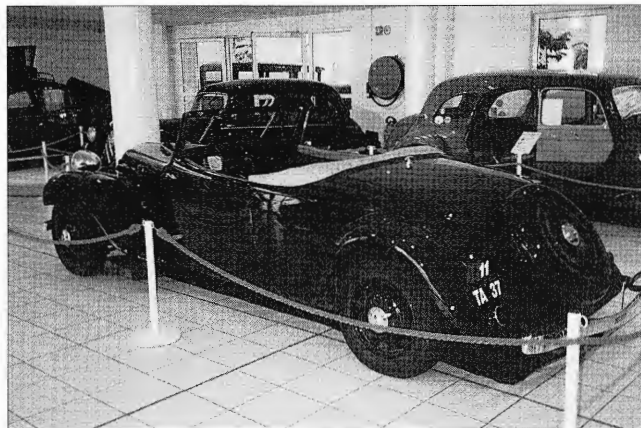


**End of the Run –
Michael Wood's
Slough Lt 15
departs the Argory**

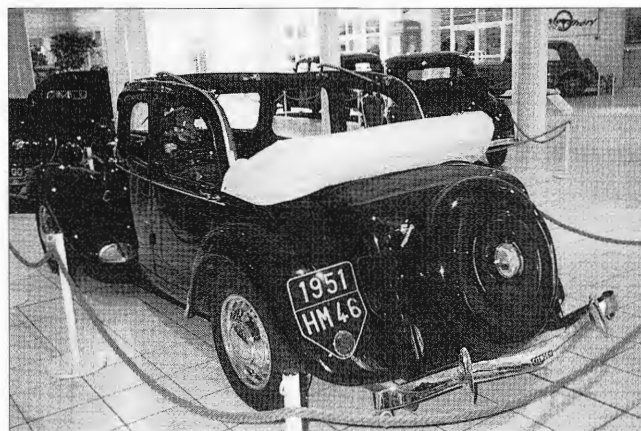
Traction



It's a Six, Jim; but not as we know it!



Tops down...



A Métro from the centre took us out to this Traction exhibition, remarkably little publicised, at the rather clinical and unfriendly Automobile Centre in a converted Motobecane factory at Pantin.

Here, said the publicity, visitors could rediscover the varieties of this car which was not only part of the history of the French car but of France herself!

Central in the upper hall was a 1934 '7', surrounded by all of the said varieties of Traction – except for the '22'. Very well restored examples of Cabriolet, Faux-Cabriolet, Normale and an apparently genuine FFI Légère marked the pre-war period, a gazogène-equipped saloon in working order the austerity period, while post-war Citroëns included 1951 Légère, 1954 Familiale and Normale and a stunning AEAT décapotable! Oh, and a steel sculpture '15/6'.

The vehicles were well labelled but, strangely, no catalogues or leaflets were available, nor were any Traction books except for the Auto-collection compilation. The staff, like the museum, were immaculate but knew little, in keeping with the Centre's feeling of being 'official' rather than enthusiastic.

Nice cars, though!

Bob Cordon-Champ ■



... and gassed up

out of this world

National and International Events

18/19 March

London Classic Motor Show

Alexandra Palace, Wood Green, London

Hundreds of classics on display, club stands, auction, trade stands, autojumble etc.

TOC will be present, with the London Section manning stand C45.

Adults £5, OAPs £3, Children (5-14) £2, Free Parking

Full details from Greenwood Exhibitions 0296 631181

Advance ticket sales hotline 0296 632040

6 - 8 May

BBC Top Gear Classic & Sportscar Show

NEC

The top show of the classic car calendar - we will be there!

27 - 29 May

Tour of Central England

More details next issue

Info from organiser Richard Hooley - Telephone 0116 (new Leicester code) 239 3475

16 - 18 June

Citroën Car Club Rally

East of England Showground, Peterborough

A popular rally for all Citroën enthusiasts

30 June - 2 July

TOC Annual Rally

Petersfield, Hampshire

The annual rally moves south - more details in future issues

14 - 17 July

Tour of Brittany

Don't forget your stripey tops!

18 - 20 August

10th I.C.C.R.

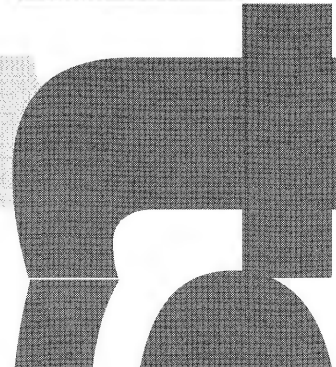
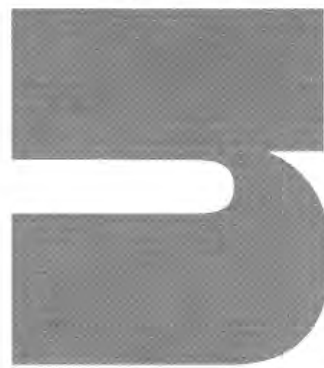
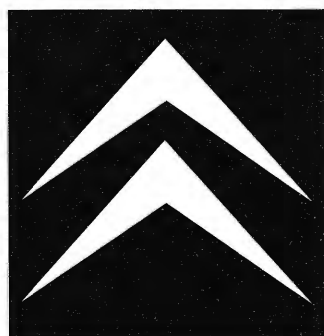
Clermont Ferrand, France

THE BIG ONE

The International Citroën Car Club Rally

TOC will be organising **Raid France '95** which will feature a week's stay in the Lot valley after the rally.

For event information, please phone/fax the Helpline, 0425 674476.





WWII Big Boot Traction!?

French aid

I am writing to ask you to add my name to the Mutual Aid scheme.

Nantes is the 'capiat' of the west of France, and my house is situated about a mile and a half north-west of the centre of town. as well as the usual tools I have a small range of the more specialised tools for Traction repairs and a few spares.

As I recall, the only other 'sympathy point' in France is north of Paris, so this, hopefully, will form the beginnings of a French network!

Keep up the good work with the magazine - there have never been so many pages!

Murray Adams
 60 Bld des Americains
 44300 Nantes
 France
 telephone:
 (010 33) 40 76 44 21 (ex directory)



HELPLINE

0425 674476

(24hr answerphone/fax)

When phoning please give:

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

Exploding myths

This 'FFI' car and Sherman tank were part of an exhibition in front of the Place de L'Hotel de Ville, off Rue de Rivoli in Paris put on by the municipality to commemorate the 1944 debarquement. As you can see, the idea that the 'big boot' didn't come out until 1952 is totally wrong. It seems to have been in time for WWII! Or perhaps it was the only one available?

Also, the undersea Traction featured a couple of issues ago, isn't, it seems, a harbour wreck after all. Apparently it is a 'sculpture' Nouvelle Atlantide says M. Benoit Cluzeau (sic) in LVA. One Arman was the artist and the TA was part of an exhibition of contemporary art at Cannes Town Hall. Typical of the dubious quality of so much French contemporary 'art'.

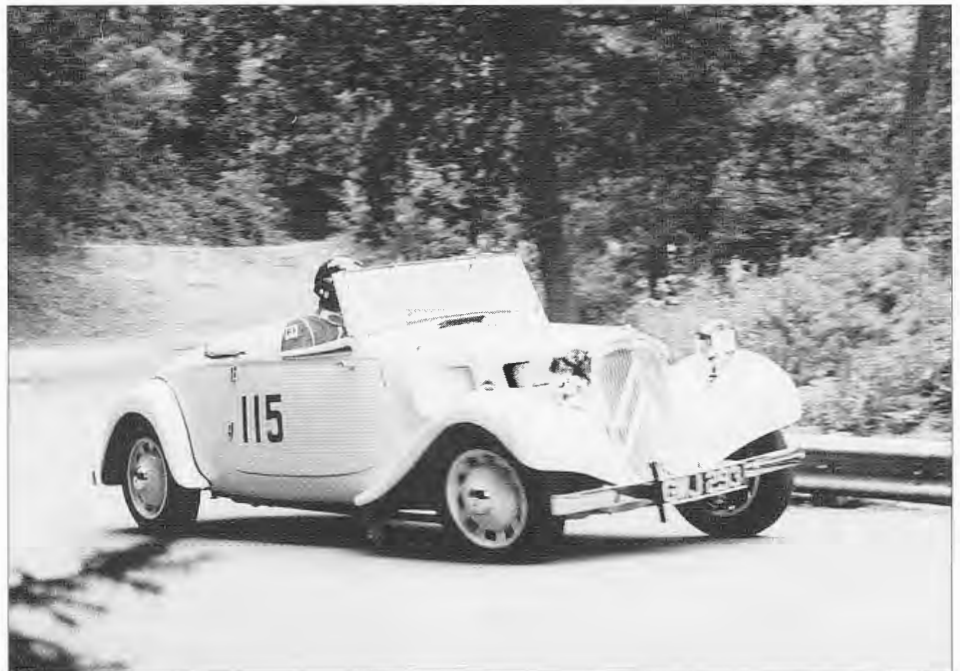
Bob Cordon-Champ
 Walsall
 West Midlands



Roast roadster!

A Roadster for £35,000!! I wonder if it's the one I sold for £40 in 1968. I bought the car, EOP 456, as a fire damaged wreck for £15. After a front end rewire I sold it for the wonderful profit of £25! How times change. In the early '60s I owned another Slough built Light 15 OPU 589, is this still around?

Mike Hooper
 Sherborne
 Dorset



"Emily" in full flow

Assault on the 'Hill'

As it has been about 18 years since William Sellers took his Roadster up Prescott Hill Climb, I thought it was about time the TOC were once again represented at this prestigious event.

So, taking my life in my hands and dropping down to an 8x31 gearbox (recently rebuilt by Roger Williams) I decided to attack the 'Hill' on Sunday 7th August, completing two runs during the day. Needless to say Emily didn't break any records but it was tremendous fun to take part in what I believe is the best VSCC event of the year, which, incidently, attracted a crowd of almost 6000

spectators in glorious weather. The car performed very well and road holding was surprisingly good given the narrow Michelin X tyres but you do need plenty of power down below on this testing hill and I am hoping to tweak the engine a little for next year (twin carbs etc) if I am fortunate enough to be invited again.

The enclosed photo shows Emily on her second run at full throttle - a wonderful experience!

David Boyd
 Redditch
 Worcestershire



Aussie 'H'

Photo enclosed of 'H' van I saw in Los Christianos, Tenerife earlier this year. It was in good condition, being used as a 'living' van by an Australian.

Keith Boyes
Hull
Humberside

Gone, but not forgotten

At the C.C.C. rally at Stratford I met Stephanie and Harry Boswell. Harry was reminiscing about his 1947 Slough-built Traction he owned in his 'youth'.

He would love to know if it is still on the road. The registration number was FFS 638.

Carole Green
Yardley
Birmingham

If anyone can help please contact Harry on 0763 261544.

Fill that gap

Thanks for the magazines which I enjoyed reading. The thing that struck me about Floating Power comparing it to the CCC magazine was the A4 format which seems to work so much better than the A5 layout. The printing seems much clearer and it definitely has a much more professional feel, partly due to the use of graphics and design. Unfortunately, I can't justify membership of more than one club at the moment, so the TOC will have to wait – had you thought of extending the club to include the DS and 2CV? After all, my ID was made in 1959 and the 2CV in 1956, neatly overlapping the production of the Traction. These older Citroëns have much in common with the Traction and, in my opinion, are poorly served by the present clubs. I am sure there is a gap in the market which the TOC could fill.

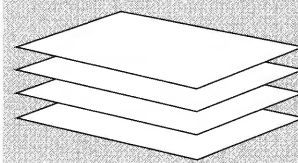
I read about the ICCCR in Clermont Ferrand, but was a little dissatisfied to read that you are planning a tour of the Lot region without stopping in the Auvergne. It will be a shame if your only memory of the Auvergne is the Riom to Clermont dual carriageway and the Michelin test track, for these are rather grim places. The Auvergne is a really beautiful region which is often by-passed by tourists but that is their loss, the scenery is magnificent, the restaurants very good value and the roads superb.

Philip Holt
Lewes
East Sussex

A Classic Citroën Club perhaps?
Umm, I wonder?

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



Spanish Gold

A hoard of original spares has come to light in Barcelona and was bought up as bankrupt stock by Autocreacio, with whom some members may already be familiar. I was in their premises earlier this year and was amazed to see stacks of new front axles (in pieces), gearbox housings, etc. Unfortunately, the proprietors do not speak English so concentrate their marketing efforts in France and Spain. If anyone is interested and perhaps passing near Barcelona, it is worth a visit. Let me know and I will send details.

John Kiddell
Calle Andarrios, 18 bis,
28043 Madrid
Spain

tel. 010 34 1 300 02 22 home
010 34 1 572 72 06 office
010 34 1 572 72 38 fax

New Members

1270	R. B. Brook	Oxford	Surrey
1271	D. Strang	Hythe	Kent
1272	M. C. Armstrong	Wakefield	Yorkshire
1273	W. R. King	St Peter	Jersey
1274	M. Newborough	Olney	Buckinghamshire
1275	M. A. Besson	Tiverton	Devon
1276	P. A. Beadman	Portishead	Bristol
1277	A. P. Williams	Yeovil	Somerset
1278	J. L. Gowers	Leamington Spa	Warwickshire
1279	J. T. Hardie	Cirencester	Gloucestershire
1280	S. Holzer	Barn Green	Birmingham
1281	A. R. Watson	Chelsford	Essex
1282	P. Santoni	Uddingston	Strathclyde
1283	T. W. Bible	London	
1284	K. R. Brown	Wimborne	Dorset
1285	D. E. Hewitt	Sutton Coldfield	West Midlands
1286	N. Moore	Carlow	Ireland
1287	M. Cooper	Walton-on-Thames	Surrey
1288	R. B. Collingham	London	
1289	S. Hamilton	Coulsdon	Surrey
1290	M. A. Inwards	Twickenham	Surrey
1291	R. J. McCarthy	Caerphilly	Wales
1292	T. M. Lee	Egerton	Kent
1293	Mr. Lexell	Bootle	Liverpool
1294	H. W. Lung	Malacca	Malasia
1295	R. Davison	Bournemouth	Dorset
1296	D. J. Kay	Saffron Walden	Essex
1297	J. Emslie	Fintray	Aberdeenshire
1298	N. Stagg	Warlingham	Surrey
1299	R. Orobczuk	Dundee	

tocSPARES

SPARES HOTLINE PHONE/FAX

0453 886463

a change of policy a change of policy a change of policy

Having just acquired my first Traction after eight years of TOC membership I was faced with the problem of Classic Car insurance.

The temptation, having spent all those years seeking the ideal car, is to sign up for the usual company advertising in the owners' club magazines or fill in the insert which was stuffed in the last magazine you bought.

Having bought a Morris Minor as a solace when I could not afford the Traction of my choice some years ago I had adopted that very tactic and after some years of use the car is now stored and has off-road cover at, what I thought to be a reasonable minimum annual premium of £40. That is until I read the half page write-up in the owners' club magazine stating that the minimum annual premium was £30.

When I rang the broker (Bain Clarkson) they told me that the rates had been reduced since I paid my premium but I would have to wait until next renewal to benefit from the 25 reduction.

Not unreasonably I felt aggrieved and thought I may benefit from looking around the market.

Past copies of Floating Power (Jan.'93/June '94) revealed the names, but only the names, of some brokers and a number of regular prepared texts provided by Bain Clarkson complete with address. When is an advertisement not an advertisement!

My brief sample of the brokers revealed the information in the table opposite (as at August 1994).

All quotes were for Insured and Spouse (both around 50) only drivers, full driving licence for well over 10 years, no convictions, no claim in last 10 years, car garaged.

In addition I asked for a quotation for off-road accident, fire and theft cover which attracted annual premiums varying from £30 to £45.

There were some questions I objected to answering such as purchase price (Verrall, Tremellen and Norton) which I believe to be commercially confidential and relate more to current economic influences than replacement value or repair costs.

Having just bought the car from another TOC/CCC member I sought to use the agreed valuation already established for the car and Norman Tremellen & Co accepted that value which avoided my commitment to an insurer for on-road risks during delivery of the vehicle without having received their agreement to the valuation pending an engineer's report and current photographs.

Howard Sherman ■

Howard Sherman lets his fingers do the walking, and investigates the costs of insuring a Traction

Broker	Insurance Company	Annual Premium	
		3k miles	5k miles
Norton Insurance Brokers	Ibex Motor Policies at Lloyds	£119	£170
Bain Clarkson	Royal Insurance	£60*	£100*
Verrall & Co.	KGM at Lloyds	£165	£195
Norman Tremellen & Co.	Corinthian Motor Policies at Lloyds	£105	
Footman James		£105	£155**

* PLUS £7.00 per £1k value
** 4.5k miles

Verrall & Co.

Sutton Coldfield, Tel 021 355 7949

Conditions: Four recent photographs to substantial valuation, an engineer's report and garaged at all times when not in use.

In fairness this broker admitted that classic car was not their specialism.

Norton Insurance Brokers

Regency House, Hagley Road, Birmingham, B16 8LA. Tel 021 455 6644

Conditions: £100 compulsory excess, garaged between 10pm and 7am when not in use. Six recent photographs; one of each side, front and rear, interior and engine bay plus, if acquired within last 6 months, valuation by specialist and purchase receipt.

This broker offers an inclusive breakdown and recovery service.

Bain Clarkson

PO Box 27, The Minorities, Dudley, DY2 8PF. Tel 0384 455011

Conditions: Minimum premium £30, From experience 2 Photographs for valuation purposes. Cars must be over 30 years old to qualify for this policy.

Norman Tremellen & Co.

Burrell Road, Haywards Heath, RH16 1TW. Tel 0444 453181/452860

Conditions: £100 compulsory excess (having received my cover note it states £50 accident damage excess)

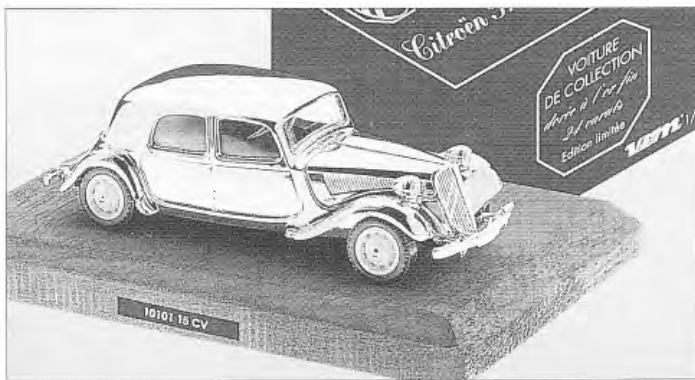
Footman James

Waterfall Lane, Cradley Heath, B64 6PU, Tel: 021 561 4196

Conditions: Condition form to be submitted with 3-4 photographs

New range of Traction Models is now available but they are selling fast... so, don't just think about it, ORDER IT!

Kit	Matchbox kit coupe/roadster	£5.00
Solido	D Day Limited Edition FFI black	£15.00
1/43rd	FFI Camouflage	£15.00
	15cv Taxi	£8.50
	15cv Monte Carlo	£8.50
	15cv 1939 Black	£8.50
	15 Cabriolet	£33.00
	15 Roadster	£33.00
Eligor	Paris Liberation	£15.00
1/43rd	D-Day	£15.00
	Rosalie	£15.00
	15 white, red, blue, beige	£15.00
	fire dept, poste, telecom etc	£15.00
1/20th	Paris Liberation	£36.50
	D-Day	£36.50



The following SPECIAL OFFERS are also available

T-shirt	Kentwell '92 (L, XL, XXL)	£5.00
Book	The British Citroën	£11-95

To place your order, contact:

Lynne Jenkinson

The Foundry

Siding Road

Fleetwood

Lancashire FY7 6NS

tel 0253 872681 (office hours)

Please include sufficient funds to cover p&p

CLASSIC



RESTORATIONS

Specialists in early Citroën sales, service and parts

Contact us for all your Traction requirements

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
Valve guides

Water pump shaft with impeller

Flywheel with diaphragm clutch and sealed release bearing

If you are interested in new front wheel bearings or a 10x31 crown wheel and pinion for your SIX, please get in touch.

Derek Fisher 59, Prior Park Road, Bath, BA2 4NF
Tel 0225 429533

replacement parts

DESIGNED & MANUFACTURED

specialist in

GEARBOX RECONDITIONING/REPAIR

DIAPHRAGM CLUTCHES

FOUR-SPEED CONVERSIONS

& ALL TYPES OF MECHANICAL WORK

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TEL&FAX 0482 863344



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unique and individual paintings
prices from £100
Tel 0543 425398

CARS FOR SALE

ROADSTER For Sale

This is a genuine advert.
Slough Roadster 1911cc
in excellent condition
£35,000
SERIOUS ENQUIRIES
ONLY to the Editor



For Sale

Light 15, 1953 Slough big
boot
Original colour white
Total restoration
Immaculate
Taxed & tested
Price on application
Ian Cornwall
0363 773041

For Sale

1947 11BL Paris-built LHD
Unfinished restoration
mechanical work already done
includes:
new front suspension,
driveshafts, brakes etc and
new engine.
Sensible offers please to:
Bob Bishop on 0675 464140
(nr Birmingham)

For Sale

1955 Paris built Lt 15, owned
since 1980, complete with
stainless steel exhaust, new
Michelin X tyres, 12 months
MoT, recent work to gearbox
£3,500 or convincing offer.
Contact Chris Ryle on
0527 62974 (Worcs)

For Sale

Slough Light 15, 1954
Very sound roadworthy car,
long MoT.
Reluctant sale at £6200
Mark Willows
Tel 0926 50732 (Warks)

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

For Sale

1949 Paris-built 11B Normale
Well known and reliable club
car in excellent all round
condition. New interior,
reconditioned engine, new
clutch, driveshafts, brakes.
Ex-Peak section now resides
North London.
Price £6,750 ono
Commerciale wanted for
wedding hire.
Contact Peter Glover
081 367 6913

For Sale

1957 Big Boot Lt 15
Paris built 11BL
restoration project
£1200 ono or an interesting
swop
0392 427211 (Devon)

For Sale

Small boot Légère, 1952
Black. V. sound, reliable car
Recently retrimmed.
£5,000 o.v.n.o.
John Starke 0206 231241

For Sale

1954 Slough Big 15
sound bodywork, many new
parts, new MoT, original
logbook.
Please phone for further
details.
Peter White
0730 260081 or 0963 33039

For Sale

Citroën SM EFi 1973
Gold/beige black leather
Owned by one family for 19
years, full history.
£12,500 (private sale)
071 622 9314

For Sale

1972 SM in pristine condition
3 litre automatic in Brun
Scarabee with leather interior.
Under 60,000 miles, full
mechanical treatment.
Ex-Sacramento California car,
so as good underneath as on
top. Would trade for Slough
built Traction.
Please phone Alan Smith
0272 249821 (Bristol) for
further details.

PARTS FOR SALE

For Sale

Rear engine mount
£10 each (exchange)
Side engine mount pads
£1.60 each + 50p sae
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 sae
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

For Sale

1956 Traction Normale 11B
LHD, Paris built, black.
Excellent original floor, sills
and monocoque. Good
paintwork and chrome. Very
good mechanics with good
engine and gearbox. Interior
original and excellent, carpets
new. Wheels and tyres
satisfactory. Period towbar.
Fully serviced and MoT'd,
ready for road use in Britain,
all duties paid.
£5950

1954 Traction Normale 11B
LHD, Paris built, black.
Very good mechanics.
Very similar to car above.
New interior available if
desired. Ready to drive away.
£5450

1982 H-Van SWB diesel
Service history and recorded
mileage of 82,000kms.
Resprayed in 1992 and used
regularly in the Midlands.
Price £3250

For further information
contact Steve Southgate
021 357 2256 (evening)
0902 495 758 (office hours)

For Sale

1958 2CV (Ripple bonnet)
Very sound, complete car
requiring restoration
Marcus Lasance 0206 230109

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

Ton Smulders

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

For Sale

New & original Big 6 driveshaft with splined hub end £150
Graham Bradley 0473 259223

For Sale

2 Slough Lucas headlamps, with rims, lenses, glass and mounting bases £30 the pair (see wanted advert)
Chris Ryle
0527 62974 (Worcs)

For Sale

Books, Road Tests, Owners Handbooks and Workshop Manual for Tractions from 1938
Don Preece 0902 896392

For Sale

Pair of front wings (complete with sidelights), bonnet and fitch panels for Big Six, all in a wonderful sepia metallic, for the unrepeatable price of £150 – will not split.
Chris Ryle
0527 62974 (Worcs)

WANTED

Wanted

Brass bonnet strip for 4 cylinder car, have in part exchange a brass chromed grille for Lt 15 (or for sale at £65). Also steel bonnet strip for 6 cylinder in need of rechroming
Chris Ryle
0527 62974 (Worcs)

Wanted

Slough Lt 15
A fire in my garage has destroyed all except the shell which was in a bodyshop at the time. I am looking for a complete car that requires a rebuild, as a source of parts. Anything considered from trade or private individual. Will travel.
Please write or phone:
Ian Bartlett
The March
Sweening
Vidlin
Shetland
ZE2 9QE
Tel. 08067 330 after 9pm

Wanted

Restoration project: any Traction in basically sound condition but available at a price that makes a full restoration economic sense. Will collect with trailer, anything considered.
Tel. Ron Foden 0243 780682

Wanted

For Lt 15 – one pair of front seats with restorable leather, one bumper, two overriders, Bluemels steering wheel
0238 528221

Wanted

Commerciale for wedding hire. Contact Peter Glover
081 367 6913

Wanted

Workshop manual and parts book for 1953 Type 23RU
Dave O'Shea
56 Haverhill Road
Balham
London
SW12 0HB

Wanted

for 1950 Slough Lt 15 as result of a front-end shunt!
Front and rear bumpers
Chrome front grille
1x chrome headlamp
2x front bumper brackets
nsf inner wing
fan pulley
front axle assembly
steering rack
nsr wing
3x Slough multi-hole wheels
2x Slough hub caps
2x used 165x400 tyres
Tony Hillyard 0342 893031

OTHER

Scotland

Only half a mile from Balmoral Castle and Crathie Church – Bed & Breakfast and Holiday Cottage to let.
Katrina and Frank Grant
'Dun Donnachaidh'
Crathie, Ballater,
Aberdeenshire AB35 5UL
Tel: 03397 42272
A special welcome reserved for Traction enthusiasts!

NORMANDY

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.
Le Relais de la Diligence
Tel: 010 33 33 61 86 42
Fax: 010 33 33 90 84 88

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3 star campsite (70 pitches)
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Stunning area with lots to see
Tractionistes especially welcome!
Phone Rik or Marie on
010 33 65 36 52 36

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Large 4-berth caravan with awning and mains electricity
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Bookings taken now
Tel Stan Barker 0425 672311

Tel 0264 810 080
Evening 0962-886409

SOUTHBOUND MOTOR TRIMMERS



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!

