



***Floating
Power***

april
ninety
six

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Floating Power

THE MAGAZINE OF THE
TRACTION OWNERS' CLUB

VOLUME TWENTY ONE ISSUE ONE **april
ninety
six**

WITH SPRING apparently here, the classic car season is ready to get under way, and the TOC has some new ammunition for this year's campaign!

Hot news from the front line is that direct debit and credit card facilities are now in operation, and take a look at toctalk for news on a new development from the club spares. In the world of high-technology, the TOC is now contactable via the internet, see page 16.

In the centre of your Floating Power is a pull-out supplement containing booking forms for this year's main TOC events – TOC Snowdonia '96 (the annual club rally) and the Raid du Robin Hood. It is important that you use these booking forms in preference to any others that you may have received, as some of the information has been updated. Also included in the supplement are forms and information on direct debit – the easy way to pay your membership subscription.

Inside this issue we take a look at Citroëns on the internet, the best classic car in Jersey and the 'hot' Raid du Lot.

For the next issue:

- *Kegresse expedition*
- *Rally reports*

Get those Tractions out!

John Starke

Don't forget, 1996 is the TOC's 20th anniversary, so please give the club that extra bit of support this year – especially as there are some big new events happening.

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cover picture
citroën cloud city
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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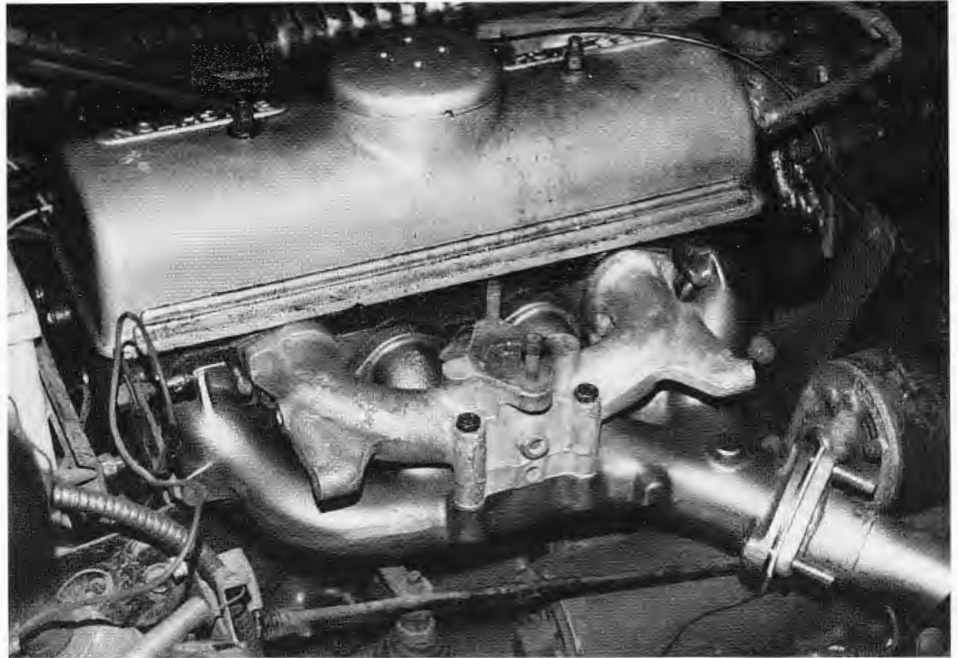
TOC GOES DD

AT LAST, as promised last year the club can now offer alternative payment methods for membership subscriptions, spares, club shop items – in fact anything that is available from the TOC!

The club's Direct Debit and Credit Card facilities are fully operational from 1st April, 1996.

Direct Debit forms are enclosed with this issue, together with information on their use. Credit Cards (VISA, Mastercard) can now be used when paying for club parts, services or membership.

The DD scheme in particular will ensure you don't forget your membership renewal – guaranteeing your next year's Floating Power!



NOT JUST A LOT OF HOT AIR! Following members' requests in last year's club questionnaire, the TOC set out to organise manufacture of new exhaust manifolds. This project is nearing completion and the manifolds should be available via the club spares soon. Prices next issue.

.....in brief

■WE are happy to report that Tour of Brittany organiser Patrice Crusson is well on the way to recovery following a short spell in hospital – we wish him well. He confirms that the tour will now start in Rennes and finish north of Poitiers. Any queries phone the TOC helpline.

■FEARS that a nil road fund licence for classic vehicles may be replaced by a new form of taxation have been dismissed by Local Transport Minister, Steven Norris. "We are glad to be able to support the preservation of our motor industry heritage in this way", Mr Norris told Classic Cars magazine "...and I assure the more suspicious among your readers that this is not a prelude to finding some new way to tax these vehicles."

■£24,000 was the hammer price for a red 1938 11BL Roadster at Coys' first auction of 1996. Whose was that, I wonder?... and whose is it now?

New Citroën Magazine

MANY club members who read the French magazine Citroën Revue were sorry to hear of its demise in January. However, there is still hope for the future. Fabien Sabates, the editor, is planning a new magazine which he hopes to publish every two months from May. The magazine will be uniquely about Citroëns old and new with archive material and information/road tests on cars still in production. It will be printed in English as well as French and Dutch and there will be 80 pages. The cover price will be around 35/38francs.

I am sure that TOC members will wish to support Fabien in the new magazine – the first in English, and you are asked to send your name and address (if possible on an adhesive label to: Fabien Sabates, Citropolis, BP 22, 77650 Longueville, France; or fax 00 33 1 6067 7183.

Please do this now as the future of this exciting new magazine will depend on support from enthusiasts like us.
David Conway

Raid du Robin Hood

NOTTINGHAMSHIRE, the lands surrounding the legendary Sherwood Forest. Home to Robin Hood, D H Lawrence, Lord Byron and Maid Marion.

This year on May 25, 26 and 27 the Traction Owners Club holds its annual Heart of England Tour in the leafy glades of Olde England. A full programme of events has been planned to make this tour as memorable as those in recent years.

But all the planning in the world will be to no avail if reservations are not forthcoming. It is you, the members, who make these efforts worthwhile. We already have some bookings and our Dutch friends should be attending.

The last two years' events have been major successes so please get those application forms back as soon as possible.

Richard Hooley
0116 262 6050 business
01664 840453 home
[An application form is included in this issue]

Top Gear LIVE

THIS summer will see a brand new event at Silverstone from the BBC/Haymarket Exhibitions partnership. For five days in July, the famous racing circuit will host an extravaganza of classic motoring – and the TOC will be there!

The club plans to participate by firstly, providing a static display of Tractions (exhibits may change daily), and secondly, by providing some 20-30 Tractions for a cavalcade drive round the track to a commentary provided by Top Gear.

Mid-July may not be the best time for everybody – coming immediately after the Tour of Brittany and just as the holiday period starts (not forgetting The French Connection on 4th August at Beaulieu) but it would be great for the club to make a really good show in its 20th year and maybe feature on television highlights.

Although the event takes place in the Midlands, I feel it would be wrong to rely on local support for cars and helpers. I would therefore ask anyone willing to help out – either by providing a car, manning the display, or particularly for cars to enter the cavalcade – to telephone me on the Helpline 01425 674476.

Stan Barker

BBC Top Gear Live will be at Silverstone from 18–22 July, 1996.

Trent Tractions...

...are coming your way! If you live in the Notts/Leics/Lincs area we will be holding meetings in reasonable travelling distance for you! If you are interested in joining in, then contact Jim Gibson on 01159 618032 evenings/weekends or 01530 272607 day.



Flashback to Caen, 1994

Another Normandy landing?

The immensely successful Traction en Fête rally at Caen is being repeated, albeit at short notice. The two-day event is being organised by the Memorial Museum and will take place over the weekend of May 25/26, although unfortunately this clashes with our own Raid du Robin Hood.

Applications in by 15 April, information from Memorial, Esplanade Dwight Eisenhower, BP 6261, 14066 Caen, Normandy. Tel 31 06 06 44 Fax 31 06 06 70

section scene



IRELAND

I am pleased to inform you that the 4th Annual Irish Citroën Rally – 'Tour du Lac' Enniskillen – will take place on 4th August and all Citroën enthusiasts are welcome.

Frank Gallagher 01365 325847

PEAK

Our next meeting should be on the first Sunday in April, but this clashes with Easter, so we agreed to move it to the following weekend, Sunday 14th April – usual venue, the Bull i' th' Thorn.

The meeting after that is on Sunday 2nd June which coincides with the High Peak Historic Vehicle Run. This starts from the Bull i' th' Thorn, from 10am onwards. The route is about 53 miles in total and runs through the secluded upper valley of the Dove with views of the coral reefs[?], goes through Buxworth with the restored canal basin and ends back at the pub for lunch. You can eat your own picnic or book in for a buffet at £6.50 per adult.

The run is an enjoyable event and it only costs £6 to take part – six TOC cars normally enter. If you want to join us please phone me so I can send you an application form.

I intend to organise a visit to the National tram Museum in Crich on Sunday 8th September so please put the date in your diary – more details later.

Bev & John Oates 01629 582154

Classic spread

TRACTION AVANT specialists Classic Restorations were the feature of a double-page spread in Classic Car magazine this month. John Gillard's premises 'under the arches' at Waterloo have been a 'Mecca' for enthusiasts since 1978.

Brocket Attack

Lord Brocket has been sentenced to five years in jail for the attempted insurance fraud which resulted in the destruction of four classic cars including three Ferraris. Facing mounting debts the cars' bodies were cut up into A4 size pieces and incinerated while claiming to have been stolen. The fourth car, a Maserati insured for £1.2 million but worth much less, had its chassis and body destroyed.

WEST COUNTRY

Sunday 14 April

Pub meeting at the Tunnel House, Coates (south of Cirencester) from 12.30.

Sunday 12 May

Barbeque chez Dave Hackett and Jackie Johns, at Neston, near Corsham. Bring your own choice of food for sizzling. A map will be available.

Sunday 9 June

Joint meeting with the South Midlands and Welsh Borders sections in the Malverns – venue to be confirmed.

Sunday 28 July

Our third annual Minchinhampton Common picnic, featuring a hat trick for cuisine à la Ryland.

Further dates will be 8 September, 13 October and 10 November.

Please phone me for further details of any of these events.

Steve Hawes 01275 817973

WELSH BORDERS

January 21 saw the second gathering of our little section, we were nearly outnumbered by our out of area guests, who are always very welcome. Alan and Judith Kembery brought along Carol Green and Dave Gardner braved the icy blasts in his lovely Light 15. Local boy Nick Cotterell with Teresa and a delightful Légère arrived safely from Hereford. Another good meal consumed at the Riverside Aymestry. This is the site of our Camping Weekend, scheduled for 12,13 & 14 of July. There is a 1.5 acre paddock behind the pub for tents. The weekend will feature a treasure hunt, boules match, road run through 'black & white' villages, a barbeque and live music, etc., etc. Numbers will be limited, so please book early. The next Sunday pub meet is on May 19 at the Riverside – don't forget to phone me to book for food.

John Worthing 01584 831239



HELPLINE

01425 674476


(24hr answerphone)

When phoning please give:

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



above: André enjoys a second childhood
left: still a long way to go...



'André', a Citroën Traction Avant 11BL, was born in 1938. During the dark years of the Second World War, André saw action at the hands of the Gestapo before freedom finally arrived in 1944. But, 45 years later, André's future once again looked bleak, but a saviour was at hand – Jerseyman Brian Fallain

jersey dream

In early 1938 Doctor Jean-Paul and Madam Ketzler consummated their marriage, a conception was the result of this Egyptian P.T. exercise. At the time they were residing at Route de Limoges 87200, St Junien, Limoges. The birth occurred in mid-1938 and the offspring was known as André Citroën 11BL and was given the registration number 850K87.

Chapter One

Young André was initiated into a caring and loving family and was nurtured until June 1941 when the leather-clad Gestapo invaded Limoges and young André was commandeered by these uninvited guests and remained in use by them in the Limoges area until late 1944.

On the demise of the Gestapo, young André was returned to the Doctor who by this time was greatly frustrated at witnessing his baby being driven in and around Limoges for over three years. But now back in the driving seat, Doctor Ketzler once again used André to visit his patients. However, he felt that his young charge had been somewhat ill-treated by his temporary keepers and so decided to give André a new bonnet of post-war design. He also gave provided him with indicators and these remained on André throughout his time in Limoges.

However, in 1989 the good Doctor was summoned to visit the great architect of the Universe, therefore young André, who was now ageing somewhat, was inherited by the only son of the late Doctor – namely Monsieur Jean-Paul Ketzler,

residing at Avenue D'Oradour sur Glane, St Junien, Limoges.

Whether the new owner and young André decided that there was a lack of compatibility is unknown other than it is confirmed that Mnsr J-P Ketzler sold André in early December 1992.

Chapter Two

Early one cold December morning that same year I was visited by a former colleague who, while full of the winter spirits, told me that he had made this wonderful acquisition of a pre-war Traction Avant and intended to paint the vehicle in camouflage military colours (he is a part owner of a military museum). I informed him that this would be sacrilege and also an insult to young André who had experienced an illustrious life. However, he explained that he had been searching for a pre-war Citroën in camouflage colours with a military history for some considerable time and had been unsuccessful – hence the only alternative was to cannibalise his new acquisition.

After listening to my opinion, he left! To my amazement, some three days later he returned telling me that the previous evening he had received a phone call from a dealer in the UK who was offering for sale a pre-war Citroën in military trim. Needless to say I was convinced of the necessity for me to purchase André. Within half an hour the deal was done.

He did, in fairness to him, inform me that the floor pan was rotten. I later ascertained that this was the understatement of the century – there was

jersey cream



no floor pan, only pieces of wood. I decided that although the vehicle outwardly had a beautiful appearance, I felt that since the floor pan was completely 'feutor' (a L'Etacq quotation) in all likelihood the remainder of the vehicle would warrant closer examination, therefore from late December 1992 André was stripped to his birthday suit and renovation commenced.

Chapter Three

André was made bare, even more so than at his birth. He was completely and utterly stripped to his last nut and bolt. All the panels were taken to an industrial sand blasting warehouse which resulted in its return a fortnight later in a condition that can, at best, be described as "resembling a colander". So much so that an 'ex' family friend arrived, saw this 'colander' and quite innocently apologised to my wife and I for arriving at such an inopportune time, "as without doubt I was driving to Bellozanne to dump the vehicle". On examining the remains of the colander, I felt that the only chance of success was to send the vehicle to a classic car restorer.

Having previously joined the Citroën Owners Club of Great Britain, I had made contact with numerous allies one of which proved to be a most worthy contact as he and his son owned a garage in Stroud and they solely renovated Citroëns.

Needless to say I am referring to Dennis and Martin Ryland, they were introduced by the one and only Stan Barker. To these three gentlemen I owe a debt of gratitude, not only for the advice and support over a long period of time, but for accepting my rusty pre-war body shell and completely renovating it to a very exceptionally high standard also at a very reasonable price, (coming from a Jerseyman that is indeed a compliment).

I also made many 'midnight' phone calls not only to Dennis but to Steve Reed whose assistance and advice proved invaluable. When one bears in mind that André was 'completely dismantled' for a very long period of time. It was very

reassuring to be able to obtain advice from these knowledgeable, very accommodating gentlemen. To these new-found friends I would like to record a sincere 'Thank You'. I am not aware of any other TOC members in Jersey but I have seen two Slough-built models circulating. However, these gentlemen were not involved in their respective renovations, thus were unable to offer any technical advice.

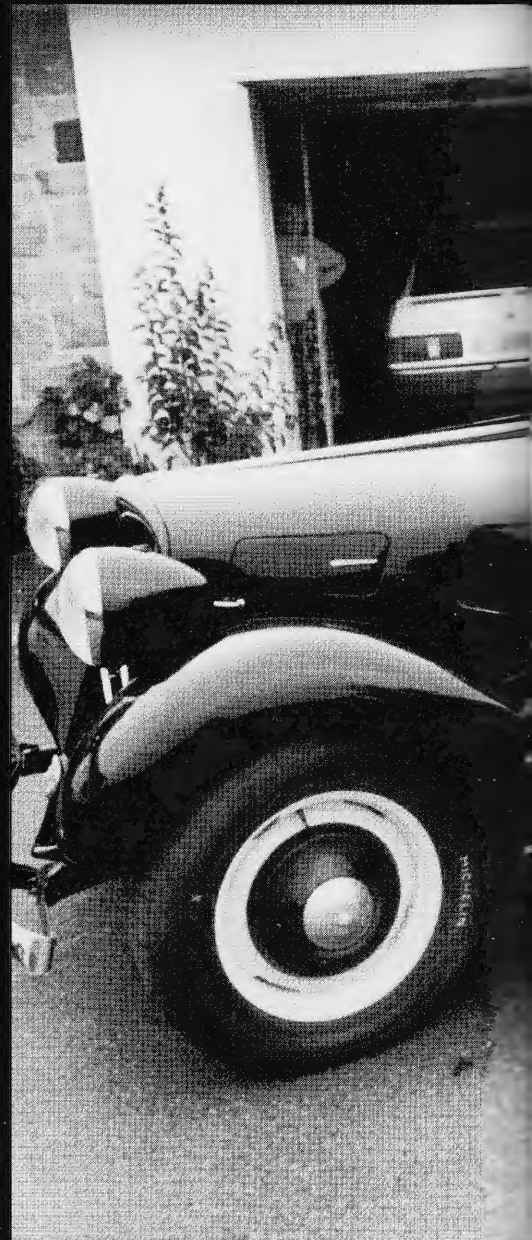
When André's passport is renewed we will visit the U.K. and it will be my pleasure to purchase 'un petit vin rouge' to these and other members of TOC who have tolerated my phone calls/letters for both advice and spares.

Chapter Four

In February 1994, accompanied by my son we placed the colander on a makeshift transport box and delivered the unit to Stroud in order that all the numerous panels that had been acquired from a factory in the UK could be replaced by Dennis and Martin. Some 12 months later André returned to Jersey, I could sense the joy and satisfaction on his bodywork. The re-birth of André "had begun".

I purchased the September 1994 edition of the Practical Classics magazine only to find to my amazement on pages 56-61 inclusive a feature on Traction Avant where young André had been extensively featured, in fact at one point he was described as "a rusty pre-war body shell being brought back to life" (I'm still awaiting the royalties). Needless to say further major work was necessary which resulted in many evenings and weekends work and numerous domestic incidents as the majority of my spare time was spent with my newly adopted son. Therefore after hundreds of hours and meticulous care André started to take shape. Every nut, bolt and washer had been primed, rust proofed, undercoated and painted. Hundreds of jam jars littered the garage with identification marks indicating their contents.

By this time I had re-built the engine, overhauled the brakes, wheel cylinders,





**left: André primed for action
right: Brian, André and the Jersey Trophy
bottom: André welcoming all admirers**



master cylinders and brake pipes, etc. The shell and body had been completely re-sprayed and its re-birth was being viewed by me with excitement. During the renovation I found in the floor well beneath the front seats a German coin – a 1941 Pfennig.

Chapter Five

After numerous visits to La Belle France, I was fortunate in locating some parts which were by now not in abundance, such as a pre-war bonnet, head lamps and boot lid (to name but a few). I also removed the post-war indicators, this greatly pleased André, as he, by now realised I intended to restore him to his former glory.

In September of 1995 I travelled with young André to La Sellerie de Dinan in France where, shedding a tear or two, I left him in the capable hands of an upholstery company. Some three weeks later I returned to a completely re-upholstered André now with an interior of the highest standard. I could see the joy mirrored in André's bodywork, he appeared completely at ease, completely satisfied either that he had been re-dressed and re-vamped or because he had depleted my bank account. Either way, I felt a total satisfaction at the commitment and dedication of restoring Doctor Ketzler's baby.

Epilogue

All this would not have been possible without the encouragement of my wife and family and numerous members of the Citroën Club of Great Britain.

André now resides in a heated garage with a carpeted floor and a bespoke overcoat. My wife has now got used to my imprisonment in André's abode, although she is asking what excuse I will have this winter to seek sanctuary in the garage!

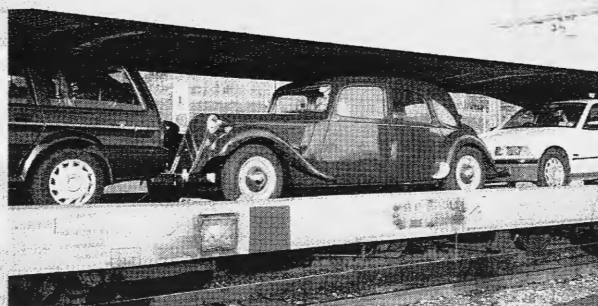
In conclusion, I hope to enjoy many years of motoring in André's company, both locally and at his birthplace, before finally meeting his original father.

du the lot

PART TWO



*In our final report
on last year's ICCCR
and Raid du Lot,
Andrew York recalls
the epic journey south
and joins other Tractionistes
for another week in paradise*



main picture: at the Puy du Dôme
left: outside the Hotel Metropole
above: letting the train take the strain



We had decided as early as summer 1994 that we would go to Clermont for the ICCCR and to build our annual holiday around that weekend. When the idea of going on to Rik Blote's campsite in the Lot valley was mooted, we knew this was an ideal way to finish the holiday as we had already been to 'Camping le Ch' Timi' and knew it to be in a lovely part of France.

Our plan was to make this a three week holiday, something we had not done before. I wondered whether Karin and I, the car, and the children would all last that long together!

As I would be doing all the driving we looked at various routes, method of cross-channel transport etc., and finally decided to drive to Dover, take 'le Shuttle' across to France, then take the overnight motorail down to Brive. This left a three hour drive to Clermont Ferrand. For our return we would drive back to St Malo

and take the ferry to Portsmouth.

We booked a hotel in Royat 10 minutes west of Clermont and arrived there the Monday before the rally was due to start. Royat is renowned as a spa town, but I can honestly say that the water tasted absolutely disgusting, but a lot of people every morning religiously paid money to take this tippie.

We toured the surrounding area using the Hotel Metropole as a base. What an outstandingly beautiful area the Massif Central is, we loved it. The drive up to the Puy de Dome and the view once you reached the summit was tremendous.

The rally will have already have been reported by the time you read this article so I'll be brief. Much better than the previous ICCCR in Denmark - weather, location, size, all made it more exciting - and it was so good to meet up with old friends again. The variety of cars was outstanding. But it was spread out too

much for the children to walk all the way round, so we thumbed a few lifts.

After the rally we set off for the Lot. Most people had already left on the Sunday afternoon, but we left Royat on Monday morning and took a leisurely drive down to Touzac and arrived at the campsite about 4 pm in time to see the final of the boules contest. 100 francs was the prize, serious stuff indeed!

Our first job was to get unpacked and settled into 'Olga' - the caravan we had booked for the week. Afterwards we made our way to the local supermarket to stock up. The evening was spent in the bar, which started with a welcoming drink (cheers Rik!), chatting to other tractionists and discussing the events planned for the week.

Rik had organised a variety of activities for us, you could join in as little or as much as you wanted. We really enjoyed ourselves.

du the lot



Rik's mystery tour

We had a leisurely tour of the local area, passing through vineyards and small towns and onto a viewpoint overlooking the river Lot. Finally we made our way to Bonaguil castle, a spectacular 15th century castle tucked away in a small valley. In the evening Rik made his barbeque available, a mobile affair pulled by a lawnmower. By then we had all visited the local supermarkets and so we cooked our fare and sat around late into the evening chatting, eating and drinking.

Wednesday was spent in and around the camp swimming pool, playing tennis, etc. All the children loved it in the pool and I know that Sue Simper is a much better swimmer after taking lessons from Juliet on how teddy bears float in the water. In the evening a visit had been arranged to sample the wine at two nearby vineyards. After the tour of the vines and the cellars, we went to taste the wine. I expected to be offered a small amount, but a full glass was thrust into my hand. After five or six of these we were off to the next vineyard!

We arrived back to a Quercycoise meal prepared by Marie, Rik's other half, and more red wine! A splendid evening was had by all. Karin had by now bumped into a chap she used to work with at the BBC - it turned out he lived only a kilometre

*there were abandoned
tractions in the woods...
so off we went like kids
in search of treasure.*

down the road from the campsite. Small world or what!

The next day Helen and John White had hired bikes and were off exploring the local area. Scott and Lee went fishing, but Steve Reed, myself and Peter Simper took a look at some of the other local sites i.e. the abandoned tractions in the woods around Touzac. Rik had told us where to find them and a little of their history, so off we went like kids in search of treasure.

That evening Rik had booked a restaurant for us (I think the name was 'The Pot Black') and about 36 of us made our way in a convoy of cars to the next village where a delightful meal had been prepared for us.



Friday dawned and we had a special treat in store this day. Les and Jean Budgen, who are regulars at the monthly London section meetings, have a house in Touffoules which they had invited all of us to visit during our stay in the Lot. The arrangement was that they would phone the campsite on Thursday to find out how many would be coming. The expected number was about 12. I'm sure it was a shock to them to be told around 30 people would descend on them the next day.

Touffoules is about a 30 minute drive south of Touzac. A dozen or so cars led by us in JVS 346 set off on a lovely sunny day to find their village. As usual, the roads were quiet and we made our way sedately



clockwise from top right:

final photo call for families York, Reed and Simper; waiting to leave on Rik's Mystery Tour; supermodel spotted at poolside; lunchtime at Les's; danger - pyromaniac in charge of barbecue; "I just fancied some dip with my lunch"; Disneyland, Paris? No, it's Bonaguil Castle.

in view of Jonathan Howard's C4, with a long line of tractions spread out behind us. There was so many cars we were advised to use the village car park and as we pulled into the village Les was there to meet us.

After a quick tour of their house, which included a look at Les's traction currently under restoration, we settled down to a fine lunch in the garden. A marvellous day enjoyed by everyone.

Saturday saw most people leave to make the long return journey, although some had already left on Thursday and Friday to make the weekend's sailings home. But myself, Peter Simper and Steve Reed had decided to leave on Monday morning in convoy. We spent some time trying to

break one of the abandoned cars for parts, and servicing our own tractions. In the evening we had a bbq, cooking the fish that Lee and Scott had caught on their fishing trip earlier in the day. I had put our bbq on a tree stump in front of our caravan so it was a better height for cooking, but we quickly had to move it as the stump caught fire. Didn't seem to affect the flavour to much though!

Sunday was a quiet day spent around the campsite, packing the car and tidying up. By this time there was only about 6 pitches in use so it was very peaceful. I could easily just disappear down there and let the world go slowly by.

On Monday straight after breakfast

(about 10 o'clock) we said our good-byes to Rik and his team and left for home. By early evening we had made it to Tours, where we had booked a hotel. By this time everybody was hungry so we went to one of those Buffalo Bill restaurants, it was packed, but by chance they had one table left just big enough for all thirteen of us.

The next day we split up as we were heading for St Malo and Peter and Steve were making for Caen. We said our good-byes and I thought that we would not see another traction. But as we were heading for Laval we spotted another traction in the distance. We slowly caught up, and to our surprise it turned out to be Malcolm Wigmore and his family. Like us they were looking for somewhere to stop for lunch, we found a picturesque park beneath a castle and stopped for a picnic. More good-byes and off to St. Malo for two nights rest before the ferry home. We stayed at a lovely place called 'Manoir de la Grassinai's' which we discovered while on the Brittany Tour earlier in the year.

The last day was spent on the beach at St. Malo and the next morning we caught the ferry to Portsmouth.

We arrived home Friday morning, tired but oh so wanting to do it all again.

Andrew York ■

fuelling debate

While not necessarily wishing to promote a particular brand of petrol, this press release from Shell answers some questions about the future of fuelling your classic car

Technological innovation and society's desire for more environmentally friendly products has led to significant changes in fuel composition in the last ten years. Unleaded petrols were introduced in the 1980s, fuels containing detergent additives became widely available in the mid 90s and most recently Shell has introduced a low lead 4 Star. Shell has long been credited as a pioneer of fuel quality, consistently leading the field by bringing new fuels to the marketplace. We firmly believe that the introduction of new fuels should be undertaken with care to ensure that a range of high quality fuels suitable for all types of vehicle is widely available. Due to its leading edge research programme, run in association with long established motor manufacturers, Shell has successfully introduced advanced fuel technology while offering motorists the peace of mind that it can safely be used in older vehicles as well the most modern. Some classic car enthusiasts, however, have posed questions about the suitability of modern fuels for their cars and from recent discussions I have detected that there is much confusion about petrol composition. I hope I can clarify matters by addressing those questions most frequently put to me.

*Dr Cathryn Hickey
Technical Fuels Manager*

What is petrol?

Petrol is a blend containing more than 300 different chemical compounds.

Does petrol quality vary?

Yes, because the composition of the chemicals which comprise petrol can vary widely. High quality petrol should have the right octane level to prevent knocking; strong cleaning power to prevent carbon build up, deliver more miles per gallon and ensure engine life is maximised; and the correct volatility to ensure vehicles accelerate smoothly and start first time.

Why is lead added to petrol?

Tetraethyl lead is added to 4 Star petrol to provide the necessary octane rating (anti-knock quality) and to act as a lubricating barrier between the exhaust valve and seat in cars with soft valve seats.

What is octane rating and how does it effect the running of a car?

The octane rating is a measure of a fuel's resistance to knocking. Knock, also known as 'pinking', occurs during combustion when the fuel-air mixture explodes ahead of the flame front rather than burning smoothly, causing a knocking noise. Using a method established in 1929, petrol is rated on a scale of 0-100, and given a research octane number (RON). In the 1920s petrol had an octane rating of around 50 to 60 RON. Today, 4 Star has a minimum octane rating of 97 RON.

Can classic cars run on today's petrols with higher octane ratings?

Yes. Using today's modern fuels with higher octane ratings won't harm the engines of classic cars designed to run on petrols with low octane ratings.

My car was designed to run on 2 Star petrol. Now that this isn't available which fuel should I use?

Classic cars were designed to run on the low octane petrols which were available earlier this century and therefore have a low octane requirement. Now that low octane 2 Star isn't available classic car owners should use the higher octane British Standard 4 Star, which is suitable for classic cars and won't harm engines. Shell Advanced Low Lead 4 Star is also a British Standard 4 Star.

My car runs 'hot' on modern fuels. Why?

Carburettors in classic cars were set up for the fuel quality of the time they were manufactured. Due to the progressive improvements in fuel quality over the years

they may now need adjusting. If they aren't adjusted engines may run 'hot' because too much or too little fuel may be introduced into the combustion chamber.

Why is lubricating of soft valve seats important?

Without proper protection, exhaust valves can weld themselves to the soft seat, causing serious damage or engine failure. Lead is a highly effective protective lubricant. A lead level of 0.05 grammes per litre offers complete protection. The British Standard for leaded 4 Star (BS4040) requires a minimum lead content of 0.05 grammes per litre.

Why has the amount of lead in 4 Star been reduced over the past 30 years?

Until 1967 lead was blended at a concentration of one gramme per litre. However, growing concerns about the amount of lead entering the environment in the late 60s and 70s led to legislation which progressively reduced the maximum permitted concentration of lead in petrol. The last mandated change came into force on January 1, 1986 when the maximum level was cut from 0.4 to 0.15 grammes per litre. As lead content has been reduced, the amount of high octane hydrocarbons in the petrol blend has been increased to maintain the necessary octane rating. In the new Shell Advanced Low Lead 4 Star Shell has cut the amount of lead to 0.075 grammes per litre, a level which offers complete valve seat and engine protection, while enabling motorists to halve their lead emissions.

Will leaded 4 Star petrol be phased out or banned? If so, when?

Leaded petrol has been banned in some European countries but the UK Government hasn't indicated that it plans to do so here. The UK leaded petrol market currently accounts for about 37 per cent of total petrol sales, a percentage

what sort of fuel is safe for your traction?

which is falling each year as new cars designed to run on unleaded enter the market. By the turn of the century less than 10 per cent of all cars in Britain will need leaded petrol and it may not be as widely available as it is today.

What will replace leaded petrol?

Lead could eventually be replaced by lead replacement additives. These are used in continental Europe, most notably Austria and Scandinavia, where leaded fuel has been phased out. In the UK, there is as yet no British Standard for petrols containing lead replacement additives and Shell believes this is necessary to ensure that these fuels offer vehicles in the UK the guaranteed level of protection. UK motor manufacturers still recommend leaded petrol for the millions of UK vehicles with soft valve seats which need lubrication.

What is Shell Advanced Low Lead 4 Star petrol?

New Shell Advanced Low Lead petrol is a breakthrough for 4 Star leaded drivers because it enables them to join unleaded drivers in cutting their emissions of lead to the air, while still having enough lead to protect their engines. It cuts lead from car exhausts by half and meets all the requirements of the British Standard for leaded 4 Star.

What's replaced the lead that Shell has taken out to maintain power, performance and reliability?

Shell refineries are able to vary the combination of high octane components in Low Lead 4 Star to give it the same octane rating - and same engine power and performance - with less lead. So it has enough lead for complete valve seat and engine protection, with no loss of power or performance.

What should classic car drivers do if they currently use the '1 in 4' system (1 fill of 4 Star for every for 3 of Super Unleaded)?

Instead of using this cycle of fills they should use Shell Advanced Low Lead 4 Star all the time. This will halve their lead emissions but still give them full engine protection.

What sort of tests has Shell done to ensure Low Lead won't damage classic car engines?

Shell has tested the product extensively at its Thornton Research Centre in Cheshire. In addition, independent experts and motor manufacturers have tested Shell Advanced Low Lead. These tests have shown that a minimum lead level of 0.05 grammes of lead per litre offers full valve

seat protection. Shell Advanced Low Lead 4 Star typically contains 0.075 grammes of lead per litre, more than the minimum required. It is approved by all major motor manufacturers. The Vintage Sports Car Club and consumer groups including the AA and RAC have endorsed the manufacturers' view.

Will the performance of classic cars change when using Shell Advanced Low Lead 4 Star?

No. The octane level of Shell Advanced Low Lead 4 Star is guaranteed to be the same as traditional 4 Star - 97 RON. This means power, performance and fuel economy won't be affected in any way. The petrol is the same as traditional 4 Star except for the lead content and meets the British Standard for 4 Star.

Can you mix Shell Advanced Low Lead 4 Star with other 4 Star petrols?

Shell Advanced Low Lead 4 Star can be mixed with any 4 Star. However, to minimise lead emissions Shell Advanced Low Lead 4 Star should be used regularly.

Where can classic car enthusiasts buy Shell Advanced Low Lead 4 Star?

It is available at over 1000 Shell service stations including many major cities including London, Leeds, Newcastle, Chester, Manchester, Sheffield, Nottingham and Birmingham. Customers can find out whether their local Shell service station sells Shell Advanced Low Lead by popping in or calling Freephone to the Shell Customer Service Centre on 0800 010100.

What benefits do modern detergent fuels offer owners of classic cars?

Petrols containing detergents offer benefits to all cars, no matter how old. The unique Shell detergent not only keeps engines clean but also cleans up harmful carbon deposits from old and dirty engines. Compared with rival petrols Shell Advanced Petrols offer improved fuel economy, quicker acceleration and lower exhaust emissions. This has been demonstrated by 2.3 million miles of road tests on different makes and models of cars and 4,500 hours of laboratory bench tests. The new Shell Advanced Low Lead 4 Star contains the Shell detergent package.

Is benzene injected into unleaded petrol to help replace the lead and boost fuel combustion?

This is a myth. Benzene is not added to petrol; it occurs naturally in crude oil and

is formed during refining. The amounts reaching the air from car exhausts have been greatly exaggerated, and the concentrations in the UK air have been examined by experts and found to be - by a very long way - no threat to public health.

Is it wise to drain the petrol tank before a winter lay-up?

No, an empty tank is more susceptible to corrosion. Cars are best left with a little petrol in the tank, with the battery disconnected and the engine sprayed with lubricating oil. A dehumidifier can help prevent the formation of rust. Try and start the car at least once a month and take it for a short drive if the weather is fine.

Can classic cars be converted to run on unleaded petrol?

Some can and some can't. Popular classics such as MGBs, Jaguar E-types, Morris Minors and most Aston Martins can be converted. The mono block engine design of some vintage cars like Bugattis or Bentleys makes conversion practicably impossible. Owners of cars which cannot be converted can cut lead emissions by switching to Shell Advanced Low Lead 4 Star.

Why was unleaded petrol introduced?

Unleaded petrol was introduced in 1986 to help the Government objective of cutting lead emissions into the environment and to enable the use of three-way catalytic converters. These greatly cut other exhaust emissions and, but can't run on leaded petrol because lead poisons catalysts. 'Cats' eliminate some 90 per cent of gaseous exhaust emissions - including the three regulated emissions - carbon monoxide (hinders breathing and impairs co ordination), nitrogen oxide (contributes to acid rain and ozone) and volatile organic compounds (contribute to ozone formation). All new petrol cars registered since the beginning of 1993 must be equipped with catalytic converters and can therefore only run on unleaded petrol.

Enquiries:

Andrew Vickers
Shell UK Media Relations
0171 257 3894

If you have further questions you can get in touch with Dr Hickey by writing to her at Shell-Mex House, Strand, London, WC2R ODX.

One of the buzzwords of the nineties is the internet or world wide web, but, at first glance there might seem to be little in such computer technology of relevance to Tractionists.

However, if you have access to a computer equipped to surf the net, then here are some of the sites that may divert, entertain and even inform a Tractionist in the long dark days of winter when the cold garage floor is uninviting and the hot roads of summer a distant memory.

A good place to start is the Citroen Links page (http://huizen.dds.nl/~hoi/l_citr.html) this lists most of the good sites to visit, has contacts for clubs and a book list. There are a lot of links for DS and 2CV sites with both individual owners and the clubs making good use of the net; but, as yet, there is not a site dedicated solely to Tractionists. However Tractionists are well represented in sites such as Joap Horst's Classic Car Pictures Archive (<http://dutoc74.io.tudelft.nl/voitures/francois.html>)

(glorious pictures of Tractionists, DSs and lots of other rare French cars), and in Blair Anderson's excellent Canadian Citroen Gallery (<http://www.magic.mb.ca/~banderson/>).

Just updated for January 96 is Jeroen Cats Citroen Homepage from Holland (<http://www.stack.unc.tue.nl/~cats/Citroen.html>) – a good site for rearwheel drive Citroens and Tractionists with addresses for European clubs, spares stockists and advice on what to look for when purchasing.

You will find Citroen enthusiasts home pages in places like Sweden, Japan and Zagreb in Croatia. There have recently been reviews of the ICCCR Rally and in Australia there is the Car Club Motornet (<http://www.ozmail.com.au/%7Emotornet/index.html>) with a Citroen page – but no Traction clubs listed so perhaps TOC should make contact.

There are official sites for Peugeot/Citroen and Renault companies and,

especially in the States, lots of classic car sales sites: currently there are several Light 15s listed for sale on the net around the world.

Of more practical use to a Traction owner, there is the newsgroup network (Usenet) which acts as a public discussion/advice forum between computer users – currently there are people seeking information on sources of Traction tyres in the USA and solving problems with the hydraulics in the DS.

To list all the sites of interest to the Citroen classic car owner would be impractical, the best way to find them is to use one of the 'search engines' such as Webcrawler (<http://webcrawler.com/>), Alta Vista (<http://www.altavista.digital.com/>) or Lycos – simply type in the word or phrase you wish to search for and sit back as your computer takes you surfing the net!

Barry Lockyer ■

Barry Lockyer and TOC Chairman Marcus Lasance guide you through the latest technology...

Surfin' Citroens

TOC on the World Wide Web

The TOC now has a presence on the World Wide Web. From Jeroen Cats Citroën Enthusiasts home page, click on the picture of the Citroën Traction Avant and from there click on the Traction Avant addresses. Since I contacted Jeroen Cats and sent him information about our club, we are now top of the list, which includes club addresses from many countries. It is interesting to note that 6649 people have visited this page since 01-01-1996, an average of about 60 potential new TOC members a day!

Our details are printed on this page for further information using ordinary or 'Snailmail'. My Email address is also displayed in a different colour. Using the computer's mouse to click on this area will automatically generate an Email message to the TOC, with a request to send a trial copy of 'Floating Power' and a membership application form. Ten new members were signed up this way, since the beginning of this year!

Accessing the net at home

To access the World Wide Web at home you need a reasonably up-to-date PC which is equipped with a fax/modem card. These are now available from all computer stores for less than £200. Buy the fastest one you can afford. I would suggest one that can transfer data at least 14,400 baud per second.

The next thing to do is to take out a contract with an Internet Service Provider. I found that Compuserve offers a good

service at a reasonable price, but there are many others. You will find that there will be at least one 'free' set of disks with software to sign-on to the Internet packed with your new fax/modem card. When you load this software, it will automatically log you on to the Internet Service Provider and give you the chance to sign up for a free trial period. The rest is easy. Just follow the instructions. You will be given a bit of software called an Internet browser. MosaicC and NetscapeC are very popular.

A common characteristic of this software is that at the top there is a line to key in the location code for the information required, the 'URL' or internet address. Most of them start with <http://www>. Quite a few are printed in this article for you to try out. If you like an address you add a 'bookmark' to it, so you can easily jump back to the information the next time.

Accessing the net at work

Accessing the World Wide Web at work is usually a lot easier and cheaper! That is if you work for a reasonably sized company with an internal data network connecting its computers. Ask your IT support person if he can install TCP/IP communications software on your PC and order a copy of Netscape. There must be some information on the WWW which is essential for you to do your job!

You will find that accessing the net over such a network is much faster than over a modem and telephone line at home. This makes downloading beautiful Citroën pictures a lot less frustrating!

Making friends on the net

How do Citroën enthusiasts from all over the world get into contact with each other? Simple. Sign the Citroën Enthusiasts electronic guestbook! Then...

Good morning from sunny South Africa! I picked up this E-mail address on the Internet and decided to drop you a line for the reasons outlined hereafter in this message.

I bought my wife a 1948 Citroen Light 15 for Valentine's Day this year. I would have made contact with a French TA Owners Club, except that 'The Old Lady' was built at Slough in England and not in France!

The TA is in good mechanical condition and the two-tone bodywork and paint are in fair condition. The minor replacement of parts and upholstery and renewals of rubber and seals will take place over the coming months.

Any information you might have on the particular model listed above, as well as details of TA manufacture in the UK would be most appreciated. Any hints and/or information you might have on spares and memorabilia would also be appreciated. I also need detail on the Traction Owners Club UK and membership fees at your convenience.

Jeremy D Berlyn

Following that, on April 19 Jerry will be dropping by to pick up some back copies of Floating Power!

You can contact the TOC on Compuserve: Marcus Lasance – Chairman, TOC 101531,2716@compuserve.com John Starke – Editor, Floating Power 100754,3427@compuserve.com

Marcus Lasance ■

National and International Events

3-5 May Classic & Sportscar Show NEC

The number one UK classic car show. See page 18 for ticket offer.

4/5 May CitroMobile Veemarkthallen, Utrecht, Holland

Grand Citroën Event featuring: Special Exhibition, Parts, Tools, Books, Models, Clothing, Accessories, Photography, Art, Club presentations, demonstrations and advice. Activities for children and refreshments on site. Information 0(031) 346 553373 or 0(031) 344 682472.

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! Application form with this issue.

24-26 May Anniversary Meeting Mollis Aerodrome, Switzerland

The Swiss Citroën Traction Avant Club celebrates its 20th anniversary. An ideal venue surrounded by beautiful 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 Caernarfon. Bob Anderson is organising a Wizard Welsh Weekend! See enclosed booking form for details.

11-14 July 1996 Brittany Rally

This year the rally will start in Rennes and finish north of Poitiers.

4 August The French Connection Beaulieu

A French Classic Car Extravaganza at this famous motoring venue. Viva Les Tractions! Special price entrance tickets (only available via the club) £5 adult £2.50 child, allows entry to the Beaulieu Motor Museum, Palace House (home of Lord Montagu) and the Abbey.

4 August The 4th Irish Citroën Rally 'Tour du Lac', Enniskillen

The Annual Irish Citroën Rally is now in its fourth year - if you're in Ireland in August put this one top of the list! Information from Frank Gallagher 01365 325847

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



Essex offer

Whilst browsing through some old magazines at an Antiques Centre recently, I came across a February 1949 copy of 'The Light Car', in which was an article on a Citroën conversion. It is obvious from reading the article that a lot of effort went into making the car and leaves me wondering if it still exists. Perhaps a TOC member remembers the car or even owns it!

The wonderful people at the DVLC sent me a cheque just before Christmas (only two months left unexpired) and I have taxed my car for nothing at the local post office – bliss! We had had nil tax discs on our fork lift trucks at work for years, and I felt it was bureaucracy gone mad, but now I'm quite happy to look at the system from a new perspective.

So I'm taxed and ready to go – when's the next Eastern Section meeting? Nothing in Floating Power! Of course I'm happy to go out in the car with the family

Does this Citroën special, by C.D. Walters, still exist?

to explore some small Essex country lanes, take in a place of interest and end up having a nice pub lunch; or to take a leisurely drive up to Suffolk for a picnic. However, I'm sure this could be enhanced by being in the company of other Tractionistes. If anyone is interested or has any other ideas for a social gathering please give me a ring, then we can get together and organise an outing... or several!

Andrew Watson
Chelmsford
Essex
01245 358210 after 6pm

It's a fair cop! The Eastern Section hasn't been exactly active lately. A Spring meeting should be an ideal tonic. Phone Andrew if you want to take part.



Caen II

Have just returned from Rertromobile in Paris with some urgent news about another Caen event. It will be on May 25/26 and is in response to the success of the D-Day rally. Only problem is applications have to be in by April 15.

Had words with the Belgian Club who wish to bring a fair number of people over to follow the Brighton Run in November "Can we have a meet up?" they ask.

Back to Paris for a moment, and it seems there may be an English version of Retromobile at the NEC in November, but will succeed like the French one?

On reading the latest mag I see that the club is celebrating its 20th birthday.

Where have all the years gone? Perhaps I can dig back and provide a few facts as to how it all came about, although I only really acted as a go-between the Citroën Car Club and the new Club, as I said at the time, I hope it succeeds. For two years the CCC took the fledgling club under its wings. I sat on the two committees to make sure all went smoothly, and, as we now know, it all worked out very nicely.

Here's looking forward to Spring and an improvement in the weather – I'm sure everyone is itching to get their Tractions back on the road.

Fred Annells
Bourne
Lincolnshire

Towing dilemma

I am aware of a degenerating Légère in a barn in Sussex but whose owner will not let me do the decent thing and return it to its former splendour. What is even more annoying is that this car has a tow bar, which I really need and the reason for this letter. I would be extremely grateful if someone out there has a tow bar suitable for a 1949 Légère. (I want to fit a bicycle rack in time for our summer holiday in France later this year.) Please phone me on 0181 301 4982 if you can help. Thank you.

Peter Ashlee
73 Northdown Road
Welling
Kent
DA16 1NU

Rally thanks

A couple of notes on the TOC Rally at Petersfield last August. Thanks to the Taro Leisure Centre for the venue and their co-operation, to the Petersfield Rugby Club for the use of their facilities and to Jo Ormisher and the Petersfield Rams Walk Shopping Centre for their help and sponsorship.

Also my apologies to Nadine Bell who I accused of being a 'Natalie' – sheer exhaustion I'm afraid.

Finally, I hope everyone had a fun time and enjoyed a thoroughly Traction-filled weekend – here's to Snowdonia '96!

Steve Reed
Rally Organiser
TOC Hampshire '95

The Classic and Sportscar Show is now firmly established as Britain's showcase of the classic world, covering every aspect of the classic movement. This year the show will be more exciting than ever. As part of the celebration of the 100th anniversary of the British Motor Industry, the show is proud to announce the "Auto Windscreens Century of Motoring" charting 100 years of British motor manufacturing. Apart from this unique event, the show will also host all the regular features:

- **Fantastic displays from classic car clubs**
- **Over 1000 classics on display**
- **A massive autojumble**
- **Superb inter-club concours sponsored by Autoglym**
- **Dream rides in amazing vehicles**



For 1996, car club members will be able to purchase tickets at superb discounts.

Club members can purchase up to six tickets at £8 each (normal price £10), or for every seven tickets purchased we will send you three extra tickets absolutely free!

That means 10 tickets for only £70. Remember children 14 and under are free.

Simply complete and return the coupon below to: Haymarket Exhibitions Ltd., 55 North Wharf Road, London W12 1LA.

Please make cheques payable to Haymarket Exhibitions Ltd.

(Photocopy if you don't want to damage the magazine)

Club Ticket Order Form

Your name

Club name

Your Address

Please send me adult tickets @ the special price of £8 each

Please send me adult tickets for the price of seven (£70)

I enclose a cheque for £

Applications to be received by April 30 1996. Remember children 14 and under are free.

Letter from America

Dennis Bayer, an American member of your club, suggested that I contact the TOC in regards to the matter covered below. I hope that you can pass this along to the appropriate persons in the club.

In July of this year there will be a Citroën rally at Lake Tahoe, California, celebrating the 40th anniversary of Citroën in the US. I've owned my white 1956 Légère for about one year and have every intention of making the drive from sea level in San Francisco to the 7,000 foot elevation of Tahoe for this event. It occurred to Dennis that there might be one of your club members who would enjoy riding with me on this trip. This appeals to me for a number of unrelated reasons, first of which is my desire to have a companion to break the monotony of a solo drive in an un-air-conditioned car in the July heat. Second, my car is unique in the US, being the only one with a transmission rebuilt by Roger Williams AND fitted with his 10x31 crown wheel & pinion – and who better to appreciate this than one of your club members? Third, given the choice between a passenger that I know and someone from another country, I'll almost always opt for the unknown! Fourth, maybe it will induce me to join your club and the levy scheme and have them bring over some much needed parts such as a windshield wiper shaft, a new exhaust system or some accessories to spruce up the interior.

Get unblocked

I was going through my tool box the other day when I came across a tool I made last year. Like most mechanics I find there are often times when the old grey matter must come up with something, or that little job is going to be a disaster! This particular tool can be made by most very easily. But first, what's it for?

One of my Traction owning friends has a Slough of the Light variety and when it came in for a service, after a while resting in a snug garage, we felt the block should be given a good flush through. Some will know what comes next, out with the blocked drain plug and nothing, not a drop not a dribble.

As owners of a nice slim car (in our town wider can cause a problem in parking bays) Jason and I are both only too familiar with the tight spaces to the side of our engine. We have also had a block that only dribbled water, nothing a poke with a welding rod couldn't shift in an instant, but this was a fiddle and a squeeze. This was different there was no way water was coming out of that hole what hole?

Now for the easy way, many of us have cleaned a drain out, some of you will have used a funny spring like thing in a drum, you just turn the handle on the drum and job done. This tool is a bit like that in miniature!

You need a boly with a nut of about 50mm in length and 8mm in diameter,

Perhaps your newsletter editor would be willing to run a little note with my offer of a ride for one person. In addition to the phone and fax numbers above, messages can be sent via e-mail. I prefer communicating by fax or e-mail to combine economy with speed. My e-mail address is: david.russel@syntex.com

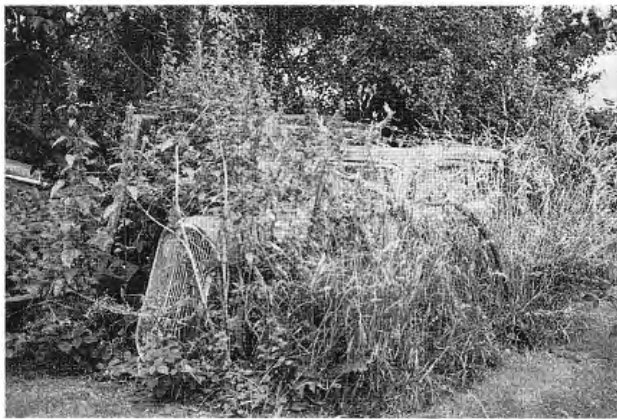
The second owner of my car was English and he struggled with the left-hand-drive for 10 years before selling it to an American who brought it to California a few years later. During the last 15 or so of his 20 year ownership the car slowly deteriorated as his interest waned. I've been able to make substantial progress and have great confidence in its ability to make the round trip (if the tyres don't blow out!) without any serious problems.

One other thing that would be very much appreciated would be some detailed information on your club, including an idea of parts that are available, prices, an application for membership, and a sample of your newsletter.

Thank you very much for your help.

David Russel
1629 Notre Dame Drive
Mountain View
CA 94040-3640
USA

tel 001 415 390 0823
fax 001 415 390 0827



Car or bush?

This, believe it or not, is a Light 15 of 1954 vintage, spotted in a County Down back garden – complete, and left there since the mid-60's!

Michael Wood
Ballygowan
County Down

also a piece of broken speedometer cable (not too fat - a modern thin one). Drill a hole in the bolt big enough for the cable to pass through, about half way up its length (must be reachable by the nut.) Cut about 150mm of speedometer cable and tape the good end to protect you and the paintwork. Put the cable through the bolt and spin the nut up the thread. Don't over-tighten the nut as this may stop you being able to adjust the cable length as you require later.

Roughen-up the exposed end of the cable to provide an aggressive tool! Now poke that aggressive end into the water drain hole using the bolt as a handle rotate the cable applying a little pressure.

With our friends car we had already used two doses of block and core flush to no avail. It is really a little strange that

Citroën placed the water flow so high on the engine, they must have expected silt to drop out and lay in the block. Who knows perhaps if André had stayed at the top we would have had another engine and gearbox altogether by 1936 or 37 given that Citroën's past record of change. I digress a little. We have seen an 11B block so full of silt the liners had next to no cooling! This is why we should keep our engines clean inside. Good strength of allyear antifreeze should help and remove the bung from time to time to rinse of the silt from the bottom, if you are worried about the cost of antifreeze, drain into a can and filter and reuse.

Dave and Jason Houghton-Gale
Leigh-on-Sea
Essex

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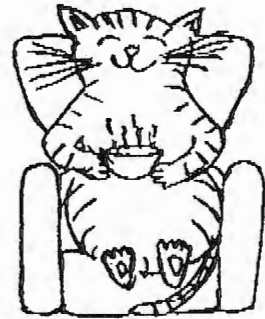
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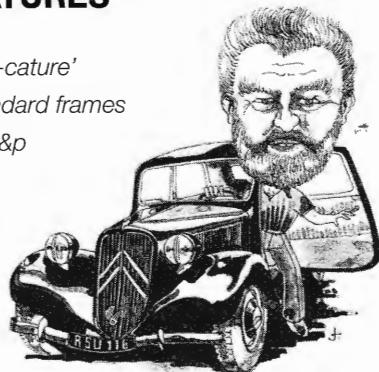
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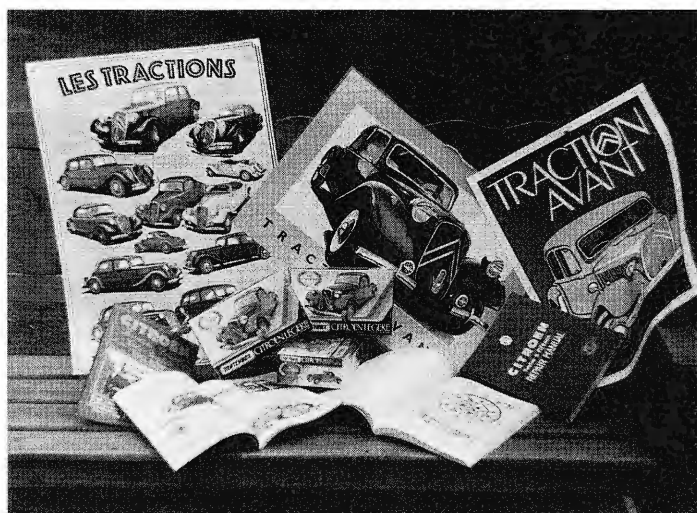
**tel: 01304 213533
fax: 01304 214920**

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
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	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:

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Westlands
Newcastle-under-Lyme
Staffordshire ST5 2RQ
tel 01782 618497

CLASSIC



RESTORATIONS

Specialists in early Citroën sales, service and parts

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unique and individual paintings
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SOUTHBOUND

Tel 01264 810 080

MOTOR

Evening 01962 886409

TRIMMERS

VISA & ACCESS accepted

Seat covers for Slough Lt 15s, ready to fit

leather £700

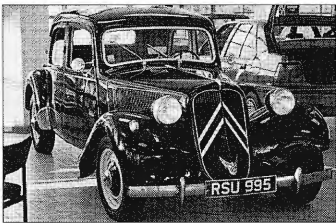
vinyl £320

11 piece Wilton carpet sets £195

Upgraded 6 piece Soundproofing kit £40

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

CARS FOR SALE



Traction 11BL

Paris-built LHD 1953
Tax'd & MoT'd good running order, new clutch, superb body and interior, fully serviced, bills for £900. Reluctant sale by private owner due to lack of storage space.

£5495
Tel 01536 515570



1955 Light 15, Slough-built.

Dark blue, sunshine roof. Two owners from new with full history (original owner still alive). Extensively overhauled in recent years including a £5000 respray, engine rebuild, brakes, rewire, s/s exhaust, Peacock driveshafts and other parts too numerous to list. Drives beautifully and looks great (see photo).

Simply one of the best!
Offers over £10,000
Tel. Nick Gundry
01453 884615 (Glos)



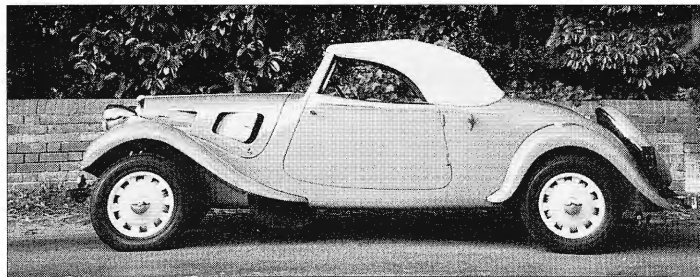
1973 DS 23 (RHD)

Completely overhauled to near original specification by professional mechanic for own personal use. Used daily, new MoT, near complete service history. Price £5000 ono.

Ian Cornwall
01392 811655 daytime
01392 833098 evenings

Tractions...

a selection always in stock
For further information contact
Steve Southgate
0121 357 2256 (evening)
01902 495 758 (office hours)



1953 Paris-built 11BL

UK registered in 1995. Full mechanical and engine rebuild by French specialist in 1994 (done 1000kms since). Mechanically perfect, excellent bodywork, no rust anywhere. Repainted black in 1995. An excellent example of a classic French beauty seeking a new home. £5,500

Brian Thorley
01253 295409 office
01253 882558 home

15/6, 1951

Black, immaculate, fully restored, Professionally restored as show car with only 2,000kms after restoration – superb condition. Must be seen. Only £15,000. Please contact :
Davide de Bernolis
Via Polidoro da Caravaggio 25
20156 Milano
Italy
tel: 02 3084014
fax: 02 3084046

1937 Paris built 7C

Small boot, 1628cc
Original interior, bodywork, engine, gearbox. Known history from new. 4 owners, low mileage. One of the best original condition pre-war Tractions. As featured on front cover of Practical Classics (Sept '94). Blue body, black wings, yellow pilotes. £8,500
Dave Almond
01225 723701 (Bath)

1957 Paris-built 11BL

Large boot in Midnight Blue with cream wheels. Professionally restored six years ago and featured in January '91 edition of Classic & Sportscar. Excellent body and interior. Engine and brakes have been recently serviced and MoT to July '96. Garaged and driven regularly. This is a very good and reliable late-manufacture example of the Traction Avant that is eye-catching and fun to drive. Offers around £6,500
Simon Hamilton
0181 688 3779 home
0171 497 1403 work

1974 Type DS Série FD

One previous French owner, 14,000 kms, original, clean car, fully serviced, all fluids, new battery, new correct tyres, new brakes, spheres rebuilt, lamps correct and adjusted to swivel, new wheel bearings and other parts as required. MoT'd and taxed to July. Averages 25 mpg, will go anywhere. Has been most of its life in Southern France and Morocco, hence its rust-free condition.
£5000 or will haggle!
Bob, anytime 01730 265331

H Van/camper

1970 SWB petrol, LHD. Imported in 1990. Recently fully restored as 2-berth unit. Lined and insulated throughout. Carpeted floor and cab area. Fitted shower cubicle with shower tray, mixer, basin, toilet, sliding/folding door. Kitchen unit with sink, drainer and mixer unit, 4 burner gas hob, worktop, cupboards and drawers. Fridge, water heater and heavy duty water pump. Under floor cold water storage tank. Removable seat/bed and table units, making up into double bed. Other accessories include window blinds, storage area internally over cab, tow bar with electrics, opening rooflights, gas cylinder, fire extinguishers, smoke detector, stainless steel exhaust system with lifetime guarantee. 12 months MoT, and now exempt from road tax (subject to DVLC confirmation).
£5,500
Martin Nicholson
01734 733701

1953 Paris-built Légère 11BL

Black, large boot, imported 1977, dry-stored for approx 15 years. Fully rebuilt engine incl. new pistons & liners, timing chain, etc. New brakes incl. m/cylinder, linings, hoses, etc. New lights, new exhaust system very sound bodywork, a solid car. Offers around £5000
Rob Graham 01323 870842

1939 Traction 11BL Roadster

Very rare, RHD, Paris-built. Originally exported to Buenos Aires. Concours winning restoration with reconditioned engine, all mechanics and bodywork – must be one of the best available. Finished in pale blue high-quality paintwork, creme mohair hood and connelly leather upholstery. As featured in 'Classic Cars' Nov. '95 also in FP June '95 page 14
Offers around £35,000
Tony Stokoe 01734 733703

PARTS FOR SALE

Set of 5 easiclean wheels

Shot-blasted and stove enamelled in ivory, with hubcaps – £250
"Handbook for Six Cylinder Model", 24 pages. Dated Jan 1949. Excellent condition except for 'AA Technical Information Unit'. Cachets on cover and first page – £35

"Handbook for Six Cylinder Model", 28 pages. Undated but has supplement for Hydropneumatic suspension so after 1954. Light green cover slightly tatty around edges, otherwise good overall condition – £30
"La 11 Citroën Notice d'Entretien" scarce French service and maintenance handbook dated August 1934. 62 pages 24x18cms. Lots of photos. Folded in half in the past, otherwise very good condition – £60
Tel Bob Wade
(00 33) 45 62 05 96

3 traction gearboxes, one

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

Brown leather seat covers for Light 15.

Back seat: seat squab and backrest in good condition. Front seats: seat squabs in average condition, still good for a few more years, backrests split, panels could be used. £40 the lot – buyer arranges carriage.
Phone Roland Kirk
01584 810128 (Shropshire)

NEW PARTS

Rubber plugs for front cradle tubes.

£2.40 per set of 4 + P&P

Rear engine mount

£10 each (exchange)

Side engine mount pads

£1.60 each + 50p sae

Silentblocs

£60 per set of 4(exchange)

Petrol tank filler pipe rubbers (large and small boot)

£2.50 each + 50p s.a.e.

Triangle door rubbers

£14.80 per set of eight +

£2 P&P

Gaiters for top & bottom swivels

£2.50 each + £1.50 P&P

Steering rack pin rubbers

£1.20 per pair + 50p sae

Rear Panard rod cones

£2.50 per pair + 50p P&P

Rear bumpstops

£15 per pair + £1 P&P

'H' van radiator hose set (three hoses)

£17.50 per set + £3.25P&P

Driveshaft inner bearing ring

nut spanner (with reinforced

ring around teeth for those

nuts that are very tight).

£28 + postage to cover

2.75lbs weight.

Ball pin adjuster for the track rod end.

£11 + £1.50 P&P.

PLEASE NOTE:

Exchange items only sent when old ones received first.

Mike Tennant

49 Hollywell Road

Mitcheldean

Gloucestershire

GL17 0DL

Traction gearbox, good condition, £220.

Phone Frank 01365 325847

1950 French Dinky 11BL

Collector's diecast model.

John Starke 01206 231241

New stainless steel

bumpers for Tractions.

Made from 3mm 304 grade stainless steel.

Four types available:

'dipped' Legere & Normale

and post-'52 'straight' Legere & Normale.

Supplied drilled and polished 'ready to fit'.

These bumpers will not rust, are stronger than the originals, there is no plating to crack or peel - minor damage can be inexpensively corrected and repolished.

All types £230 per pair

Jonathan Howard

Tel/fax 01608 643065

5 Pilote wheels

- shot blasted and primed, some welding to finish. Also spiders and hub caps to fit pilotes.

2 reproduction small boot 'pork pie' rear lights.

Dark red leather rear seat complete for post '52 Lt 15 - very good condition.

2 front seats re-upholstered in red velour.

Some Slough chrome

parts - all rechromed.

Original workshop

manuals - Twelve/Light 15 repair manual

Light 15/Big 15/Six repair manual for bodywork.

Six cylinder repair manual.

Heller Citroën Traction 1/8th scale model plastic kit - as new.

Please phone Michael Wood

01238 528221

Cherished Reg. Numbers:

UPL15 and TED662, both ready for transfer.

Ring 01483 579350 for details

and prices.

WANTED

Tow Bar for 1949 Légère - to

enable bicycle rack to be fitted for summer holiday in France.

Peter Ashlee 0181 301 4982

Front wings for Big 15.

Must be in sound condition.

Good price paid.

David Boyd 01527 892134

Brakedrums with damaged

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

Roger Williams

01482 863344

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)

Front number plate

mounting plinth for 1954

Slough Lt 15, condition of chrome not important.

Also, for my poster collection,

Black & white poster of

Traction decaying in a wood,

has 'voiture' printed across the

top. I think sold by Athena in

the seventies.

Tel. Frank 013397 42272

OTHER

South Brittany

Farmhouse, 15 minutes from

Quimperlé. Rural situation,

but with shops only 3 mins.

15 mins to sandy beaches,

forest, lovely rivers and estuary

walks. 85 miles from Roscoff.

Sleeps 7/9. Available to rent

most dates. Early booking

essential. From £120 to £265.

Phone John or Eileen Wain for

details 01803 782468

Normandy

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.

Loire Valley

Large, classic country house

5km west of Langeais,

(between Tours and Saumur),

ideally situated for wine lovers

and chateaux visiting. Sleeps 8-

10 in 4 large bedrooms with 1

acre garden and ample space

for Tractions! Available to rent

from £375-650 per week.

Tel Brian Thorley

01253 295409 office

882558 home

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Camping Le Ch'Timi, Lot

3 star campsite (70 pitches)

plus static caravans

Full facilities, Swimming pool,

Bar, Children's play area etc

Stunning area with lots to see

Tractionistes especially

welcome!

Phone Rik or Marie on

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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.

Western Loire Valley

Village home sleeps 4/5,

vineyards, Chateaux and sea.

Available July, Aug, Sept

Reasonable rates

Phone Frank 01365 325847

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Traction to meet ours and be

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Learn to swim in the sun

during your holiday in SW

France. A.S.A. qualified

teacher - individual

instruction. Bed & Breakfast

accommodation. Open May to

September.

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Southern Brittany

Camping Le Bohat, Sarzeau

Large 4-berth caravan with

awning and mains electricity

Available mid May - mid Sept

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pool, creperie

Bookings taken now

Tel Stan Barker 01425 672311

