

*Floating  
Power*

september 1996



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## General Secretary

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1 Terwick Cottage  
Rogate  
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## Social Secretary

Stan Barker  
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2 Appleby Gardens  
Dunstable  
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## Club Spares

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

## Club Shop

Keith Feazey  
21 Paris Avenue  
Westlands  
Newcastle-under-Lyme  
Staffordshire ST5 2RQ

## Editing and Design

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

## Honorary Life Members

Fred Annells  
David Shepherd

## scotland

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

## lakes & border

Malcolm Bobbitt  
4 Holmewood Paddock  
Lamplugh Road  
Cockermouth  
Cumbria  
CA 13 0PD  
Tel: 01900 825581

## northern

Stan Platts  
1a Moorlands Road  
Birkenshaw  
Bradford  
BD11 2BH  
Tel: 01274 683848

## peak

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

## ireland

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

## north midlands

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

## welsh borders

John Worthing  
Spout House  
Orleton  
Ludlow  
Shropshire  
SY8 4JG  
Tel: 01584 831239

## south midlands

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

## eastern

Ian Nixon  
28 Glebelands  
Thundersley  
Essex  
SS7 4LT  
Tel: 01268 755611

## west

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

## south west

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

## central southern

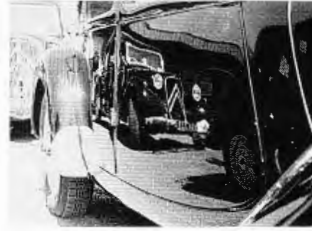
Mike Wheals  
PO Box 7303  
Whitchurch  
Hampshire  
RG28 7YR  
Tel: 0850 57044

## london

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

For details of  
area meetings,  
please contact  
your local  
organiser

cover picture  
by Frank Bell



# Floating Power

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### Designed and Edited by

John Starke  
The Cottage  
Harts Lane  
Ardleigh  
nr Colchester  
Essex CO7 7QE  
tel: 01206 231241  
fax: 01206 230546

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The rally season maybe drawing to a close, but the TOC is still eventing! Put on a Stetson and six-gun and mosey-on-down to the Autumn Hog Roast (see p16).

Thanks particularly to Nick Hall for the article on Georges Regembeau's Merc-eater – which will be of special interest to all 'Six' owners out there. Also, a couple of disconcerting items have surfaced again – classic car tax and fuel – read toctalk for details.

Next issue will feature rally reports from Snowdonia '96 and the French Connection, while techtorque starts a series on technical tips (if you have any tips or advice, let's see them in FP). The deadline for next FP is October 19th.

And finally, don't forget the AGM later this month!



**in BRIEF**

**Citroën & Peugeot**

Are planning a low-tech run-about 'à la 2CV' which is hoped to go on sale before the turn of the century.

**Traction en print**

The French car magazine *Rétroviseur* will be featuring a back-to-back feature of a Riley RM v. a Slough Traction Avant in a forthcoming issue.

**ICCCR**

Final figures for the 10th ICCCR last year in Clermont Ferrand, France have been published.

Total cars registered: 4,354 of which 142 were early rear drive models and 1,112 were Traction Avants (including 44 roadsters).

Cars came from 28 countries (2,832 from France and 152 from Britain).

235 clubs were represented. A total of 20,540 people visited the rally, with 2,000 sitting down to the Saturday night meal.

At a meeting in January attended by seven clubs and Mr Luc Lion, Director of Public Relations for Citroën Benelux, it was agreed that the 11th ICCCR would be in Belgium in 1998. Three sites have been suggested: Rochefort, Cheffetoigne and an Air Force facility. A decision is apparently imminent.

**RARE ROADSTER FOR SALE**

FRED ANNELLS' Slough Big 15 Roadster is to be sold. TOC founder member Fred will be offering his unique car for sale towards the end of the year and the big question is will it stay in this country?

Believed to be the only surviving Big 15 roadster in the world, it is sure to command an exceptional price.

Watch out for more news next issue.

**classic tax**

A 'STINKER TAX' on all cars without catalytic converters is due to be imposed in Germany from January 1, 1997 - with no exemption for classics.

Germany's environment minister has declared that her government wants this tax to be Europe-wide by the year 2000.

Although German car clubs are lobbying their government, they are pessimistic about the future. *Oldtimer Market* journalist Peter Steinfurth says: "... people here believe that anyone who drives an old car is a bad person. I hope the classic car scene will survive, but it will become a hobby for people with money."

Here in the UK, the Federation of Historic Vehicle Clubs says it will study the implications; while the AA's John Anderson says: "We will resist it tooth and nail. In this country exemption for genuine old vehicles is always the Association's policy."

The Conservative Party says it is unlikely to reverse its policy and introduce a punitive tax. It does not regard classic cars as major polluters.

Meanwhile, the Labour Party is considering a sliding scale of vehicle excise duties based on the level of emissions. The details, including an exemption for classics have not been decided.

Spokesperson for the Green Party, Penny Kemp, says: The question shouldn't be about catalytic converters; we need a proper transport strategy and decent public transport. I wouldn't support a tax on classic cars. there aren't many of them and the energy implications of making new cars outweigh those of keeping an old one going."

**the death of four star**

THE DAYS of leaded 4 star petrol could be numbered if European Commission proposals for cleaner air are adopted in Britain. According to the Daily Telegraph the last day for buying leaded fuel could be December 31st 1999.

The EC proposals are contained in the "Auto Oil" package of measures aimed at reducing vehicle emissions by up to 70 per cent by the year 2010 and setting up rigorous air quality standards even more severe than those in the USA.

Demand for leaded 4 star has dropped since the introduction of catalytic converters in 1992, but it still represents between 25 and 35 per cent of British fuel sales.

Classic car groups say they will fight for leaded fuel, asking for a three year exemption, to allow time for a lead substitute to be developed.

**it's official**

JUST a reminder that the following posts are up for grabs at the AGM later this month:  
*General Secretary*  
*Technical Support Officer*  
*Editor*

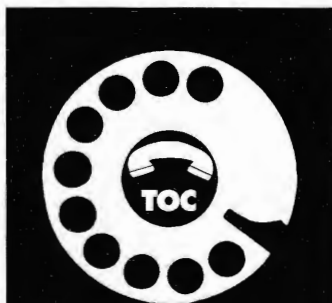
## into print?

SO YOU want to write a motoring book? Just how do you set about it? How do you find a publisher? What does a publisher require of an author? How much will you make, or possibly how much will it cost?

The answers to these and many other questions may be found at a special conference at the National Motor Museum, Beaulieu on the 16th November. The conference is open to all and will feature John Blunsden, MD of Motor Racing Publications, Jonathan Wood, author and historian, and Nick Portway motoring author and publisher. There will be at least six other speakers who will discuss subjects such as who wants the book anyway? Who can help you with research?

The conference is being run in conjunction with The Automobile Magazine and the Michael Sedgewick Trust.

*Full details available now from Michael E. Ware at The National Motor Museum, Beaulieu, Brockenhurst, Hampshire SO42 7ZN. Tel: 01590 612345 Fax: 01590 612655. Conference fee including lunch is £30. Delegates must pre-book.*



**HELPLINE**  
**01425 674476**

(24hr answerphone)

When phoning please give:  
1) Your name  
2) Your phone number  
3) Reason for calling

## tour of cumbria

ARRANGEMENTS are being made for a Tour of Cumbria over the 1997 Spring Bank Holiday weekend – Friday 23rd – Monday 26th May 1997.

The event will be located around Keswick and Derwent Water which is an ideal touring centre for the Lake District and Cumbria. Set among some of the finest scenery in ENgland, the area is easily accessed from the M6 motorway and A66 Trans-Pennine route, Scotland and the Borders.

A suitable camping site will be available and there is also a huge selection of guest houses and hotels in the town and surrounding area from which to choose. An accommodation list is available.

The itinerary, which is being prepared, will include a welcoming event on the Friday evening, a choice of visits to places of interest on Saturday, Saturday evening entertainment and a sightseeing convoy tour with a lunch stop on Sunday. A farewell gathering of Tractions on the Monday will end the weekend.

To enable the organisers to have some idea of the number of members attending and therefore costings and final programme, please make an initial reservation by sending a large sae to:

*Malcolm Bobbitt*  
*Javel*  
*4 Holmewood Paddock*  
*Lamplugh Road*  
*Cockermouth*  
*Cumbria CA13 0DN*  
*tel: 01900 825581*

Information and a booking form will be sent by return.

## book now

ANDRÉ CITROËN – the Man and the Motor Cars by John Reynolds will be reviewed in the next issue of Floating Power and will be available soon from the club shop, price £18.99.

## NORTHERN

As Lynn and I are off globe-trotting for an intended 12 months, setting off on 21st September, the 'Keeper of the Tools' and Northern contact will be:

Stan Platts, 1a Moorlands Road, Birkenshaw,  
Bradford BD11 2BH tel: 01274 683848  
Andy Cartwright 01532 561286

## WELSH BORDERS

We had a successful joint meeting on the Malverns with the Midlands and West, a quiz won by Gillian and Glen Robb raised £30 for the Air Ambulance. Lots of cheating but for a good cause! 11 cars turned up including two 'Arrieres'. Our camping weekend bit the dust, and chicken 'n' chips wasn't on the menu! Perhaps we will try it again next year but not to clash with the Brittany Rally.

From an idea by Jeannie Ekanite, our next event is a meeting at Dilwyn on the 29th September. Please try to arrive by 12noon. Dilwyn is just off the A4112 west of Leominster. We will display the cars in the centre of the village and have lunch at the Crown. There is the possibility of visiting Dunkerton's Cider Mill to taste and maybe purchase their produce. The event will be publicised in the parish magazine, so it should be quite a social occasion for us and the village. Dilwyn is in a cluster of Black and White villages and if participants agree, we can take a gentle tour of these villages before our homeward journeys. Please ring me to book food for you at the pub. If you can't reach me, please ring Jeannie Ekanite on 01544 318189.

Our November pub night will be back at The Riverside, Aymestry on November 17th, 12noon for lunch at 1pm, ring me to book food.

I would like suggestions for the January venue, so everyone with a good idea for a venue or a visit to an interesting place, please call me and I will try to arrange it.

*John Worthing 01584 831239*

## SCOTLAND

As Keith Rhodes mentioned in the last issue, with only eighteen or so members north of the border it is easy to feel a little isolated, even if you can make the trip down to one of the events down south, but what about the rest of the year?

Being members of both the CCC and TOC, my wife and I would like to help promote a closer social association between the two clubs here in Scotland. With this in mind, we are holding an Autumn get-together at our home in Royal Deeside on Sunday 22nd September and would like to extend an invitation to TOC members to come along for a chat and afternoon tea.

Katy and Frank Grant will hold the next section meeting at their home 'Don Donnachaidh', Crathie, in the heart of Royal Deeside, on Sunday 22nd September at 2 for 3pm.

They extend the invitation to all CCC/TOC members, but please give Katy a call so she knows how many to cater for.

*Katy & Frank Grant 013397 42272*



# bac

Every year, with its unique blend of fun and food (plus some wine, women and song) the Tour of Brittany is a highlight of the Traction calendar – and 1996 was no exception. But this year, amid the mirth and mussels, the tour ventured further afield to catch a glimpse of the future.

Frank Bell reports...

## Old cars in old Samur

**W**ell, this was our third Brittany Rally and again it was brilliant.

Although officially it was a four day event, for Nadine and myself it started early with Mick, Moyra, Richard and John staying with us overnight in readiness for the early Wednesday morning start to Portsmouth and the 8.15am ferry to Cherbourg. The style of whole rally was set at 6.00am that morning with the first photo-call – three Tractions on

our front lawn. There were a further four Tractions on the ferry and after breakfast the tractionists assembled in the bar making a suitable impact on the social scene there.

Overnight accommodation had been booked in Rennes, so the target became Cherbourg to Rennes in convoy in time for an evening meal. We arrived to find many other tractionists in an adjacent hotel. Social interaction, not to mention hunger, precipitated the first of many

dinners in good company. Bonne nuit. zzz.

## Thursday

The rally start was in the very centre of Rennes, La Place de la Mairie, in the stylish surrounding of French civic buildings. Of course the 40+ Tractions parked there attracted media interest with press and the TV- FR3 channel interviewing Patrice Crusson, with a host of Tractions in the background.

# ck to the future

To get a convoy of over 40 Tractions out of Rennes, safely through about 20 sets of traffic lights and on the correct road to Angers took quite some organising: it was smoothly achieved thanks to the police and to l'escort des motars: all helped by our blatant disregard for other vehicles and the colour of traffic lights; je ne comprend pas le rouge!

The drive to Angers was completed safely, if somewhat noisily. Our first civic reception was in La Mairie where, le adjoint au maire, delivered an eloquent speech extolling the virtues of wonderful Angers. I don't think anybody told him we were not staying but had only popped in for the wine and a bit of posing on their balcony.

A picnic lunch followed by a 57km drive through the vineyard countryside of the southern Loire brought us to the picturesque and historic 13th century walled town of Montreuil-Bellay. The riverside campsite was delightful. It all sounds stylish; it is; but I must say the Brittany rally does tax your personal organisation. Being allowed only 50 minutes to pitch your tent, sort out the car, shopping for breakfast and being organised into evening mode with its own programme of a conducted tour of the town, a civic reception and being ready for dinner can leave you breathless. However, what left me more breathless was the after-dinner dancing – thanks Gemma and Brenda. The evening's antics lasted well past midnight and my last hazy

recollection was 80+ people linking arms and dancing 'La dance du Tapis' around the restaurant. Well that's what Tracting is all about!. Bonne nuit. zzzz.

### Friday

A few hours sleep and an 8.30 start; "You must be on time because this day we visit Futuroscope". "Oui Chef". The 75km drive through small towns and villages brought us to Futuroscope located 5 km north of Poitiers. For those who don't know Futuroscope, it's a major complex of over 20 pavilions presenting hi-tech images, movies in 3D, 360° screens, dome screens and other visual presentations. It's difficult to identify the highlights but the films viewed from articulating seats were spectacular. Have

you ever driven a Formula 1 racing car, driven through the streets of a French village at 160 kph or flown down the La Vienne River 10m above the water at 120kph? Well we did!

Pitching camp at La Croix du Sud followed by dinner brought us to about 9.30 pm and ready for the night-time return to Futuroscope for the laser and water show. It was magnificent with the colour and movement of computer controlled fountains and the stunning projections of laser images on the moving fountains' spray. Back at camp and post midnight. Bonne nuit. zzzz.

### Saturday

A more relaxing start to the day and time to get the best out of a smoked bacon breakfast and to share the aroma with fellow



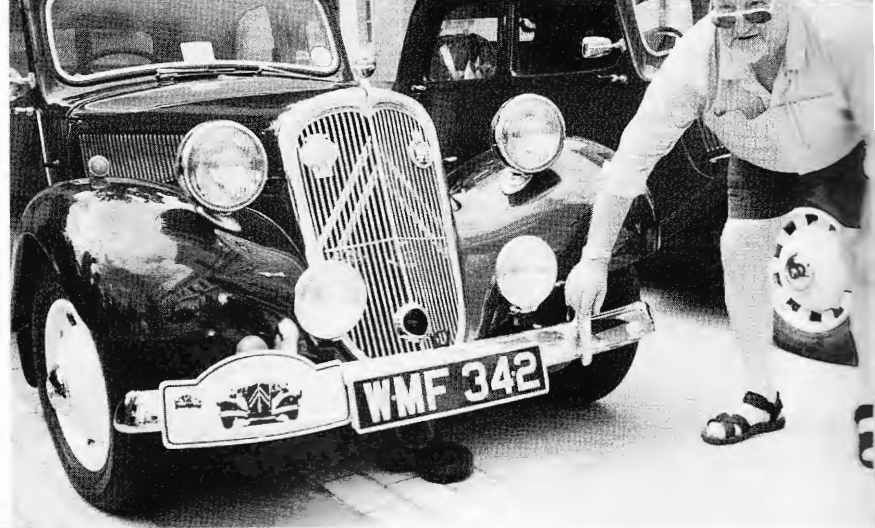
French faces

The future: Futuroscope near Poitiers





The sign



There's petrol here somewhere



Shouldn't these cogs should be inside the gearbox?

... six months of planning was in the final stage of rehearsal. Yes the annual 'Les Chevronettes Anglaises' production was being fine-tuned for the evening's entertainment...

campers. Our Futuroscope tickets did allow us another full day entry but a final 2 hours was enough for us. The last stunning show being an Imax film about human space-flight.

Word had it that there was a Citroën "Renov'Auto / restauration, pieces detachées" south of Poitiers with many Traction parts available. In a convoy of four Tractions we eventually found the yard only to discover the owner had departed on holiday the previous day. We went in anyway and discovered a yard full of rusty cars of mixed vintage and an assortment unrecognisable 'pieces detachées'. Yes, I know I'm a heretic but that's what they looked like to me. Even the Panhard the scrap-yard neighbour tried to sell us wasn't worth the asking price of F100,000.

Meanwhile back at the camp: six months of planning was in the final stage of rehearsal. Yes, the annual 'Les Chevronettes Anglaises' production was being fine-tuned for the evening's entertainment of our

French hosts. This year it was pom-poms and a trombone. Enjoying yourself isn't always easy, it has to be worked on. With practice even Nadine managed to produce some 'music' from the trombone, well it's all the puckering of the lips you understand.

Before the evening dinner and performance there was another convoy drive to the local town of Jaunay-Clan with a further civic reception. Thanks to 'le Maire' straight into the hospitality, no speech. Further posing in the town centre; a mild dispute between Tractionists, firstly over who pushed who into the fountain and then who tilted the table-football game. Then back to La Croix du Sud for dinner.

Dinner was exquisite. Have I mentioned oysters before? I discovered oysters on a previous tour at Noirmoutier and have been addicted ever since. Our Rennes dinner started with six oysters, then I ate Nadine's share. At this final tour dinner we were presented with a seafood buffet. I traded every

other item for oysters. However, with other courses to follow there is a limit to the number anyone can eat, Nadine will whisper to you the obscene number consumed. Entertainment courtesy of 'Les Chevronettes' avec les pom-poms jaunes et bleus followed by more dancing. Post midnight again; eyelids heavy but happy. Bonne nuit. zzz.

Sunday  
Final day, bright-eyed and bushy-tailed. Strike camp and ready to go for 9.30. "Oui Chef; mais ou vas-tu"? Answer; "Down town pour l'essence and le food avec my mates". Well I did say you had to be well organised, we did all that on Saturday, however, keeping tummies and petrol tanks happy is important so patients prevailed. A little later the 50km drive brought us to the pretty, previously quiet, village of Saint-Cyr-En-Bourg in the heart of the Samur wine region. Our lunch-time picnic was in an old walnut tree orchard, just as well as every other piece of



Les Chevronettes



Born to be Wild?  
Our motorbike  
escort

Aperitifs



cultivated ground was devoted to vines. After lunch we visited the local wine cellar and its underground storage tunnels. More importantly than the impressive statistics, such as an annual production of 12 million bottles of wine or 8 km of underground cellars; was the wine tasting! I didn't like the wine very much: well I have already admitted to being a heretic. I don't like Champagne very much either.

On to Samur and the final civic reception at 'La Mairie' on the south bank of the Loire. The speeches by le Maire, Patrice and Stan were followed by brief presentations. All good things must come to an end, so with mixed feeling it was farewell to British and French friends but tempered with the expectation of seeing many of them again. Our final words to Patrice; "En récommence en 1997?". Patrice; big smile; "Oui!". I certainly hope so this year was a brilliant experience.

One of the notable features of the rally was the total lack of breakdowns, the recovery trailer

was never needed. There were a few vapour locks and boiling engines because of the hot weather, and points problems – but no stranded vehicles. There were also a few self-induced problems relating to the redeployment of air horn pipes, reducing the air horn 'tune', to a pointless attention-seeking noise.

However, the mysteries of a missing rotor arm, a simulated gearbox collapse followed by a similar mishap to a differential and other miscellaneous vehicle rattles caused by attached mechanisms remain unsolved. But I put these incidents down to the youthful high spirits of the rally participants, I'm sure Barrie, Martin and Paul will agree.

My most serious problem related to the use of our own Traction's horn. Now you must understand the sounding of horns on Brittany rallies is very important. No village, town centre or roadside restaurant is allowed to miss the spectacle we provide; attention is summoned by extrovert hooting,

tooting and waving. But, unfortunately, in my RHD car, with its horn switch located on the right of the steering wheel, it was very difficult to sound the horn and wave to people at the same time. Back home this serious impediment to Traction public relations will be addressed by installing a second switch: to the left of the steering wheel!

After Samur, a two hour drive to Lavel, then find our hotel together with other Traction, dinner, again post midnight and, for the last time, crash out. Tomorrow, Cherbourg and the ferry and home. Bonne nuit. zzz.

Les amoureux de la Reine de la route, avec des instances magiques – for those in love with the Queen of the road, together with magical moments – enter the dates for next year's rally into your diary. We hope to be there and encourage you to participate in 'Le Treizieme Tour de Bretagne', see you on the ferry, Juillet 1997.

No village, town centre or roadside restaurant is allowed to miss the spectacle we provide; attention is summoned by extrovert hooting, tooting and waving.

Les Presidents –  
Stan et Patrice



# time for your injection mr citroen

'TRACTION INJECTION' - L'ENFANT TERRIBLE DE GEORGES REGEMBEAU. Translated by Nicholas Hall from the article by Elvis Platiney in La Vie de l'Auto, 15 December 1984, in the section 'Parlons Technique'.

On 6 October 1988 'La Vie de l'Auto' carried a short piece from a M. Lart of Mitry-Mory concerning a Citroen 15-6 fitted with a fuel-injected engine built by a craftsman named Regembeau. After several readers had written in confirming that this car had indeed existed, the magazine received a telephone call from Georges Regembeau himself. Aged sixty-eight, he removed any doubts concerning the existence and specifications of his engine. Staff from La Vie de l'Auto went to visit him at his home near Macon to discuss this extraordinary Traction. The adjective seems inadequate when one compares the car to contemporary production models.

In 1939, at the age of nineteen, Georges Regembeau was already won over by the consistency and technical quality of the Tractions produced by Citroën. A gifted engineer, he bought one of the first of the 15-6 cars with the proceeds of the sale of one of his patents to a German firm. He wisely hid this car for the duration of the War, but it was not until 1949 that he bought the 'Six' that he would radically transform.

He felt that the factory engine failed to exploit fully the car's legendary roadholding.

OHC AND THREE VALVES PER CYLINDER.

Before cataloguing the mind-boggling characteristics of the 'Six' as transformed, it is worth recalling what could be found on the roads in 1950, when this 'Six' was finished. In France the fastest prestige cars - Delahaye, Talbot, Hotchkiss-Gregoire - in most cases could not exceed about 150 kph. Only cars in the GT [or Grand Sport] class aspired to the 170-200kph bracket at the upper end of which one would be knocking on the factory doors of such illustrious names as Aston-Martin and Jaguar; neither Ferrari with the 166 nor Maserati with the A6 1500 exceeded 160kph.

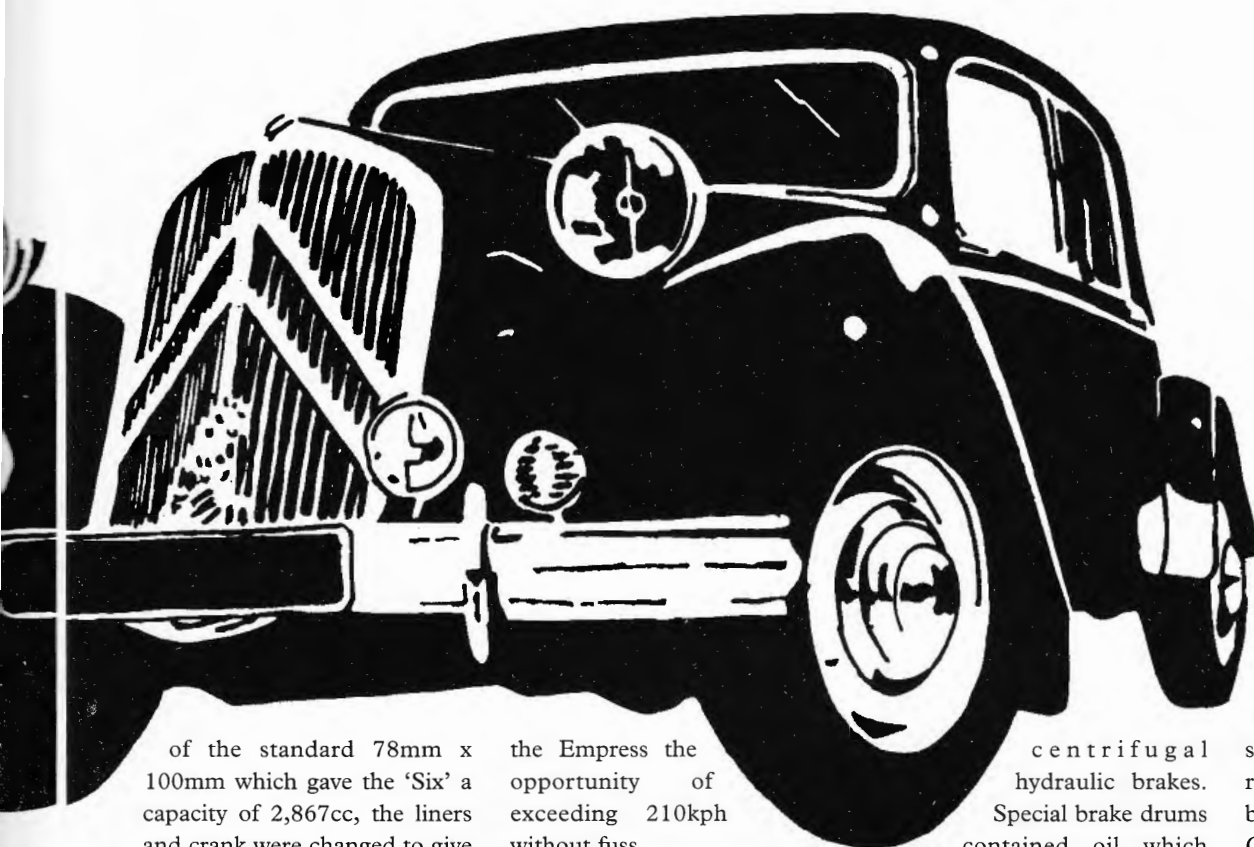
In these circumstances, Georges Regembeau's alterations to the -Six motor, originally giving 77bhp at 3,800rpm - enough to make the 15-6 'Queen of the Road' - seemed nothing short of revolutionary. Magic? certainly. Sorcery? perhaps. Put simply, the idea was to install the worthy Citroën straight 'Six' with direct petrol injection; note that Mercedes did not market their first petrol injection car until 1956. For this the factory head could not be retained [Translator's note. anyone who has worked on a 'Six' head must have bemoaned

the tortuous porting and the apparent impossibility of doing much about it]. A technician created a new head by fabrication and welding, 'it rose like a house of cards' Georges Regembeau told us. This head was then fitted with an overhead camshaft operating three valves per cylinder - two inlet, one exhaust - the Japanese haven't invented anything! Owing to the space needed for the injectors, small diameter sparking plugs had to be used. Injection was directly into the chambers, but it was possible to include a small swirl chamber.

Obviously, the camshaft had to be specially made; the injectors, to Regembeau's original design, were made to order by the firm SPC of Calliure. With this head the compression ratio was raised from the standard six 3:1 to 11:1

195bhp 210 kph  
Turning to the block, the bore and stroke were altered to suit better the new head, after all M Regembeau is a fanatic for mechanical longevity. Instead





of the standard 78mm x 100mm which gave the 'Six' a capacity of 2,867cc, the liners and crank were changed to give an oversquare engine of 82mm x 80mm capable of much higher revolutions and 2,536cc.

The crankshaft and liners were specially manufactured in high grade steel alloy by Aubert & Duval at Clermont-Ferrand. The injection pump was Bosch – originally for a diesel. However, considerable modifications were made to give it effective lubrication, a weak point with petrol injection pumps.

The original camshaft remained to drive the distributor, oil pump and injection pump. In this guise, the straight six, now no more than a distant relative of the product from the Quai de Javel, developed a trifling 195bhp at 7,000 rpm.

The Queen of the Road had thus become an Empress. All those horses were fully available thanks to a six-speed gearbox. The fine straights of the N7, still unencumbered by radar traps and heavy traffic, offered

the Empress the opportunity of exceeding 210kph without fuss.

#### Unique brakes

The only modification to the rest of the car was the reinforcement of the driveshafts to transmit the increased power. The rest, according to M. Regembeau, happily accepted the new installation – a fine compliment to the designers of the Traction suspension and a further increase in the reputation of the Traction's legendary roadholding.

The only reservations, but hardly surprising, concerned the tyres and brakes: the tyres burst in phenomenal quantities. Imagine a front tyre bursting on a Traction at 200kmh! and the four brake drums soon demonstrated their unwillingness to brake the vehicle from such unimagined speeds. So, after several years driving, Georges Regembeau decided to fit a braking system of his own design. Disc brakes were not available then. He developed

#### centrifugal hydraulic brakes.

Special brake drums contained oil which was forced outwards by the rotation of the wheels. Braking was effectively achieved by means of vane which prevented the free flow of oil. The results were spectacular and increased with road speed.

This outwardly ordinary car stood up well to close examination. A notable occasion was on a day in 1952 when the 'Six' was going well on the N7 and overtook a strange-looking Mercedes prototype. The occupants of the latter, intrigued, in turn overtook M Regembeau, the scene unfolding at about 180kph. He again passed the Mercedes, not realising that his view would then be blocked by a rise, and left it behind with, one imagines, its rather surprised occupants. The low grey coupe was, in fact, the prototype 300SL, still equipped with carburettors. At Montelimar, M. Regembeau stopped to buy nougat. The car with the three-pointed star also arrived, drew

up and awaited the driver of the 'Six'. The two engineers who got out of the Mercedes could not believe that the 'Six' was a production model. Georges, a twinkle in his eye, and even now a slight smile lit his face as he retold the story, opened the bonnet of his creation. Contacts were made with the experimental department at Stuttgart, which paid large sums for the rights to Georges Regembeau's inventions, which, in the end were not used on the final 300SL.

Curiosity concerning this extraordinary Traction has never been properly satisfied because this wonderful car was stolen in 1964 and nothing of it remains to its creator save three photographs – in poor condition. And this was a car that for fifteen years had justifiably attracted so much admiration. This has not prevented M Regembeau from attacking various other Citroëns – DS SM, but that's another story.

*[Unfortunately the pictures will not reproduce – but if anyone else out there has any useable pictures of Georges Regembeau's Traction, or indeed Georges himself, please contact the editor.]*



# top

The trackside notice read fifth gear 180mph. We're in third (what else?) and the speedo is touching 100kph, but so what, this is Silverstone, and Tractions "en masse" are lapping the British grand prix circuit...

The weekend of July 20th saw the TOC participating in the first ever BBC Top Gear Live event. Modelled on the television programme format the show consisted of a little bit of almost everything motoring – from model cars to monster trucks. In between were competitive events, manufacturers and trade stands, new and classic car dealers, club displays and many activities in which visitors could participate.

Our president, Stan, as usual working tirelessly on behalf of the club (well almost – see photo), had arrived in advance and, assisted by Paul, erected the new mini-marquee. Our allocated space was next to the main Citroën fashion and music show; they even had a few cars on display as well! In spite of our historic links we experienced what I understand to be the usual overwhelming indifference from the company though we did manage to 'nick' a rather smart sign to front our display. However, some of the fashion models showed more than a passing interest in our exhibits, once again demonstrating the traction's legendary pulling power!

So where were all the punters? Not much in evidence as far as I could see. Maybe the 'little of everything' format didn't have enough of anything to attract really large numbers, or perhaps they were spread too thinly over what was an extensive site. The organisers balance sheet will, no doubt, determine the success or otherwise of what was certainly a mammoth event.

Enough of the financial reporting, what's this about a traction grand prix? Well not quite, but in return for providing their cars as exhibits club members were allowed a few laps of the Silverstone circuit. The grandstands were empty but at Woodcote Corner, Copse and Becketts, they were all there as we proceeded, with only an occasional shriek from the tyres, to complete another gentle lap. Steve Southgate is in our mirrors but we're firing on all four cylinders and he's staying there! However as we pass the grandstand again my camera operator senses a photo opportunity so we move over to let him through; well that's my story anyway. Only one question now, how do we get off? Red faces as we pull up at the side of the track along with three other Tractions, two MGs and a Riley to ask a marshal for directions.

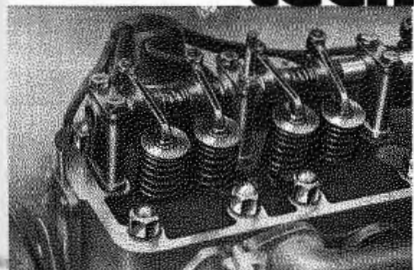
A good day out, hopefully some good publicity for the cars and the club, and Stan may have been instrumental in selling another marquee so perhaps some commission as well!

# gear



Floatin' power

# getting



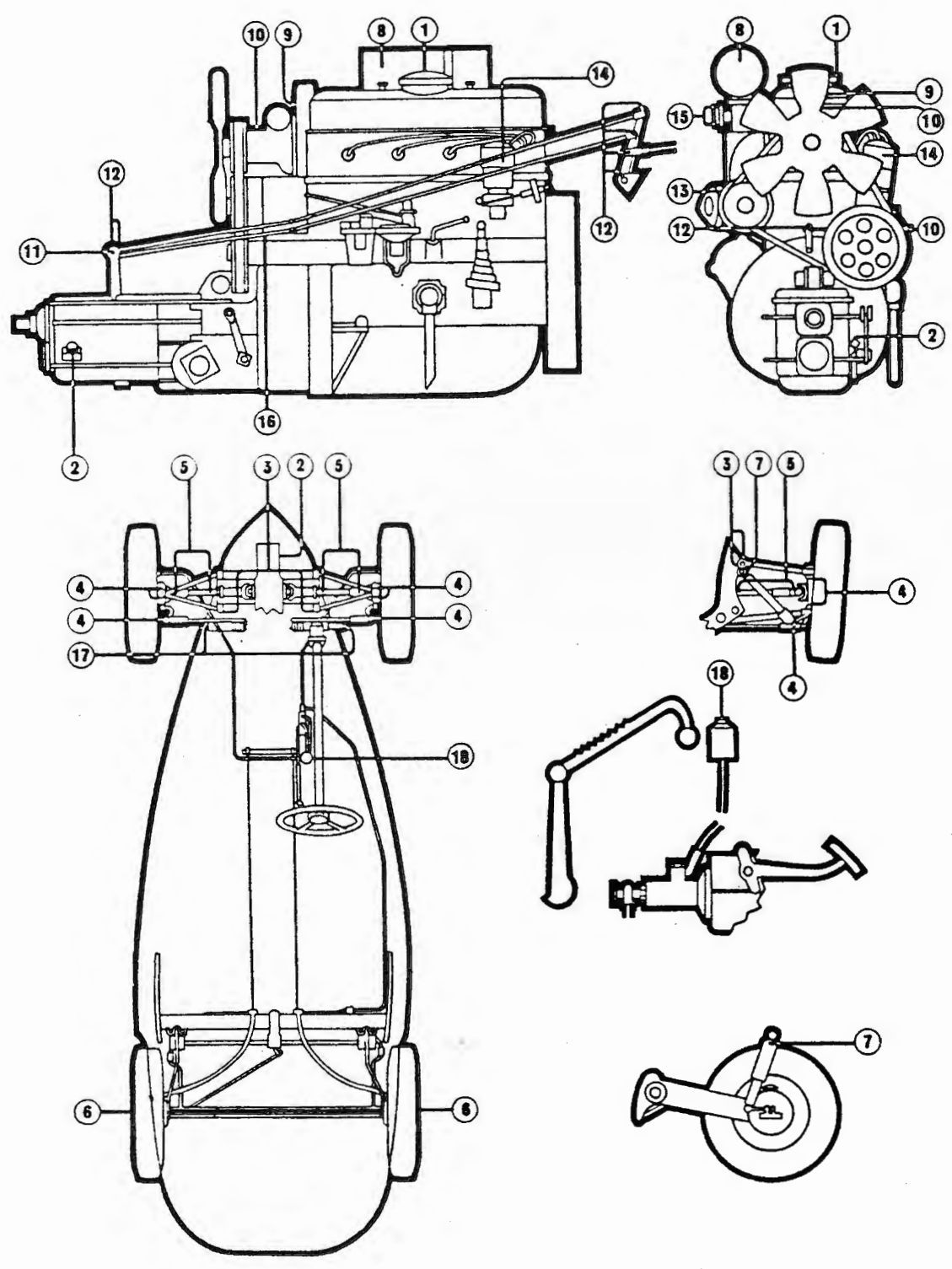
<b>1 Engine</b>	Shell X-100 20/20W	Daily 2,000*	Top up if necessary Drain, flush and refill (7pts)
<b>2 Gearbox &amp; differential</b>	Shell Spirax 90EP	4,000 12,000	Check, if level low, drain, flush and refill (3 1/2pts) Drain, flush and refill
<b>3 Front suspension control arms</b>	Shell Retinax A	1,000	Gun (4 fittings)
<b>4 Steering</b>			
- swivel pins	Shell Retinax A	1,000	Gun (4 fittings)
- track rods	Shell Retinax A	1,000	Gun (2 fittings)
<b>5 Drive shafts</b>	Shell Retinax A	1,000	Gun (4 fittings)
<b>6 Wheel bearings</b>	Shell Retinax A	12,000	Remove hubs, clean, repack, replace
<b>7 Shock absorbers</b>	Shell Donax A1	12,000	Top up if necessary
<b>8 Air cleaner</b>			
- fabric type	-	2,500**	Remove element, wash in petrol, dry, replace
- oil type	Shell X-100 20/20W	2,500**	Remove element, wash in petrol, dry, dip in oil, drain, replace
<b>9 Water pump</b>			
- oil lubricated	Shell X-100 20/20W	1,000	Oil can - 1 oil cup
- grease lubricated	Shell Retinax A	1,000 As required	Cup - 2 turns Repack
<b>10 Fan</b>			
- spindle bearing	Shell Retinax A	1,000	Gun (1 fitting)
- drive shaft bearing	Shell Retinax A	1,000	Gun (1 fitting)
<b>11 Gear shift selector lever</b>	Shell Retinax A	1,000	Gun (1 fitting)
<b>12 Gear shift linkage</b>	Shell X-100 20/20W	1,000	Oil can - a few drops
<b>13 Dynamo</b>	Shell X-100 20/20W	4,000	Remove cap, soak wick, replace
<b>14 Distributor</b>			
- Automatic timing control	Shell X-100 20/20W	4,000	Oil can - a few drops
- Cam bearing and shaft	Shell X-100 20/20W	4,000	Oil can - a few drops
- Cam and contact breaker pivot	Shell X-100 20/20W	4,000	Smear
<b>15 Carburettor linkage</b>	Shell X-100 20/20W	12,000	Oil can - 1 or 2 drops
<b>16 Clutch thrust bearing</b>	Shell X-100 20/20W	1,000	Oil can - a few drops
<b>17 Steering gearbox</b>	Shell Retinax A	12,000	Remove plugs, repack, replace (shop job)
<b>18 Brake fluid supply tank</b>	Special fluid	1,000	Top up if necessary

\*Initially after first 500 and 1,000 miles

\*\* 1,000 miles in dusty conditions

# well oiled

It's a long time since we published a lubrication chart, and we hope the many new members will find this useful.



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# **national and international events**

.....  
**28/29 September**

## **Hog Roast**

**Melton Mowbray, Leicestershire**

See opposite page for details, y'all!

Richard Hooley: 0116 262 6050 work 01664 840453 home

.....  
**29 September**

## **TOC AGM**

**Pavilion Golf & Leisure Centre, Solihull**

Same venue as last year for the AGM – come and have your say on how your club is run.

Meeting commences at 2pm.

Phone Steve Southgate for pre-AGM lunch bookings: 0121 357 1056

.....  
**23/24 November**

## **National Classic Motor Show**

**NEC, Birmingham**

"The friendliest Classic Car Show dedicated to the true enthusiast"

Reduced ticket prices for advance bookings to club members.

Ticket hotline: 0121 767 4767

.....  
**30 November**

## **Christmas Bash**

**Bentley Hall, Walsall, West Midlands**

Bring the kids and granny and enjoy all the fun of the season!

Steve: 0121 357 1056 Barrie: 01565 873092 fax 0161 848 0206

**1997**

.....  
**May bank holiday**

## **Classic & Sportscar Show**

**NEC, Birmingham**

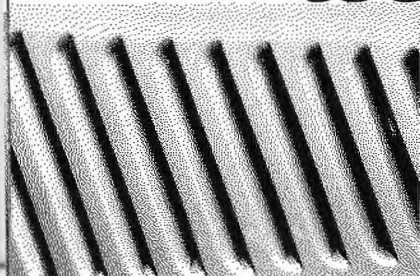
THE classic car show.

.....  
**27-29 June**

## **TOC Annual Rally**

**Grimsthorpe Castle, Bourne, Lincs**

Mick & Moira Holmes are the lucky organisers of next year's annual rally!



## Clear view

Twenty miles from home on our way to the annual rally at Caernarfon we suffered a shattered windscreen. Thanks to the circular 'clear zone' we were able to drive safely to a nearby garage where we were advised to contact the Autoglass bus/coach screen repair centre at Enderby near junction



21 on the M1 and only five miles from home! We retraced our steps and within two hours (including a pub lunch in the sun while the excellent Autoglass staff were beavering away) we were back on the road to Caernarfon with a new laminated screen cut and fitted. Not totally authentic perhaps but no scratches can be seen now when the sun shines!

Unremarkable maybe, but when so many large companies find it easier to talk about service than actually provide it, we felt that the efforts of the Autoglass staff deserved wider acclaim. And no, we aren't shareholders.

So thanks to Autoglass we were able to enjoy the National Rally after all, and our thanks must also go to Bob, Vanessa and their team for organising a memorable rally, we really appreciated their efforts.

Graham Jones &  
Helen Brixton  
Evington  
Leicester

*Well done Autoglass – clearly a great service!*

## Tractions in the sun

A search for a proper steering wheel for our Traction had been going on ever since we got to France and had continued in the face of a punitive exchange rate and the famous French indifference. We followed up a lead in 'La Vie de l'Auto' for a Quillery accessory wheel – of which more later – and were directed to M. Rennel, 4 Place Equinet, 01000 Bourg-en-Bresse, who sounded capable and interested, but had no wheel!

Depanoto, likewise, failed to please, though we did get some prison-camp striped material for the door panels. Nothing left for it then but a couple of days in Normandy and the boat home. Or was there?

Bowling along the D133 between Bernay and Beaumont-le-Roger, with the sun shining and birds singing we stopped by the river for a picnic and a reckoning of how much petrol money was needed for the SAAB. The VeloSolex strapped to the roof was not, we felt, helping the fuel consumption. We set off for Beaumont, looking for a car museum that the hotel had mentioned, so we were driving fairly slowly when, on the right, gleaming in the sun, we spotted a field full of Traction. A mirage, surely? No, it was real enough, though they were derelict and surrounded by high fencing and and protected by the inevitable huge guard dogs without which no French breaker's is complete.

A prolonged search located the owner, Michel Lenoir, having his lunch at the back of the yard. He willingly let us in, promising to return "tout suite". A look round the yard revealed about fifteen Traction, mostly post-war, a couple of 'H' vans and the odd Renault and Peugeot, all in varying states of decay. No runners except for one Normale.

Lunch over, M. Lenoir returned and opened up the sheds for us revealing a vast stock of spares. A steering wheel was requested and just as swiftly produced – as well as the covers and column adaptor which we lacked. Sadly, I couldn't afford the twin-carb manifold on display. We left, poor but happy.

And the photographs? Plenty taken, but unhappily, together with the camera, they 'disappeared' at Le Havre. With them was evidence of the reason for not buying a Quillery wheel. M. Lenoir had a couple, but they are made of a plastic which disintegrates in the sun. The horn button and covers 'bio-degrade' into granules – "Impossible à trouver" he said mournfully.

Verdict. Worth a detour.

Bob Cordon-Champ  
Walsall  
West Midlands

*M. Lenoir can be found at:  
Antic Auto 27,  
27470 Serquigny, France  
tel: 32.44.13.78*

## Abbie Normale

Enclosed is a photo of my 2 year old daughter Emily in the rear of my 11B 'Abbie Normale'. She may be the youngest tractioniste in Maryland!

Driving a Traction in America is a lot of fun. When I tell people what it is they ask whether it goes up and down. The only Citroëns sold in any numbers in America have been DS/IDs and SMs. Most people don't believe the technical specifications until they look under the car and see for themselves. Even that did not convince one guy who still firmly believes that torsion bars were invented by Chrysler in 1957!

I don't have any funny stories about buying 'Abbie', unless a 500 mile round trip to see a Traction with no attraction is comical. These cars are rare here and it took nearly a year to find a nice one that I could afford.

I like Floating Power a lot, especially Techtorque and coverage of the rallies.

Many happy kilometers to all Citroën owners.

Richard Pazar  
Sykesville  
Maryland  
USA

PS Why does everyone pick on the poor man with the organ?



## Wizard Welsh weekend

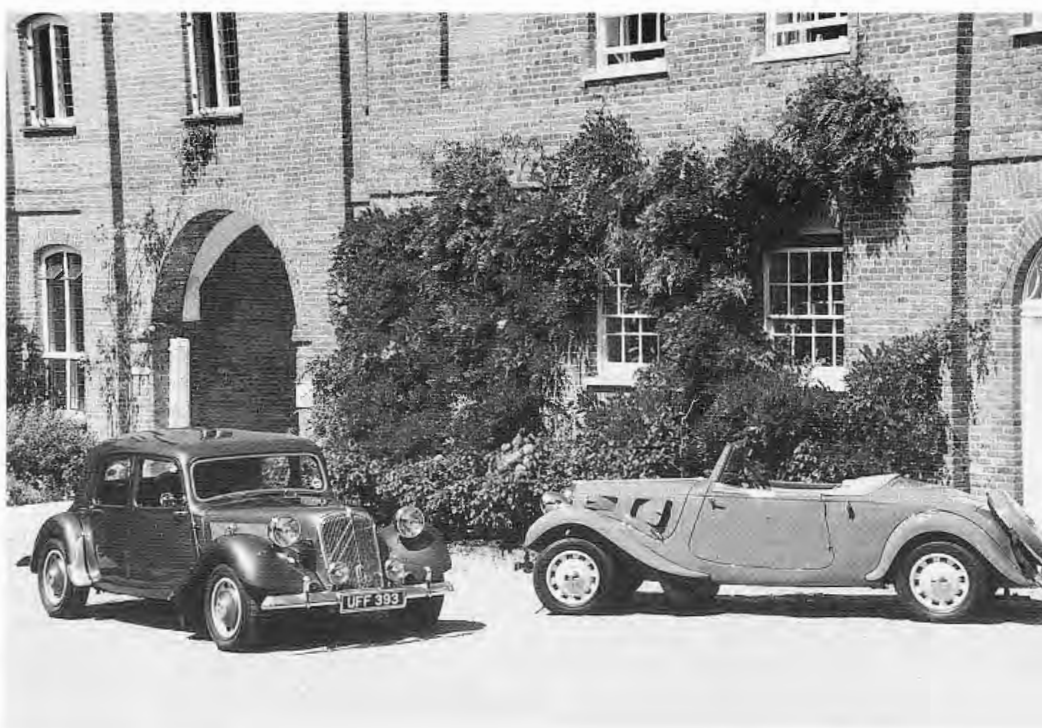
After breakfast, we hook up the Traction via the 'A' frame onto the back of our camper and we are off. Caernarfon here we come! Even the forecast is good for the TOC Rally.

We always get strange looks when overtaking people with our Traction in tow, but the frame works well. We arrive at the site about 2.30pm and already other Tractionists are setting up. Organiser Bob Anderson greets us with a 'goody bag' and directs us to our pitch - "Yes, it's OK there" "no, move over there" "is this OK?" "maybe a bit more over there... no, over there" "this way... that way," "Oh, what the hell!"

Barbara and I erect the club's latest acquisition - the new hospitality tent - finished in blue and yellow and the TOC logo. We then notice that the Kamp Kommandant is up to his tricks again as tents seem to moving around the site as though on wheels. Pete, my driver, turns up with the organ and we play a little music for the campers. After the music, food and merriment we all turn in, ready for an early morning start.

Bob and his team must be pleased - some fifty Tractions line up for the road run. With a blaze of klaxons we are off. First stop the power station at Dinorwic. This really is a great feat of British engineering. Built inside a mountain it was just like a James Bond set. At 'Q's gift shop I bought a 007 water pistol that fired sideways at unsuspecting victims, no-one left the place dry!

Next we set off to the slate quarry at Blaenau Ffestiniog where the scenery was truly beautiful. Here we chose to visit Portmerion, the famous Italian-style village. Portmerion is well worth a visit especially for those who remember the TV series "The Prisoner". (No 'Rovers' in sight? Ed).



After a food break, we pick up a couple of waifs and strays (Bernie and Pearl Shaw) and form a small convoy before heading off. On leaving the car park at Portmerion a young official asks who will be settling the account, "Speak to Martin Nicholson, he's over there." replies Bernie, as we make a break for it. Martin was last seen waving his arms about in a very agitated manner!

Ffestiniog Narrow Gauge Railway was the last visit before returning to camp... and an ambush! I was soaked by six kids with heavy duty water pistols. That'll teach me.

The evening was spent at the Royal Hotel, Caernarfon with food and entertainment laid on. The Caeilidh band got everyone going and at 12o'clock it's all over too quickly... the bus is outside and it's back to camp.

We set up the organ and club shop up on the quay next to Caernarfon Castle and line up the Tractions into chevrons - magic! One of Bob's friends turned up with an old Morris 8 "You can't come in here without chevrons" I said. A few strips of white tape applied to a

radiator grille later and he, too, joined the line-up.

3pm and it's prize-giving time with the Mayor making the presentations. All too soon it's over for another year.

Thanks to Bob Anderson family and friends for putting on a really super rally.

Barrie and Barbara Longden  
Manchester

PS I'm fitting a water cannon to my Traction for next year... so watch out!

## Tony's tractions

Some recent pictures of our two Tractions taken outside Swallowfield Park. The Big 6 is a joy - I've done 3,000 miles in her already - and the perfect compliment to the roadster, which has also seen lots of sunshine this summer and is now staying.

Tony Stokoe  
Reading  
Berkshire

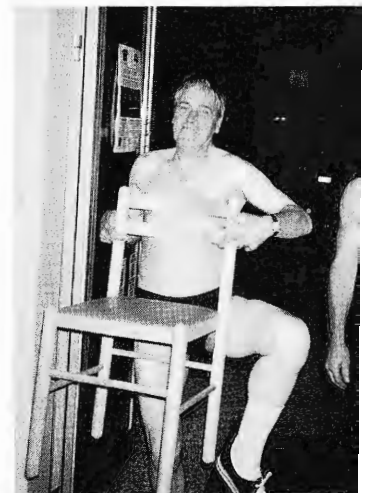
*Both of Tony's Tractions have been featured in recent issues of Classic Cars - and deservedly so.*

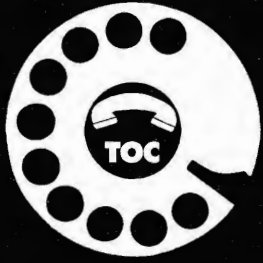
## David's dare

Thought you may like to see this photo taken during this year's Brittany Tour when things got slightly out of hand on the Saturday night 'do' - needless to say a great time was had by all! I dare you to print it!

David Boyd  
Redditch  
Worcestershire

*So what's the forfeit, David?*





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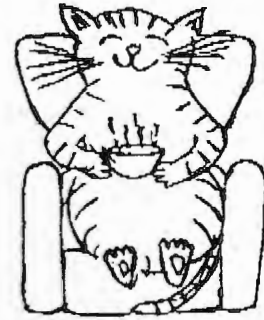
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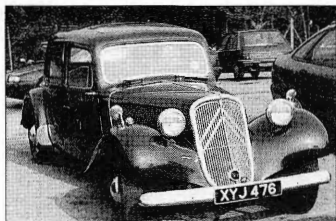
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## CARS FOR SALE

### Citroën Kegresse

1928 Kegresse (half-track) in an unrestored state. Used as 'cross-country' transport. Original workshop manual available. The vehicle has had all the running gear, engine and gearbox removed at some point and placed in boxes. £1200 ono. Please contact: *Alistair Konig on 01234 240096 or fax 01234 240098*



### 1954 Light 15

Slough-built RHD. Excellent condition, Burgundy Red, sun roof. Offers around £8700 *Christopher Burke 0181 977 3292*

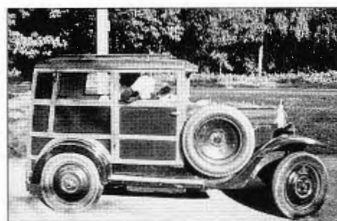
### 1954 Paris-built Normale

UK registered 1990. Black. Mechanically sound. S/S exhaust to be fitted. Needs some attention to bodywork. Reluctant sale due to lack of time. Offers around £4000. *Richard Frost 01306 730923 (Surrey)*

### 'H' vans

from £750 to £3250. Vans available in France are only one hour's drive from Caen ferry terminal. Phone or write for current stock list and further information.

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### 1923 5CV Cloverleaf

Normandie style body  
£6,000 ono or PX for Traction  
*Hugo Wilson  
Home 01420 561421  
Work 01420 561025*

### 1950 Paris-built Normale

Small boot in black with pilote wheels. New tyres, s.s. exhaust, new brakes, mechanically perfect, no rust, all sound. Offers please £5,900. Please contact: *Glen Robb on 01869 347513*

### 11BL 1952

Early big boot with curly front bumper originally fitted. Black with yellow wheels. Rebuilt engine by Jonathan Howard. 'D' big end shell bearings done early August. Waxoyled, repainted, owned by me since Nov 91. Most things recon or replaced. £4950. *Peter Gaskell 01608 651323 (Warcs/Glos border)*

### 1957 Paris-built 11BL

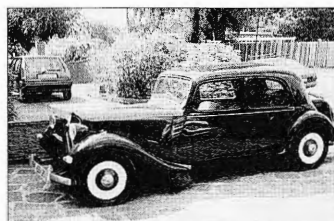
Large boot in Midnight Blue with cream wheels. Professionally restored six years ago and featured in January '91 edition of Classic & Sportscar. Excellent body and interior. Engine and brakes have been recently serviced and MoT to July '96. Garaged and driven regularly. Offers around £6,500 *Simon Hamilton 0181 688 3779 home 0171 497 1403 work*

### 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*

### Tractions...

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For further information contact *Steve Southgate 0121 357 2256 (evening) 01902 495 758 (office hours)*



### Unusual 1951 11BL

French-built but right-hand-drive. Big boot and spare wheel cover. Excellent condition, in black. Interior trim needs finishing. Full mechanical and engine rebuild and complete bodywork restoration by professionals in 1983. Full history available. Garaged in NW London for last 13 years – only 500 miles done. MoT to October 1996. Under-using owner of past 23 years needs garage space and offers this good example of an interesting car to someone who can appreciate it more. £5,500 *John Thompson 0181 459 0831*

### 1955 Light 15, Slough

MoT'd and in good running order. Black and maroon with large boot. A reluctant sale after 12 wonderful years of ownership. *Andy Rose 01732 862787 (Kent)*

### 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). **PRICE REDUCED FOR QUICK SALE**  
*Martin Nicholson 01734 733701*

## PARTS FOR SALE

### Beige leather seats

from a 1950 Lt 15. Condition is generally good and serviceable with no repairs required. Buyer collects.

£200

### Steering wheel

from a 11BL. Black, two spoke, no cracks but missing centre.

£30

### Set of interior door handles and window winders

for a French Traction. Chrome perfect.

£30

*John Aspinall  
0121 358 1559*

### Twin carburettor set

Solex 32PBI on inlet and exhaust manifolds. All linkages included. Good condition. *David Boyd 01527 892134 (Worcs)*

### Perfo engine

Stripped & painted (clean), all engine liners including knockered bearings, two timing chain covers, one flywheel, sump, oil breather, rocker cover (all clean and painted)

£60

### Reconditioned pistons

(all new rings) for perfo engine

£80

### New carburettor

Solex 35 FA1E (to take cylindrical air filter)

£100

*J. Coombes 01227 772243 (Kent)*

### Spares for sale

Body and mechanical spares for Light 15 and some mechanical spares for Big 15. *Mick Boulton 01939 220254 (Shropshire)*

### 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

**Cherished Reg. Numbers:**

UPL15 and TED662, both ready for transfer.  
Ring 01483 579350 for details and prices.

**Light 15 gearbox**

Very good condition. Thoroughly checked, cleaned, painted and fitted with new oil seals. Ready to install with rhd bell housing. £350  
Nick Gundry  
01453 884615

**Traction gearbox.** good condition. £220.

Phone Frank 01365 325847

**1950 French Dinky 11BL**

Collector's diecast model.  
John Starke 01206 231241

**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

**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

**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  
Telfax 01608 643065

**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 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

**Western Loire Valley**

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

**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.

**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 Med near Monte Carlo.  
Margaret Ritson  
Tel: (33) 93784725  
Fax: (33) 93786401

**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

**Charente Swimming Holidays**

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. For brochure tel: Chichester (01243) 539159

**CAHORS**

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 010 33 65 36 52 36

**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

