

Floating Powers

november
ninety
five



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Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME TWENTY ISSUE FOUR **november**
ninety
five

What can I say?
Humbliest of apologies if Floating Power reaches you a touch later than originally intended.

However, let's get this show on the road. While winter draws on (girls), the main features in this issue of FP take us back to that long hot summer - Rally reports on the Tour of Brittany and the TOC Annual Rally at Petersfield.

By way of contrast, and a timely reminder that Britain can be cold as well as hot, techtorque is indebted to Brian Bellingham for his article on fitting a heater to your four-wheeled freezer or Traction Avant.

Those of you who buy Classic Cars magazine will no doubt have read the excellent article featuring Tony Stokoe's Roadster in the magazine's Dream Car series. Some super shots, just sorry to hear that Tony is selling what must be one of the best Tractions around.

A full ICCCR report will be in the next FP, but I would like to hear from anyone who journeyed on to do the Raid du Lot.

I have received a couple of interesting articles, including a French buyers' guide for the Traction which I will endeavour to get translated for publication in a future Floating Power.

For the next issue:

- ICCCR report
- The Irish Rally
- The Ricardo Diesel

Season's greetings

John Starke

PS
You can now e-mail me on:
100754,3427@compuserve.com

- 2 **contact**
AREA CONTACTS AND MEETINGS
- 4 **toctalk**
NEWSDESK
- 6 **rule bretagne**
FRANK BELL HONKS HIS WAY ROUND BRITTANY
- 11 **events**
WHAT'S ON WHERE
- 12 **due south**
THE 1995 TOC ANNUAL RALLY
- 14 **brits in brittany**
BARRIE THE BRICK AND HIS PEEKY PAL
- 16 **techtorque**
IN THE HEAT OF THE TRACTION
- 18 **correspondence**
HAVING YOUR SAY
- 21 **tocshop**
HOME SHOPPING
- 22 **classified**
MARKETPLACE



cover picture
Tyred out!
photograph by Frank Bell

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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R.I.P. ROAD TAX

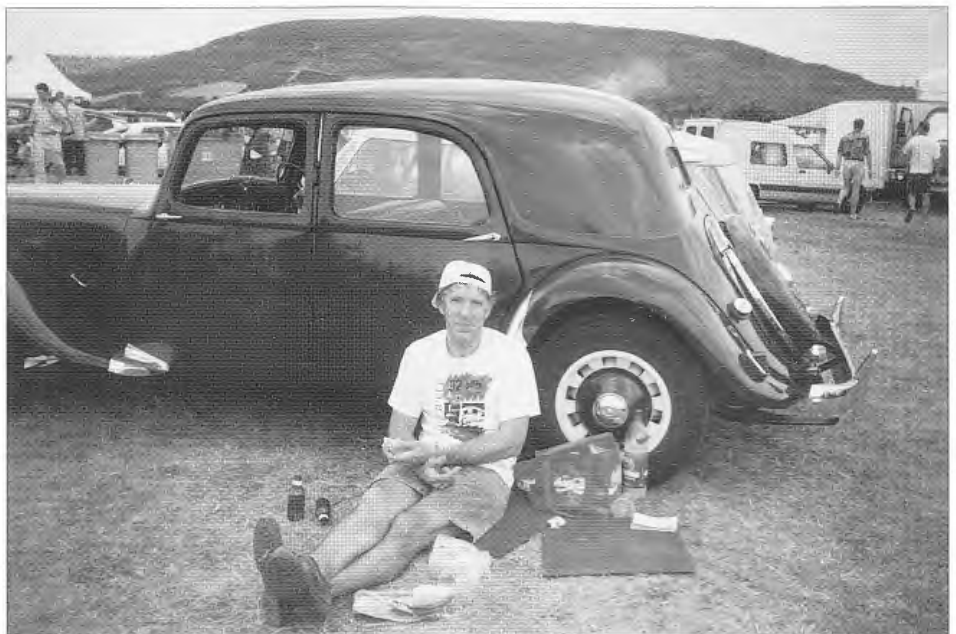
WHAT a nice Christmas present that would be! But, will it happen? Tune into the Budget on November 28th and find out whether the Government have abolished charges for road tax on cars over 25 years old.

The plan, as reported by the Daily Telegraph and the BBC, has apparently been agreed by the Department of Transport and the Treasury, although the DVLA will not confirm it.

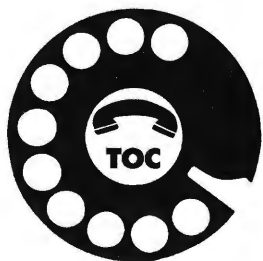
Across the country, car owners can expect to hear a major announcement on this and continuous licencing from the Chancellor of the Exchequer, Kenneth Clarke.

The AA support the proposals, although they do feel that road tax should be abolished altogether in favour of fuel duty and road tolls.

We shall see.



"Just happy to be here", TOC Chairman, Marcus Lasance enjoys a break from the chain of office during the 10th ICCCR at Clermont Ferrand, France. I'm sure he would stand up if he could! Maybe he is just contemplating saving £135 a year taxing his Traction.



HELPLINE

01425 674476

(24hr answerphone)

When phoning please give:

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

Fuelling the debate

So, the good old imperial gallon has gone for ever. Thanks mainly to the Mussels in Brussels, large Oil companies have taken advantage by increasing prices while small village garages can't afford to replace their pumps – and another service has gone.

Meanwhile, the AA and Shell have voiced concern over the introduction of LRG (Lead Replacement Gasoline) by some fuel companies. Apparently, this additive could damage older engines, for example BL 'A' series engines which are known to suffer valve seat recession.

The AA advise classic car owners to "stick with the petrol you are happy with". Meanwhile Shell are looking for a national co-ordinated phase-out of leaded petrol, admirable and politically correct – but what about classic cars?

.....in brief

■SIMPLY THE BEST – with six wins in a row in the Dakar, Atlas, Tunisian, Portugese, Italian and Spanish Baja rallies, Citroën's ZX Rallye Raid dominates this year's World Rally Raid Championship

■SYNERGIE is the latest addition to Citroën's range. So MPVs or 'people carriers' are a new idea are they? What about Citroën's Traction Familiale models specically designed to seat eight?

■XANTIA sales have hit the half million mark. The 500,000th model being produced at Citroën's plant in Rennes.

■AMICALE Citroën International had an international meeting at the ICCCR. The TOC was represented by Marcus Lasance and Bernie Shaw.



Big boot 11B Normale in daily use, as spotted at Sens (Yonne) by Bob Cordon-Champ while in France last year.

Tyred

In contrast to most tyre manufacturers who seem hell bent on only making modern standard size tyres, Michelin appear to be supporting the classic car movement. The French tyre company have published a catalogue specifically for classic car owners showing the range of tyres available for the older vehicle.

Called "Les Pneus Pour Véhicules Anciennes" the catalogue details Michelin tyres for cars from 1914, through the famous 'X' type, right through to today's new Pilote range.

Long live Mr Bibendum.

French parts

Now resident in the Charente region of France, CCC member Dr J. Snell is offering to source vehicles and elusive parts for Citroën enthusiasts. He has established strong links with his local Citroën garage and has discovered vehicles and spares from 1930 to 1970. He can deliver to south coast ports or despatch via post. Accommodation can be provided for those wishing to do their own research. For further details please phone Dr Snell on 00 33 45 89 33 19 (evenings preferred)

Dutch treat

Visitors to the Netherlands will be interested to note that there is now a Citroën Museum near Eindhoven. The address is Oostrikkerstraat 31, NL AD LEENDE. Please phone before you visit to check opening times 0031 4906 1161.

Citroën snack

A few years ago, Citroën's employees were virtually banned from mentioning the company's history. According to the commissars, Joe Public equated innovative engineering with unreliability.

So it was a very pleasant surprise to receive an official announcement from the Bistro d'André in Paris. Full of Citroën memorabilia, it is close to the Quai André Citroën, where wonderful cars were built, and within a few paces of the 35-acre Parc André Citroën.

section scene



WELSH BORDERS

The Welsh Borders section held its first pub meeting on 22nd October, with a nice bunch of Tractionistes and eight cars. We were well supported by adjacent sections and even Kevin (TOC groupie) Betts and Jennie, along with Pat and Dennis Rosser all the way from Barnsley. Thank you all for coming.

Our next meeting is on January 21st at the Riverside Inn, Aymestry, at 12 noon. Please phone me to book if you want to eat.

John Worthing 01584 831239

LAKES & BORDERS

Please note our change of address:
Malcolm & Jean Bobbitt
4 Holmewood Paddock
Lamplugh Road
Cockermouth
Cumbria
CA 13 0PD

Malcolm Bobbitt 01900 825581

CENTRAL SOUTHERN

Christmas Dinner will be on Sunday 10th December at the White Hart, Whitechurch, Hampshire. 12 noon for 1pm. The traditional meal is priced at £11.95 while a selection from the 'alternative' Christmas menu will be £14.95. Please let me know by 3rd December so I can notify them of numbers. The prices are reduced for children.

Mike Wheals 0850 570444



Tin Traction?

7-Up tins recycled into a Traction Avant Familiale, perhaps echoing Indo-China's previous life as a French colony. The Vietnamese artists make anything from 2CVs to US Bombers from soft drink or beer tins. Thanks to David Weber and the Citroënian for the picture.

SOUTH MIDLANDS

Activity over the summer months has been somewhat lethargic, partly accounted for by some section members attending the ICCCR at Clermont Ferrand, one in his C4 - we hope to have a blow-by-blow account of this in a future edition of FP, which hopefully will go some way to restoring editorial balance (recently disturbed by the appearance of a 'technical article' of great depth and interminable length - I think the author responsible will know who I mean).

Overall, assessment of the ICCCR seems to have been poor, lack of organisation leading to long waits at the entrance, and pre-booked dinners being served to those without tickets, leaving some who had booked without food.

A new development by section member Jonathan Howard is the production of stainless steel bumpers for Tractionistes. For those of us who have wrestled with recalcitrant chromers this is indeed good news.

We hope to support John Worthing's inaugural meeting of the Welsh Borders section, and intend to hold a lunchtime Christmas bash at a Cotswold pub on either the 10th or 17th December, to be organised by our token Scotsman, Glen Rob - all are welcome.

Chris Ryle 01527 62974

PEAK

Please note we have changed the date for our next meeting - it is on December 10th. As usual it's on a Sunday lunchtime at the Bull 'In' Thorn pub and will be our Christmas Dinner.

The landlord has agreed to provide a three course meal (traditional Turkey or vegetarian) for £10 per adult £6 per child.

Do come and join us - have a go at a few games and then eat! We need to know numbers by the end of November so please phone soon.

Bev & John Oates 01629 582154

tocSPARES

**SPARES HOTLINE
PHONE/FAX**

**01453
886463**

rule bretagne



The most westerly Traction in France

*In the first of this issue's rally reports,
Frank Bell gives a personal view of
the noisiest ever Tour of Brittany*



I had hoped that Nadine's recollections and thoughts about the rally would be expressed here, but when I asked her about her impressions and what she would write she said she had no qualifications about how enjoyable it was but then started to use words like games, larks, pranks, and posers! Well, we certainly cannot have that sort of view going into print, so I snatched the pen out of her hand to give a more mature account of a group of suave, sophisticated, motoring connoisseurs, crossing the sea to cement international relationships. The photos will show how seriously the whole rally was taken. Toot toot!

Last year's Brittany Rally was brilliant and this year it was equally good. The plan was to drive across Brittany roughly following the route of the 'Canal de Nantes à Brest', it certainly turned out to be a scenic drive. The first rally day was 13th. July but for us the effective start was in Portsmouth the previous day where we shared a ferry crossing with seven other tractions. The subsequent convoy drive from Cherbourg to Rennes was like a mini rally in itself.

The formal rally start was at the Citroën main agent in Chantépie about four miles from the centre of Rennes. Over 30 tractions assembled and although during the course of the next four days tractions joined and left the rally; for most of the time there were 24 cars from the UK and 12 from Brittany plus of course Pam, Peter and Les, those intrepid Australians in their DS. With a support van and five motor cyclists, this was the rally team. We all assembled on the forecourt of the local Citroën agent and spent the morning scrutinising vehicles, carrying out what turned out to be the first of many running repairs; and most importantly renewing old friendships.

The formal welcome by Patrice Crusson, Le President, Club des Traction Avant de Bretagne, was followed by an excellent buffet lunch. To the dulcet tones of Patrice's voice, "On y va, on y va", we organised ourselves for the afternoon departure which was for a 60 mile drive through French countryside to the village of Nort sur Erdre. A special feature of the driving this year was the boisterous use of horns. In addition to Barrie's established auditory capacity, Peter and Paul had added air horns to their tractions. All were played liberally. There was scarcely a town or village on the rally route which wasn't exposed to not only the delightful spectacle of so many tractions driving by, but also the audible notification of their presence. Toot, toot!

On arrival at Nort a vehicle count revealed that two were missing. One had broken down and the other had stopped to help. Breakdowns turned out to be a feature of every day's drive. Problems with a bottom hose, wheel bearings, gearbox, clutch, tyres, more bearings, starter motor, solenoid and other faults happened during the four days; not, however, all on the same car! It must be said that nobody was left stranded and with the willingness to help and the personal expertise of people like Peter, Dave, Dennis and others, every car completed the rally and returned safely to the UK. It must be expected that problems will occur when driving old cars, but for Nadine and myself there is so much pleasure in driving the car out on the roads, especially in France, that the risk of a breakdown is willingly accepted

and with a degree of resourcefulness, friends nearby, not to mention the RAC, there is no risk of being stranded. The French tractionists are also helpful and resourceful, and not just with vehicles in mind. An invitation was overheard being given to an attractive tractionette, "I have a very nice bedroom, it is very large. Would you like to come and see my bedroom?" "Non!"

In Nort we were guests at what turned out to be the first of four civic receptions. 'Friendship drinks' were in the town hall with a short speech from the mayor. Some people stayed in hotels but most of us camped at the edge of the village before going to the splendid six course evening meal which lasted from 8.30 pm to midnight. Campsite entertainment included a full turnout of the local fire brigade at 4.00 am to deal with a burning motor scooter. No real damage and not a rally bike.

The next day's drive was 77 miles westward following the line of the canal through Radon, Plomermel and finishing at a campsite close to Josselin. The team of five motor cyclists escorted us around the route and were often at road junctions to ensure that everybody took the correct turn. Thanks must go to them and their organisation for seeing us around the route so well. The notes we had in the Journal de Route contained the expression "Just follow the sign-posting on the road - quick!" Now I naively thought that meant follow the normal road signs, but no, the signs were literally on the road. Every so

rule bretagne



Patrice Crusson gives an impromptu press conference

often Patrice would leap out of his lead car and spray bright green arrows on the road. A very dangerous manoeuvre at busy junctions. At our destination a liquid friendship party was followed by a picnic lunch and a charming boat ride along the canal into Josselin. In the town there was a medieval celebration going on with the whole town taking part. Our exquisite seafood and steak evening meal was eaten in the centre of town with the festivities going on around us.

Day three started with a short drive to a country museum and then a drive through Pontivy and Mur de Bretagne for a picnic lunch by the edge of the canal in the grounds of a 12th century Abbey. Our campsite was next to the beautiful Lac de Guerledan through which the canal boats passed. It was just as well that we camped early in the afternoon as this gave plenty of time for rehearsals for the evening's entertainment. Auditions were held for a place in "Les Chevronuts Song and Dance Group". There is a tradition that the UK tractionists provide entertainment during one evening, and this year "Un Pot Pourri ou French Medley (Muddly)" was planned together with a dance routine. My impression was that the campsite rehearsals with the antics of many senior gentlemen (would you buy spares from a man like this) practicing John Cleese type funny walks to music from a very old accordion and dressed like threadbare Morris Men, was at least as entertaining as the after dinner production which was itself riotous.

Bon appetit!
The first of many excellent meals

**An invitation was overheard being
given to an attractive tractionette,**

"I have a very nice bedroom, it is very large.

Would you like to come and see my bedroom?"

"NON!"





Above: Le Parking by the canal

Right: Les Tractionistes on the canal (with Stan Barker playing hard to get).



Below right: Mummy Traction, Daddy Traction and Baby Traction out for a drive on the waterfront at Morgat.

Below: Stan Barker playing somewhat easier to get on the streets of Josselin.



rule bretagne

On the final day we continued our progress westwards. The midmorning stop in Carhaix resulted in 30+ tractions parking in the town centre and they predictably created a great deal of interest, as they did every time we stopped. The French certainly love tractions, and in every village and town we were greeted with smiles and waves, sometimes spontaneous applause. We were noticed every where we went; considering the noise we made that's not surprising. Toot toot!

The rally received French press and TV coverage. There were several red tractions on the rally and one of these featured on French TV although we did not discover which car it was.

The lunch stop, again by the canal, this time near Chateauneuf du Faou was preceded by a civic reception and my final intake of Bretton 'friendship'. The last stage to Morgat was via the spectacular cliff top of the Point du Pen-Hu; almost the most westerly point in France. In Morgat we had our final civic reception and the formal ending of the rally. No more 'friendship' for me here with driving still to do. Trophies and plaques were presented with a special silver cup being presented to Sylvia Emery, aged 79, for being the oldest tractionist on the rally.

Although the rally had finished we set off with eight other tractions to cover about half the distance back to Cherbourg. The proprietor of the hotel where we spent the night was delighted to see us and even in the late evening she came out to see 'Les Tractions'. "A traction was the only car my father ever drove", she told us.

Next day we completed the journey back to Cherbourg and most of us caught the ferry back, but only just, we were the last cars on the boat which was otherwise full.

If you are on holiday in Brittany and want to follow the route we took the place names given here will help but perhaps the best advice would be just follow the green arrows on the roads, they are certain to be there, and Patrice did risk his life for them!

Nadine and I are already looking forward to next year. We enjoyed ourselves so much – good company, good food, a welcome everywhere we went, stylish vehicles, but most importantly – a lot of fun! A final quote from Patrice's Journal de Route: "To be continued next year...". Toot toot!

Frank Bell ■

Top: Josselin
Middle: Canalside picnic
Bottom: Tractions invade a petrol station



National and International Events

16/17 March

London Classic Motor Show Alexandra Palace

Supported by Practical Classics, Popular Classics and Classic Car Weekly the London Motor Show is "The Enthusiasts' Show". The event is once again at Alexandra Palace – the classic venue for classic cars – and will be celebrating the centenary of the British Motor Industry. Admission prices: Adult £6, OAP £5, Child (5-14) £2, under 5 free. £1 discount off adult and OAP advance tickets – Greenwood Exhibitions 01296 631181

3-5 May

BBC Top Gear Classic & Sportscar Show NEC

The number one UK classic car show.

24-26 May

Raid Robin Hood 1996 TOC Heart of England Tour

If you want to see organiser Richard Hooley wearing green tights, don't miss this one! Follow that arrow!

24-26 May

Anniversary Meeting Mollis aerodrome, Switzerland

The Swiss Citroën Traction Avant Club will celebrate its 20th anniversary with an international meeting for Citroëns from 1919 to 1957. An ideal venue surrounded by beautiful high mountains. Contact: Christian Heussi, Badstr. 57, CH-8867 Niederurnen, Switzerland. Tel/fax (41) 58 21 35 70.

1/2 June

Rendezvous des Voitures Anciennes Nogent-le-Rotrou

Deep in Depanoto country, the Citroën Club du Perche will be organising this event. Contact: Didier Blin, address: B.P. 161 28401 Nogent le Rotrou, France. Tel/fax 45.40.82.07 weekday evenings.

9 June

London – Brighton Classic Car Run

How about getting some Tractions together for this classic run? More info from organisers Greenwood Exhibitions on 01296 631181

14-16 June

CCC Rally Peterborough

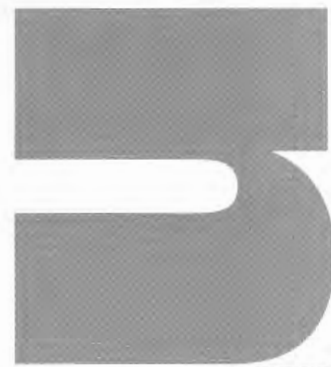
The annual all Citroën rally. Details from David Conway 01734 783533

28-30 June

TOC Annual Rally Snowdonia

Centred on Caernarvon and Llanberris. Bob Anderson is currently organising a Welsh extravaganza – watch this space for more details!

For event information, please phone/fax the Helpline, 01425 674476.





Far left:
Petersfield Square



Left:
Martin Nicholson receives the award for 'Best Car in Show'

Right:
Martin's immaculate Light 15



Middle:
The Ricardo Diesel

Left:
Bottoms Up!
Bernie Shaw and Alec Bilney inspect John Gillard's wares

The 1995 TOC Annual Rally headed south to Petersfield, Hampshire.

One of the star cars on show was the first ever Citroën diesel, restored to supreme condition by Ricardo, the specialialists originally commissioned by André Citroën to design a diesel engine for his Rosalie models.

Pictures courtesy of Martin Nicholson and Tony Hodgekiss



due
South 



br
br

Above:
The author's dad and his 'peeky' pal

Below:
The snake sandwich

Below centre:
The Morris Dancers

Barbara and I left Cheshire to start the journey down south to the ferry.

Fortunately for us, we were just five miles from our President's abode when a tyre decided to blow. So, in true Batman & Robin style, Stan and Paul Barker rescued us. Everything then went well and we arrived at Rennes the following day. We stayed in a Formula One hotel and met up with our new TOC Club Shopkeepers, Keith and Audrey Feazey. Had a pleasant meal with a few Tractionistes – including Martin Nicholson and family. But noted that Martin looked a bit 'peeky'.

Day One:

About 40 Tractions, plus our Australian friends Pam, Les and Peter in an early DS, met at the local Citroën garage where a fantastic buffet lunch awaited us. Martin by this time looked a little rosier, perhaps because of the wine. We set off after lunch to the traditional blowing of various horns, including my six! But Peter Simper and Paul Defelice are now serious competition

with their new musical horns. After a few miles our first casualty was Dennis and Brenda in their beautifully restored Light 15. A wheel bearing had collapsed but many helpers soon sorted it out. Now they are members of the exclusive Walsall 3-wheelers Club! In the evening we had a wonderful meal in the village hotel. The first to leave were Andrew and Karen York – they were 'children free' and decided to have an early night!

Day Two:

Set off early. Second casualty was Peter and Sue Simper with clutch problems. Alec and Carol Bilney towed them back to the campsite where the car was repaired. We all stopped for a picnic on the canal bank at Josselin. Downed a few bottles of wine. Bernie Shaw tried to tempt us with a new delicacy – a baguette filled with a dead snake he'd found in the woods! Martin looked even peekier! Evening saw another fantastic meal this time in the square at Josselin with a wonderful carnival



In the second of our reports on this year's Brittany Tour, Barrie Longden takes Morris Dancing across the Channel and discovers a tasty new snack on the way...

Brittany



Above: Terence McAuley demonstrates one of the more complicated Morris Dancing movements.

atmosphere. Everybody was dressed up in mediaeval costumes, while fireworks and music filled the streets.

Day Three:
Suffering the consequences of the previous night, everyone was a bit worse for wear, but rallied round and drove to a beautiful lake at Mer de Bretagne. The afternoon was spent rehearsing a routine for the evening's bash. A team of sturdy Morris Dancers, namely Terence McAuley, Dennis Ryland, Peter Simper, Alec Bilney, Paul Defelice, Bernie Shaw, Dave Hackett and myself, attempted to get in step – it was thirsty work – I think we got worse as the afternoon went on! Terence and Dennis were naturals and will probably turn professional. Barbara and Pat Defelice were our coaches. The evening started with drinks, buffet and then on came the Morris Dancers to everyone's amusement. The French then borrowed our costumes and attempted a Can-Can. A great time, and Martin is looking decidedly better.

Day Four:
Set off for final destination on the Brest Peninsular. Had lunch at Chateauneuf de Feu in a large barn as it was raining. I developed a funny noise in my hub caps[!]. On investigation I found a couple of stones had been placed there by some cockney bloke with a white car. Reprisals will follow I promise! Well, the end sadly came and we all met at a nautical centre for drinks and farewells. Trophies were given to us by Patrice Crusson and helpers. James Emery's mother was presented with a prize for being the most elderly participant. I must say she deserved it, we were all rather weary but she always looked radiant and eager for what ever the tour had to offer.

I would like to send a special thank you from us all in Britain to Patrice, the motor cyclists and members of the Club des Traction Avant de Bretagnes for another fantastic Tour de Bretagne. Here's to next year!

Barrie Longden ■

Below: Two hats are better than one ...or are they?



in the **heat** *of a*

I found how my Traction needed a heater whilst attending John Gillard's South Bank Rally. It was cold, it was damp and the biting east wind sliced us off at the knees. And this was mid-August!

However, the decision was made that a heater was necessary, then, no matter what the weather, we could climb aboard, run the engine and toast in the warmth.

Firstly, the engine temperature had to be established in order to use the hot water to power the heater. Fortunately, in a previous life my Traction had had two holes bored in the dashboard for gauges. In order to tidy up the dash an oil pressure and water temperature gauge had been fitted, although neither of which worked as they were not connected at this stage. A temperature sensor/sender unit kit was purchased from a local auto-electrical store. This was to be fitted in the top hose. I also purchased a spare top hose in case anything went wrong (how's that for confidence!).

The general idea was to bore a hole in the top hose, approximately four inches from the radiator end, insert the sender unit into the outer fitting plate provided, then through the hole into the hose and screw into the second threaded plate positioned against the inner wall of the hose. Well, that was the theory. Boring the hole was easy enough. It is quite amazing what a red-hot poker will do to a rubber hose; getting rid of the smell of burning rubber is not quite so easy though! Also, the thread was short and when it was finally assembled it leaked like Niagara Falls! After much swearing (most essential) it finally sealed. A wire was then run from the sender unit to the temperature gauge and an earth wire soldered to the unit's body. A live lead was run from the fuse box to the gauge to complete the circuit. Now was testing time. The radiator was filled (not forgetting to reconnect the hose to the radiator), the engine started and run up to temperature.

Run up to temperature? It finally reached the dizzy heights of 48°C! Okay for a sun lamp, but totally inadequate to run a

car heater. What to do now? Answer – put in a thermostat. But how? A return visit to the local auto-electrical store provided the answers. I bought a general purpose die-cast aluminium thermostat housing, a 75° thermostat to fit, an inlet and an outlet (both the same design), and gaskets to suit. The housing also had an outlet to suit the heater hose and a tapped hole into which the temperature gauge sender unit was mounted after removal from the top hose.

The next steps were fairly obvious, ie. insert sender unit into thermostat then insert thermostat, mount gasket each end and bolt on the inlet and outlet castings (see Fig A). Approximately three inches was removed from each end of the old top hose. These pieces were then connected with hose clips to the ends of the thermostat assembly, making sure that they are fitted at the correct ends. The outlet is at the radiator end, the inlet at the cylinder head end, with the thermostat itself sandwiched inbetween. If care is taken when fitting the assembly, it should take up pretty much the same space as the original top hose. After mounting and filling the radiator, the engine was started and run up to running temperature again. 75°C, that's better.

We were now ready to fit the heater. The model chosen was a Clayton C8, mainly because it was the heater fitted to Citroëns at Slough in the 1950s (so I am reliably informed). As luck would have it, the local auto electrical store (who were getting used to my visits) is an agent for Clayton. They manufacture bus and lorry heaters, and will make a C8 to special order for £159 + VAT, although this price may vary. The heater was ordered and delivered within 14 days.

Fitting was a relatively simple operation. It had two studs protruding from the rear, complete with nuts and washers. Two corresponding holes were drilled in the bulkhead between the engine and passenger compartments, on a line between the two front seats. The studs were then pushed through the bulkhead holes, and nuts tightly locked either side.

The heater hoses were then run, one down from the thermostat to the nearside of the engine bay and one from the bottom hose, also along the nearside. Two holes were drilled through the bulkhead below the original 'ram' air intake. The hoses were fed through and connected to the appropriate inlet and outlet pipes on the heater. To complete the circuit, a 'T' piece made from copper tubing (see Fig B) was inserted in the bottom hose. This hose was cut at the centre and the 'T' piece inserted and held by hose clips. The heater return hose was then connected to the smaller tube and fixed with another hose clip. The hoses were tidied with retaining clips.

Control of the heater was effected by inserting a control unit in the inlet hose just before this hose passes through the bulkhead into the passenger compartment. A spare choke cable mounted in the dashboard made an effective on/off switch for the control unit. Pull out and twist to lock stops the water flow, thus turning the heater off. Twist back and push in for instant heat!

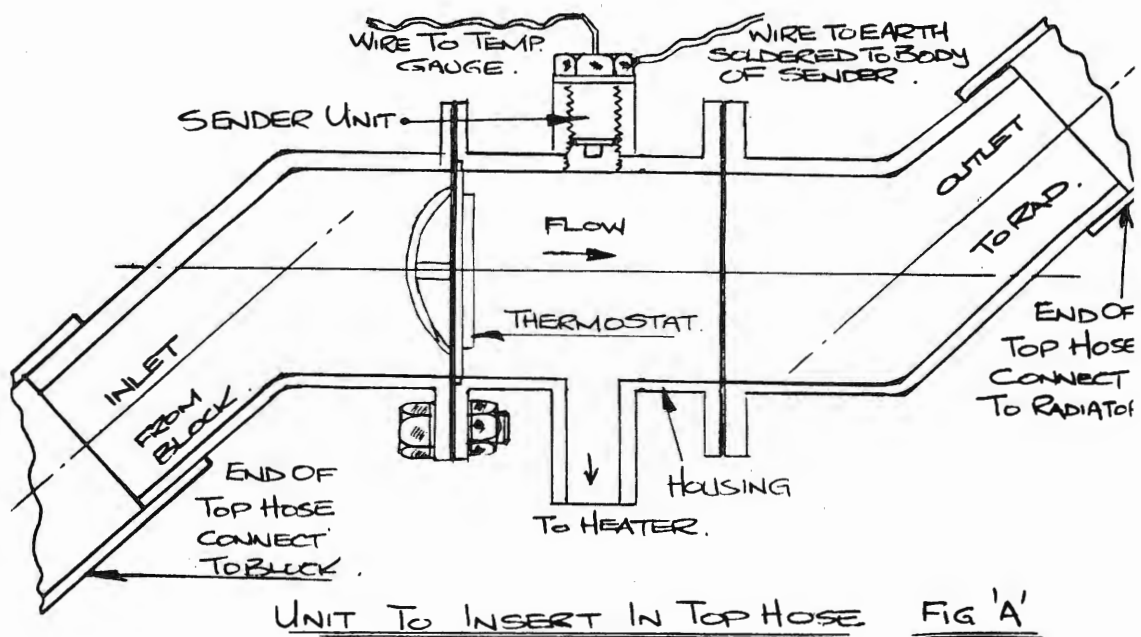
The electrical connections for the heater fan were also simple – just two wires, a live feed from the fuse box and an earth connection. Between the fuse box and the heater a dash switch will operate the fan.

The operation of my Traction heater was then simply to start the engine, run until the temperature gauge moved up, push in the heater control and switch on the fan. Now perhaps we can face the rigours of the South Pole - sorry - South Bank show without fur coats and gallons of hot coffee!

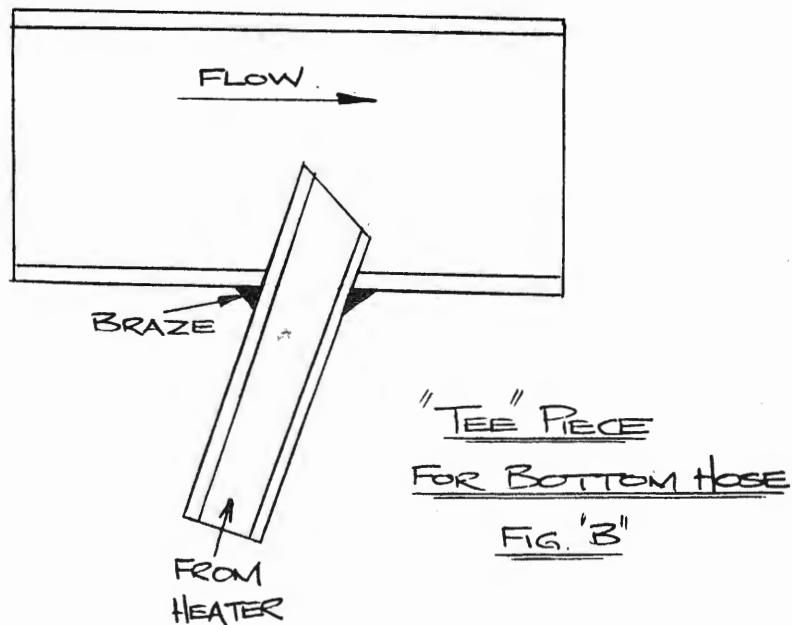
The Clayton Heater also works in Winter! The old ram type heater tube has been removed and the bulkhead hole sealed. I have some ideas about converting it to feed cold air to the heater in order that it is a fresh air heater as opposed to recirculatory. I will report on progress.

Brian Bellingham ■

traction



UNIT TO INSERT IN TOP HOSE FIG 'A'





Lifting the Cup

Herewith enclosed photo of the cup won at the 10th ICCCR at Clermont Ferrand. I also received a bronze plaque and some books, it all added icing to the cake after all the problems of getting there.

The French were very enthusiastic and applauded when we entered the arena, with Olivier de Serres giving a glowing commentary (you know how the words flow about the Traction's charisma). I had only just managed to get into the event as we had to do a gearbox change on site. For those of you who gave moral support, the problem was revealed on our return when the gearbox was stripped to find out why it had jammed in second gear – the synchro had frozen for a split second in 3rd gear, then the top part came away when selecting 2nd and the bearings ran onto the 2nd gear cone, jamming it in 2nd gear. I've never heard of this happening before, indeed, even Roger Williams was baffled as to how it could happen!

John Griffiths has done a really beautiful picture of the car, it looks great hanging on the wall.

I mentioned to Marcus Lasance about the headlamp reflector and 'mod' I've done to use quartz halogen bulbs, he suggested I ought to write about it for those of you operating on candle power! For the lights, one has to acquire either some old Citroën GS or CX reflectors. Open out the hole in the Lucas reflectors (these are what I have) large enough to accept the GS/CX bulb holders plus about an extra 4" diameter. Soft solder in the correct position.

I saw the mention in Floating Power about the new BBC programme, so have dropped them a line about the car, maybe it will feature, who knows?

Fred Annells
Bourne
Lincolnshire

Mystery Car

As new members to the Tractioniste movement, having recently acquired a Paris-built 11BL (previously owned by Dave Stockwell), we are hoping that somebody may be able to help us in tracing its early history.

Known facts: Model 11BL, Chassis 444950, engine DD07238.

Believed to have been manufactured in 1938 and first registered in 1939, registration number 950BN89. We have no records until 1969. From 1969, the vehicle has been in the UK and we do have some sketchy records.

All help will be gratefully received.

Keith and Jen Ramsden
Sandridge
Winchester Road
Waltham Chase
Hampshire SO32 2LG
tel 01489 896855

PS Any Tractionistes passing through the area please make contact, we'll be only too pleased to pick your brains!



Asleep at the Wheel

Thought you might like to see the attached photo of Barry Annells in the restored Big 15 Roadster which had its first real outing to Clermont Ferrand. Clearly Barry was quite overcome by the occasion!

It was a great weekend with around 4000 cars present and just about every model on show you could think of. Roll on the next ICCCR which I believe will be in Belgium in three years time.

David Boyd
Redditch
Worcestershire

New Members

1318	R.Osborne	Cove Tiverton	Devon
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1320	B. Thorley	Poulton-le-Fylde	Lancashire
1321	J. Wain	Stoke Gabriel	Devon
1322	C.Lions	Caversham	Berks
1323	J. Meudell	Dorking	Surrey
1324	L.J. Bugden	Mannings Heath	Surrey
1325	A.A.K.Khan	Wimbledon	London
1326	J.O'Toole	Newcastle	Co.Wicklow
1327	P.J.Hanauer	Bowlhead Green	Surrey
1328	D.T.Langford	Bromley	Kent
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1330	C.J.Parker	Tilehurst	Berkshire
1331	C.J.Treagust	Batchmere	W. Sussex
1332	G.Waller	Thornton-Le-Street	N.Yorkshire
1333	T.J. Ede	Chipping Sodbury	Bristol
1334	P.D.Howard	Clapton-in-Gordano	Bristol
1335	R.E.Pazar	Sykesville	Maryland
1336	R.D.Foden	Chichester	W. Sussex
1337	S.J.Griffin	Yoxall	Staffordshire
1338	R.L.W. Hamon	Petersfield	Hampshire
1339	A.R.M.McGhee	Stocksfield	Northumberland
1340	G.S.Greenwood	Broughton	Cumbria
1341	C.R.Burke	Teddington	Middx.
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1343	R.C.Jones	Whitestone	Devon
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1347	I.Smith	Bucksburn	Aberdeen
1348	M.C.Peacey	Ipswich	Suffolk
1349	W.G.Bennett	Welwyn	Hertfordshire
1350	R.J.Nicholas	Purdys	New York
1351	T.Wedlake	Bath	Avon
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1353	K.A.Ramsden	Waltham Chase	Hampshire
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1356	M.V.Hathaway	Radlett	Herts
1357	C.J.Broom	Hartley-Wintney	Hampshire
1358	I.Hay	11 Christchurch Road	London
1359	S.Groth	Royal Mint Court	London
1360	R.D.Voss	Kent	Washington



**All hitched-up and ready to go!
An 11BL with matching caravan at the ICCCR**

Citroën Voyeur

On approaching the ICCCR rally site at the Michelin Test centre, Clermont Ferrand, we were held up by a traffic jam of all types of Citroëns making for the same weekend rally but the sight of all the assembled cars as we entered the rally ground made us glad we made the journey.

I had forward planned for this rally by doing an earlier 'recce' of the area in August last year, so I knew I would arrive on time. I duly sent off my rally application form to obtain the reduced entrance fee, but by the time I was about to leave for France on August 6th I still had received no acknowledgement from the organisers. "Tant-pis", I thought as I set off for my small fix of 'joie de vivre', resigned to the fact that my wife and I may not be going to the rally. To my great surprise I opened my bank statement on the Monday preceding the rally to see that my cheque had been cashed – although still no notification or instructions about the rally. So that we did not lose our money, hasty alternative plans were put into operation so that we could attend, albeit for only the first day.

We motored down toward Clermont without any trouble at all and spent the Thursday night in the Hotel Deux Ponts at the Gorges la Soule. What is there to do but soak up the atmosphere out on the Hotel terrace, overlooking the main southbound carriageway of the road to Clermont Ferrand, downing bottles of the local wine and watching the passing procession of Citroëns – Ds, Tractions, Rosalies, 2CVs. One Rosalie did leave quite a smoke screen behind it, but who's complaining, at least it made the effort to attend. Many British registered cars passed by, all adding to the excitement and anticipation of the forthcoming rally.

I was very excited to have participated in this memorable gathering and I am sure that other people will let you know just what the whole event was like in detail, needless to say it was well worthwhile making the effort to see such a collection of much-loved cars.

**Stephen Berry
Bolton
Lancashire**

See the next FP for a full photo report on the 10th ICCCR.

Car and a half

I am enclosing some photos taken at the International in August. They do convey an idea of the vastness of the site, and also the range of cars on display – I do like the mini caravan towed by the 11BL!

**Peter Fereday
Tadcaster
North Yorkshire**

A taster of next issue's big ICCCR feature. Thanks also to Peter for sending me a copy of a Traction Buyer's Guide, from the French magazine Gazoline, which I will include in a future issue.

And now for something completely different...

As part of the celebrations of the fiftieth birthday of that well known nissen hut on wheels, it has been suggested that an event be staged with 50 H Vans doing 50 laps of a well known racing circuit, possibly with sponsorship to raise monies for charity.

Initial enquiries have revealed that Mallory Park may be available which has the advantage of being excellent for spectator viewing with very good facilities in terms of restaurants, toilets, etc., and being almost in the centre of the country.

Because of the demand for proper race meetings the circuit is only available during the week, so the thought is to arrange a Friday meeting if possible before another Citroën event at the weekend.

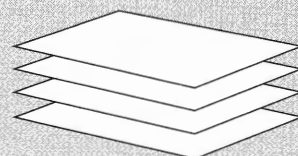
Without a major sponsor it would be uneconomic for the H Van fraternity to fund the whole day so it is envisaged that the track be made available to any other Citroën owner who wishes to test his/her car, on the basis of, say, 15 lap sessions (1.3 miles to the lap) which would be best in groups of similar cars. Imagine seeing 20 or 30 Ds or SMs or Tractions doing what André intended them to do.

If there is sufficient interest the individual sections may like to organise their own event with pit stops, wheel changing or whatever, or simply to do your own thing.

Please note that this will NOT be actual racing and anyone who drives their car recklessly would be asked to leave.

Please send all letters to the Editor:

**John Starke
The Cottage
Harts Lane
Ardeleigh
nr Colchester
Essex CO7 7QE
Tel 01206 231241
Fax 01206 230546
e-mail 100754,3427@compuserve.com**



For things to proceed any further I need to have an indication of the level of interest firstly from H vanners who want to be involved and then from other less corrugated owners who like the idea.

To give you an idea of cost, if the day was broken up into twenty minute slots we could give 400 cars 15 laps each, which would give you 20 miles to indulge yourselves. The cost could be as low as £10 per car per session – less than 50p per lap! It all depends on the level of interest.

So that things can progress please contact me at the address below at your earliest convenience and it would help the cause to rally any other chevronically motored friends to also put pen to paper.

Here's your chance to do something a bit different to really celebrate not only the birthday of the H but to see as many different Cits as possible gliding serenely (is this possible in an H) round the Leicestershire countryside.

Please note this should appear in CCC, 2CVGB News, Floating Power and other foreign Citroën periodicals that I cannot spell or even pronounce!

Looking forward to hearing from you.

**Alan Humphreys
Lavender Cottage
Bulmer Lane
Winterton on Sea
Great Yarmouth
NR29 4AF**



HELPLINE

01425 674476

(24hr answerphone/fax)

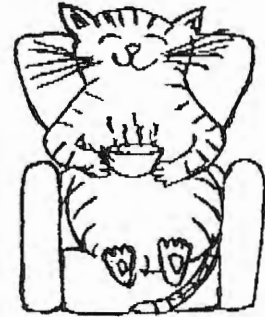
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- 1) Your name
- 2) Your phone number
- 3) Reason for calling

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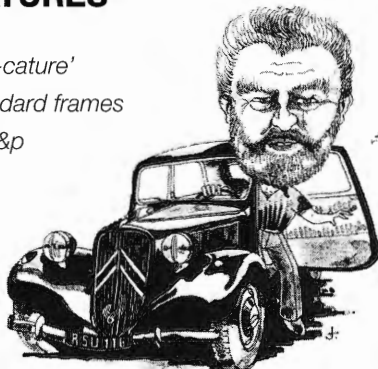
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T-shirt	Kentwell '92 (L, XL, XXL)	£5.00
Book	The British Citroën	£11-95

P&P extra – please allow sufficient orders to: Keith Feazey
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 tel 01782 618497

CLASSIC

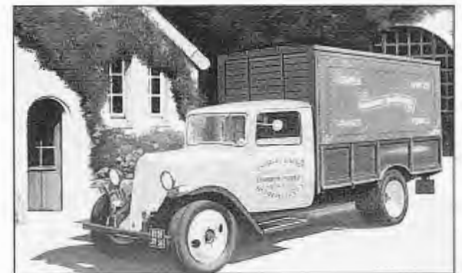


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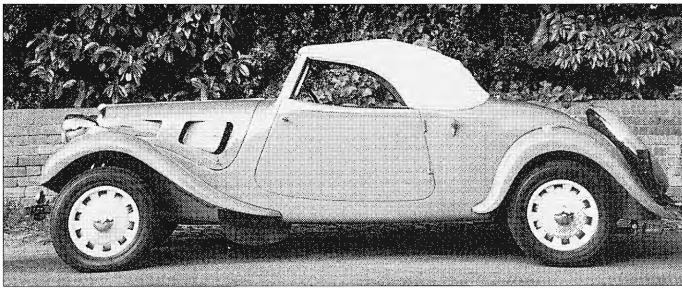
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Upgraded 6 piece Soundproofing kit £40

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CARS FOR SALE



For Sale

1939 Traction 11BL Roadster
Very rare, RHD, Paris-built.
Originally exported to Buenos
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restoration with reconditioned
engine, all mechanics and
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the best available.

Finished in pale blue high-
quality paintwork, creme
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leather upholstery.

As featured in 'Classic Cars'
Nov. '95 also in FP June '95
page 14

Offers around £35,000
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For Sale

1952 Slough-built, small boot,
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Worcs. Tel 01527 62974

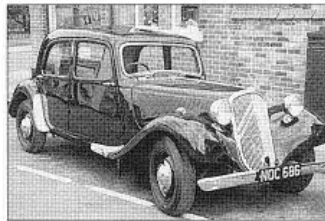
For Sale

Traction 11BL
in South Tyneside
French built, 1950, still on
French plates. Interior and
chromework need attention.
Bodywork good condition
metallic grey with black wings.

Used regularly in France from
'79 to '86. Last 9 years
garaged in the UK. Need for
garage space forces sale.
For details, telephone
Rob Brown on 0191 5193289

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

Slough Light 15 in black.
Taxed and MoTed
For details please phone
Tim 01928 575879

For Sale

1956 Paris built Normale 11B
LHD. Original interior,
excellent original bodywork,
good paint & chrome. Many
new mechanical parts. MoT
to May '96. Drives really well,
star of several wedding films
in its Black/cream livery!
£5900

Contact John on 01535
665058 (evenings)

For Sale

Light 15 1955 Slough Big
Boot, MoT & Tax.
Completely restored. Stainless
steel exhaust, colour red,
excellent condition.
Price £6950
Jack Fallon 0181 886 5598

For Sale

1953 Slough big boot Lt 15
Dry stored for the last 20
years. A good base for a
restoration project.
Offers in the region of £2000.
Roy Forward
Tel: 01934 852344 (Bristol)

For Sale

'Basket Case'
1956 Legere – has been
standing for a few years, needs
'TLC' to restore.
Floor good, sills need some
welding but not too bad. The
bad news is no engine, no
gearbox and no paperwork!
May break if enough enquiries
£1000 ono Fred Annells
01483 579350 (son's garage)

For Sale

1950 Paris built small boot
Legere in Black.
Purchased in France four
years ago. New tyres and
reconditioned engine,
bodywork good, interior needs
tidying. Still on French plates
but all documentation for UK
registration included. It was
driven back from France (600
miles) with no problems, but I
haven't had time to register or
use it since! Would make an
excellent project for easy
restoration. £3750.

1950 Paris built small boot
Normale, white. Good
condition, restored in France
about seven years ago. Many
new mechanical parts fitted
(still running in). Needs detail
tidying but otherwise a sound
car. Still on original French
plates, but all documents
included. Not used for three
years, so needs minor work
prior to road use – another
project I haven't had time for!

Hugh Topping
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contact Steve Southgate
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order (new exhaust needed).
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£6500 ono.
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For Sale

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before production ceased.
This car has got to be one of
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chrome and possibly
paintwork the car is
unrestored and original. This
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she always starts! £6450
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BUMPERS for Tractions.
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and post-'52 'straight' Legere
& Normale.
Supplied drilled and polished
'ready to fit'.
These bumpers will not rust,
are stronger than the originals,
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inexpensively corrected and
repolished.
All types £230 per pair
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For Sale

4-cylinder Traction parts.
Reconditioned water pump
and Slough fuel pump.
Engine block, gearboxes plus
numerous other parts – too
many to list individually.
Also, Traction bonnet mascot,
and rechromed overriders
Please phone for details.
John Starke
01206 231241 (Colchester)

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
01638 515150
evenings/weekends

For Sale

3 traction gearboxes, one
sound, serviceable, clean –
known quantity – £250
2 clean, rebuilt with new
bearings – £450 each
Jonathan Howard
Tel/fax 01608 643065

For Sale

H-HY-HZ parts book,
covering 1958-71, in good
condition.
Also Revue Technique,
covering H Van 1000 & 1600
types.
£40 the pair or will sell
separately.
Graham Bradley
01473 259223 (evenings)

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For Sale

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.

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£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

Gearbox parts, reconditioned water pump, back plate with brake slaves and other parts
Tim 01928 575879

For Sale

Miscellaneous Traction parts, mainly four cylinder, but some six cylinder. Also other assorted Citroën parts, some new for DS, GS, CX models.
Nick Hall
01705 613373

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

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for Paris built 1955 11BL

with 11D engine:

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for Light 15

Easy clean wheel

Exhaust manifold

Hub & bearing puller

offside cv joint and shaft

Julian Taylor

01278 691152 (Somerset)

Wanted

for 1950 (1951 model) Slough built Light 15:

an interior rear view mirror to

be mounted on he rail at the

base of the windscreen.

Robin Barr 0181 519 1856

Wanted

for Paris built 1955 11BL

with 11D engine:

Oil filler cap

Dashboard gearlever surround

Starting handle

French handbook

French brochures

Robert Johnson

Readymead

Colmworth Road

Little Staughton

Bedford

MK44 2BY

Tel: 01234 376420

Wanted

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

Roger Williams

01482 863344

Wanted

for 1937 (1936 built) Slough Twelve:

Radiator Shell, Headlamps &

lenses, Sidelamps, Rear light/

number plate assembly,

Interior door & window

handles, Jaeger oil pressure/

water temp gauge, Rheostat

switch, Windscreen wiper

assembly (not motor),

Windscreen opener assembly,

Interior mirror, Boot handles

and anything else!

Tim Walker

Tel: 01252 794144

(Farnham)

OTHER

Cote d'Azur

Very special B&B in the South of France. Bring your own Traction to meet ours and be pampered in a beautiful old villa overlooking the Mediterranean near

Monte Carlo

Margaret Ritson

Tel: (33) 93784725

Fax: (33) 93786401

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Two lovely 18th century gites. One hour from Cherbourg. Sleep 4 or 6 plus baby. Electric heating, log fires and every comfort. 13km from the sea. Ideal base for visiting invasion beaches, Bayeaux, Mont St Michel. Available separately or together for short breaks or longer holidays. 10% discount for TOC members
Phone Tom or Gill O'Malley on 01252 795182 for details.

Western Loire Valley

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

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 Tractionists! Available to rent April-October from £250-475 per week.
Tel Brian Thorley
01253 295409 office
882558 home

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

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

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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: 013397 42272
A special welcome reserved for Traction enthusiasts!

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 Sept
Swimming pool, children's pool, creperie
Bookings taken now
Tel Stan Barker 01425 672311

