

***Floating
Power***

february
ninety
five

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For details of area meetings,
please contact your local organiser

Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME NINETEEN ISSUE SIX **february**
ninety
five

So, that was 1994.

Quite a year if you were out and about in your Traction and this year looks even busier – if that seems possible!

Loads of events are on the calendar already, with the 10th ICCCR probably top of the list. I've had communication from Rik Blote confirming activities for those who are heading south after the weekend rally to enjoy a stay in the Lot valley at Rik's campsite. Wine tasting, visiting medieval castles, touring or just relaxing – Rik is organising the Lot!

Enclosed with this issue of FP is information and a booking form for the 1995 Heart of England Tour which looks especially enticing. Richard Hooley has organised a variety of events along the road, not least of which is lunch aboard the "Silver Jubilee" as it steams its way around Leicestershire.

Thanks to Sheila Pennington for the interesting article on motoring terms, taken from a 1939 issue of "Homes & Gardens". Most enlightening!

Unfortunately copy and pictures of the Riverside Rally didn't arrive in time for this FP, so the report will now be in the next issue, along with:

- *gas-powered Tractions,*
- *a restoration story continues,*
- *early Citroën sales brochures,*

Deadline for next FP is March 21.

See you next issue

John Starke

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'Fifteen Below Zero'
photograph by 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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FULL STEAM AHEAD

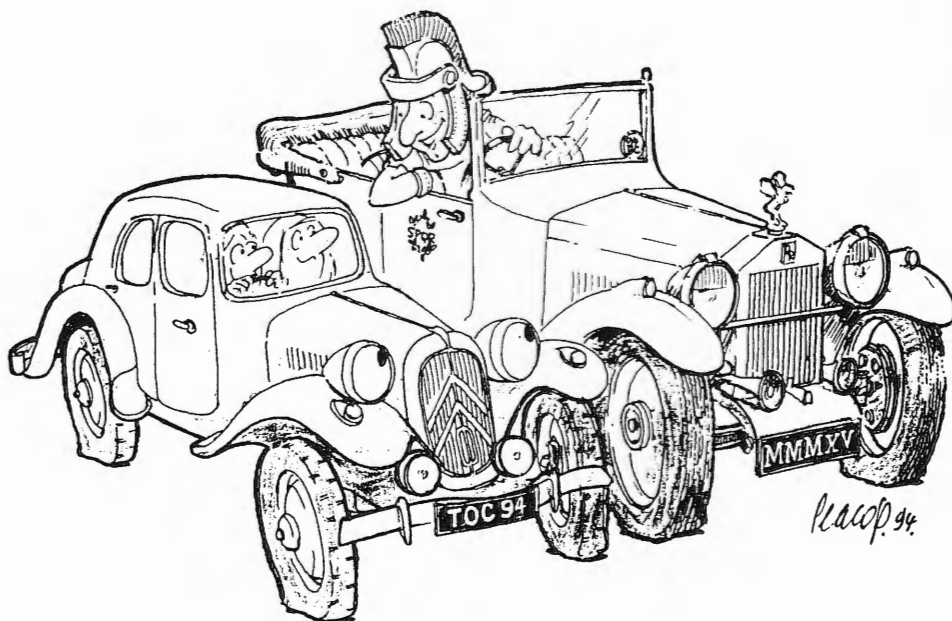
With a packed programme of events, 1995 looks set to eclipse even last year as the "Year of the Traction".

The 10th ICCCR is the major event of this year's tractioneering calendar. Taking place in France for the first time for many years, the event is expected to attract thousands of enthusiasts from around the world. Citroëns from the earliest rear drive models right through to current models will make the pilgrimage to Clermont Ferrand where you will find all things Citroën – specialists, parts, models, memorabilia, automobilia and paraphernalia.

This year the TOC Annual Rally moves south to Hampshire with the market town of Petersfield providing the venue for this ever-popular bash.

Lunch aboard the "Silver Jubilee" is the main course of the 1995 Heart of England Tour, a trip back in time during this tour of Leicestershire and Rutland.

For more details, see the events page or telephone the club helpline 01425 674476.



"Welcome to Cheshire, behold, 'tis a fine Chariot you bring, and frontus wheel driveus too!"

Cartoon presented at the 1994 TOC Annual Rally

April autojumble

CLASSIC RESTORATIONS will host a genial get-together and autojumble on Sunday April 2nd. The TOC will be there with a bootful of assorted used parts for sale, so why not join in? Clear out that shed and bring your unwanted traction gear, or just come and browse and enjoy yourselves – maybe you'll find that elusive part you've been looking for! More details from John Gillard at Classic Restorations 071 928 6613

DD TOC

DIRECT DEBIT reaches the TOC! This year the club will be able to offer members a direct debit facility to pay for annual subscriptions. The committee is also hopeful that the long-running saga of credit cards will also come to a positive conclusion in the near future.

.....in brief

■ TRACTIONS featured on TV recently. Jeremy Clarkson visited Vietnam for his Motorworld series on BBC2 and found a Familiale and a small boot Legere along with Renault Dauphins and Peugeots, a legacy of French influence in the 1950s.

■ PREMIER French classic extravaganza Retromobile celebrated its 20th anniversary this year. The ten day show took place at the Porte de Versailles, Paris and featured the usual array of classics and an autojumble second to none.

■ SOME OF OUR MAGS ARE MISSING! The Citroën Car Club of Australia have been sending copies of their "Front Drive" magazine but none have reached the correct destination. If you have any back copies can you please inform the editor.



HELPLINE

01425 674476

(24hr answerphone)

When phoning please give:

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

THE VATMAN BITES BACK!

JUST when you thought it was safe to import classic cars, HM Customs & Exise bears its teeth again! Vehicleless affected will be those imported from outside the EC which had previously been registered in the UK, including pre-war cars which had no purchase tax. The intention is to bring the UK in line with the rest of Europe. Said imports will be liable for the full 17.5%.

Watery winners

IAN CORNWALL's superb Slough Light 15 drove off with the best car award at the 4th Classic Restorations Riverside Rally. Other winners included Miriam Woulfe and Carol Harris for most suitable attire. Katy Gillard won the children's painting competition

Bring out your dead

OR DYING BRAKEDRUMS! Traction Technowiz Roger Williams is looking to create an exchange service for brakedrums and brake wheel cylinders, so if you have any old and worn out parts please contact Roger on 01482 863344.

TRACTION BOOK

JAMES TAYLOR's recent book on the Traction Avant is now in stock in the club shop. Priced at £9.95 it represents excellent value being informative and well illustrated.

LE BRICK



Martin Nicholson spotted this new eating establishment in Brittany, apparently named after TOC celebrity Barrie 'the brick' Longden!

tocSPARES

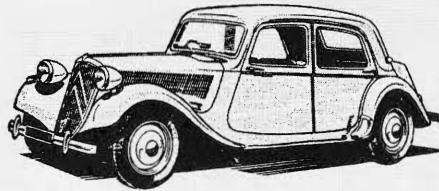
SPARES HOTLINE

PHONE/FAX

01453

886463

section scene



NORTH MIDLANDS

TOC North Midlands met and spent a wet Sunday afternoon at Steve and Joy Southgate's for the demonstration of fault finding in Tractions... the snooker table provided alternative entertainment!

Two successive groups watched and listened as a maroon Normale was started up with spark testers in position. Fuel supply faults and electrical faults were discussed. Tongues were loosened and horror stories told. I was the only one to have called out the Gas Board when petrol smells invaded the lounge.

This excellent talk, together with typed notes, has already helped me. Pinching off the fuel pipe when the car is flooded does help!

Afterwards there were refreshments. Unfortunately, I had missed the chance to talk to the first group. Please come again and tell us about your cars.

Sheila Pennington

SOUTH MIDLANDS

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

Organiser Chris Ryle is on 01527 62974.

IRELAND

A Spring Run will take place in early May (ie the first dry Sunday!). It's hoped as many local owners as possible will attend so that we may discuss this year's Annual Run and how the section can progress.

At a secret location near Cully Backey in Co. Antrim yet another restoration is nearing completion and in the Monaghan area another Traction has been added to our list (increasing our numbers by 10%!).

On the same theme, up to 1991 there were only five Tractions on the road in Ireland, but by this summer this will increase to twenty. If this continues, in a few years time we may have more Tractions in Ireland than the rest of the UK!

Frank Gallagher 01365 325847

WEST COUNTRY

For our next regular Sunday lunchtime gathering we are trying another new venue, but one that may be familiar to many – the George Inn at Norton St. Philip. We shall be there on 12 March from 12.30, and hope to see many new as well as familiar faces.

Steve Hawes 01275 817973

PEAK NEWS

April 2nd

Meet at 12.00 for an early lunch and then from 1.30 onwards there will be a Treasure Hunt which will end in Matlock for 'Afternoon Tea'.

June 4th

This should be the date of the High Peak Historic Vehicle Club's ANnual Run which most of us took part in last year and thoroughly enjoyed – it is a morning run through the High Peak returning to our usual meeting place for lunch. We should have more details for the next issue of FP.

August 6th

The Annual Boules Competition

More events yet to be organised for the rest of the year! All TOC members welcome to any of our meetings – if you want to know more please phone us (please note the new number).

Bev & John Oates 01629 582154

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 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

wishbone spindles

Mike Tennant, alias 'Rubberman', has been producing parts for Tractions for many years and now adds a wishbone spindle kit to his considerable portfolio.

The fitting of the Wishbone Spindle conversion kit is straight forward with no shimming up required. The only parts to be re-used after dismantling are the four 14mm x 1.50 pitch nuts.

Spindle kit contents:

- 2 converted spindles
- 4 silentblocs
- 4 thick washers
- 4 spring washers
- 2 grub screws (short)
- 2 grub screws (long)
- 1 large washer (to aid silentbloc fitting)

The slight play between silentblocs and spindle is required so that the s/bloc is not crushed (like an olive in a copper pipe). If this were to happen the only way to remove parts at a later date results in their being destroyed.

1 Fit new s/b to rear eye of wishbone (with the aid of the large washer). Smooth part of s/b enters first. When large washer touches wishbone eye the s/b is in the correct position.

2 Fit short grub screw into grease nipple hole and tighten.

3 Offer up wishbone to cradle and enter spindle through front wishbone eye (plain end of spindle first) and screw in until 3 threads are left showing.

4 Tighten both spindle clamps on cradle.

5 Fit new thickwasher, spring washer and original 14mm nut finger tight only, to rear spindle thread.

6 Fit new s/b until large washer touches stepped portion of wishbone eye the s/b is now in the correct position. Fit thickwasher, spring washer and original 14mm nut finger tight only. Fit long grub screw to grease nipple hole, do not tighten.

7 After assembling top swivel as per workshop manual, and vehicle has been lowered to ground, tighten 14mm nuts to 65ftlbs and finally tighten front grub screws.

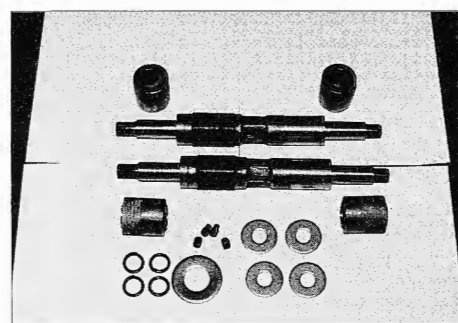
8 After 200 or so miles, check tightness of 14mm nuts and grub screws.

Should you wish at sometime to remove the spindles and s/b's, the following method can be used.

1a Remove 14mm nuts, lockwashers and flatwashers and grub screws.

2a Remove cradle spindle clamp bolts and drive small wedges into clamps.

3a Unscrew spindle towards front of car and as it exits cradle it will push out front silentbloc.



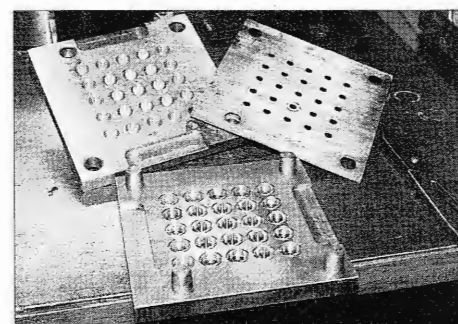
1



2



3



4

Mike Tennant ■
49 Holywell Road
Mitcheldean
Gloucestershire
GL17 0DL

photo 1 Spindle kit

photo 2 Reconditioned rear silentblocs cost will be made at later date

photo 3 Die for swivel gaiters

photo 4 Die for bonnet grommets

MOTOR TERMS EXPLAINED

Litres, Capacity and Brake-horse-power

THERE are certain semi-technical terms used in the motor trade with which the ordinary public comes into contact from time to time in catalogues or in descriptions of car runs. Some of these are rather confusing, and the ordinary motorist still clings to the old horse-power classification which in 1902 or 1903 really meant something, but to-day is of very little use, except for computing the taxation figures.

The horse-power of a motor-car is computed from a formula which was reliable in the very early days of the internal combustion engine, but which

direct measurement. For this there are electrical brakes, wind brakes and water brakes, all of which are large and expensive things. In addition, the internal combustion engine is dependent on the speed at which it is running for the amount of power that it will develop. For instance, an engine which is running at 1,000 revolutions per minute will not develop or show as much horse-power on a brake as the same engine would at 3,000 revolutions per minute. The point at which an engine develops its greatest power is known as its *peak*.

Again, however, there are other things than sheer brute brake-horse-power

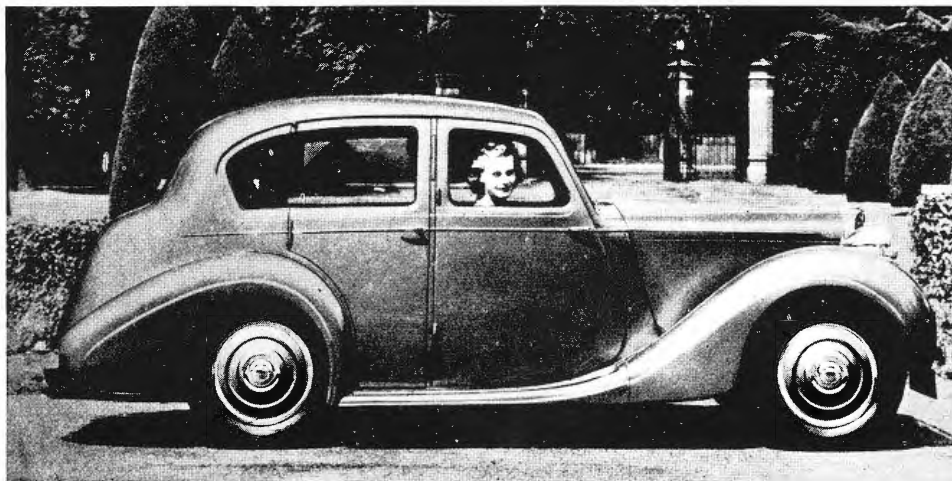
engine with a similar capacity, but in the case of touring cars to-day one can roughly assume that an engine will develop about 25 horse-power per litre. Of course, in the case of very high efficiency racing engines, this power output per litre is greatly exceeded. In the wonderful little M.G. 1,100 cc. engined car with which Major Gardner recently broke all-class records in Germany and reached a speed of nearly 195 m.p.h., the engine developed 193.5 brake-horse-power at 6,800 revolutions per minute. This works out at nearly 200 horse-power per litre. This engine was, of course, supercharged, but for all ordinary unsupercharged car engines, about 25 horse-power per litre is the usual figure. The Austin Big Seven engine, for instance, gives 27 h.p. from 900 cubic centimetres, and the big Humber Snipe engine gives 100 brake-horse-power from just over four litres.

It is interesting to note in this connection that aero engines are but little better than private cars, and far inferior to racing cars in horse-power per litre. The Bristol Pegasus engines, for instance, in the Vickers Wellesley bombers, which broke the recent non-stop distance record, develop 1,010 horse-power and have a capacity of 28.7 litres, so they produce about 35 horse-power per litre. But the aero engine has an advantage in weight per horse-power.

From this we see that the Treasury rating horse-power given in catalogues has but little relationship to the actual horse-power developed; but then there

is no measure known that will tell us everything about a car. The horse-power tax as in force in this country has, however, one very pernicious effect on engine performance, in my opinion, in addition to the doubtful effect of keeping the size of British engines down. The horse-power formula, as it ignores cylinder bore, encourages manufacturers in making long-stroke, small-bore engines that have a high power output at high engine speeds, but give little power at moderate engine speeds. The shorter-stroke American type of engine may come off badly as far as tax is concerned, but it produces far better acceleration low down for ordinary road conditions. In addition, the shorter-stroke engine reduces the speed of the pistons in the cylinder bores, and reduces cylinder bore wear. Some modern designers now produce what are known as nearly "square" engines, which, for these two reasons, have the bore almost the same as the stroke.

MAYNARD GREVILLE.



A VERY HANDSOME 10 H.P. CAR
The Sunbeam-Talbot Ten four-door saloon, priced at £265.

bears little relationship to the actual facts to-day. This formula, which is still used by the Treasury for taxation purposes, takes the number of cylinders into account, and their bore or diameter, but completely ignores the stroke or the distance the piston travels up and down in the cylinder. At the present time any ordinary car engine roughly produces about four times as much power as is credited by the formula, and as efficiency still continues to improve, the formula figure becomes farther and farther away from the actual truth.

What is known as brake-horse-power is, of course, a more accurate method of computing the actual power available, and it might be advisable to classify all cars according to brake-horse-power figures, but then this would have but little reference to the taxable figure, which, naturally, is important from the point of view of the cost of running a car.

Brake-horse-power is the actual horse-power which is required to brake or hold an engine, and it has to be ascertained by

which govern the performance of an engine in a car. There is, for example, torque, and an engine exerts its maximum torque at very much lower speeds than the point at which it exerts its greatest power. Nothing, therefore, will give us a real picture of the performance of an engine, though the conventional horse-power rating is probably the most useless of all, except for telling us how much annual tax we must pay on the car.

There is another measure, however, which may be rather confusing, but which gives us a very fair idea of the performance of any car of a particular type. This is known as the capacity of the engine, and may be measured in cubic centimetres or litres. This capacity measure actually deals with the volume swept by the pistons in their travel up and down the cylinders, and is, in fact, a measure of the total gas capacity of the engine.

An engine that has a capacity of 1,000 cubic centimetres, or 1 litre, may of course develop more power than another

*The sight of one
Traction Roadster is
enough to keep most
enthusiasts going...
but FOUR Roadsters
together,
in the same place,
at the same time?
Could it really
be possible?
Nigel Webb goes
hot-foot to
the NEC to
check it all out.*

four of a kind

You can't beat a bit of advance publicity, especially if it heralds exciting news. So, when I read in the last magazine that the TOC stalwarts would be concentrating on a display of Roadsters at the NEC in November, the dates got pencilled into the diary pretty tout de suite.

At this stage I should perhaps admit that I'm not a great advocate of the type of motor that mostly seems to inhabit events such as The National Classic Motor Show. Deified Mark 2 Cortinas and immaculately conceived Borgward Isabellas, each with colour coded wheel braces and mirror finish exhaust tail pipe internals, don't cut too much ice with me. However, I do like Tractions, and in particular, I like Roadsters, so came the day, myself and son Tim pointed the Xantia in the direction of Birmingham.

Exercise is good for you and at the NEC you get plenty. The car parks cover an area the size of Poland. Typically we were directed to a park somewhere near the Baltic while the Exhibition Halls seemed to be situated on the Mediterranean - so to speak. Still, for £3.50 in the relevant currency, they do let you out afterwards.

Once inside the Exhibition Centre, having jostled for position with the myriad of cat fanciers all heading for their chosen show of the year in an adjoining hall, we set out to find the TOC stand. Just follow the crowds I thought - word must have got out about this unsurpassed gathering of Traction holies. The cat fanciers had certainly seemed unusually animated.

Fighting my way through the thronging masses my eye caught something interesting pinned to a board on one of the side stalls. It was a 1938 Citroen "12" sales brochure but there was no price in evidence. It looked mint. I thought he's going to ask something daft like £25 for it. From somewhere within I managed to convey an outward air of casual acknowledgement when the owner tersely informed me that the price was "fifty quid mate". "Fifty quid? - Hells teeth, there was a time when you could purchase a half decent running Traction for that sort of outlay.

Still, it was always going to be that sort of day. After all we were in Birmingham to ogle and mix with the creme de la creme of the Traction world. Nothing would be cheap. We would be talking high rollers. Unrequited lust and avarice would be the emotions of the day. I think it was Tim who spotted the chevrons first. They were high up on a placard overlooking the TOC club stand.

At first we couldn't see the cars. There was too much in the way until we got closer. The anticipation was intense. Then suddenly there they were (am I making this sound dramatic enough?). Four pristine Slough built Traction Roadsters gathered together under one roof. Two hundred grands' worth, give or take the odd fifty or so, but then who's counting anyway?

All of the cars assembled were immaculate and highly desirable. One of their numbers' existence had been virtually unknown until its availability for sale was

broadcast to an unexpected tractioning public just a few weeks previously. Another, a unique curiosity, had been some twenty seven years undergoing its meticulous restoration process. Yet another had been located in Argentina and repatriated before undergoing a total rebuild, while the fourth car held the distinction of being the most well known and probably most effectively used Roadster in the country. I tell you - you should have been there!

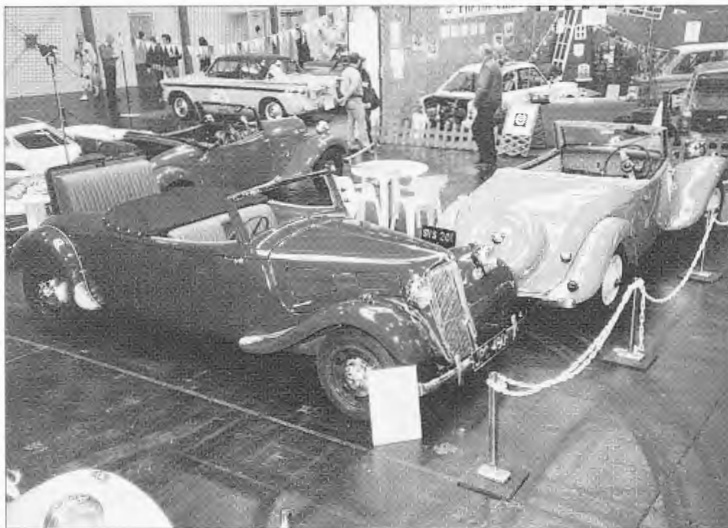
I suppose that, these days, if you attend a TOC social function of any description and Stan Barker isn't around, then you contact the Missing Persons Bureau. Predictably, at the NEC, there he was, centre stage, administering wine, nibbles and more wine to a punch drunk audience. The other luminary (amongst others I hasten to add) was Fred Annells. Not surprisingly as it happens, since he was responsible for the attendance of two of the cars present.

If you had arrived at this Show with an unbelievably large wedge of folding stuff in your back pocket, at the end of the day, you would have found your back pocket considerably lighter when you departed. Not only could you have been the proud new owner of a 1938 Citroen "12" sales brochure, but since two of the dream machines on display were actually for sale, then you could also have kitted out your spare garages extremely effectively.

The centrepiece of the display had to be Fred's well known but little seen Big 15 Roadster, registered JPC 490. When Fred



Fred's big one



A Riot of Roadsters

acquired this car all those years ago he almost broke it up for spares, such was its dilapidated condition then. Now the restoration is almost complete, Fred has at last been able to drive his baby, its illustrious provenance has been researched and some lucky person with a bank balance to match Bill Gates' is going to be its new owner in the not too distant future.

Also looking for a new owner, under the temporary caretakership of Fred was EY 6744. This car has been a one family 1938 Light 15 Roadster from new, with a condition to match. Its secluded existence over the years has been a secret to rival the current whereabouts of Lord Lucan, and its sudden appearance on the scene represents a notable moment in recent tractioning history. It was slightly more affordable than the Big 15 but then, everything is relative I suppose.

In fact it all seemed very appropriate that the day we visited just happened to be the day that the first National Lottery draw was due to take place. I'm convinced that the last minute evening rush for tickets for that event was entirely due to the fact that so many people had visited the TOC stand during that afternoon.

The other two Roadsters on the stand were very definitely not for sale. In fact I think that David Boyd is probably welded at the hip to his 1940 car, registered GWJ 293. Regular attendances at most of the major old car events through successive years have made this a much photographed and documented motor. Here it was at the NEC looking as immaculate as ever.

The reputation of Tony Stokoes' Roadster had preceded it. I guarantee no-one would have been disappointed. Even Victor Meldrew would have approved. For those of us who had never seen this car in the "flesh" before, it was a revelation. It was registered SVS 201 and from the subtle mid-blue livery to the nicely crafted Citroën badge on the back inscribed with the Argentinian importers name, the car was a masterpiece. Tony had, apparently, suffered the fate of the majority of new Roadster owners of buying what appeared to be a reasonably driveable car, only to find, upon closer inspection, that major, not to say lifesaving surgery would be required at a cost which would probably have kept Gazza at Tottenham. Ultimately the end justified the means.

So there you have it. A triumph for the

All of the cars assembled were immaculate and highly desirable... one had been virtually unknown until its availability for sale was broadcast to an unexpected public just a few weeks previously. Another had been some twenty seven years undergoing its meticulous restoration process. Yet another had been located in Argentina... while the fourth held the distinction of being the most well known and probably most effectively used Roadster in the country. I tell you - you should have been there!

owner, the Club and Stan and his team. Will we ever see the like again? If the sponsors of the Show, Classic Cars Magazine don't, at the very least, feature a photograph in their next issue, then there ain't no justice.

If all of this has sounded like the paying of homage then perhaps that's that it has been. Maybe one day we might also experience the privilege of seeing those two other surviving Slough Roadsters, shy and retiring they might be but they are registered EJJ 922 and GS 9576 respectively. We know they're out there - somewhere - or do we?

In the end, as we made our way homeward back down the M5 my thoughts turned to that other great event of the day. No, not the Cat Show, the National Lottery draw to be held later that evening. Alas, it was not to be! Not one of the drawn Lottery numbers corresponded with my own. So much for that provisional order I almost placed with Fred in anticipation. It'll be down to someone else now. It's back to the old routine for me - touching up my Eligors!

Nigel Webb ■



annus rabilis onibus

*A retrospective look at 1994,
the year that celebrated 60 years of the Traction Avant
and saw many memorable events*



60
years
of
traction
avant



Clockwise from top left:

Flying colours in Caen
Traction en Fête, Caen Memorial Rally

Massed ranks
Traction en Fête, Caen Memorial Rally

"Anyone with a hat gets a free drink!"
TOC Annual Rally

A slice of the action
President Stan Barker cuts the cake
during the Heart of England Tour

David and Marc Boyd with Emily
The Roadster Run

Going underground
Tractions take Le Shuttle

Greetings from across the pond
TA Rally, USA

Stopping the traffic Breton style
Brittany Tour

Underneath the branches
2nd Annual Irish Rally



1995 Heart of England tour 27/28/29 May

Last year's tour was a resounding success. This year we hope to equal that standard and invite you on a three day tour of historic Leicestershire and Rutland.

Seaton Viaduct, Rutland Water, Parish Brewery, Quorn Railway Station, Stonehurst Farm and Motor Museum are all on the itinerary which also includes a steam train journey through Leicestershire aboard the "Silver Jubilee". Sunday lunch will be served in the restaurant car of this famous train.

Organiser Richard Hooley can be contacted on:
0116 247 0880 business
0116 239 3475 home



NEC, Birmingham, 6th - 8th May, 1995

The Top Gear Classic & Sportscar Show is now firmly established as Britain's premier classic car event covering every aspect of the classic car movement.

In 1995 we intend to make the show the most exciting ever!

Displays from UK and Overseas Clubs
Massive Autojumble
100s of Classics to buy
A Superb Concours competition
"Practical Classics" restoration Workshop
Dream rides in amazing vehicles

All club members can save £1.50 off the normal price of admission (£7.50 - normal price £9.00) by simply writing with your details and which club you are a member of to:

BBC Haymarket Exhibitions,
60 Waldegrave Road, Teddington, Middlesex, TW11 8LG
enclosing a cheque payable to BBC Haymarket Exhibitions Ltd.

and don't forget - this year all children under 14 receive FREE entry

The Ferry Travel Club

substantial discounts off
cross-channel ferry fares
together with special offers
and promotions.

Write for further details to:

The Ferry Travel Club
c/o The Travel Market Ltd
Channel View Road
Dover
Kent
CT17 9TP

or phone/fax

tel: 01304 213533
fax: 01304 214920

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
Greenwood Exhibitions 0296 631181 Advance ticket sales hotline 0296 632040

2 April

TRACTIONJUMBLE Classic Restorations - London

What a good idea! Sell your unwanted Traction bits, find the bits you need. 071 928 6613

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

13 - 16 July

Tour of Brittany

Note the slight change of dates. This year's Tour will start at Nantes and finish at Brest.

6 August

3rd Annual Irish Citroën Run

To be held in the Dublin area - contact Frank Gallagher for details 01365 325847

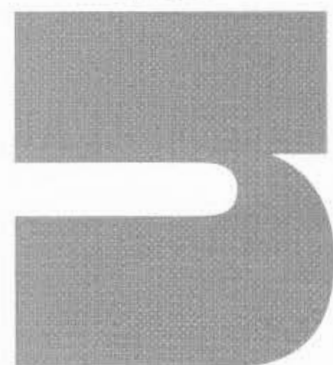
18 - 20 August

10th I.C.C.C.R. Clermont Ferrand, France

THE BIG ONE

The International Citroën Car Club Rally. The 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, 01425 674476.



TIC TOC

During our recent holiday in Paris and Normandy in "Coco" (Chanel), our Paris built Traction 11BL, two interesting points emerged on which other readers may like to comment.

1. Our friend in Lagny-sur-Marne, Eric Touroul-Chevalerie, a former Traction owner and classic car enthusiast (he owns a 1938 Morris E Tourer!), advised me that "toc" in French is a colloquial term for a bad copy or poor reproduction. As this could never apply to our superb cars, he wondered at the wisdom of using the Club initials on the badge. Has anyone else come across this?

2. I also showed him the last Carte Gris which he was surprised to see as they are supposed to be returned each time the car is re-registered or moved from a district. However he pointed out that, despite the big boot and IID engine, which Steve Southgate advised me indicated that the car was 1956, the date de 1re mise en circulation reads 00 00 51, or first registered in 1951. This was confirmed by our Club friend Monsieur Desmonts of Relais de la Diligence, Carolles with whom we stayed on our way home. Can anyone clarify this apparent contradiction?

Finally, while picnicking on Dartmoor with friends in July, a herd of French Charolais cows took more than a casual interest in our car, as can be seen from the enclosed photograph - they obviously recognised its pedigree! A passing farmer stopped in amazement because he had just left another Traction parked in the yard of his farm where the owners were staying. When we moved on to Mortonhampstead we found it in a car park, but it was sadly unoccupied. It was an Austrian registered pre war Normale in excellent condition.

John & Sheila Martin
Totnes
Devon



HELPLINE

01425 674476

(24hr answerphone/fax)

When phoning please give:

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



The French Connection on Dartmoor

Carb wizards

I can recommend the following specialist for carburettor overhauls and repairs.

Western Services
Shaftsbury Buildings
Kingsland Road
Bristol
0272 551558

Derek Fisher
Bath

B2 or not B2

I was pleased to receive the December issue of Floating Power with an excellent article by Malcolm Bobbitt. The rear drive Citroëns are still very underrated by old car enthusiasts, mostly because they have no knowledge of them.

However, Malcolm has fallen into the Citroën advertising trap of believing what Citroën published and all writers seem to copy. He stated that the Type B2 was a refined version of the original Type A. Having owned a Type A tourer for over twenty years, I don't believe this to be correct.

My car was made in mid-1920, rhd, I have seen earlier and later examples and confirm that there were modifications during the Type A's life. The B2 is just a cheaper to build version. The public were conned into believing this was a new and improved model. No way!

My car has a pressure-fed crank, plate clutch and chevron cw&p, perhaps the only improvement the B2 has is a choke control. the performance of the A is impressive with a top speed of over 55 mph and will see off a B2 any day. The A of course is lighter. Surely the success of Citroën was due to the Type A.

Clive Hamilton-Gould
Bicester
Oxfordshire

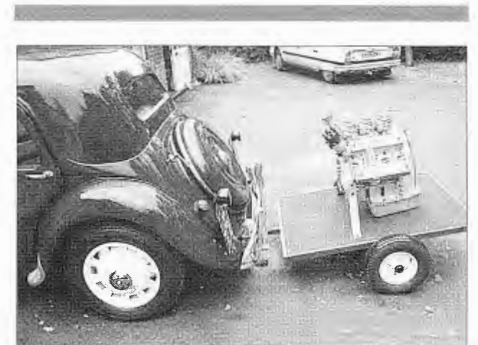
Swiss Collection

Thank you for sending details about the Traction Owners Club which I am pleased to join. My Citroëns are as follows: 1956 11B, 1940 Slough Roadster, 1924 5CV coupé and a also collection of 'little Citroëns'.

Happy Tractioneering!

Walter Rey
Hallau
Switzerland

We are pleased to welcome Walter and all new members to the TOC.



Traction Arriere

Enclosed photo of my rear drive Traction! (V6 Maserati/SM unit)

Martin Nicholson
Wokingham
Surrey



The 'Little Citroëns' (above) and a little Citroën (below)



What gap?

I was interested to read Philip Holt's letter in the December issue of "Floating Power" under the title "Fill that gap". May I intrude on your space? As editor of "The Citroënian" which as you know is the monthly magazine of the Citroën Car Club may I deal with several points that Mr. Holt raises. Mr. Holt compares the CCC organ unfavourably with the TOC ditto, that of course is his right and privilege. I will not make any comment on the lack of clarity as far as the print and the general layout of "The Citroënian" is concerned, that is and must remain a matter of opinion. However as far as the issue of A4 versus A5 is concerned, Mr. Holt as a member of the CCC will surely know that within the last two years, the club conducted a poll, the purpose of same was to decide whether the layout of "The Citroënian" should change (after 43-44 years) from A5 to a A4 production. The overwhelming number of those members who took the trouble to express their opinion voted to retain the original format i.e. A5. Since we as a club are a democratic organisation we decided to leave matters as they were. Obviously Mr. Holt was not happy with this decision, however checking back through the files, I cannot find a letter to the editor in which he expressed this view, I wonder why? As regards his comments on the lack of information, news etc. He complains that he Mr. Holt is and I quote "poorly served by the present clubs" his two models are an early ID 19 and a 1956 2CV. I cannot speak for the 2CV GB club, but frankly as far as the CCC and its publication "The Citroënian" is concerned, Mr. Holt is talking arrant and totally unfounded nonsense. To take a typical year, 1994. "The Citroënian" published in the 12 issues of that year, 41 1/2 pages of matter on the "A" series model and 31 pages on the "D" series. This is totally discounting

letters to the editor by members, editorial comment and so on, in themselves the latter fill a considerable number of pages. It does make me wonder why Mr. Holt has never seen fit to air his complaints on this apparent "neglect", through the columns of his club magazine? As regards Mr. Holt's suggestion that the TOC should extend their coverage to the early A and D models, well of course that is up to the TOC. Mr. Holt is obviously unaware that the TOC was an offshoot of the CCC and that as such the club has done very well as an organ for Traction owners, exemplary would not be too strong a term. We in the CCC and the TOC share many members in common. We share regular contributors and as far as possible we try and avoid clashing of dates of club events. In short we co-operate as sister clubs for the reason that should be obvious (even to Mr. Holt) that our first and all embracing interest is, to the point of fanaticism CITROËN and all that encompasses. To try to drive a wedge between the two clubs as Mr. Holt does by making silly comparisons is pointless. Both clubs I hope serve a function that in the finality is to the benefit of us all.

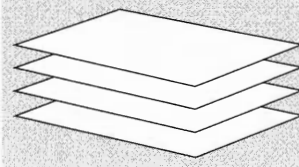
Joe Judt
Editor - Citroënian
Horsham
West Sussex

Whilst I doubt whether Mr Holt was really trying by some covert means to drive a wedge between us, it is important that members do express their views to their respective clubs. Without feedback from the membership how can positive action be taken? Hence the recent questionnaire sent to TOC members which resulted in a healthy return rate and, in the main, constructive comments.

TOC CORRESPONDENCE

Please send all letters to the Editor:

John Starke
The Cottage
Harts Lane
Ardleigh
nr Colchester
Essex CO7 7QE
Tel 01206 231241
Fax 01206 230546



Inflation

This is an advert from "The Motor" June 11, 1947 - a Big 15 Roadster for sale for £1275. No doubt it will make some people think a bit, as at that time my wages were £6 per week (£315 per year) and that was considered a good salary then! Earlier in the same classified section was an advert for a Type 51 Grand Prix Bugatti in perfect condition for £1250!

Fred Annells
Bourne
Lincolnshire

So what's a Bugatti?

MARCH 31, 1994

Far Eastern Economic REVIEW

BOOKS SPECIAL N. KOREA'S BOMB

Guide to Travel Guides Caught Red-Handed

VIETNAM'S NEW ENTREPRENEURS

Nguyen Trung Truc
Peregrine Capital
Ho Chi Minh City

60H-10-18

Eastern Delight

One of my brothers, who is constantly moving around the globe, and under instructions to capture anything interestingly Citroën, has sent me the enclosed magazine. The front cover is arresting, although the article is more interesting because of the non-western angles.

Derek Steele
Barbourne
Worcester

I'm sure the car pictured on this cover was one of the Tractions featured in Jeremy Clarkson's Motorworld on BBC2 recently.

SOLD ON
JUNE 23/47.

JPC
490

36 The Motor (Supplement viii.)

1937 CITROËN 12 saloon, black-red. Odcom Motors, Ltd., Barnet, Herts. Phone. 370-321 4100.

1939 CITROËN de luxe, perfect condition, open to any examination, 1975. Simmons, 779 Hereford Rd., Enfield, Middlesex. 370-x4876

CITROËN 12 slip sunshine saloon, 1934-35, overhauled, good mechanical condition, £100, any trial. 218 Cublington Rd., Leamington Spa. Phone 166. 370-x4865

1940 CITROËN Big 15 drop-head coupe grand luxe. This car is the personal property of Mr. W. M. Couper. Mileage 23,000 guaranteed. Chassis is the long and wide-track type. Two spot lamps. Fram, oil gauge and thermometer, and many parts specially chromed. Tyres as new. Body dark red and new fawn hood. Taxed 31.12.47. The whole car is unusually perfect and there is a sound reason for selling. £1,275. W. H. Couper, Ltd., Catherine St., St. Albans. Phone. St. Albans 4343. 370-575

1946 CITROËN 15hp, silver, red upholstery, 3,000 miles.

MOONS MOTORS, LTD., Dorset House, Marylebone Rd., N.W.1 (Welbeck 7988). 370-551

1940 CITROËN super-modern 12 saloon, general condition quite reasonable, bargain at £598. London Cars, 2 and 3 Grosvenor Parade, Uxbridge Rd., Ealing Common, W 3 (one minute Tube station). Acorn 1212. 370-456

1937 Light 12 CITROËN grand luxe saloon. High Speed Motors, Ltd., 59 Lancaster Mews, W.2. Paddington 4433. 370-608

1939 CITROËN saloon, green, in superb condition, a very smart car with a high road performance. Allens Auto Service, Snow Hill, Wolverhampton. 370-955

3,000 Miles 1946 CITROËN Light 15 saloon de luxe, immaculate car. Ernest Sutton, 4 Brick St., W.1. Grosvenor 4772. 370-1155

1946 Latest model CITROËN 15 saloon, finished beige; this car has run 1,200 miles, is virtually as new, taxed and ready for immediate use. G. P. Merley, Ltd., 54 Streatham Hill, S.W.2. Tulse Hill 4488. 370-1009

ROCHE SIMONS AND CO. LTD.



découvert

Has time is run out for three Tractions discovered deep in the heart of rural England?

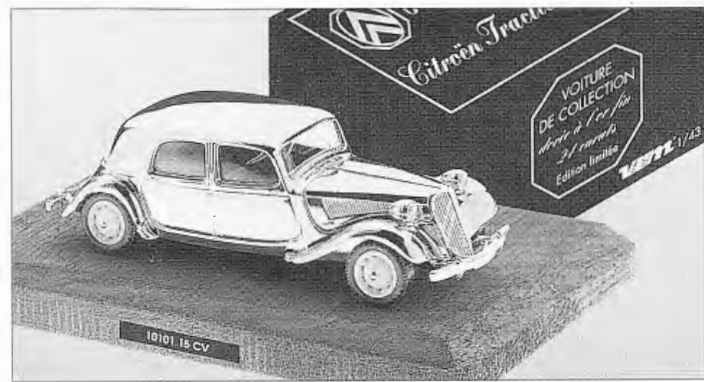
A few years ago, Steve Reed received a letter from a landowner in Bidford, Warwickshire. Three Light 15s had been standing for some 20 years in a field on the outskirts of the village. The Tractions, two big boot models and one small boot, belonged to this chap's brother-in-law who was looking for advice as to their worth. Unfortunately, there were no accompanying photographs, so the ever hopeful Steve went to investigate, sadly only to discover what constituted a 'Traction graveyard'. The cars, or rather what was left of them, were well beyond restoration or indeed any use for spares.



tocSHOP

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

P&P extra – please allow sufficient orders to: Lynne Jenkinson

The Foundry
Siding Road
Fleetwood
Lancashire FY7 6NS
tel 01253 872681 (office hours)

CLASSIC

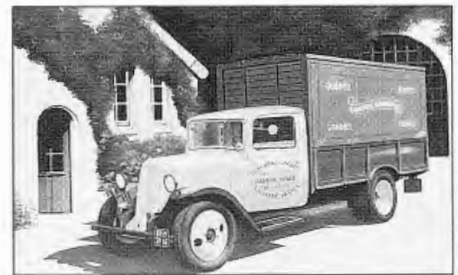


RESTORATIONS

Specialists in early Citroën sales, service and parts

Contact us for all your Traction requirements

Arch 124, Cornwall Road
 London SE1 8QT
 0171 928 6613



JOHN GRIFFITHS

unique and individual paintings
 prices from £100
 Tel 01543 425398

replacement parts

DESIGNED & MANUFACTURED specialist in

GEARBOX REBUILDING/REPAIR
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 FOUR-SPEED CONVERSIONS
 & ALL TYPES OF MECHANICAL WORK

Roger Williams
 35 Wood Lane
 Beverley
 North Humberside
 HU17 8BS
 TEL&FAX 01482 863344



SOUTHBOUND MOTOR TRIMMERS

Tel 0264 810 080
 Evening 0962 886409

Seat covers for Slough Lt 15s, ready to fit

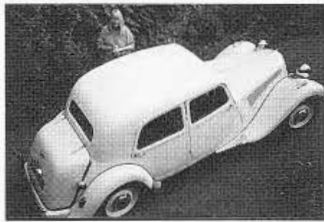
leather	£710
vinyl	£320
11 piece Wilton carpet sets	£185
(limited supply in brown)	£160
6 piece Soundproofing kit	£32

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

CARS FOR SALE

ROADSTER For Sale

This is a genuine advert. Slough Roadster 1911cc in excellent condition. Offers are invited for this rare car. Enquiries to the Editor



For Sale

Light 15, 1953 Slough-built big boot. Original colour white, red interior, leather seats, mahogany dashboard, round instruments. This vehicle has been dry stored for 21 years prior to being subjected to a 6 year total restoration project by an ex-Rolls Royce apprentice. This brought it to an immaculate show-winning concours d'état condition. SO, if you have been looking for the best available and appreciate that cars rebuilt to well are few and far between, then contact Ian Cornwall on 01363 773041 and make me an offer I can't refuse!

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

Slough Light 15, small boot, 1949. Sound body and mechanics, MoT'd. New interior, poor chrome. £4750 ono
Please phone Peter Stoodley for further details 0208 75450

For Sale

1953 Slough Light 15, Black, big boot. Jersey car from new. Only 47,000 miles. New water pump, petro; tank, wiring harness. Excellent mechanics, full mechanical overhaul + servicing undertaken. Waxoyled underneath. Pilote wheels, good paintwork and chrome. Reluctant sale due to emmigration. For further information tel: 0534 285622 (day) 0534 481732 (eves)



For Sale

1955 Paris built 11B LHD. Well known club car. Good mechanics, stainless steel exhaust, recently retrimmed. New tyres, nice body, Belgian colours - maroon & white. Must be seen. Reluctant sale £5,495
Norman Dowsett
081 660 1796 (Surrey)

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, very sound, reliable car Recently retrimmed. £5,000 o.n.o.
John Starke 0206 231241

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

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

NEW this month, rubber plugs for front cradle tubes. £2.40 per set of 4 + P&P
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

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

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

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)

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

TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations undertaken at reasonable rates

Phone Dennis Ryland
0453 883 935

For Sale

One pair of scales to weigh Tractions as per workshop manual in new condition. £500 No offers
EXTREMELY RARE
Also: December 1934 'A' series gearbox plus brand new cw&p fitted with other new parts, bearings etc, new bell housing from another 'A' box, new manifolds/carburettor, air filter etc £1000
Genuine replies please
01483 579350

For Sale

4 speed gearbox conversion for Light 15. Brand new and unused. Comes fitted to excellent 4 speed box with all cables, linkages, engine mounts etc. No time to complete - offers to: Paul Widdup
Netherfield House
Brownston St
Modbury, S. Devon
Tel 01548 830785

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)

For Sale

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

WANTED

Wanted

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

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
n.s.f. 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

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

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

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

New or good secondhand tyres urgently required, 165x400 for Traction Big 15 renovation. Must be in good condition and sensible money. Please contact Bryn Leonard on 0884 820779 after 6pm.

Wanted

Brakedrums with damaged tapers & old front and rear brake cylinders required to create pool for an exchange service.
Roger Williams
01482 863344

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

Western Loire Valley

Village home sleeps 4/5, vineyards, Chateaux and sea. Available July, Aug, Sept
Reasonable rates
Phone Frank 01365 325847

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

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

Notice Concerning Advertising

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. 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 or Central Southern France
200ff per night
Pam and Bob Wade
010 33 45 62 05 96

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

