



Floating Power

March 1998

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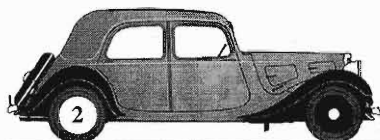
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* Club Tools are available in these areas

For details of area meetings, please contact your local organiser



Berline 7 C/11 Légère

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AREA CONTACTS



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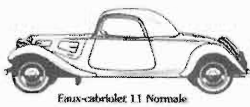


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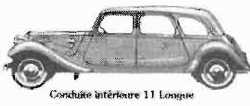
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EDITORIAL

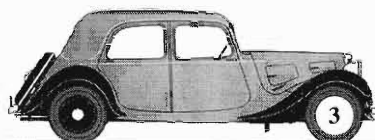
Planning events for this summer is going at full steam. Richard's Shakespeare, Stan's Classic Show, Dave's Annual, the Brittany tour and of course Chevetogne. There is still time to get the brakes re-done or the windscreen wipers working again.

This magazine may appear to come rather soon after the January issue, this is due to the fact that the last issue fell rather behind schedule and we are trying to catch up. Thankfully I think we have some very interesting contributions from members which I hope you find educational and helpful.

Jonathan's article on the petrol situation is of particular relevance and concern to all old car owners. I have discussions with friends running other makes and find that no two people are in complete agreement on the implications of lead free. Feedback from members would be interesting.

FRONT COVER

Sleeping in Co. Down, from Michael Wood

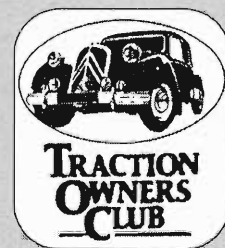


Floating Power

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March 1998
Volume 22
Issue 5



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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ISSN 0265 0630

Typeset & Printed by
Parchment (Oxford) Limited
Printworks, Crescent Road, Cowley
Oxford, OX4 2PB



Good news for the lucky man who purchased this 15/6 Roadster at Brooks Auction at Longchamp, France. Purchase price was £13,856. No, this is not a typing error!!



CUMBRIAN TRACTIONISTS

Calling all Cumbrian Tractionists. We know you are out there! Contact Jim Rogers on 01524 733473.

Lunch and Stately Home visit

The next meeting will be on April 5th at 12.00 p.m. at Strickland Arms, Kendal.

The Strickland Arms do Sunday Lunch and Bar Snacks. It would be useful to know if you are coming then the landlord can gauge his staffing level.

We will have a large room, if there are enough of us. After lunch it would be possible to form a group and visit Sizergh Castle, home of the Strickland family for 400 years or so! (Don't quote me!).

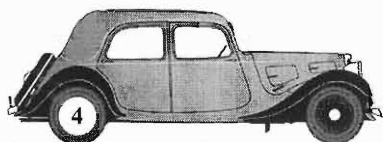
How to find it

Strickland Arms is at the gates of Sizergh Castle and can be found by following the brown signs for Sizergh Castle from the A590 south of Kendal. From the M6 you take junction 36, head for Kendal and take the Milnthorpe and Barrow turn and follow the brown signs. We do hope to see you. It's not far from Yorkshire or Lancashire OR dare I say Scotland.

In November 5 Tractionists and families met in Grasmere, where we had lunch, a good natter and an extremely wet walk round Grasmere. There were Jean and Malcolm Bobbit from Cockermouth, Bob and Jan Cuppage from Caldbeck, Peter Tyson from Windermere in his newly acquired 11BL from France. Jonathan and Lorrain Jolly in their newly acquired Traction 11BL which had come from a private collection in Yorkshire. Lorrain and Jonathan were the longest travelled having come from Halifax. Jonathan certainly found his 6 volt electrics interesting on the return journey in driving rain and on country roads.

So we hope the weather will be better and the number of visitors will continue to increase.

Liz and Jim Rogers, TUB 64. More information 01524 733473.



WANTED

Jonathan Jolly in Halifax writes to ask if anyone has a towing bracket for his 11BL or plans or drawings to make one. Please help him on 01422 378051.

COMMERCIAL ADVERTISEMENTS

The New Year is here and a review of adverts is being taken. We believe that some are out of date or no longer in operation and would ask the people concerned to contact the Editors for clarification of future inclusion.



NEWS FROM BELGIUM

A few juicy photographs of some cars that came for the dry run of the I.C.C.R. Kindly sent by Lieven Merckx, see his article in this issue.



Five Michelin posters fetched higher prices than expected at a Christie's auction at its South Kensington salerooms.

Making between £850 and £5500 each, the posters generated a total of £12,250.

Highlight was the poster that launched the tubby Monsieur Bibendum who quickly became world famous as the brand's Michelin Man trade mark.

This, the first of many Bibendum posters, shows him holding a glass full of nails and broken glass, and toasting his competitors with Nunc est Bibendum - Latin for Now is the Time to Drink.

Estimated at £3000-£4000, the poster went to a woman from London for £5500.

THE ROMANCE OF STEAM SEVERN VALLEY RAILWAY

Enjoy the nostalgia of yesteryear, steam Traction at its most romantic - the Severn Valley Railway, a journey down memory lane, used for the B.B.C. series "Oh Dr. Beeching".

We leave Hidderminster Station at 10.30, journey through the scenic countryside to Bridgnorth, enjoy the old market town, travel on the Castle Hill Railway to the Low Town, have a good lunch, time to explore and return to Hidderminster on the 2.45.

Cost £20.00 approx.

Added interest miniature railway exhibition.

Particulars and Booking: numbers limited. R. N. Kirk, Lower Nash Farmhouse, Nash, Ludlow, SY8 3DD. 01584 810128.

Draw, 1 free ticket for Traction, prize waterproof dust cover for Traction donated by John Worthing.

CHAIRMAN'S NOTE

It is always difficult to write something that will be published later on and try to make it topical, particularly if the weather is involved. In mid-February the weather is positively summery, but if I make a comment that everyone will surely have got the Traction out for a spin by now, you can be sure that, by the time this note is read, a Siberian snap will have occurred.

Nevertheless, I cannot let such a mild winter pass unremarked, especially as my last note predicted a severe one. It is wonderful! I suspect that when God was planning 1998 he must have knocked the calendar off the table and muddled up the pages when he picked them up. Taken together with the fact that tax-exempt cars must have a 12-month disc, there is surely every reason to be seen swishing along in a Traction, and none not to.

Another effect of the calendar is, I'm afraid, that the subscription renewal date will be upon us again on 1st April, and the opportunity has been taken to include the renewal form a few weeks early. It will be seen that the committee was forced to acknowledge ever-rising costs, and has had to raise subscriptions to meet these costs. Although there is other revenue that is derived from the club spares scheme and the club shop, these cannot be relied upon as income, and indeed should not be. The normal day to day functioning of the club - primarily the production and printing of the magazine, but also organising and supporting events, meeting essential costs of club management, and some long-term commitments such as the club Helpline - must be balanced by subscription income.

Over the last two years we have marginally missed doing so, and have used up some of our reserves, so it was clear to the committee that something had to be done. The club is not in dire straits by any means, and a modest rise was felt to be sufficient to keep us solvent for some time to come. The cost of joining the spares levy scheme is tied to the subscription rate, so that will rise as well. Finally, those living overseas will note that the charge for airmail postage has also been raised. We decided to bite on several bullets at once and get the pain over quickly.

However regrettable any rise is (this is the first for several years), I am sure everyone will agree that the T.O.C. is still excellent value.

I wish you all happy Tractioning or happy getting-on-with-the-restoration!

sectionSCENE

PEAK NEWS

Events planned for 1998

Our next meeting is on April 5th - so come along and plan the Summer and decide which events to attend.

June 7th - the annual High Peak Historic Vehicle Car Club Run - this is a well attended event with lots of classic cars, including our Tractions. The event starts at our usual pub at around 9.30 and includes a route of around 50 miles taking in The Cloud, the River Dane, and the Macclesfield Canal ending up back at 'The Bull I'Th'Thorn' for lunch. If you want to know more then please contact us.

August 2nd - come to the pub for our annual Boules competition (I will remember the Boules this year!!). Then a scenic convoy drive back to our home in Tansley to help me celebrate my forthcoming 40th Birthday.

October 4th - ideas welcome please.

December 6th - our Christmas meeting is the same date as the 'Walsall Bash' so we will need to decide whether to cancel our own meeting or meet a week later.

So, as you can see, lots happening so come and join us.

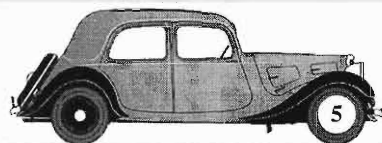
It is with sadness that we report the death of one of our Peak members - Gay Wild. Gay, with her husband Phil and children Vivienne and Michael were regular attenders at all our local meetings and many national events. We will miss Gay as she was a lovely, caring lady. Our sympathies are sent to Phil and family. We hope to see them at meetings again in the future.

Bev and John Oates

WEST OF ENGLAND

Our January meeting was at the 'Tunnel House' near Cirencester where an excellent turnout of members mapped out our meetings for the year. Meetings are generally on the second Sunday in the month. February will see us at the Wookey Hole Inn near Wells where we will be laying plans for the National Rally in June at Chippenham. We will be meeting at the White Horse, Soudley in the Forest of Dean in March, with an opportunity to visit the Dean Heritage Centre. There will be a mini-tour of Wiltshire on April 19th, postponed from a wet Sunday last year! Other meetings will be at the S.S. Great Britain in Bristol Docks (May), the eye-popular summer picnic on Minchinhampton Common in August and the Science Museum car collection at Wroughton near Swindon in September. It looks like being an interesting and particularly busy year.

John Ogborne



NEW MEMBERS

Welcome to the following new members who have joined us in the last three months. Thank you for your interest and support.

1500	S. Beamon	Aylesbury, Bucks
1501	C. Bailey	Broadbridge Heath, Sussex
1502	N. Antram	Lewes, Sussex
1503	P. Cox	Kingston upon Thames
1504	P. Dixon	Eindhoven, The Netherlands
1505	N. Hutchinson	South Brewham, Somerset
1506	C. Read	Stourbridge, W. Midlands
1507	M. Walton	St. Martin, Jersey, C.I.
1508	J. Hutchinson	Collingham, Leeds
1509	R. Frost	Towcester, Northants
1510	J. Sugden	Claines, Worcester
1511	P. Kew-Dennis	Basingstoke, Hants
1512	G. Handley	Hexham, Northumberland
1513	R. Abbott	All Stretton, Shropshire



ROADSTERS MULTIPLYING

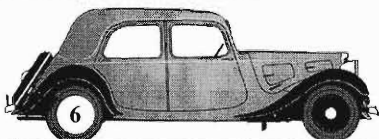
Tim Walker sends in these photographs of the Vietnam Roadsters currently in production. Tim spoke to Madame Garagiste and was offered a car for US \$9,000 + 2,000 formalities and transport but he explained his interest was for a genuine car only although he complimented her on the quality of work.

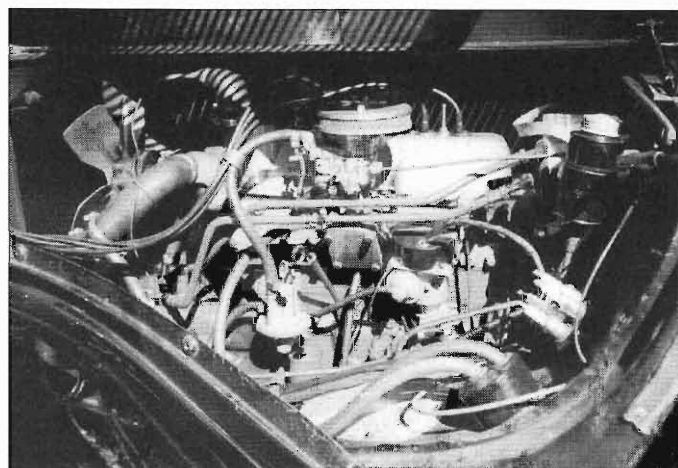
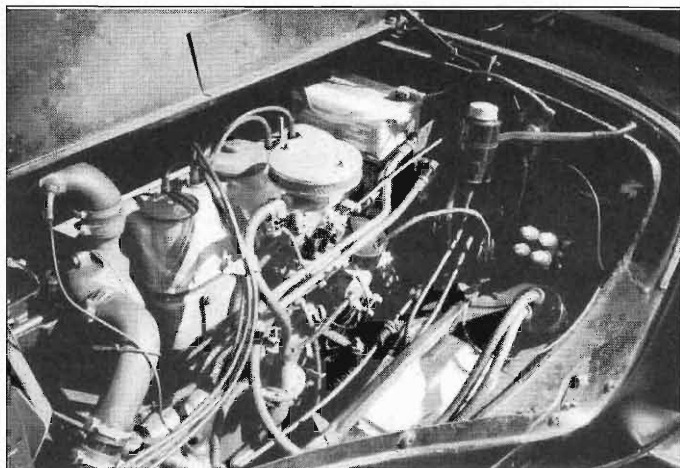


Thai families look for bargains at a "Formerly Rich" fair in central Bangkok. Over recent weeks, Thailand's wealthy classes have used these sales to sell goods ranging from watches, cameras and pianos to designer clothes and luxury cars - even a small aeroplane. Many Thais have seen much of their wealth disappear in the economic crisis, which analysts predict could worsen.

Photograph: Reuters

This photo was spotted in The Independent last December. In the foreground is a small-boot Slough built six, quite a desirable rarity. Why Slough built? Because in Thailand they drive on the left. Is that another Traction on the extreme top left of the picture? Would your friends believe you if you told them you were off to Bangkok in search of cheap Tractions?





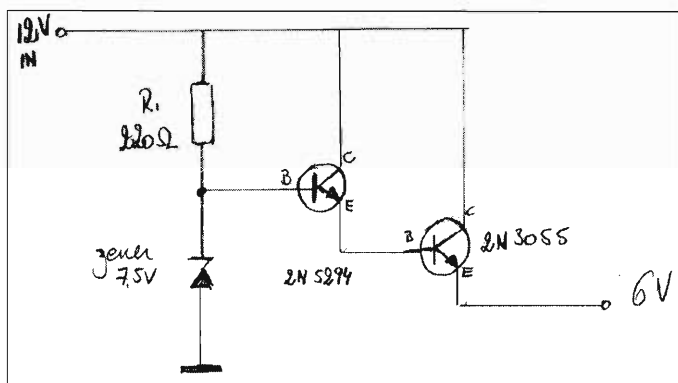
The Voltage Divider

November 1997
B 2950 Kapellen
BELGIUM

Dear Glen,

Talking about the dry run of the Belgian Citroën car clubs in August for next year's ICCCR, I send you some pictures taken during the day. Next to the convertibles, there was also a coupé, a decouvrable, the Rosengart Supertraction and even a few 15/SIX familiales. The main reason why I write you however are the pictures of our technical editor's engine transformation. My 1956 11B has had a very similar transplant. In my car, the ID 19 engine is coupled to the original 3 speed gearbox and also has the Traction waterpump. On the other hand, the dynamo is replaced by an alternator, so the car has an electrical system on 12 V, the ignition systems is home made and has 4 coils. I've also thrown out the "hot air heating tube" and installed a much more efficient 1950's drum type Smiths heater. The ID engine I have is a 1963 or '64 engine. The engineplate says "ID 19F.Fr.0273005287". It fits without a problem on the bellhousing of the Traction gearbox. The whole fits the car perfectly without changes of silentblocs or springs. The following modifications are a must, however: the flange of the exhaust pipe has to be modified to match up with the ID exhaust manifold. The gearchange connecting rods have to be reshaped to clear for the carburettor and inlet manifold. By carefully bending

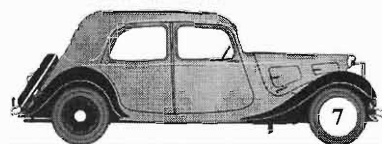
the rod and extending them a little by inserting an extra piece of pipe in the middle of each rod, a clean job can be obtained. Although no difference in gearchange is noticed, there is a small increase in springiness caused by the bent rods. The carburettor is a Solex 34 PBIC/3 of the ID/D Spécial models dating from 10/1968 onwards. This carburettor gives better performance and is more economical than the previous types. The pancake airfilter was bought on a bootsale in Colchester for 20p. The Traction radiator can cope with the ID engine without a problem. It is even impossible to get the engine at normal working temperature without having a thermostat or a curtain in front of the radiator. I fitted a thermostat (WAHLER type 3029 72°) in the waterpump discharge hose just above the pump. It is also necessary to make a recirculation hose for hot water while the thermostat is still closed. On my car this is done in combination with the Smiths heater: hot water leaves the inlet manifold jacket through a 3/8" hose. The original connection being too big (CITROËN part nr DM 141-98 until 1/61 or DF 141-98 from 1/61 until 4/63). I made one myself to fit the 3/8" hose. The threads of the couplings are metric and not BSP. The DM type has a thread of 14mm x 150 and the DF type has 20mm x 150. The hose goes through the hole already made for the standard heating. A metal pot was welded up and fitted with grommets for the hoses to close



up the hole. Under the dash, a hidden valve can shut off the hot water going to the heater. The return hose goes back by the same way to the engine compartment. The original hose from radiator to pump was cut in half and a T-piece from an H van was fitted to receive the return hose. Of course, when the engine is warming up, the heater shut off valve should remain open. A temperature gauge is useful to determine the right engine temperature. The alternator sits in the same place as the dynamo of the Traction. I used a Ducellier 7530 B with the assorted external voltage regulator 8360 A. These were fitted to all D types from 9/67 till 3/71. The pulley of the original dynamo fits straight on the alternator. The difference in size has no influence on the charging. Putting the car on 12 V is now very easy: all bulbs are changed for 12 V ones. Two items stay on 6 V i.e. the petrol gauge and the wiper blade motor. It is very easy to make 6 V out of 12 V by means of a voltage divider. The transistor 2N3055 need to be mounted on a heat sink. The unit can be placed on the scuttle next

to the voltage regulator. To avoid any possibility of the battery discharging during periods of standstill, I have a cable operated power cut off switch out of a Panhard. The ignition system shouldn't pose any problems. I made up my own system with one coil for each plug, creating a more juicy spark due to a bigger dwell angle and because there is no rotor or distributor cap anymore. I used Intermotor coils and condensers. Coil nr 11200 and condenser nr 33650 are a matched pair and suitable for the ID 19 of the mid 60's. This is probably not the one and only way to transform your Traction but it is a setup that definitely works. I have driven this combination for many miles through Belgium and went to Holland and England without any trouble at all. I hope, Glen, that you can turn all this into an article and I will be very glad to help people with transformations like this or answering questions about the article.

Yours sincerely,
Lieven Merckx



A COMPARISON BETWEEN THE FRONT SUSPENSION AND DRIVE OF THE 4 & 6 CYLINDER CARS

An assertion was made in a previous article of the superiority of the front suspension and drive of the 6 cylinder car over its 4 cylinder sister. This previous article dealt primarily with the potential failure of the stub axle of the driveshaft, and the absolute necessity of ensuring that the seating areas of the drum are tight upon the taper. This minimises the introduction of any flexural stress into the weakest part of the stub axle, namely the area of the Woodruff key. Failure of the shaft in this area will result in the front wheel detaching itself from the car with consequent loss of steering and braking.

Clearly this was a problem area which the Citroën engineers thought was worth redesigning, and is superior in every way to the 4 cylinder car. The redesign soldiered on in the H van front suspension, albeit in slightly modified form.

I make the assumption based on the small number of 6 cylinder cars in the club that the majority of members will be unfamiliar with its details. The 10 significant improvements are listed below, and readers may find it useful to refer to the exploded diagrams.

1) 4 cylinder cars rely primarily on the top wishbones to triangulate the suspension, which transmit the forces of acceleration and deceleration from the wheel to the hull, and vice versa. The top wishbone swings on two bronze bushes which have to withstand these forces. They need constant greasing if they are not to suffer, and of all the suspension components on the 4 cylinder cars are the first to exhibit wear and cause a noisy suspension. 6 cylinder cars have both top and bottom wishbones triangulated which gives a sturdier, and more sure footed suspension. This practice was widely adopted by other manufacturers employing similar suspension layouts.

2) The 6 cylinder cars have the bronze bushes of the top wishbone replaced by Silent Blocs. These are both maintenance free and quieter. A conversion kit is now made for the 4 cylinder car to do the same thing, and owners who have fitted them confirm both these advantages.

3) The hub unit of the 6 cylinder car has been completely redesigned such that the bottom ball joint is placed under the compressive weight of the car, as opposed to suspending the weight of the car in the 4 cylinder set up. Though I have not heard of a 4 cylinder bottom ball joint failing, I do know of an instance where the nut securing the ball to the taper was not done up tight, allowing the ball to rotate on the taper.

4) The 6 cylinder cars have twin leading brake shoes on the front which give more efficient braking.

5) The 6 cylinder car carries the brake drum on bearings located in the hub unit. It is therefore proof against any problem with the driveshaft. The drum can easily be removed with its bearings by the removal of 6 bolts (7mm dia) which secure the bearing retaining flange to the hub - a 2 minute job.

This in my view is by far the most significant of the design changes, doing away with the front road wheel being cantilevered on the end of the driveshaft.

6) The 6 cylinder car transmits the engine power to the road wheels via a driveshaft splined to the drum. This obviates the need for the castellated securing nut having to be done up brain tight as with the 4 cylinder design.

Those familiar with the front wheel drive train of a Mini will recognise similarities between the two designs.

7) The drive shafts of the 6 cylinder are cushioned with a Bibax joint which eliminates the vibration and snatch in the drive train - the clutch disc centre plate is unsprung, and the engine and gearbox are firmly affixed to the hull. This gives a very smooth transmission, further enhanced by very large diameter splines offering a much greater area for the transmission of power, and thus reducing wear and backlash.

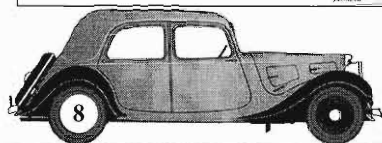
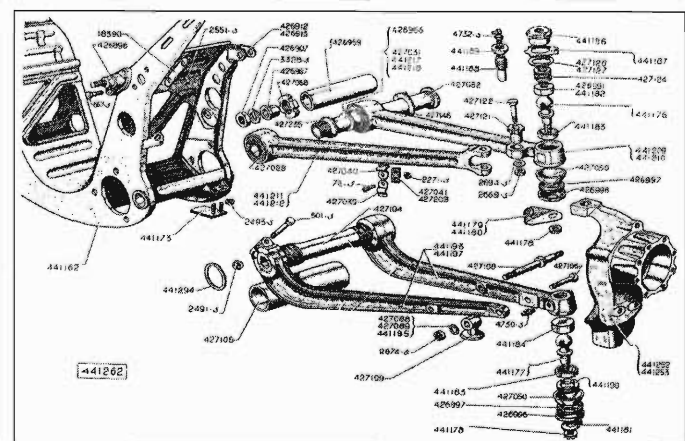
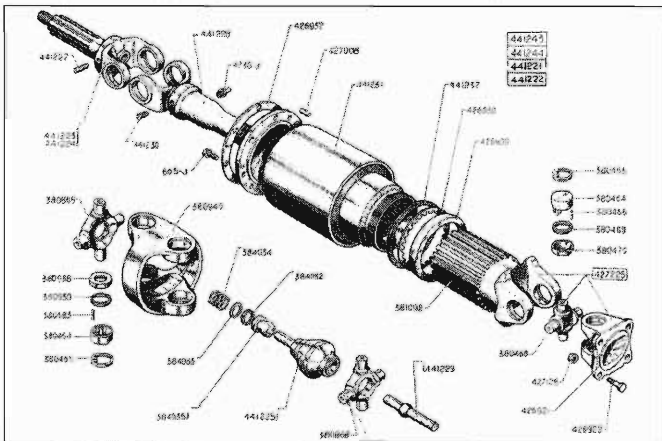
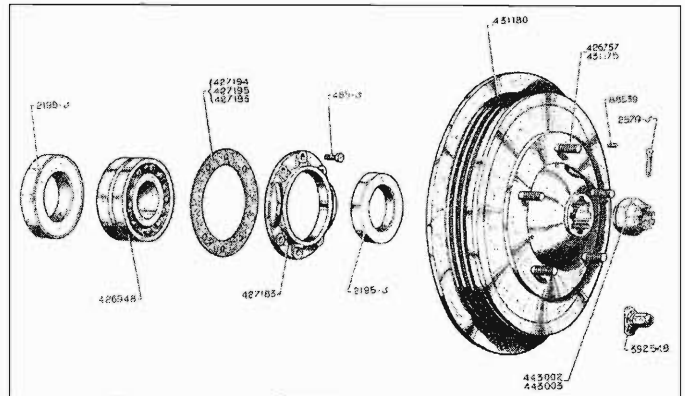
8) The design of the 6 cylinder driveshaft allows it to be split in half by removing the six bolts on the flange to the Bibax joint, thus enabling its removal from the car, once the end castellated nut is undone. This is a 10 minute job requiring no special tools - compare this with the palaver required on the 4 cylinder and the special tools viz drum puller, outer bearing puller, castellated nut spanner for inner bearing, bottom ball joint breaker, ditto for top ball joint, track rod end breaker etc.

9) The design of the 6 cylinder front suspension and drive train allows maintenance by a competent amateur, without the use of special tools, and avoids the "lump hammer" mentality which believes that taper joints and their like will yield given sufficient battery.

10) All the foregoing points add up to a superior design which requires less maintenance is inherently safer, quieter, with less greasing points, and greater longevity.

Before you all rush out to buy a 6 cylinder car, read the forthcoming article on the engine and gearbox design, which hopefully will cool your ardour.

Chris Ryle



*Lead free, or not lead free -
that is the question
Whether 'tis nobler in the
head to suffer
The burnt valves and seats
due to lead free fuel
Or to take arms against a
sea of troubles
And by replacement end
them?*

*- Apologies to W.
Shakespeare -*

Lead - or tetraethyl lead was introduced to petrol in the early 1930's as a simple, inexpensive anti-knock additive. It caused owners of older vehicles concern at the time, provoking worried letters along the lines of "Will the new 'leaded petrol' be suitable for my 1920 Whatever?"

As speeds of engines and compression ratios climbed lead was found to have another useful characteristic - it protects the exhaust valves and seats from wear - enabling the valve seats to be machined directly from the cylinder head casting and for relatively low specification metal to be used for exhaust valves, which was just as well, since dismantling the engine for decarbonising and valve grinding was considered routine maintenance (every 10/12000 miles) until the end of the 1950's.

Lead has been cast as a villain, and a toxic component of petrol responsible for widespread environmental and health damage. But is it that noxious? In tetraethyl form and as a residue after burning in an engine it is in minute and non-absorbable form. Lead however exists widely elsewhere. Nine million houses in the U.K. (including mine) have the

water supply via a lead pipe. Cars have lead-acid batteries. As a child I played with lead soldiers, and toy cars made from lead alloy, painted with lead enriched paint. All food cans up until recently were sealed with lead solder, and in some countries they still are. Anglers deposit lead weights and tackle up and down canals, rivers and reservoirs, Shotgun users discharge cartridges of lead shot around fields and woods constantly. Older houses have doors, windows and skirting boards painted with lead rich paint, and lead is still widely used by builders for gullies, flashing and roof ridges. Given its abundant usage its supposed toxicity would long ago have exterminated human life.

In response to environmental concerns, petrol engined cars have been fitted with catalytic converters which change the bulk of exhaust emissions from carbon monoxide (CO) hydrocarbons (HC) carbon dioxide (CO₂) and nitrous oxides (NO_x), to carbon dioxide (CO₂) water (H₂O) and nitrogen (N₂). The facts are that carbon dioxide is no less fatal if inhaled in quantity than carbon monoxide, and that carbon dioxide is a greenhouse gas which accelerates global warming, as well as combining with water to turn it acidic. Catalytic converters cannot function if lead is present in fuel, meaning that if cars were to be fitted obligatorily with catalisers leaded fuel would need to be phased out. Attrition and taxation would in time take care of non-catalised vehicles. That catalised vehicles were

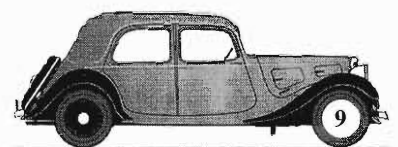
likely to be less fuel efficient, thus burning more fuel, consuming more oxygen and creating more pollution is of course bad news for the environment but good news for oil companies and governments, who derive vast tax revenues from fuel sales. Technical progress in respect of cylinder head designs, fuel injection, and engine management systems has regained fuel efficiency, but at the cost of complication. It will soon be the case that such engines will be beyond the scope of human care, meaning that in the event of problems they will simply be exchanged or replaced.

As the owner and driver of a non-catalised vehicle such as a Traction avant, what does the future hold? Leaded fuel will shortly disappear, as it has already in Germany. The Traction avant engine will run satisfactorily on unleaded fuel as the compression ratio is low enough not to cause knocking or pinking problems. The cylinder head was fitted with pressed in valve seats which are harder than the cast iron from which the head is made. Although not as hard as ideally they should be for running on unleaded fuel, they should stand up to it for at least 15000 miles, given that the engine does not run at high speeds, and few are now used for long, high-speed journeys. Indeed this is more miles than many Tractions how do in a decade! The other cause for concern is the exhaust valves themselves. Some pattern valves supplied and fitted to Traction avant engines are of such poor quality that they burn out soon enough anyway.

Unleaded fuel will very soon find them out. It would therefore be a god policy to check the tappet clearance regularly (every 500 miles) of an engine running on unleaded fuel. On the exhaust valves this should be 8 thou.. An exhaust valve or seat which is eroding will cause a decreasing gap, in which case the head should be removed and fitted with harder valves and seats. Typically, the present cost of this is about £250-300 for a four cylinder engine. Other problems connected with the use of unleaded fuel can be possible failure of the fuel pump and accelerator pump diaphragm owing to the slightly different composition of the fuel. Unleaded fuel has a much shorter shelf life and so can degrade in a matter of a few weeks, causing difficult starting with a car that has been out of use. Draining the tank before a winter lay-up will solve that problem but may lead to another, namely that of condensation forming on the inside of an empty fuel tank, so storage will have to be good and dry.

In this article I have not touched on lead substitute fuel additives out of sheer ignorance as to their availability, cost, convenience and effectiveness. Contributions from better informed members will be most welcome, rather than advertisements and claims which in some cases have proved not to be founded in fact.

Jonathan Howard



UNE ANNÉE AVEC ANDRÉ

In response to Mr. Editor's continued plea for experiences with our cars and particularly since we bought our car from Glen Robb himself, here goes the story of our first year with our 1950 petit malle Normale, XSV 957, christened André.

Unoriginal perhaps, but cute. Having purchased André just prior to Christmas '96, preparations for the July '97 Brittany tour were typically taking place just days before the ferry was to depart. But hold on a minute I hear you say, what happened to the seven intervening months? Well as far as André is

him during a test drive with Glen back in the cold winter of '96.

So fast forwarding to the imminent July ferry departure. As it turned out, a tiny blemish on the offside cill, or nearside when in the U.K., required eight inches, no sorry André, a 200mm length of new steel to be inserted, while similar treatment to the bulkhead resulted in the steering column and rack being

get the Traction ready!) confirmed that XSV 957 had obtained a MOT and could now return to the country of his birth.

After hurriedly packing and taking out AA 5 star cover, which I had absolutely convinced myself would be needed, Letsie and I found ourselves driving along the M27 for the 20 mile trip to the ferry when, after all the hectic rush, we suddenly realised, "Hey, we've made it. Hello life in the slow lane, are we glad to see you!"

Now, I've never had any problems driving right hand vehicles in France and with Letsie's expert navigation and look-out skills for overtaking, we've always got along just fine. However, what a joy to be in a left hand Traction, cruising the French D roads at a relaxed 70kph with only the occasional tractor to overtake and everyone else overtaking you with a cheery wave. This is about as stress free as motoring gets.

The overnight Portsmouth to St. Malo ferry deposited us in France on Saturday, some two days into the rally, our lateness due to our inability to re-arrange time off following the French reluctance to risk their cars on our smelly overcrowded roads and who can blame them, thus the Brittany start date was brought back a bit, but we were not.

You would have thought finding an 'Advantage of Traction' (new collective noun?) to be a reasonably simple task but this proved less so and I was awakened from a roadside slumber by Letsie's gleeful cry of "Look there's a Traction!" as a grand malle avec G.B. sticker pulled in ahead of us.

Having introduced myself

only two weeks earlier whilst standing in a dinner queue at Grimsthorpe with the words, "Hello, I'm Bill, who are you?" Alec Bilney again appeared somewhat startled, this time by being greeted by name by this apparent stranger, but then it was my turn for the wake up call as I attempted to keep up with their Traction, driven by Carol. Wow, what a beast the Traction must have seemed when turned out on an unsuspecting public back in 1934. The Traction driving experience, and a very pleasant one I have gratefully discovered, was still very new to me then and I became more and more impressed with our 'new' car as we managed to keep up, only just, with Carol on the twistier uphill bits of road.

André got on famously with Carol and Alec's Normale, both having the outward appearance of being used (the cars I think) with not an over abundance of shiny black paint, but it was not until the next day, after the famous singing shellfish evening, that André was to discover the multitude of Traction's lurking in the countryside.

Everyone seemed to have the same idea of buying local produce for the lunchtime picnic and so massed ranks of Traction's of varying hues were found overflowing from a supermarket car park. Moving off only after the shelves were laid bare, we took over yet another car park and terrorised the locals with what I now happily believe occurs on these trips all the time, a spontaneous outpouring of warm friendliness and jolly japes. A free translation of this ethic saw a cold and wet out pouring of water from the artist formerly known as Barry the Brick, now known as something else, or so he was called by several recipients at the time.



"Deplanato out to lunch"

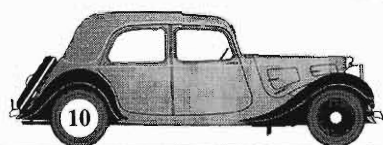
concerned, not a great deal besides having his very bright yellow (and I do mean very yellow, sorry Glen but Letsie did not like them), pilotes blasted and re-painted ivory. André did see rather a lot of coming and going of his stable mates, a pair of open two seaters, as they provided the usual transports of delight during the already well established round of classic car events with the Tilley household.

However, André was as determined as us to make a contribution and Letsie became absolutely besotted with him from the very first day, despite only so far having a very short ride in

deposited on the floor to gain access and all this before we tackled the mechanical aspects kindly requested by the nice man who issues the MOT certificates.

However, having attended the excellent T.O.C. Rally at Grimsthorpe Castle in a modern saloon, we were determined to make the next meeting with our new T.O.C. friends in the Normale. This being particularly important, since the event was in Brittany and the Traction was bought specifically for French touring holidays.

Departure day arrived and a phone call to the workshop following a hectic dash up to London on business (this was supposed to be a day off to



However, spirits certainly were not dampened and the rest of the tour proved a great success as we met many new friends, including Pam, Richard and son Peter Hatton who we discovered live only a few miles from us in Southampton.

So far André was doing well and I was getting the hang of the distinctly different gear shifting technique when a not "Normale" noise began to make itself heard from the exhaust system, traced to a small but hidden hole in the triangular manifold gasket. It got worse, embarrassingly worse, but fortunately Barry the Brick came to the rescue with some sticky black stuff which did the trick.

Having left the rally early Monday morning, we set off on a leisurely tour for the rest of the week dropping in at Depanato to pick up a few spares, including a new inlet manifold just in case.

One particularly long run at a constant speed must have got the coolant pressurised nicely as on making a roadside stop, a sort of "bursting" noise with associated steam got us into a very apprehensive mood and then somewhat puzzled when no damage was discovered. I could only assume that the long spell of inactivity had caused a blockage in the enclosed radiator top tank breather, which then cleared itself in spectacular fashion. We did however proceed a little more sedately with frequent cooling down stops for the rest of the holiday. The speedo was next to go. No great twanging sound as the cable snapped, just a "Oh look the speedo's not working" some time after the event.

Most hotels seemed to take great pride in the Traction being on their premises and there was always some family member about with fond memories of past Traction ownership. I can't help



"Parked seductively waiting for a hot date!"

feeling that on more than one occasion, Traction ownership combined with persistent use of our inept French, secured us more advantageous accommodation and friendly service. Whilst at Nogent-Le-Rotrou we arrived at the Depanato fortress during the lunch period, so set off to find the famous 'Fat Cat' restaurant as advertised in every copy of Floating Power that I have ever seen and guess what? The Fat Cat does not exist. At least the building still does but it's oversized moggie has run away, presumably having paid for a lengthy run of adverts in F.P. Surprised by the reasonable prices at Depanato, we stocked up well and set off with a new speedo cable in place, which did not work, resulting in a new speedo to add to the spares box. The remaining days passed with great pleasure and town driving took on a new and exciting dimension, courtesy of a dysfunctional handbrake. Letsie, a usually calm and tolerant soul, became somewhat agitated by my hand throttle control technique, which worked well for hill starts, although I must confess that the lack of all round vision as I bent under the dash board, is not ideal in busy town centres!

Parked seductively on our last

night, André received his first love letter, left tucked under his wiper arm by an ardent suitor. We later shared a drink in the bar with Anne and Roland Kirk and exchanged old car stories.

Well, that was another waste of five star cover as, despite a few teething troubles, André did us proud.

August saw us tractioning down Cirencester way to let Dennis Ryland do his stuff on the mechanicals, as well as to install some supplemental and less inconspicuous turn indicators to alert the worrisome British drivers (they certainly worry me) of our intentions.

Dennis gave us regular progress reports on the state of André's health and we picked him up with a fully functioning handbrake, new front shock absorbers, track rod ends (the old ones had been welded up, Glen), new inlet manifold, water temperature gauge, functioning speedometer and fully serviced and ready to roll.

September saw the Hatton's '52 Normale join us for dinner in the New Forest at the truly excellent "Les Mirabelles" in Nomansland, our very favourite French restaurant this side of La Manche while late November will be remembered for the superb Walsall Bash and

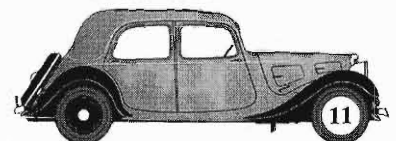
thanks Steve and Barry for letting us have the very last available place, we'll book earlier for '98, I promise. André's last run out of the year was a pleasant December lunchtime soirée at Le Blaireau at Brockenhurst, yet another French restaurant in the New Forest and one we did not know of but will certainly be returning to. We took the fact that a 2CV was actually parked inside as an indication that Citroën owners were welcome, assuming of course that the 2CV driver didn't take a wrong turn and have an embarrassing moment.

Anyway, outside the restaurant, the car park soon filled with an impressive collection of Citroëns of all types and ages and Stan Barker demonstrated another use for a Traction as an attractive young lady padlocked her push bike to the front bumper, instantly doubling the value of Stan's Traction and creating a security risk.

And then there was the unexpected letter from Dennis and Pat Rosser from Wakefield, who we met back in June at the National Rally, inviting us to a French autojumble near Calais in February. Naturally we're going, what more incentive could anyone need besides the prospect of French food and the hunt around a bourse.

All in all, a very good year indeed, as owning André has brought benefits reaching far beyond those of the old car driving experience and simple pride of ownership. With most things in life, it's people which matter most and the friendly attitude all T.O.C. members have shown us have made the T.O.C. experience a very fulfilling one. Thank you one and all for a very good year.

Bill and Letsie Tilley



LA VIE EN ROSÉ, ONE SUMMER OF TRACTIONS

After 6 months in store the Traction was in its favourite environment, the long straight roads of France on a bright Sunday morning in June. The roadside was lined with people waving and shouting. Unfortunately, as we were rapidly to discover it was not the Traction that they were waiting for, although they did appreciate the noise made when we hit the horn. Rural France that morning was caught up in its favourite pastime, after eating and drinking; bike racing. This is something which the French do well, these events are run properly, with police on motor-bikes escorting the cyclists and the roads closed to oncoming traffic. You do not argue

when a French police motor-cyclist lifts his hand and gestures you to halt! Suddenly, however, our hearts skipped a beat, what was wrong with the car? because alongside pulled one of the police cyclists. Perhaps the road was closed to the British? We kept our eyes focused on the road ahead, the minutes seemed like hours, and he was keeping pace with us. In unison our eyes glanced left and to our surprise one gloved hand left the handlebars and made a massive "thumbs up" sign, before accelerating away into the distance!!

That morning was the start of a complete change for us, we had purchased a property in Normandy and were about to start on a massive restoration project. The Traction had a nice dry garage, but we were going to be living in a couple of caravans for the next three months, so we thought, but that's another story.



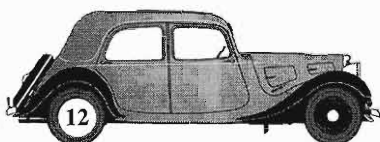
By mid June we were well established, although very unseasonal weather, was proving a little bit of a problem, it just kept raining. We had decided that there were several important P.R. jobs that we needed to do, that involved the Traction. Top of the list was a visit to our local Mayor. For those who don't know, he or she is the local god, and amongst other things is responsible for local planning permission. Our Vendor, Andre, who has kept very much in touch, said he would go with us and introduce us to the Mayor, and the idea of a ride in the Traction brought a smile to his face. The visit proved an enormous success, for when we eventually put in the planning application, the Mayor rubber-stamped it immediately. We could do no wrong, we spoke French to him and we had a Traction.....

Due to our location, an hour from Caen and St. Malo, an

hour and a half from Cherbourg, we were looking forward to a Summer of Tractionists. It was a great honour to have the T.O.C.'s Inspector of sites and facilities, one Mr. Brick alias Barry Longden, make an early trip over and award us a "three brick" rating. Whilst getting the car ready one sunny evening, to take the neighbours for a drive, (it had actually stopped raining!!), we pondered on who would be next. It was a little early to see anyone who was extending the Brittany Tour into their main holiday! Next to call was Steve Reed, minus the family, we still chuckle when we recall Andre's first meeting with him, he took one look at him and decided that he was a Frenchman and greeted him accordingly. When we started to review the highlights of the year, Steve seemed to feature in several of them. It is rumoured that his wife was

heard to say to him, one Tuesday whilst visiting our local market "you've still got your working clothes on", to which he was alleged to have replied "I know, I did not want to be taken for a tourist". A photo of Steve also takes pride of place, amongst the shots of '97. We will make no comment, other than the caption for this reads, not "singing in the rain", but "sleeping in the rain".

But back to actual Tractionists, as Barry and Barbara were bringing their Camper over, but not taking it on the Brittany Tour, we had agreed that they could leave it with us. For those of you that have participated in the Brittany Tours of '95 and '96, will know that this was very brave of Barry, as we were still waiting to get our own back for his various pranks!! Do you remember the gears and oil under our car on the forecourt of the Mairie in Angers?





Their Camper all lit up, with the Traction on the back is quite a sight coming down our lane in the twilight, they arrived from Cherbourg late on the Thursday night, before the Tour. As we had a strict programme of work, we had regretfully decided that we would not do this year's 'Tour', but being so close to the start at St. Malo arranged to follow Barry to the start. We could not miss the opportunity of seeing so many old friends. The white and blue Tractions drew a lot of attention passing through Villedicu les Pocles, our local town, that misty morning. We went armed with details of where to find us and extended an open invitation to anyone that wanted to stop off after the Tour. The cottage is set in approaching 7 acres, plenty of room to lose the odd Traction. Several did, our neighbours were fascinated, we had two red, one white, two black. We managed to line up Barry's white, Dennis K's black and our blue car for some photographs in the

Orchard in front of the Cottage.

Back to the pranks, it caused a great deal of debate between us, as we sat for five summer evenings, sipping our drinks, watching the sun go down and looking at the Camper, with its ladder at the back giving easy access to the roof. Would they check the roof before their departure to Paris, how long would it take the French Police to stop them if we painted 'HELP' on the roof? Even better, we were going to have their Traction whilst they visited Disney. Mr. Brick was very calm about it all, although when we garaged his Traction in front of ours, he did leave a large note on it saying something about blowing off balls. Could this have been due to the fact that Bernie and Pearl Shaw were due to arrive, whilst Barry was away. A young visitor told us that the note was rude! Other callers were Little Dennis and Brenda Kallend, Dave and Jacki Hackett.

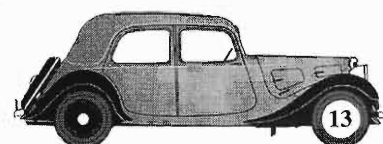
By the end of July, we saw the last Traction, which was red and belonged to Pete and Sue Simper, after a short stay this was seen disappearing into the setting sun. Although we did have visitors, namely the Reed family, they were minus the Traction and the D.S. They worried us a bit, with the comment that it normally rained when they stayed in France!! We didn't have to worry, we had about one day of rain and then it got hotter and hotter.

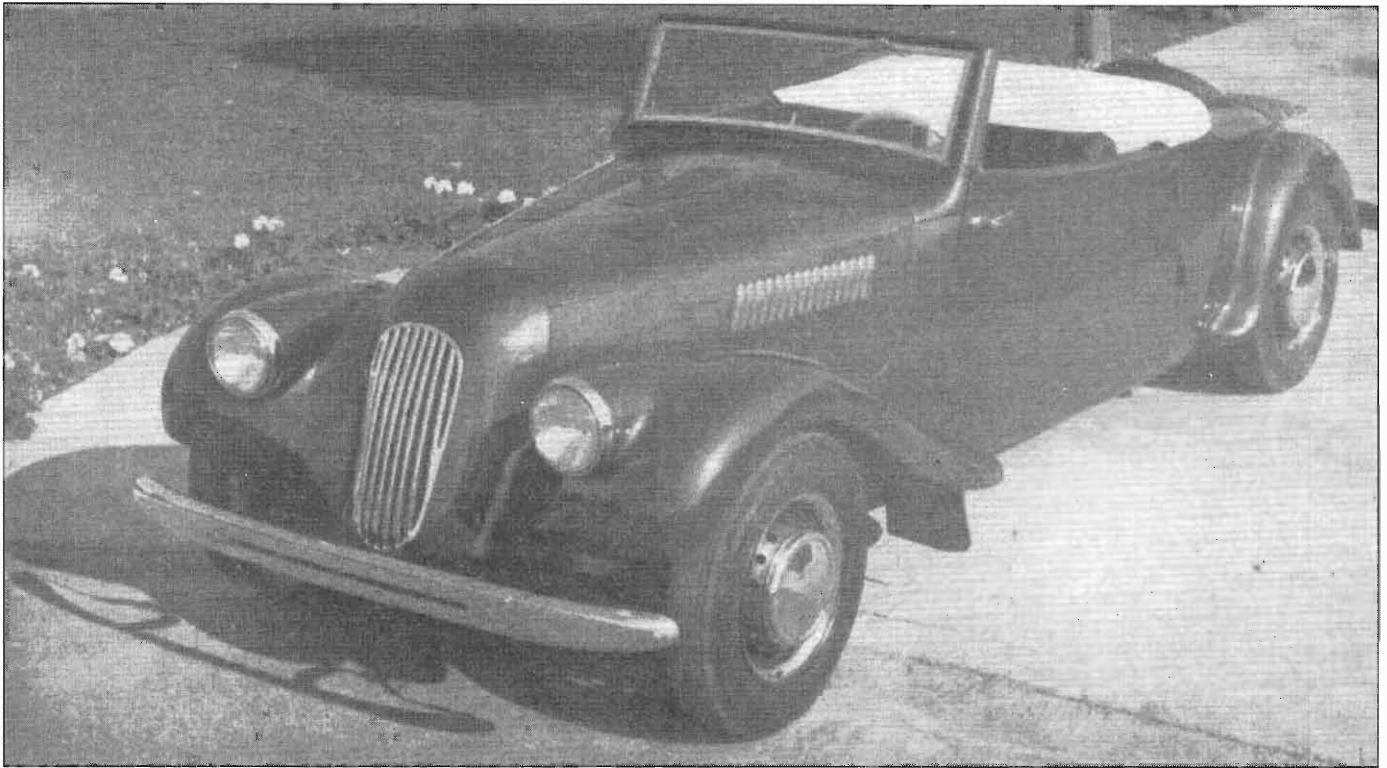
August was a month of work, but being France our Traction was called on for the pursuit of another favourite pastime of the French. "L'Amour". The Agent who sold us the cottage is English, and has now become a friend. He rang one day and said any chance we could help him impress a young French Lady! Could we drive to the local village and pull up in front of the bar, where he would be with the said lady. It was her birthday, he wanted to take her on a picnic to a nearby Abbey,

driven in a Traction. She had always loved them, she was keen to own one, she did not know of his plans. The trip made the lady happy, we have not enquired what it did for our friend!!

September saw lots of you visiting us, but no Tractions! We were honoured that the 'Club Inspector' made a third visit and built our shower cubicle, which still leaks! We were a little concerned when it looked as if the domestic bliss of Mr. and Mrs. Kallend, would be disrupted by a sheep, with a black face. We were 'surprised', when the President and his son turned up and laughed when Pearl Shaw arrived dressed for Autumn, when Summer was still very much with us. The weather was good, we hoped that the Summer would go on as long as possible, but we had to concede that our Summer of Tractions was over for '97. So it's "Roll on '98".

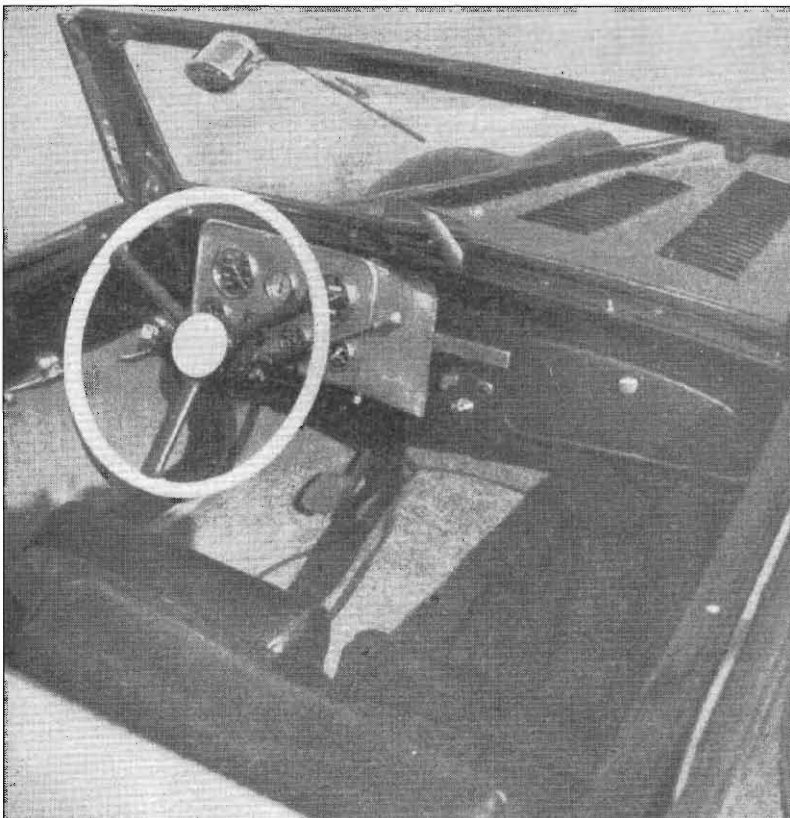
Vicki & Martin Nicholson





"There is more than meets the eye." Binney's Alfa-Citroën is a good example for others who want to "build their own" sports car . . .

ALFA-CITROËN SPORTS



This attractive special is the result of a search for a roots-type blower - which Bill Binney of Buena Park, California, wanted for an engine he was building. During the quest Bill ran across two 1750 cc, Tipo Gran Sport, 6C Alfa Romeo engines - belonging to Lou Fageol, the famous race-boat driver and automobile enthusiast.

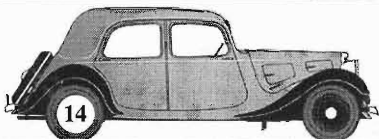
The big disappointment came when Bill Binney found out what a track car was going to cost, so he dropped the whole idea and decided to fit one of the engines into a suitable foreign car chassis. Then came the hunt for a suitable body and frame. He settled for what he calls "the best ever": the frameless '39 Citroën, front-wheel-drive convertible.

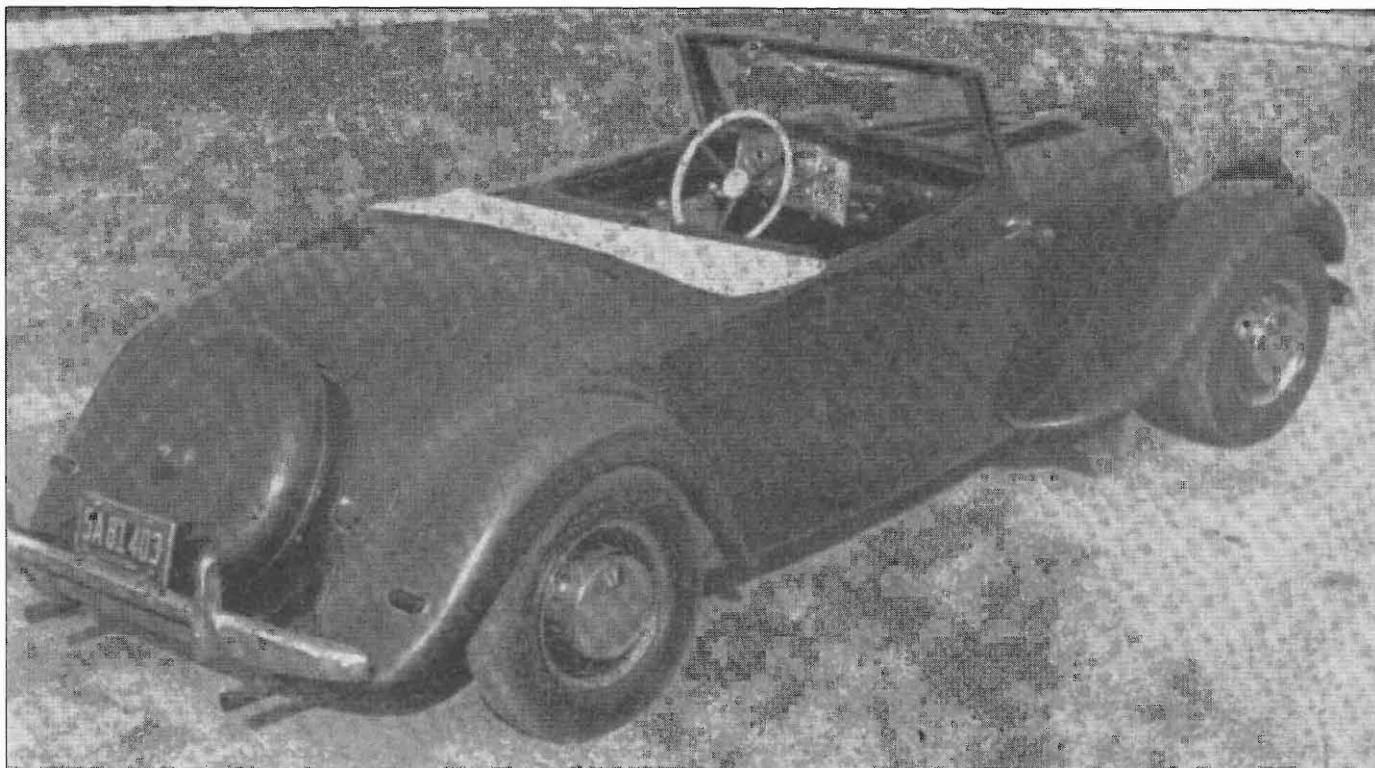
Bill now set about the task of bringing the two choice units together into a finished machine . . . and six months alone were spent on the engine - replacing all of the Italian engine's metric studs, nuts and bolts with American (SAE) sizes. Meanwhile the engine (2.69 bore, 3.57 stroke) was completely overhauled.

The problems of retaining the front wheel drive of the French Citroë were many, so instead a Studebaker champion rear-end was used, making the Binney Sports a rear-wheel-drive.

Bill, a machinist, is employed in a tool and die shop, so he was able to avail himself of the facilities to do all his own machine work. A flywheel housing and a new jack shaft were made to fasten the Studebaker transmission to the Alfa engine. A section of the Studebaker frame

Stewart Warner dash, louvred hood, snug seating position make the low-slung powerful Binney Sports an owner's dream . . .





Underseal makes snug fitting Alfa engine quiet. MG wheels cool brakes. Re-worked fenders add to car's refreshing originality.

with rear springs was mounted onto the Citroën body to carry the rear axle.

The main installations done, Bill set about the myriads of little details - controls, instruments, wiring, fuel lines, etc. - all of which consumed nearly three years of his spare time and \$3,200. Before the 2000-pound car was completed, there was the problem of remounting the Crosley 25 ampere generator about twenty-five times, before it was right, and many other harrowing incidentals.

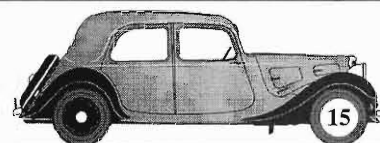
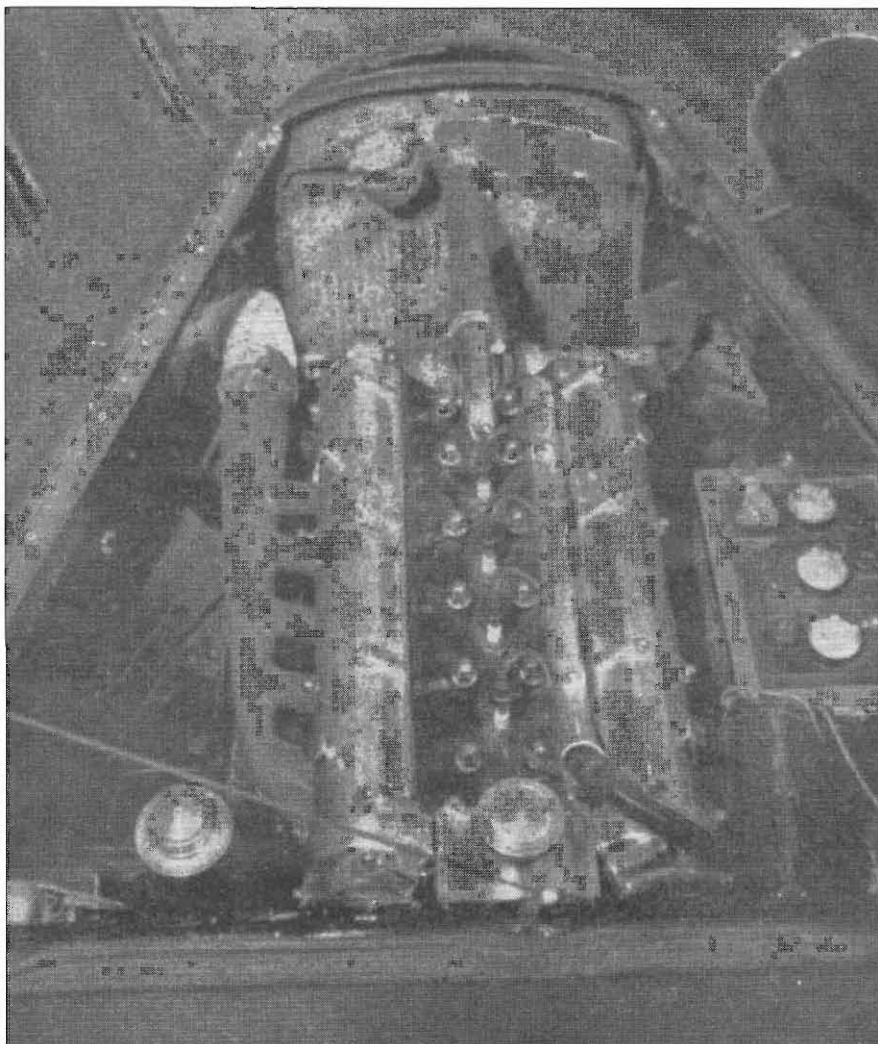
Finally the car was right and Binney got George Barris of Barris Kustoms to do the paint - a metallic green - and the instrument panel and floor board were farmed out to Lesovsky.

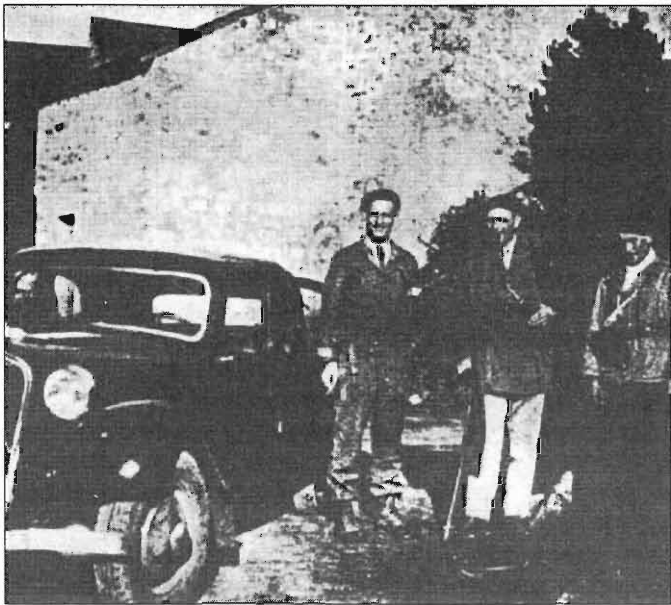
The original roots blower that started the idea in the beginning is mounted on the car and ignition is by Mallory coil. An interesting development is that the gear shift operates backward - low gear being where reverse would ordinarily be, and so on.

And we mustn't forget that the upholstery was done by the car's owner and Mrs. Binney - and a professional job it is, too.

With better than usual performance for a car of its type, the Binney Sports, while rock steady in curves, is also an ideal touring car. On their recent vacation trip, Bill and Mrs. Binney were able to average 18 mpg at steady cruising speed of 75/80 mph. Because the engine is blown, a rather satisfying rap comes through the dual pipes in the rear.

Bill's hard work and time (along with the interested indulgence of Mrs. B.) have produced an interesting blending of one of the world's best chassis with one of the world's great engines - visible proof of Bill's imagination and ability to produce, as a true enthusiast, his dream of an ideal sports car.





*"One day a full-blown Marquis turned up and told me that he was the liaison officer for the Communist resistance in the area."
Beside the Marquis fe Champeau is Duncan Guthrie. The car, with its Union Jack on the bonnet, is the author's.*



Armed with Bren guns, Odile and Valentine arrived ahead of a column of American armoured vehicles to free their home town of Chitry from the Germans.

**THAT
DRUG**

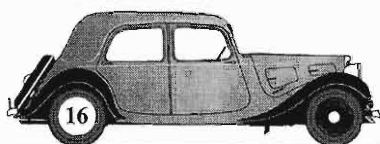
**DAN
GER**

SIR JAMES HUTCHISON Bt.
D.S.O., O.S.I., LL.D., T.D.
Legion of Honour
Croix de Guerre.



One day of freedom for Avallon and then it paid in blood.

**Extracts from
this book
kindly sent by
Julian Taylor**



national and international events

1998

2/4 MAY

THE INTERNATIONAL CLASSIC MOTOR SHOW, BIRMINGHAM
Help required to man Stand, call Help Line 01425 674476.

23/25 MAY

THE RAID DU WILLIAM SHAKESPEARE around Warwickshire
Contact Richard or Ester for further details on 01664 840453 evenings

11/14 JUNE

TOUR OF BRITTANY. The Chateau of The Loire
Now fully booked

12/14 JUNE

CCC ANNUAL RALLY, PETERBOROUGH

19/21 JUNE

TOC ANNUAL RALLY, LACKHAM COLLEGE nr CHIPPENHAM, WILTS
contact Dave or Jackie Hackett for details.

Booking Form with this issue, or phone 01225 810569

21/23 AUGUST

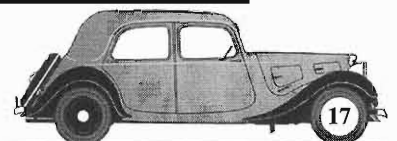
11th INTERNATIONAL CITROËN CAR CLUBS RALLY
Chevetogne, nr Namur, Belgium. Phone Help Line for details and Application Form.
Help Line 01425 674476 Phone/Fax (24 hour answerphone service)

7/8 NOVEMBER

THE INTERNATIONAL CLASSIC MOTOR SHOW
NEC, BIRMINGHAM

Assistance will be required to man Stand. Please phone Help Line

 HELPLINE 01425 674476 (24hr answerphone)	TOC SPARES	TECHNICAL HOTLINE PHONE 01730 821792
	SPARES HOTLINE PHONE/FAX 01453 886463	



Dear Glen,

Having visited the "RETROMOBILE" Paris I thought members might be interested in the following. I met up after some 7 or 8 years with M. Bernard Citroën at the stand of "Club Citroën", he was signing copies of his Book. Unfortunately I arrived just too late as the last one was sold, however I chatted with him and was surprised he'd remembered me from that time ago, saying "You are from Boston"? not quite I said but near enough, in perfect English we spoke of his war-time service in England whilst he was at R.A.F. Training School, Cranwell College, not so very far from me.

The magazine "Floating Power" latest issue was very impressive to him, losing out on a signed copy of the 'Book' I asked him to sign the Mag. I produced copy photographs of my two cars at Grimsthorpe and he asked if he could have them, naturally I couldn't say "No" although an Aussie friend had sent them (spare ones are on their way), now at 81 he is a little frail but as said, he has still a very good memory, if only time had permitted there would have been hundreds of questions I'd love to have asked! On

another note many French members of their Clubs asked about joining "T.O.C.", impressed over the quality of "Floating Power", the eagerness to see everyone at Chevetogne was quite uplifting. As is the case at "Retromobile" each year is an 'eye-opener' but surely this one had a display of 3 prototypes of 2CV's that had lain in secret since before the war, like everyone else I believed that they'd all been destroyed. I remember in 1975 visiting 'Rocktaillie Museum' being shown what I was told the one that was 'saved', perhaps after all the 'V8-22CV' Roadster is out there!!

Anyway quite a fair number of our members made it, the numbers grow year by year, the event proves to be quite a 'Draw', with the weather being so good it made another pleasant trip to France.

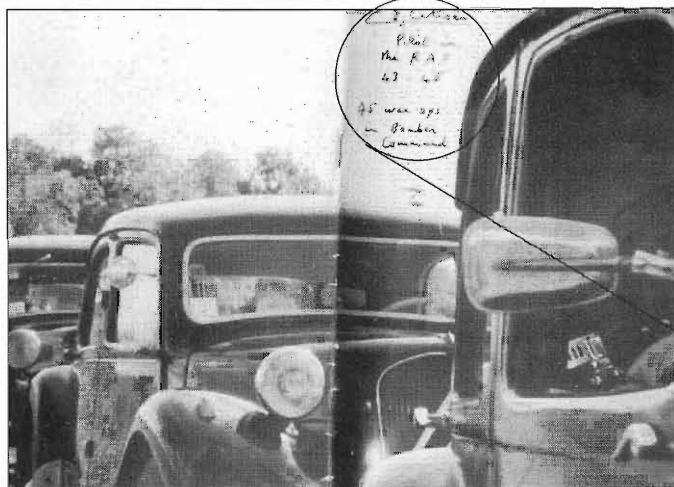
Regards
Fred Annells

TO BE... (on the T.O.C. tour) OR NOT TO BE... (on the T.O.C. tour) THAT IS THE QUESTION

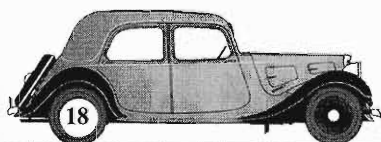
To be on the Heart of England Tour, the "Raid du William Shakespeare" (or as he is often affectionately known - Bill Wobbledagger) or not, is a vexed question. Should you be out and about Tractioning in the leafy lanes of historic Warwickshire? Or should you be at home weeding the garden? Whatever you choose, we hope you will enjoy the Spring Bank Holiday. Those who wish to join us are guaranteed a varied and interesting visit to the county, world-renowned as the birthplace of the famous bard. Perhaps your interest is in the home of Rugby football. Or perhaps the thespian arts. Maybe an evening of merriment with likeminded, old car nuts. Whatever your view, you will not be disappointed and ye will be well fed! The tour will span Saturday,

Sunday and Monday May 23rd - 25th 1998 and there will be tour registration at a local hostelry on the Friday night, where an informal supper will be available. Rally plates, Road Books and Tour Packs will be issued to each crew, and an average of 60 to 80 leisurely miles will be covered each day - mostly on little used country roads. The concentration will be on pleasant drives through beautiful English countryside with good company, brilliant food and humorous - some might say even raucous entertainment. Make sure to send off your registration form today. Remember, it may not be possible to just turn up on the day because some venues have restricted numbers. Complete the application form in this issue (photostats accepted) or telephone Richard or Esther on 01664 840453 for an application form.

Hoping to see as many of you as possible in May!



Photograph of Magazine January 1998 with signature of B. Citroën who flew "Mitchell Bombers" (B25?).





THE TRACTION OWNERS CLUB



Raid du William Shakespeare

May 23rd, 24th, 25th 1998

The TOC Heart of England Tour this year takes us through the ancient lanes and byways of Royal Warwickshire. There is a varied programme of events to suit all tastes and judging by the popularity of previous tours, you are encouraged to book early to avoid disappointment.

We will be based around the popular tourist town of Stratford-upon-Avon and so early accommodation booking is advisable.

		No. of people	Price per person	Total
ADULTS	Saturday	.....	@ £35.00	£.....
	Sunday	.....	@ £30.00	£.....
	Monday	.....	@ £20.00	£.....
	Full Weekend	.....	@ £65.00	£.....
CHILDREN	Saturday	.....	@ £25.00	£.....
	Sunday	.....	@ £20.00	£.....
	Monday	.....	@ £15.00	£.....
	Full Weekend	.....	@ £45.00	£.....

TOTAL £.....

Prices include tour plaque, road book and information pack, entry fees, three lunches and Saturday dinner with entertainment.

Please make cheques payable to Traction Owners Club.

Name.....

Address.....

.....

..... Postcode.....

Telephone.....

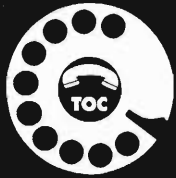
Please send me an accommodation list Please send me camping information

Please send this form together with payment by the end of April to:

Richard & Esther Hooley, "Horseshoe Cottage", Church Lane, Thorpe Satchville, Leicestershire LE14 2DF.

If you have any queries, please call anytime: 0116 262 6050 business hours or 01664 840453 home number.

tocADS



HELPLINE 01425 674476

(24hr answerphone)
When phoning please give:
1) Your name
2) Your phone number
3) Reason for calling

tocSPARES

SPARES HOTLINE PHONE/FAX 01453 886463

TAKE TWO

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

**Phone Paul & Helen Veysey on:
01452 790672 (fax 01452 790703)**

Tibberton Court, Tibberton, Gloucestershire GL19 3AF

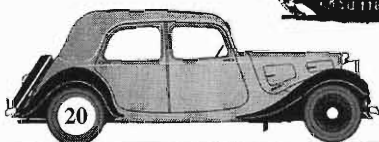
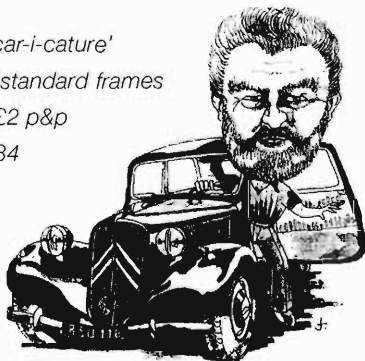
TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations
undertaken at reasonable rates

Phone Dennis Ryland
01453 883 935

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Your own black & white 'car-i-cature'
from photographs to suit standard frames
From £80 mounted plus £2 p&p
John Martin 01548 821384



CLASSIC RESTORATIONS offer for sale the following. For details phone or fax 0171 928 6613.

1939	Lt.15	Stripped	£2000
1940	Lt.15	Stripped	£1400
1951	Lt.15	Blue, very tidy	£7250
1952	Lt.15	Purple, completely restored and unused since	£8750
1953	Lt.15	M.O.T., green - needs finishing	£5000
1953	Lt.15	White, immaculate	£9500
1953	Lt 15	Red	£7250
1953	Lt 15	White	£3750
1954	Lt.15	Black, M.O.T.	£4750
1938	11B RHD	For restoration	£2500
1948	Big 6	M.O.T., tidy, cream	£9500
1952	Big 6	For restoration	£3200
1953	Big 6	Immaculate, black	£15000
1954	Big 6	Tidy, black	£7250
1954	Big 6H	For restoration	£5500
1937	11BL	Beige/Black	£6750
1938	11BL	Part restored	£3500
1949	11BL	Part restored, white	£6500
1951	11BL	Restored, red/black	£7500
1951	11BL	Excellent rebuilt engine, black	£7250
1953	11BL	Excellent	£7000
1953	11BL	M.O.T., tidy, black	£5500
1953	11BL	Very original, black	£8750
1954	11BL	For restoration	£750
1954	11BL	M.O.T., sound	£3500
1954	11BL	Rebuilt, blue	£6500
1954	11BL	Restored, black	£7500
1955	11BL	White, M.O.T.	£3500
1952	11B	Rally Car, black	£4500
1952	11B	Excellent, black	£7500
1953	11B	For restoration	£950
1954	11B	Unrestored	£1000
1954	11B	Excellent rebuilt engine, black	£6500
1954	11B	Tidy, black	£5250
1954	11B	Restored, black	£7250
1954	11B	For restoration	£1000
1955	11B	Tidy, black	£6750

Stop Press • Stop Press • Stop Press Press • Stop Press • Stop Press

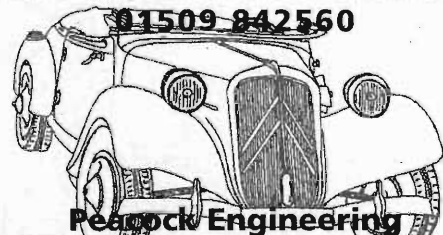
• Now available direct from the manufacturer •

PEACOCK PANELS

*hand-crafted panels made to order
from top-quality British steel.*

These are the *only* panels on the market expertly shaped to follow precisely the double curvature of the Traction design. Our expertise has resulted from 20 years experience with the complex Traction, and the advantages of purchasing our quality products are widely recognised by the trade - we are now the only main panel producers in Europe. Specialising in bodywork we construct all the necessary panels for restoration of the 11BN, 11BL & 15CV models, both saloon and roadster. Our latest ventures include wing ends, rear valances, boot racks and sunroofs. For further details and a fast and friendly service please ring or fax Mick or Caroline anytime on:

01509 842560



Peacock Engineering
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André Citroën

the man and his motor cars

by John Reynolds. Excellent biography and £2 discount as well. T.O.C. price £16.99

AGENCE CITROËN Wall plaques - £18.00

Traction wall Thermometer - £33.00

OR £50.00 for the two

These have been imported from France for the club.

TIES blue, grey or green - £7.50

Plus our stock of Mugs, Sweat Shirts, T-Shirts, Posters, etc

P&P extra - please allow sufficient

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Fax/telephone 01782 618497*

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CLASSIC



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*Specialists in
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0171 928 6613



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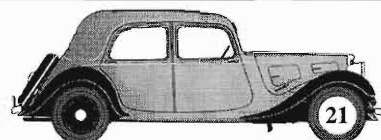
Roger Williams
35 Wood Lane
Beverly
East Yorkshire
HU17 8BS
Tel: 01482 863344
Fax: 01482 888619



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THIS
SPACE**



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No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

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

CARS FOR SALE

1972 DS20 SAFARI.

Excellent original condition. Basic ambulance conversion (not high roof) LHD. 130,000 km. Well maintained, clean and rust free. Photos on request. **£2000 o.n.o.** Steve Simpson 01727 766248 (St. Albans)

1953 SLOUGH LIGHT 15

Sound car, dry stored. 20 years. Swansea registered. £1,650 o.n.o. Phone 01992/460310 (Herts) M. Vickerstaff

1931 Citroën Camionette

Tipper. Rebuilt, receipts for approx £8,000. Very little work needed to finish. Tested and taxed. £7,000 on.o. French registration number included. 01376 348992 or 331042.

Light 15 undergoing restoration, sunshine roof, finished to your requirements. £7850. Phone for details. Dennis Ryland 01453 883935.

Tractions...

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

1953 TRACTION 11 BL

Probably the best example available. Imported from France after 20 year lay up and totally restored in every detail with an emphasis on restoration of original parts rather than replacement.

The interior has been completely retrimmed and repainted. The whole car is quite exceptional and as new in every respect. Bills for £15,000. 300 dry miles since rebuild. A stunning example which must be seen. **£10,500** Colin Appleton 01244 570742

CX GTi Turbo II, Dec. 1988

55,000 miles, 250hp, black, v.g.c, owned and maintained by professional engineer, £2500 o.n.o. Seeking rhd TA - anyone interested in an exchange plus cash? Tel: 01234 713005 (eves/weekends).

1954 Paris-built Normale

All mechanicals excellent. Peacock drive shafts. Excellent electrics. Seats recovered. Black. Full M.O.T. Excellent reliable



Paris-built 11 Normale, 1956 Has had extensive work carried out including all new chrome interior etc. Is in immaculate condition and drives lovely. My new house has no garage and forces a very reluctant sale. Offers in the region of **£5995**. Steve Trigg, Tel: 01909 482179

vehicle. Space needed. Good home only! Offers to Paul Diver, Tel: 01352 741075

1939 Slough Light 12 in good original condition, dry stored 20 years with many spares. **£2500** o.n.o. Phone T. Robson Tel: 01472 815213

1953 PARIS BUILT 11B

Big boot, black base metal respray with new door skins and bottom, boot floor and front floor section, new wiring loom, 6 volt black battery M/cyl, brake shoes, flexi pipes and metal pipes, hub cover and door handles re-chromed. Headlining seats and door panels professionally re-upholstered in "pattern" woollen cloth. Reluctant sale due to loss of double grage. **£7,500** J. Palmer (0113) 2562706

1955 11B FAMILIALE

Belgian built, black with silver sports wheels. ID19, 4 speed conv. engine and gearbox just rebuilt. New subframe and silentblocks, peacock driveshafts, new sills and door skins. Re-trimmed, M.O.T. 1 year. **£8,000** Jock Westwater 0131 225 3277

1952 Traction Light 11 Siebel

Berlin. White with big boot. French with original registration, as seen in Next Directory. Requires minimal attention and T.L.C., has been garaged for 3 years. **£3,000** o.n.o. Call Rex 01420 22949 Farnham evening.

Paris built 1955/6 Commerciale

with original 11D engine, imported 1976 and garaged since then. New stainless steel exhaust down pipe. S.S. silencer. Rare car in occasional "dry weather" use. 25 year exempt tax to October 1998. M.O.T. to February 1999. Some French history, French roof rack (not fitted), 4 new/unused door handles c/w keys. English version of Citroën workshop manual. **£7,000.** Tel: 01323 840778

Citroën Light 15, 1947. MOT,

white, R.H.D. red leather new. Good solid car. **£5,500.** Hertfordshire Horologists, Watch Service Centre, The Counting House, 9 High Street, Tring, Herts HP23 5TE. Tel: 01442 824517 or 01296 613007



1926 Citroën 5 CV Cloverleaf. This car is regularly serviced and has a current M.O.T. It has been restored and has been repainted in the correct yellow. The registration number is TJJ 3087. It is a lovely little car and I will be very sorry to see it go. I would like offers in the region of **£7,000.** Brenda Lenaghan Clouds, 3 The Green Tynninghame, by Dunbar EH42 1XL

1946 Slough built Light Fifteen, small boot. Burgundy over black. Car has tan leather seats, wooden dashboard and Bluemells steering wheel and was discovered by the present owner after it had been barn-stored for 20 years. The car requires complete restoration and would suit an experienced do-it-yourself restorer with more spare time and ability than present owner. **£1,500** o.n.o. Offers to: Malcolm Kirby, daytime 01525 382333 (work) or evenings/weekends 01525 383107 (home) Bedfordshire

Slough built small boot Big 6, 1952. Complete in every respect. Restoration work started thus sold as a rolling shell with engine etc. removed. For more details phone 01691 658221 evenings

1951 11B small boot. Black, retrimmed, drives well. Not used for 12 months due to work commitments. Must be sold. **£3,000.** Tel: 01384 390184 (Stourbridge)

1938 7C. Right hand drive. Paris built. Very rare car. Has been displayed twice at NEC Top Gear Classics car show. Much history. 49,000k. taxed and on the road. Scruffy in appearance but very sound original condition. **£8,500.** John Cobbold 01858 575 303 Midlands

WANTED

Mud and Snow Tyres

Does anybody have a set of 5 - 165 x 400 mud and snow tyres in good condition or a set of 5 rims converted to take a set of modern mud and snow tyres, which they would be prepared to lend or sell to me. Jamie Maisey, Tel: 0171 7278821

Steering wheel wanted, 2 spoke in blue/light grey for 1957 11BL. Maurice Millar, 01250 876 243 (Perthshire)

Hub and Bearing Extractor for Traction, new or used. Fair price offered. Please contact M. Vickerstaff on 01209 821979 after 6.00 p.m.

Floating Power, volume 1, Issues 1 and 2. John Allen, 19 Beltana St,

Salisbury S108, Australia

Brakedrums with damaged tapers required to create pool for an exchange service. Roger Williams 01482 863344 Fax: 01482 888619

CLOVERLEAF ALL PARTS OR W.H.Y. Tel: Roger Dyer 01483 223890

PARTS FOR SALE

1 Repair Manual 1950. Condition A.1. Ring Derek Whittle 01624 842475.

Citroën Repair Manual. Original red cloth for Twelve and Fifteen. **£45** o.n.o. Alan Webb. Tel: 01923 822191

Front chrome number plate plinth **£25**
Windscreen Wiper motor **£10**
Mild steel Exhaust down nd thru pipe **£20** the pair.
Windscreen (legal) **£25**
Master Cylinder **£20**
Repair manual **£40**
Two front Shock absorbers **£40** the pair
One rear brake drum and brake shoes (lined) **£20**
Petrol Pump **£25**
Hand brake cable **£25**
Recd Lucas Dynamo **£15**
Solex 32PB2C Carb **£50**
Brass Rad Cap **£10**
Two front Shock absorbers **£20** each.
Four Hubcaps **£40** the set.
Contact Jack Fallon, Tel: 0181 886 5598, Fax: 0181 886 6482

LIGHT 15.

Sunroof, panel and frame **£25**.
Slough flat dipped bumper and iron **£15**.
Lucas headlamp, good chrome **£5**.
Marchal fog lamp **£7**.
Marchal spot lamp **£7**.
Heater tube assembly (no rubbers) **£10**.
Big 15 starter hole grill wings **£10**.
H10 spark plugs (20) **£1** each.
Phone Colin Moss 0181 398 3176 (Evenings)

1 set of re-lined front Brake

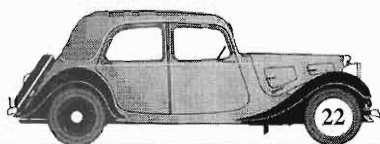
Shoes (late type)
1 Piston ring set boxed as new **£30**
1 cylinder head (11cv) **£20**
1 CIBIE headlamp (type TP500) **£10**
1 pair of headlamp reflectors (type TP500) **£5**
1 hubcap center (brass)
French/early English **£5**
Phone Steve Hedinger 01344-24528 (Berkshire)

Twin carburettor set

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

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



Brakedrums with damaged tapers required to create pool for an exchange service.

Roger Williams
01482 863344
Fax 01482 888619

Traction gearbox, good condition, £220.
Phone Frank 01365 325847

SET OF DOORS

Light 15, very good condition, straight, no filler. Ex South Africa so rust free. Also 2 good small boot lids.

Phone Marcus Carlton
Tunbridge Wells 01892 532896

NEW PARTS

French number plates. Your traction is not equipped yet with authentic black/alu French number plates? Send me your car registration number, FF 400 in cash, U.K. or Euro cheques in French Francs. You will then receive them in 3 weeks (specify small or big boot).

Write to Gwenaël André, 25 rue Saint-Hélier, 35000 Rennes, France. Phone: (33) 02.99.65.47.03.

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 sae
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+£3.25 P&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

1 set used Michelin 165-400X tyres. 1 Duron brake lining set, boxed, new. 1 Durite 0-833-06 12v regulator, new. Head and waterpump gaskets, new. 1 brake drum puller. (All for Citroën Lt 15). **£80.00**

Phone: Ruedi Egger 01371 811051 evenings

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. Citroën script badges, jet cut from stainless steel, polished. Available either with mounting screws placed as for fitting to spare wheel cover at £27.50, or plain, as fitted to big boot cars at £22.50. Can also be used to beautify your 2CV, Visa, etc! These are also available in MDF - one for £3.00. Two for £5.00, or five for £10.00.

Jonathan Howard
Tel 01608 643065
Fax 642973



P.F.P. MODEL CARS

These Citroën cars are revival of the Citroën toys from the thirties. At that time Citroën made, for advertising, children's model cars. Big ones were very luxurious but the 1/43 scale range was cheap. Bodies were made in plaster and flour, with lead wheels and red rubber tyres. These toys were very naïve pretty charming, but because of Citroën financial managing, eventually production ceased.

Nowadays, you can keep living the spirit of these toys by buying a P.F.P. model car (made in Paris).
Jean Pirot Price £17 (inc p+p)
8 Rue du Cloître Saint-Merri
75004 Paris
tel 00-33-1-42 74 66 97 (REP)
fax 00-33-1-42 78 11 55

OTHER

Paris Central Location, Studio Apartment.

2 Metro stops from Eurostar Train Terminal. Quiet Street, 1st floor, Sleeps 4, Kitchenette. Available April onwards.
Phone Frank 01365 325847.

Western Loire

Charming village home. Sleeps 5/6. Exposed beams, splash pool, 300 metres from river (Thouet). Secure courtyard parking for four cars. Vineyard next door! Available May - October. 10% discount for TOC members.
Phone Colin or Jacky Porter
01865 204994 work
01734 615721 home

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.

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

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 areas 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

La Vie en Rosé NORMANDY

Set in nearly 7 acres of delightful woodland, orchard and water meadows with a small stream meandering through it, this story book cottage is available for those seeking tranquillity, yet accessibility to beaches and the massive range of historic sites that Normandy and Brittany have to offer.

The two bedroom (sofa bed also provided) property is furnished to the highest standard. Large stone fireplace with log burner, TV and satellite, kitchen facilities include

dishwasher. Special discounts for Tractionists. For further details telephone or fax Martin or Vicki on 00 33 2 33 61 00 15 or Email us on Viemar@Compuserve.com Also available to ren 4 berth caravan.

BURGUNDY -

Comfortable traditional house in very picturesque village only 10 miles from Beaume, in the heart of Burgundy. Apart from excellent wine-related activities, there is plenty to see and do locally, with stunning countryside and wonderful old towns and villages to explore, plus easy day excursions to Beaujolais, Dijon, Geneva, etc.

Fully renovated and well equipped, the house sleeps 4 to 6 and is available May to October at very good all inclusive rates. Please phone for further details and availability.
Leo and Liz Quinn, tel: 01977 620116

PERIOD MICHELIN MAPS

The "Final Touch" for your restoration - a period Michelin map for your glovebox. I have a selection of original maps (most dated with the year of publication), all in good to excellent condition, some carrying an "X" tyre pressure chart on the rear cover including Traction models plus Panhard, Renault and Simca. Some also show war damaged areas and bridges, even coastal minefields!! £8 each including postage and secure packaging.
Leo Quinn, tel: 01977 620116

