

Floating power

april
ninety
five



President

Stan Barker
Barcus Mead
North Ripley
Christchurch
Dorset BH23 8EP

Standing Committee

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Marcus Lasance
Sideways Cottage
Harts Lane
Ardleigh
Colchester
Essex CO7 7QE

Treasurer

Peter White
Byeways Cottage
Charlton Musgrove
nr Wincanton
Somerset BA9 8HN

General Secretary

Steve Reed
1 Terwick Cottage
Rogate
nr Petersfield
Hampshire GU31 5EG

Social Secretary

Stan Barker
Barcus Mead
North Ripley
Christchurch
Dorset BH23 8EP

Membership Secretary

Peter Riggs
2 Appleby Gardens
Dunstable
Bedfordshire LU6 3DB

Club Spares

Dennis Ryland
'Woodholme'
Frithwood
Brownshill
Stroud
Gloucestershire GL6 8AD

Club Shop

Lynne Jenkinson
The Foundry
Siding Road
Fleetwood
Lancashire FY7 6NS

Editing and Design

John Starke
The Cottage
Harts Lane
Ardleigh
nr Colchester
Essex CO7 7QE

Honorary Life Members

Fred Annells
David Shepherd

scotland

Ian Nairn
490 Lanark Road
West Balerno
Edinburgh
EH14 9AN
Tel 0131 449 4569

lakes & border

Malcolm Bobbitt
5 Cockton's Yard
Main Street
Cockermouth
Cumbria
CA13 9LN
01900 825581

peak

Bev & John Oates
55 the Knoll
Tansley
Matlock
Derbyshire
DE4 5FP
Tel 01629 582154

ireland

Norman Moore
19 Main Street
Limavady
Co Londonderry
Northern Ireland
BT49 0EP
Tel 01504 722659

south midlands

Chris Ryle
Uplow Cottage
Holt Hill
Beoley
Worcs
B98 9AT
01527 62974

west

Steve Hawes
27 West Hill
Portishead
Bristol
BS20 9LG
Tel 01275 817973

south west

Walford Bruen
The Barn
Beech Farm
Kingston
Kingsbridge
Devon
TQ7 4HA

central southern

Mike Wheals
6, Harvey's Field
Overton
Hampshire
RG25 3BZ
Tel 01256 771286

northern

Andy Cartwright &
Lynn Clarke
129 Littlemoor Road
Pudsey
West Yorkshire
Tel 01532 561286

north midlands

Steve Southgate
34 Woodlands Ave
Walsall
West Midlands
WS5 3LN
0121 357 2256

eastern

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

london

Alec Bilney
30 Mill Street
Kingston-on-Thames
Surrey
KT1 2RF
Tel 0181 546 7071

For details of area meetings,
please contact your local organiser

Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME TWENTY ISSUE ONE **april
ninety
five**

IT'S SHOWTIME! The chocks are well and truly away for a new classic motoring season – the London Classic Motor Show having been and gone and the BBC Top Gear Classic & Sportscar Show fast approaching. So if you are in the vicinity of the NEC during the 6th - 8th May, don't forget to visit this major show, the TOC will be there!

My grateful thanks to all contributors to this issue of Floating Power, but especially to Mick Thurman for providing an excellent translation of an article about a gas-powered Traction he saw last year in Auto Passion, the French classic car magazine.

Look out for the booking form and info on the 10th ICCCR on page 20, if you don't want to cannibalise your treasured copy of FP, I'm sure a photocopy of the page will be fine.

Membership renewal time again folks, and I'm sure you don't want this to be your last FP, so don't forget to complete and return the enclosed form ASAP.

Editor's Quiz: hidden somewhere in the pages of this Floating Power is a picture of John Gillard as you've never seen him before – in a 'whistle 'n' flute' no less! It could make this issue a collector's item.

Next issue will include the first of a series of articles on Citroën literature that would have appeared in this one if only I'd had the space – sorry! Also lined up are:

- *more découverts,*
- *show reports,*
- *build your own engine test bench*

Deadline for next FP is May 21.

Be seeing you...

John Starke

PS Keep sending the articles!

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Rear View
photograph by Peter Mackertich

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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VE DAY AT ALLY PALLY



Broadcasting Traction news at Alexandra Palace
l - r, Peter Simper, Paul de Felice, John Gillard, Alec Bilney and Ian Nixon

ALEXANDRA PALACE was the venue for the first of the VE Day commemorative classic car events at which the TOC will be present. The London Classic Motor Show took place last month with bumper entries from clubs and individuals alike.

The focal point of the TOC's stand was a new display featuring wartime photographs of Tractions and the story of their survival. The display and cars were praised by the show's organisers. Peter Simper co-ordinated the project with the London Section manning the stand over the three days with assistance from Messrs Simper, De Felice, Gillard, Bilney, Cresswell, York and White.

.....in brief

■ A PIECE of motoring history is for sale for £45. The heavy duty rubber mat from Criterion Garage, Southampton (the first Citroën Garage in the UK) carries Citroën chevrons and Criterion's name, measures 4yds x 1yd and is available from Mike Petty who lives in Lower Upham, Southampton. Telephone 01489 860416.

■ GET YOURSELF IMMOBILE!
A new range of engine immobilisers have specifically been designed for classic cars, 6 or 12 volt, positive or negative earth. Manufactured by Clearwater Automotive Electric, these new systems make the car do a clever start - stop act until the engine floods and is thus naturally immobilised! Clearwater are on 01638 750983.

■ NEW computer software allowing the car owner to monitor running costs and keep an eye on car performance has been released. It can also build up 'full service history' reports that can then be printed. *Motoring Expenses* costs £19.95 from GST Software on 01480 496666



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01425 674476

(24hr answerphone)

When phoning please give:

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

Surprise, surprise

TOC PRESIDENT Stan Barker had the surprise of his life recently when he turned up for what he thought was a quiet meal with a few friends to celebrate his 70th birthday.

Although Stan was at first reluctant due to family commitments, Barrie Longden (alias Jeremy Beadle) managed to get him to Birmingham on the pretext of discussing the forthcoming BBC Top Gear Show. However, on arrival at the Pavilion Leisure Centre, Solihull, the shock of finding some 60 members and their families ready to celebrate with him almost took its toll. "My flabber was absolutely ghasted", Stan explained "and a massed choir singing Happy Birthday almost put paid to the whole of my being".

After a hearty meal and a few bottles of Chateau Solihull, Monsieur le President was presented with a painting of his car by John Griffiths. Here's to the next 70!
See correspondence for Stan's version of events

BBC Top Gear Classic & Sportscar Show

SUNDAY visitors to this major classic car show can watch a 30 vehicle convoy departing from the NEC. The convoy, which includes military vehicles and a Traction, is part of Birmingham's VE Day commemorations and will drive from the NEC to Birmingham City Centre. They will join one of the largest steam traction engine rallies through the streets of the city. Birmingham City Council are expecting a crowd of 10,000 plus, so streets will be closed. With its war time connection, the TOC was one of a few car clubs asked to participate and Ian Nixon with his immaculate Normale will be flying the flag for the club (and France). If you want to see the convoy before it leaves, then be outside Hall 5 on Sunday morning 7th May. Alternatively, catch them en route or at a special static display in the city centre.

TRACTION AUTOJUMBLE SUCCESS

WHEN'S THE NEXT ONE? That was the unanimous cry following the TOC's inaugural autojumble held recently. Joint promoters Classic Restorations provided the venue 'under the arches' at Waterloo. The only minor irritation was some obscure fun run called the London Marathon, taking place on the same day! Watch out for news of the next TOC/CR Tractionjumble!



Looking for bargains



**Black Beauty
under the arches -
at the Mecca for
Tractionistes and
venue for the first
TOC/Classic
Restorations
Autojumble**

section scene



SOUTH MIDLANDS

We have now changed the venue for our regular meetings from the Golden Cross at Ardens Grafton to the Baker's Arms in Broad Campden (just outside Chipping Campden) still on the second Wednesday of each month.

My apologies to those of you who may have turned up at the wrong venue, but it was felt that we ought to have a trial meeting to see if the new venue was to everybody's taste before making it public in Floating Power.

I should mention that there was nothing wrong with the former venue, on the contrary, both the beer and the landlord were most agreeable, but the location did not represent the epicentre of membership, and there were grumbings about how convenient it was for the area organiser being on his doorstep etc, etc.

The beginning of the New Year saw two of us from the group making the pilgrimage to Retromobile in Paris. We had toyed with the idea of travelling by rail via the Channel Tunnel, but prudence got the better of us and we opted for a 24 hr coach package at £39 all in. While I have no complaints, it does take some considerable stamina to survive this experience, and returning to our drop off point (Newport Pagnell) at 2.30 in the morning is an experience that takes some erasing!

The show as ever was well worth it, and I was very pleased to obtain a pair of window channels for the winding mechanism and a pair of long spats for the rear mudguards of my Traction for the modest sum of 350FF, both purchased from the establishment of M. Renel.

Future events planned are a trip to the motor museum at Bourton-on-the-Water and the ICCCR at Clermont Ferrand.

Chris Ryle 01527 62974.

WEST COUNTRY

On Sunday 7 May we are joining 2CVGB for their charity fun run from Salisbury to Cheddar, via Longleat. We are told there will be 600 deux chevaux on the run, but the organisers particularly want a good show of Tractionistes to raise the tone!

On Sunday 11 June from 12.30 we are returning to the scene of one of our successful summer gatherings last year - the Tunnel House at Coates.

This year's Minchinhamton Common picnic will be on Sunday 30 July, once again featuring cuisine à la Ryland! We hope to beat last year's attendance of 14 Tractionistes.

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

tocSPARES

SPARES HOTLINE

PHONE/FAX

**01453
886463**

My next task was the front wing-tips. Strictly speaking I should have bought the repair panels but I had time to spare and money to be saved. I thought I would have a go at fabricating them myself, after all, if it didn't work I could always buy the repair panels after all! The front wing-tips were very rusty where they had been covered by the alloy kick plates. One of them was more than rusty, it was completely missing! The other one had a large hole but fortunately, the edge outline was still intact, enabling me to create a pattern which I could reverse to repair the wing-tip on the other side. Using a hacksaw, I made some datum marks well into good metal and did a lot of measuring, then some tut-tutting followed by some head shaking, wondering whether I was up to all this. I was encouraged by the fact that nearly all the new metal would be covered by the alloy kick-plate and that it more or less concealed the wing-tip lower edge. Also, the upper surface of the wing at the tip is relatively flat. However, as soon as I started cleaning the paint off back to the metal, the area of corrosion grew, becoming more visible and with greater curves. Oh well...

I started by cutting a piece of body repair steel about 12 inches square, but obviously this size changes with the amount of wing-tip to be replaced. Then I clamped it over the area to be repaired and trimmed it down roughly to size, being careful to allow enough metal for both the new wing-flange, where the wing touches the body, and the curved outer edge, plus the lip underneath this edge. Using chalk, I marked a curved line to indicate where the outer edge will stop curving and become the 'flat' top surface of the wing tip. This was a mixture of guesswork and clever (for me) use of the wrong side kick-plate upside-down on top of the new metal. This allows you to get a rough line on the work. Next, using tin-snips, I cut long 'V' shaped cuts about every inch along the curve finishing at the chalk line. These cuts were needed because the metal ideally needs to be bent in two directions at once and will foul itself, or overlap if sufficient material isn't removed. Clamping the panel over the original wing-tip, I bent the fingers by hand to follow the edge of the wing. (See Photos). I used the alloy kick-plate as a guide and frequently offered up the new metal to ensure a good alignment and as true a shape as possible. Once happy, I drew a line across the fingers where the lower edge of the wing should be, i.e. the start of the lip underneath the wing. A right-angle fold was then made in all the 'fingers' using molegrips to form the lip underneath the wing. This is quite small on the original wing but I made it larger for strength and to have more material to weld onto later.

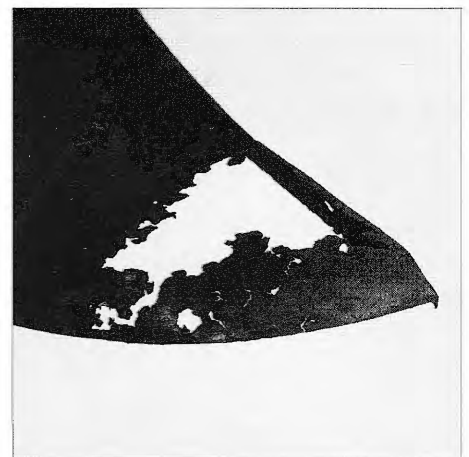
wing TIPS

Next, with the repair panel clamped over the wing-tip, I drew a line along the inner edge where the new wing flange will be. I had allowed about 2 inches for this. A slight allowance must be made for the thickness of the metal 'lost' in the fold. This flange would ultimately fit against the body below the front door. Once folded to a right angle, the corner tab was shortened and shaped (see diagram) then folded back under the first finger of the curve. Also, to allow the repair panel surface to follow a slight curve (i.e. to fit the underside of the kick-plate), two cuts were made in the repair panel wing-flange.

At this point I cut the rusty metal off the wing producing a good straight edge for the repair panel to butt against. I needed to shorten the panel slightly to achieve the correct length wing using my previous measurements and the datum marks.

The repair panel would be fixed to the wing using three tabs. Each of these tabs is an overlap piece of metal which bridges the new repair panel to the wing. These would be welded underneath out of sight. All the tabs are welded to the repair panel first. The main tab was about 6 x 4 inches joining the larger, flatter portion of the wing. This was given a slight bend before welding to the repair panel to help achieve the right contour to the upper surface of the wing. The second tab was about 1.5 x 6 inches to join the wing-flange of the repair panel to the old flange where it will touch the car body. Remember that we made two cuts in the repair panel wing-flange to allow it to take the correct shape. These cuts need to be slightly open as the tab is welded across them, fixing the contour of the repair panel. Also before welding, careful measurement was needed to allow the bottom fixing hole to be drilled through later without having to drill through welds (which I find difficult!). The third tab was a little more tricky, it has to do two jobs. Not only would it connect the curved outer edge of the repair panel to the wing but also it reinforces the fingers that form that outer edge on the repair panel. I started by using a piece of paper in place behind all the fingers and gradually cutting the it down, I ended up with the pattern for the tab about 0.5 x 10 inches but curved like a banana! This shape was transferred to metal, and this metal tab was then bent to follow the curve of the inside of the fingers with a few inches protruding forming the tab. This reinforcer/tab was

Part 3 of Gordon Smith's Normale restoration. This issue he turns his attention to wing-tips



1



2

- 1 **Badly corroded wing-tip**
- 2 **Repair panel fabricated and in position**
- 3 **Welding complete, ready for finishing**
- 4 **Diagram of repair panel**

welded to each finger by drilling 7 mm holes where it crossed them and forming 'spot' mig welds from the underside.

Next came some dressing with a hammer. I didn't know how to dress so I just hit it with a hammer making sure the panel was supported underneath where I was bashing. I used the end of a broom handle sticking out of the workmate to support the underside of the fingers, whilst I hit the edges of the fingers in an attempt to soften the sharp changes of direction around the curve they produced. This would also reduce the amount of filler needed later.

Another reinforcer was needed before the repair panel was welded to the wing. When the 'fingers' were bent into the curve then folded into a right angle for the lip underneath the wing, the lip edge is a bit irregular so another reinforcing strip was made to define this edge. Again, using paper to create a pattern, a curved arc about 0.5 x 10 inches was cut and mig

welded onto the fingers further strengthening them and forming this bottom lip. This also gave a better bottom edge to the rather poor curve created by the many bent fingers.

The glory bit came next, actually fixing the repair panel to the wing. Much temporary fixing and offering up both the alloy kick plate and of the assembly to the car body gave an element of confidence that it could be fixed permanently. I used my usual method of 7 mm holes in the tabs and forming spot-welds from underneath the wing.

The wing was again offered up to the body and the position of the bottom fixing hole transferred to the repair panel and this was drilled and filed into a slot. Much more mig-welding was done to fill all the little slots between the fingers etc, then cleaning up with the angle grinder.

I'm pleased with the result, although it was very time consuming, and there were two of them to be done. The second was easier of course with fewer mistakes made and less metal was wasted. Needless to say the two wing-ends now have slightly different profiles (neither being exactly as original no doubt) but once bolted to the car it will be very tricky for anyone to directly compare them!

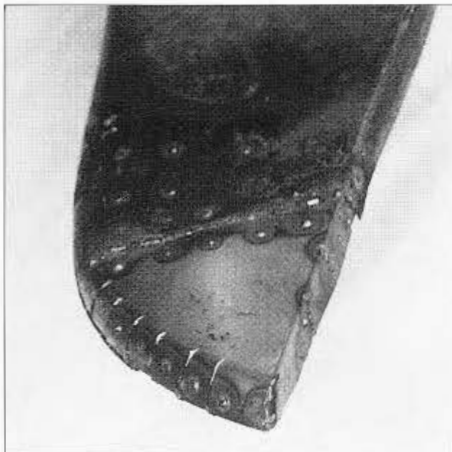
Before I bought the car, something had bashed into it denting the sill just below one of the rear doors. This dent had actually changed the shape of the door shut-line so would interfere with the door closing, clearly it needed sorting out. I started by drilling a couple of 7 mm holes from inside the car through the inner sill. I soon realised that the sills here are effectively triple skinned so I had to drill through the middle skin from the inside also. The idea was to use a drift to push

the dent out from the inside. I made some small progress but when I was up to about 8 holes I started to worry about making more damage than I was fixing, so I thought again. I had seen pictures of slide hammers for pulling out dents so (forgive my penny-pinching again) I sort of made one. I used a piece of metal 1 x 3 inches with a small hole in the middle, for a self-tapping screw, and a larger hole at each end. Next I bent the strip each side of the centre hole to form a U shape and tied 18 inch lengths of baler-twine (strong nylon string) to each of the end holes. The other ends of the twine was tied to a sledge-hammer head (I suppose a brick would do). Holes to accept the screw were drilled into the dented area to be pulled out, the screw was tightened through the U-shape into these holes and by jerking the weight back, magically the dent was pulled out. The dent was a large area, about 4 x 15 inches, so I pulled a little bit out at each hole then went around the holes again and again, pulling it out gradually.

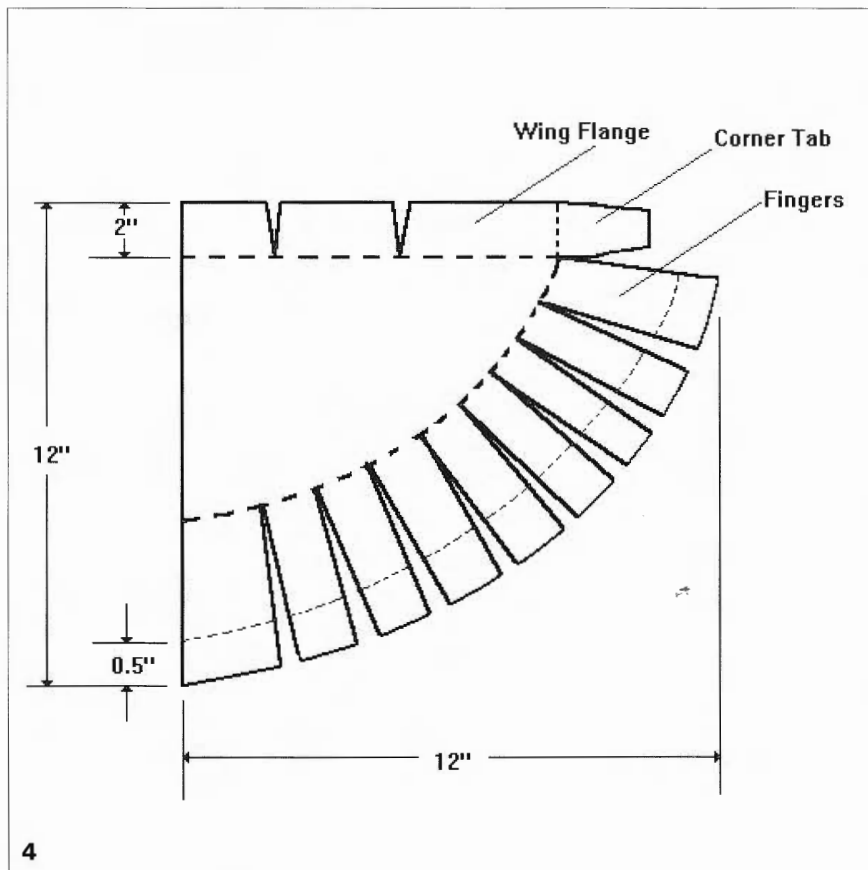
WARNING: the screw can come completely out of the hole and it hurts, so protect yourself and your eyes. Also the string often breaks where it passes through the holes. The dent in my case was partly right on the edge of the door aperture and I needed to move this edge outwards so that the door/body line was good. I managed to achieve this by drilling holes about every 2 inches right on the angle of the door aperture and used a long screwdriver in each hole in turn to lever the edge out a bit at a time. Yes, this caused a bit of distortion each time I levered it, I had to knock the edge back a little bit but, little by little, the edge came further out. This, together with the hammering and some more pushing through the holes in the inner sill, more or less pushed the dent out, but more importantly achieved a good edge for the bottom of the door aperture. Of course it now looks like a dog's dinner and needs the holes welding, grinding and filling.

I decided to have a slight change of scene and cleaning the inside of the car in preparation for hammerite seemed like a quick task, two days later and thanks to my girlfriend's assistance, the inside of the roof had been wire-brushed, the boot and the floor were ready for painting. The time had been spent chipping away at the hard gunge which I suppose was sound-deadening paint. Anyhow we managed to get it all off. I later discovered that a heat gun softens it sufficiently to scrape it off. The black, smooth-finish hammerite was mixed with thinners and sprayed on the inside of the car.

A small celebration took place next as this marked the end of the metalworking stage. Wrong again. Completely stripping the body to bare metal is a strangely satisfying job but also discouraging as you discover more rust that was just about to break the surface of the paint! More about that next time.



3



4

GAS?

I love it!

It is often believed that gas generators (gazogenes) powered cars for the first time in 1939. Wrong! It is also often thought that they ceased to do so after 1945. Wrong again! A little trip aboard a 1953 Traction, converted to gas power in 1956, afforded us the opportunity to turn back the clock

In actual fact, it all began in 1840: it was the done thing at that time to use poor quality gas for heating ovens. The first applications for land vehicle propulsion date from the beginning of the 20th century (notably buses). During the 1914-18 War, lorries, but also some particular makes of car, were converted to run on gas. In the eyes of manufacturers, as promoters of these systems, it was a matter of minimising spending on fuel and no longer being dependent on supplies of petrol products, mainly from foreign producers. There was not only an economic, but also a political, interest in the use of solid fuels (wood, coal and its derivatives), especially in countries having large forests and/or coal measures. All the more so, since between 1921 and 1924, as the civilian car continued its development, eastern Europe experienced a major petrol shortage, so much so that in France exhibitions of gazogenes were organised, designed to stimulate research and arouse the interest of the press and public in that regard. Other experiments were carried out in Britain and Germany.

In spite of this encouragement, it was necessary to take account of a number of inconveniences for the user: a long and delicate starting procedure, maintenance schedules (cleaning and regular disposal of ash from the unit – before each journey in some cases), increased weight and congestion, and a drop in power compared

with petrol. The loss of power, for equivalent cylinder capacity, could be as high as 35%. To limit the loss, certain installers fitted high compression pistons. In practice, these handicaps limited the field of application of the gazogene to utility vehicles (tractors, lorries, coaches). At least until after the declaration of war, in September 1939...

There are two types of gazogene: those having a large firebox and those with a tuyere, or nozzle; these appliances work equally well using either wood, charcoal, anthracite, or occasionally a mixture of charcoal/anthracite. Experience has shown that charcoal is the most efficient and practical fuel, especially by reason of the smaller quantity of clinker and ash produced by its combustion. But in all cases, it is imperative that the fuel used is absolutely dry.

Constructors and Craftsmen

Among the recognised car manufacturers, Berliet had already proposed, before the 1939 war, a model fuelled by wood, whilst Panhard himself favoured charcoal, as did the specialist manufacturers Sabatier-Decauville, Gohin-Poulenc (with the possibility of a selection of fuels) and the make featured in this article: the Gazauto.

For years, Jean-Louis Balleret has argued passionately in favour of the

Our thanks to French car magazine Auto Passion for this article and especially to Mick Thurman for the translation



From behind, the Traction Gazauto shows its true colours... and smell (a slight whiff of bad eggs); the cover elegantly surrounds the generator, the total volume only slightly exceeding that of the original boot. Except, alas, in height!

Gazauto, and for good reason: this barrister from the Nivernais region is none other than the grandson of Louis Libault, a mechanical fitter (born in Nevers in 1893) who in 1919, having become the proprietor of an agricultural machinery sales and repair business set up in Plagny, ten years earlier, by his father-in-law, also marketed his own inventions: from 1923, he developed a gasifier christened "Carbutou" (patented in 1926) which allowed engines to be run on gas-oil. Up until 1939 Libault equipped some 4000 vehicles (agricultural and road-going) in this way. At the same time he was interested in gazogenes, which he had come across during the 1914-18 war. His research was especially concerned with the improvement of existing systems and in



photography by Christian Bedel



The generator and its firebox. Louis Libault, who succeeded in markedly reducing the weight and bulk of the gazogene through co-operation with the competition, didn't neglect to offer his patents in France and abroad for the consideration of other motorists.

particular: the elimination of refractory linings in the firebox by using a special steel; the cooling of the tuyere; the fitting of an air inlet valve to prevent backfiring; the installation of a fire-grate, allowing greater intervals between cleaning, and avoiding loss of power due to build up of ash and clinker; the fitting of a purifier, having three functions (dust extraction, moisture removal, and cooling of the gas); and lastly the air/gas mixture, with automatic air regulation. On 2 January 1936 he registered his first patent, "The Gazauto", which was operated under licence in several European countries, and followed by a series of patents to improve the system, mostly in 1936, with the last in 1942. From 1937 to 1939 he equipped lorries, of which a Rochet-Schneider won the Rallye du Centre in 1937. On touring cars, Libault worked to reduce the weight and bulk of the gazogene and to integrate it into the car body without too much aesthetic damage. Several thousand examples of the Gazauto were constructed during the 1939-45 war, and it became one

of the three or four biggest makes of French gazogenes. After the war certain economy-minded motorists kept their gazogenes and in 1956, at the time of the Suez crisis, which led to petrol rationing, several dozen examples were newly constructed. This was the case with "our" Gazauto, installed in a 1953 Citroën 11B.

We will not discuss the model itself (which was featured in "Auto Passion" No. 48) except in support of the Gazauto.

"Fill Her Up...GAS!"

She was there, waiting for us, in a garage near Nevers. Grey, austere, a typical Traction, longer and – as we were reminded on the road – heavier than the standard version. The firebox was located in the boot, hidden by a cover, which avoided the inelegant look of earlier gazogenes. This meant that the spare wheel was relegated to the roof rack, the same as any luggage.

As for the "pancake" mounted on the right front wing, it did not contain a second spare wheel, but the gas purifier.

To start a Gazauto, there are two possibilities: one is that you start with petrol; our Traction Gazauto was in effect equipped with a small Zenith carburettor and a 10 litre tank, for manoeuvring; a hand throttle was mounted on the dashboard. In this case, having positioned the mixture lever on "petrol" and the advance/retard lever on "retard", and pulled out the choke, fire the engine and let it warm up; accelerate gently and then turn the mixture lever towards the "gas" position, drawing a small amount of air into the tuyère. But let us quote the makers' instructions: "*Light the little asbestos torch soaked in petrol and hold it in front of the tuyère - the flame is drawn by the*



CITROEN 11B GAZAUTO

Engine

Type: 4 cylinders in line; cubic capacity: 1911cc; bore and stroke: 78 x 100; compression ratio: 6.5:1; maximum rpm: 4000; maximum horsepower: 40 (estimated); carburation: Gazauto gas/air mixing chamber + 1 Zenith carburettor; distribution: overhead valves, pushrods; crankshaft: 3 bearings; cylinder block/head: cast iron; cooling system: water (pump); lubrication: wet sump, auxiliary pump; ignition: 1 spark plug per cylinder, dynamo, 6 volt battery.



The driver fuels the generator, like a common barbecue!

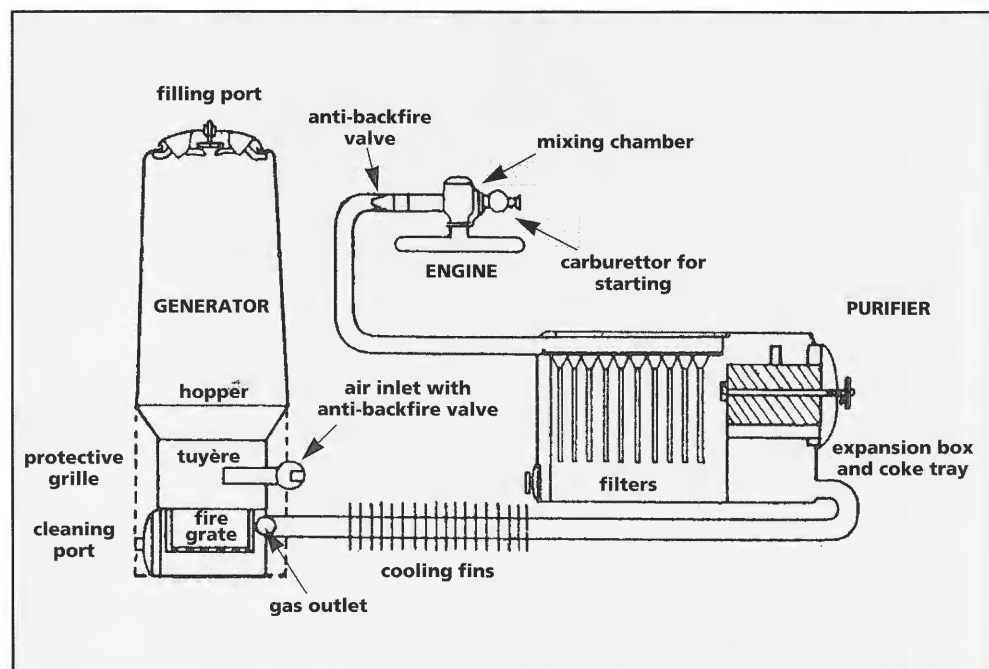


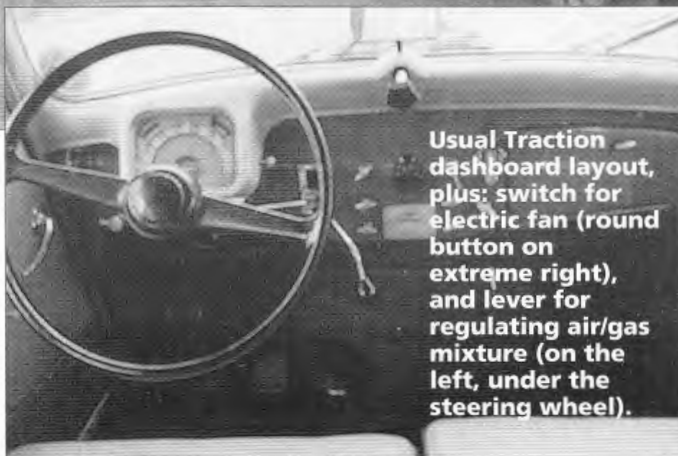
With a torch soaked in petrol, he lights the fire.



With another torch, he lights the gas escaping from the front tube (blue flame) to check the pressure.

GAS?





Usual Traction dashboard layout, plus: switch for electric fan (round button on extreme right), and lever for regulating air/gas mixture (on the left, under the steering wheel).



The pressure vessel cover with its locking wheel.

HOW IT WORKS

The charcoal is burnt in the generator situated at the rear of the car. The gas produced (temperature 1100°C) passes through a cooler, then via a tube situated under the car, to the purifier (on the right front wing) where it loses its dust and tar; the cooled gas (at 100°C) passes through to a mixing chamber (equivalent to a carburettor), where the explosive gas/air mixture is produced.

engine suction; then continue to progressively turn the mixture lever towards the "gas" position, accompanied by a gradual acceleration of the engine and advance of the ignition. With the engine running on gas, fully advance the ignition, push in the choke, close off the petrol supply and, with the aid of the mixture lever, set the correct gas mixture to obtain maximum engine power." One can also switch to gas while travelling, having started on petrol. For this, it is worth taking advantage of a slight slope, travelling at 60 km/h or less, because – as we noted – the build up of gas pressure is not immediate.

Second possibility: start directly on gas. For safety, this procedure can only be carried out in the open air. We tried this method as well. In this case, it is necessary to employ the electric fan to create a depression in the firebox and draw the flame; light the fire with a torch; wait 5 to 10 minutes; with another torch, light the gas escaping from the tube at the front of

the car, to check the pressure. A column of blue flame, which can be over 1 metre long, should be clearly visible; at that moment, switch off the fan and engage the starter. When the engine is turning, follow the procedure already described above. In practice the most difficult part is adjusting the air/gas mixture lever situated on the left of the dashboard. The mixture varies as the pressure alters. It took around 10 to 15 minutes on the road before it could be stabilised. To drive the car, abandon the old techniques used for petrol engines: the gas engine has neither speed nor acceleration (the mixing chamber lacks an accelerator pump) and the ... "gas" pedal is used only to speed up or slow down. But you must take things as you find them...

Jaques Vassel ■

Auto Passion,
48-50 Boulevard Sénard
92210 Saint-Cloud
France



messing about by the river

Sam Wells reports on Classic Restorations' 4th Riverside Rally

It was always going to be a bit of a gamble, holding a rally in October. Was it going to be a case of mists and mellow fruitfulness, or wet and windy dreariness?

As it turned out, the gods smiled on Classic Restorations' fourth Riverside Rally – mellow and fruitful it certainly was, with not even a hint of mists.

John Gillard had decided that, once again, the venue was to be Gabriel's Wharf – a popular site with its complex of bars, cafés and craft shops, and proximity to other South Bank attractions just in case (oh, *l'esée majesté!*) anyone overdosed on Tractions.

No doubt, either, as to where the rally entrance was, for John had, by way of an entrance control point, introduced to an amazed public his recently acquired H van, looking just like the little red caboose.

By one o'clock, the embankment parking strip was beginning to fill up, with many entrants entering into the spirit by adorning their vehicles with French flags, rally plaques and other evocative decorations – particularly impressive was John Mackertich's *Commerciale* in full *Tour de France* regalia, including spare bicycle wheels attached to the front fender.

Elsewhere, there was a fine display of other Citroëns that one might have lusted after but never got round to trying – Alan Brodie brought along a snarling SM whose engine bay looked like a central heating engineer had overdone it with the ecstasy, and there was also a sparkling DS recently imported from South Africa in virtually showroom condition.

New for this year's event was an indoors control point and shop, staffed by Classic Restorations, with a comprehensive array of publications, souvenirs and T-shirts. Also new was the optional set meal in the conservatory area of "Bar 6" – this had to be the bargain of the day, with a healthy plateful of the best cassoulet I've ever tasted this side of the Channel.

Refreshingly, the concours was a democratic affair, with all rally entrants eligible to vote for the car of their choice – whether the winner was the lowest common denominator or the highest common factor was anyone's guess!

As usual, thanks go to John Gillard (I think he was that smart guy in suit and tie) and his team for organising yet another memorable event – and thanks to all the Tractionists who turned up, without whom it would have been a very strange affair!

On a personal note, this was the first rally I'd attended following the reluctant sale of my Light 15; somehow turning up in an AX was not quite the same. Still, with my motoring needs changed, I had to look for something more suited to motorway treks. Readers will be comforted to learn, however, that after looking at currently-produced cars, I concluded that there was nothing available that was more modern than a DS unless I spent considerably more than a gîte on the Cote d'Azur. (Thanks John, for selling me your DS21). Well, I promise I'll wave as I glide past.

Riverside Rally '95 is on 6 August, for more details, please phone Classic Restorations on 0171 928 6613



Above, the crêpes look good... and the cars aren't bad either.

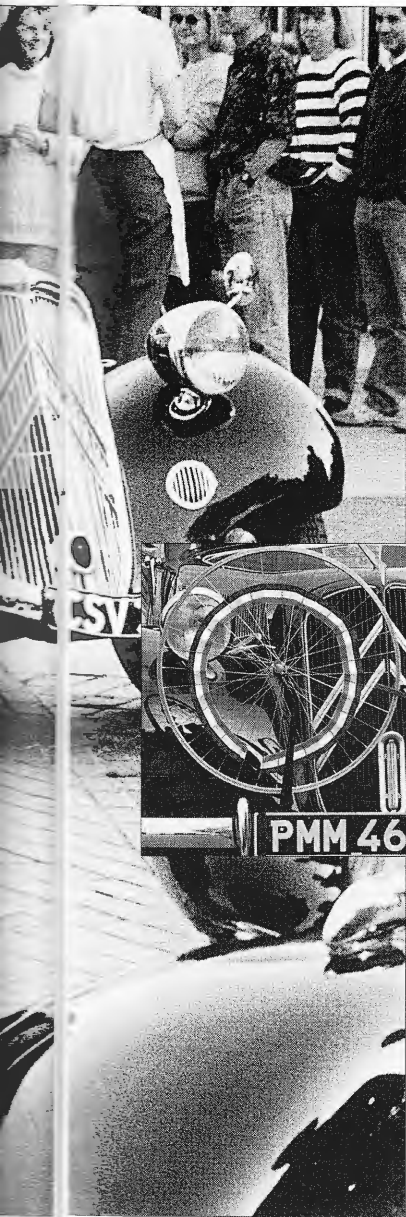
Far left & inset, Normale fresh from the Tour de France.

Left, Ian Cornwall's concours winning Slough Lt 15.

Right, a concours winner in a few years time?

Above right, John Gillard jokes about the age of his suit.

Sam Wells ■



photography by Peter Mackerich and Sam Wells



messaging about by the river



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

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cross-channel ferry fares
together with special offers
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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

6 – 8 May

BBC Top Gear Classic & Sportscar Show NEC

The top show of the classic car calendar – we will be there!
Ian Nixon and his Normale will be

27 – 29 May

Tour of Central England

See opposite page.

More 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 – for more details phone the club infoline

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

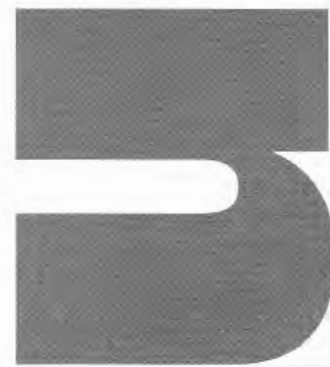
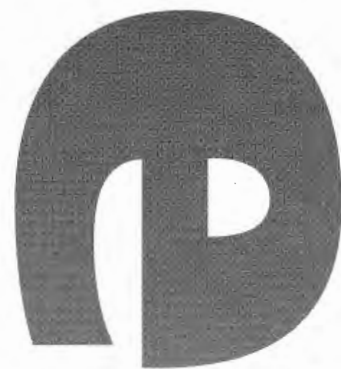
18 – 20 August

10th I.C.C.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.



A Presential Address

AT THE AGM in late 1990, just after I lost my wife Gwen from cancer, I volunteered myself onto the committee to give me something to do. In no time at all I adopted the mantle of Social Secretary and went about the job of providing for your free time activities to the best of my ability. By dint of blackmail the number of area sections has gradually increased and I thank all those involved in the running and organising in each area. When, at the last AGM you saw fit to make me the first President of the Club, I considered it a great privilege and honour to be able to represent the Club on your behalf.

The weekend of the 25/26th February when requested to visit Birmingham in order to discuss the stand for the BBC Top Gear Show in May, I was reluctant to go at first as I knew that members of my family were probably coming to stay in order to celebrate my 70th birthday on the

27th. One particular Mancunian member was particularly insistent that I should attend so I duly informed those concerned that I would not be at home until Sunday evening.

Steve Southgate had offered to give Paul and myself a bed for the night so we arrived in the Midlands in the early evening. Steve and Joy had arranged for us to attend a concert by massed Male Voice Choirs in the Walsall Town Hall and we were joined by Barrie and Barbara Longden. The whole evening ending in a very late Chinese take away was most enjoyable and I thought what a nice way of celebrating my big event. Sunday morning Steve announced that he had booked a table at a little French bistro so that we could have a meal before returning home. John and Margaret Griffiths arrived and we discussed our ideas for the stand and at 12.30 departed to look at a Big 15H and then take up our booking at 1pm. True to form we did not have time to see this

fantastic car and arrived at the Golf and Leisure Centre at Solihull where we had the AGM. Quick as a flash I smelt a rat, there is no French Bistro at the Centre. Bernie Shaw had left his Traction casually laying around outside the main entrance and this gave me an incling that one or two of my friends in the midlands were going to join us for the meal. The shock on entering the building to find 57 members and their families was almost enough to call for the appointment of another president. My flabber was absolutely ghastrated and to put the final nail in my emotions to be greeted by the second massed choir of the weekend singing Happy Birthday almost put paid to the whole of mybeating.

I cannot thank you all enough for giving up your Sunday to travel from all areas of the country to be with me and give me your best wishes on what was a momentous Birthday. I was particularly impressed by all the children who came to me with their personal greetings I have never had Happy Birthday sung so many times.

Finally the presentation to me by Barrie of a painting of my car by John Griffiths was more than I deserve. Thank you all for making my 70th the best birthday in memory. To me it is not the cars that matter but the people who go with them thank you all for becoming my friends and family. I feel very humble

*Stan Barker
North Ripley
Christchurch
Dorset*

Sleeping Beauty

A man at peace with his organ!

*Anonymous
Wokingham*



HELPLINE

01425 674476

(24hr answerphone/fax)

When phoning please give:

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

New Members

1300	A. Bastreggi	Hong Kong	
1301	M & C Carey	Victoria	Australia
1302	N. Fell	Droitwich	Worcestershire
1303	T. Fuller	Cambridge	
1304	A. Hewerdine	Farnham	Surrey
1305	B. Harries	Monmouth	Gwent
1306	D. Houghton-Gale	Leigh-on-sea	Essex
1307	C. Koller	Victoria	Australia
1308	L. Sarmanian	Washington	USA
1309	C. Cornwall	Newbury	Berkshire
1310	A. Hill	Burnham-on-Crouch	Essex
1311	I. Kerr	Bromsgrove	Worcestershire
1312	A. Latchford	S. Woodham Ferrers	Essex
1313	P. Whitney	Bromham	Bedford
1314	A. Taylor	Isle of Wight	
1315	W. Rey	Hallau	Switzerland
1316	R. Cadd	Kincardineshire	Scotland
1317	R. Hancock	Bury	Lancashire



A long story

Thought you might like this picture of a big boy's 'H' van taken at a campsite on the way to last year's Tour of Brittany. It claims to have a length of 7.99 metres or 26' 2" in real money!

Terence McAuley
Trowbridge
Wiltshire

STB 301

As a new member of the club I would like to take this opportunity to introduce myself and congratulate all involved with the production of Floating Power on an excellent publication. I am now the proud owner of a 1954 Slough built Light 15, Reg. No. STB 301 and have started restoration work. The main bodyshell and mechanics appear to be in good condition but all four wings are beyond repair.

The previous owner, Mr Percy Rowe who owned this car since 1956, sadly passed away in 1993. The Citroën was his pride and joy but in the latter years of his life although he managed to keep the engine in excellent working order, he was unable to prevent the bodywork from deteriorating – hence the reason for the requirement of four wings (can anyone out there help?).

Whilst looking through Mr Rowe's collection of Citroën Car Club magazines I came across details of STB 301 in an issue from 1974 stating that the car had covered 270,000 miles, the speedo reading is now 69413 indicating a total of some 340,000 – is this a record?

Hopefully, work permitting, I am looking forward to attending some events this year and meeting some members in an attempt to gather information to help with the restoration of STB 301 to her former glory.

Brian Chignell
Poynton
Devon

Interesting question about the mileage, maybe Brian's car does hold some sort of record... unless you know different! (François Lecot excepted.) If you can help Brian with his wings, please phone him on 01625 878220.

Could this be the longest 'H' van?

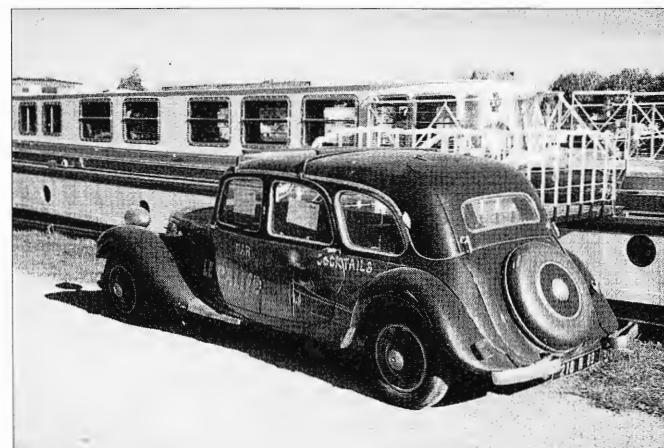
Watching the commercials

A couple of Commerciales spotted last year in France. The first is a big boot model drying in the open air at a Citroën garage in St. Aignan (Loire). The second is a pre-war Citroën being used to advertise a riverside disco in Auxerre (Yonne). I understand that since this picture was taken the car has disappeared.

Bob Cordon-Champ
Walsall
West Midlands



Open-air drying following a respray for this big boot Citroën



Meanwhile... this pre-war model was spotted doing some disco advertising

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



the **BIG** one



Clermont-Ferrand 18, 19, 20 August 1995

Notes:

One registration form per car including as many passengers as you want. If you come with several cars, please use one form per car. Admission is free for children under the age of 12.

Places for the Saturday dinner must be booked in advance as numbers are limited. The dancing evening which follows will be open to all those taking part in the rally.

The organisers of the 10th ICCCR can handle reservations for the campsite only. Reservations for any other form of accommodation must be arranged through the Tourist Office (Office municipal du Tourisme de Clermont-Ferrand 69, Bd Gergovia 63000 Clermont-Ferrand France tel (16) 73 93 30 20 fax (16) 73 93 56 26.)

The campsite is located in a small town 8 kms away from the ICCCR location. The cost includes one car, a tent and 4 or 5 people maximum. It is possible to stay from the 15th to the 21st August inclusive.

- Fees cover 3 days admission (3 or 7 days camping) no rebate for shorter stays.
- A free parking space will be available for recent Citroën models.
- Registered cars must be insured for participation in this type of event
- Book as early as possible. Enrolment before June 15th will be cheaper.
- Your entering will only be registered once total payment has been received. You will then be sent a confirmation of your reservation.

Costs:

(figures in brackets for payment before June 15th)

Driver and vehicle 150FF (120FF)

extra passenger 90FF (75FF)

Camping

One place for 3 days 150FF

One place for 7 days 250FF

Saturday dinner

adult 195FF

child under 12 100FF

Surname		First Name	
Address			
.....			
Post Code		Country	
Tel		Fax	
Car Club Traction Owners Club (GB)			
Car details			
Model		Year	
Body		Colour	
Reg. No.			
Interesting points			
.....			

Payment in French Francs to "10ème ICCCR" Please send form and payment to: 10ème ICCCR, 13-17 Cité Aubry, 75020 Paris, France

tocSHOP

Models, posters, books, sweatshirts, manuals... they are all available from the club shop

Pictured opposite is just a selection of the goodies on offer... send your order in now!



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

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



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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

For Sale

Citroën 11BL. Black. First registered in France on 1.1.55 Imported by the current owner. Much spent on tyres, driveshafts, steering gaiters, clutch, exhaust, fuel pump, starter motor, battery, hoses and belts. Bodywork very sound. Neat interior. A lovely car. UK registered. Space required. Offers around £5,000. Home telephone - 01628 528945 (Maidenhead)

For Sale

1953 Traction Légère 11B, LHD, Paris built, black, mechanics completely restored in 1994 (engine rebuilt by French specialist) good paintwork and interior 12 months MoT £5,500 Tel Brian Thorley 01253 295409 office 882558 home

For Sale

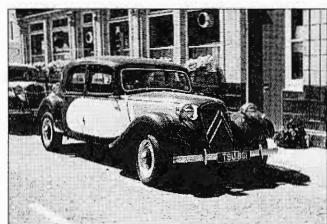
1954 Traction Légère, Big Boot. New - reconditioned engine. 12 months MoT. Very sound car. New house forces reluctant sale. £5,500 private sale. Tel: 01892 547822 Martyn Green

For Sale

1951 Paris built 11B LHD. Good body and mechanics. New carpets, seats and headlining. £5975 ono Paul Tucker 01276 858347 (Surrey)

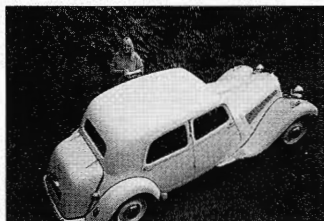
For Sale

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



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

Light 15, 1953 Slough-built big boot. Riverside Rally Concours Winner. 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

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

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

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

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)

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

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

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

2CV VAN, 1975, RHD. Very reliable vwhicle, used daily and regularly serviced. MoT & Tax 'til August '95. Re-sprayed 18 months ago (Royal Blue) but interior requires tidying - hence £1300 Pat Jackson 01929 551662 (Dorset)

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

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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

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
 Silentblobs
 £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

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
 Tel 01548 830785 (Devon)

For Sale

Original Lt 15 workshop and bodywork manuals
 Old style roof-rack
 Brake drum & bearing puller
 Box of bits (manifold, starter, driveshaft, etc)
 Brooklands Book of Tractions
 Original Owners Handbook
 Please phone André Ciantar
 0638 515150
 evenings/weekends

WANTED

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 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

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

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

Wanted

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

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!

Loire Valley

Classic country house 5km west of Langeale, (between Tours and Samur), ideally situated for wine tours and chateaux visiting. Sleeps 8-10 in 4 large bedrooms with 1 acre garden and ample space for Tractions! Available to rent April-October from £250-475 per week.
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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.
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