



Floating Power

July 1998

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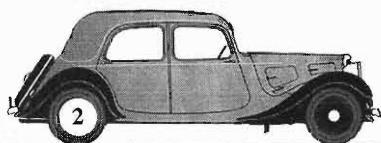
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Beech Farm
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Devon
TQ7 4HA
Tel: 01548 810655



* Club Tools are available in these areas

For details of area meetings, please
contact your local organiser



Berline 7 C/11 Légère

4 **toctalk**
NEWS, CLUB EVENTS & NEW MEMBERS

6 **The 'Don' says...**



Faux-cabriolet 7 C/11 Légère

7 **Section Scene**

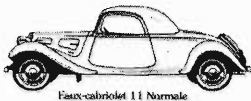
8 **Raid du William Shakespeare**



Berline 11 Normale

10 **Ball Breaking**

12 **Get your Timing Right**



Faux-cabriolet 11 Normale

13 **End of the Affair**

14 **Six of the Best**



Cochelette intérieure 11 Longue

16 **Is the patience of Job enough?**

18 **toc correspondence**
HAVING YOUR SAY



Cabriolet 7 C/11 Légère

20 **toc ads**
MARKETPLACE

22 **more toc ads**
CARS, PARTS, SPARES ETC



Cabriolet 11 Normale



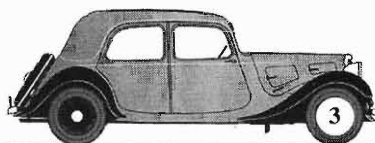
EDITORIAL

In a packed issue of "The Floater" as it is affectionately known hereabouts, we have an introduction to the new club rules (serious stuff), club news, technical and historical articles (interesting stuff), views of the mental state of Traction owners (whimsical stuff), a report of a social event (jolly stuff) as well as pictures, correspondence and advertisements. My thanks go to all the contributors who made this possible. Do have an interesting day, and please read on . . .

Jonathan Howard

FRONT COVER

Abandoned hotrod Orange 1991.



Floating Power

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July 1998
Volume 23
Issue 1



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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CLUB NEWS

Since the T.O.C. has become a limited company it is necessary to change and redraft the rules, so they are compatible with the Articles of Association.

These new rules will be explained, and it is hoped adopted at the E.G.M. on 27th September, immediately before the A.G.M. The latest draft of the new rules, together with an introduction and explanation by club

chairman Alec Bilney is enclosed with this magazine as a supplement.

CLUB SPARES

There has been a complaint received from an Australian member concerning the supply of spares. Investigation showed this complaint not to be reasonable. Contained in another letter from a would be "mediator" was the unhelpful comment that perhaps there was a conflict of interest between business

customers of Dennis Ryland and T.O.C. members. Whilst it is useful to Dennis to have the club spares near to his business premises, dealing with spares enquiries, invoicing, packing and administration takes up about 20 (unpaid) hours a week of his time. One of the distinctions between working as a self employed person or working for a corporation is that time spent other than on work is expensive. Dennis has in effect been donating £360 a

week to the club, and to criticize the service rendered is mean spirited beyond belief. The upshot is that Dennis will stand down as spares secretary next April - any volunteers to take over? Until then members are requested not to ring up Dennis on his private number to order spares, nor to turn up unannounced at his work premises expecting instant supply from club stock, which is 3 miles away.

IMPORTANT NOTICE

There will be an Extraordinary General Meeting of the Traction Owners Club limited at JB's Carvery, Solihull on the 27th September at 2.00 p.m. to adopt the memorandum and articles by special resolution. That will be immediately followed by the Annual General Meeting.

Nominations are invited for one or two directorships, and up to six committee members. Nominations of directors, which must be received by the 28th August 1998 should include name address and occupation. Willingness to be nominated must in all cases be confirmed.

national and international events

1998

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)

6 SEPTEMBER

RIVERSIDE RALLY

Phone John Gillard on 0171 9286613

26 SEPTEMBER

MAFIA & MOLLS EVENING

Quorn, Phone Richard Hooley on 01664 840453

27 SEPTEMBER

TOC AGM, JB'S RESTAURANT, SOLIHULL

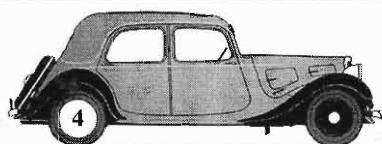
Pre-meeting lunch from 12.00, EGM 2pm followed immediately by AGM.

7/8 NOVEMBER

THE INTERNATIONAL CLASSIC MOTOR SHOW

NEC, BIRMINGHAM

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



NEW MEMBERS

Welcome to the following new members who have joined us in the last three months:

- 1514 M. E. May, Calne, Wiltshire
- 1515 D. S. Ford, Great Bardfield, Essex
- 1516 G. A. Elliott, York
- 1517 M. Luper, Buckhurst Hill, Essex
- 1518 R. A. Forest, Mount Royal, Canada
- 1519 M. H. Tebbett, Upper Colwall, Worcestershire
- 1520 K. Close, Bolton, Lancashire
- 1521 W. A. Beinhorn, London W6
- 1522 E. Gobby, North Beach, Western Australia
- 1523 J. Dodson, Barnstaple, Devon
- 1524 D. Parry Williams, Hook Norton, Oxon
- 1525 A. Armishaw, Castle Donnington, Derbyshire
- 1526 J. Bolton, Upper Tysoe, Warwickshire
- 1527 S. F. E. Haines, Colchester, Essex
- 1528 A. C. Turner, East Horsley, Surrey
- 1529 D. J. Carter, Hindolveston, Norfolk
- 1530 M. Robinson, London, SW8
- 1531 D. M. Beraud, Bakewell, Derbyshire
- 1532 A. G. Morison, Banff, Scotland
- 1533 A. Wainman, Mansfield, Nottinghamshire
- 1534 R. Michie, Wembley, Western Australia
- 1535 K. Bodinnar, Cheylesmore, Coventry
- 1536 M. A. Swan, Far Cotton, Northampton
- 1537 D. J. Smith, Hinckley Leicestershire
- 1538 R. Hall, Ely, Cambridgeshire
- 1539 D. Smith, Whitstable, Kent
- 1540 P. Bennison, Paris, France

THE MAGAZINE: ADVERTISING PRICING AND POLICY.

It has been noted - quite correctly - that the greatest single item of expenditure by the club is the magazine, and that advertisements for cars or items long since sold continue to appear. In order to address these two points it is proposed to put all advertisements on a paying basis. There will be a tariff which will start with members advertising a car or parts, rising for non-members, then to members advertising new parts or Traction related products or services, then to members advertising holiday lets caravans etc., and finally general business advertising. This proposition has yet to be finalised and put to the committee.

CLUB EVENTS

Elsewhere there is a report from the fancy dress and jolly jape department of the club about the 'Raid du William Shakespeare' - why 'du'? - It seems that apart from a traffic accident much fun was had by all concerned.

The F.D. and J.J. department has come up with another fun theme evening on the eve of the A.G.M. where members are invited to dress up as gangsters and molls. Smashing.

For those who like driving and drinking - in that order - the indefatigable F.D. and J.J. department proposes a millenium tour of the champagne region. As this is going to be a prestigious and quite costly event, a suggestion has been made for easy payment terms. More on this elsewhere. The T.O.C. annual rally held at Lackham College and Bowood House on the 19th-21st June was a great success. 53 cars attended including 2 Rear Wheel Drive. The sun shone, and the setting ideal. It is hoped a fuller report and pictures will appear in future. Congratulations and thanks to the organisers, Dave and Jackie Hackett.

'IN COMMITTEE'

At the last meeting Peter Simper brought along a selection of the special tools owned by the club and demonstrated several of their design and construction deficiencies which require correction. Prices for a combined hub/outer bearing puller were compared (£100-£150 +VAT).

Tony Hodgekiss demonstrated the possible adaptation of a commercially available general purpose puller, but these are relatively expensive and were thought by some not to be strong enough for really obstinate drums and bearings.

The complaint about the spares service and supply received from an Australian member was investigated and explained. Dennis Ryland said that this had been the deciding factor in giving notice of his resignation as spares officer as from the April 1999 stocktaking. In the meanwhile Dennis asked for some members to show a little consideration by not ringing at what is 4.00 a.m. U.K. time on his private number to order spares. Indeed this number is not to be used at any time for this purpose. Furthermore Dennis is responsible for spares, not technical advice.

A working group comprising of John Gillard, Steve Reed, Peter Simper and Tony Hodgekiss was set up to review the spares and service provision.

The chairman, Alec Bilney requested that a copy of the Memorandum and articles be distributed to members in or with the magazine.

The new official T.O.C. website was due to be set up and operational, reported Tim Walker.

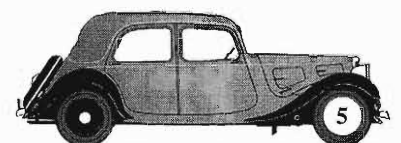
The proposal for a millenium champagne run was put forward in a letter from Richard Hooley.

Membership of the T.O.C. at the 3rd June stood at 445, comprising 413 renewals, 32 new members. There were 130 overdue subscriptions, reported Peter Riggs.

Richard Hooley writes . . .

Tim Walker and I have been discussing the logistics of mounting a Millenium Champagne Tour to Rheims and Epernay for the club to mark the year 2000. We have had an enthusiastic response from those we have spoken to so far and will be working towards putting a plan together to publish in a future issue of Floating Power. We will, I believe, have to limit ourselves to a finite number of cars and guests and the event will not be cheap. I suggest therefore that I ask for deposits to reserve spaces and a monthly standing order over 18-24 months to save up for it . . .

We will bring you more developments of this idea in future editions of Floating Power.



The Don says: “Maka dem an offer dey can’ta refuse!”

Alla de members ofa de infamous Tracione Owners family (otherwise known as “The Mob”) are invited to attend a family celebration to hear the details of yet another successful business year in the history of our brotherhood ata de A.G.M.

Buta beforea dis, we wanna to ’ava party!

You are invited to come to Quorn on Saturday, September 26th 1998 to the mosta famous Ristorante Gino where we will ’ave live entertainment and a beautiful meal, lovingly prepared and served by Gino ’imaself and ’is family. Then we will ’ave a little fun anda games.

The Don will be welcoming The Mob, his Controllors and his Soldiers from all over the country. Most of dem willa be bringing their companions with dem to this “**Mafia anda Molls**” evening.

You musta please send us your money and complete the invitation acceptance in this issue (photostats accepted). Since we only ’ave 60 places available it isa firsta come, firsta served.

We ’ope to see as many ofa you asa possible ina September!

ACCEPTANCE

Mafia Mob Member

.....
and
.....

*are pleased to accept the Don’s kind invitation to attend the
Mob’s Mafia anda Molls Serata
at 7.00pm
on Saturday September 26th 1998
and is delighted to enclose the contribution of £25 per person
(£15.00 for children under 10 years of age)*

RSVP

Signor Ricardo Don Hoolio

(The Godfather)

Horseshoe Cottage

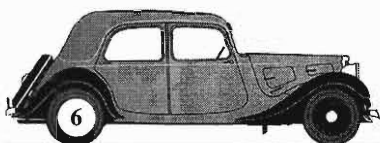
The Hall

Thorpe Satchville

Leicestershire

LE14 2DF

01664 840453 home/0116 262 6050 office



sectionSCENE

SOUTH

Our May meeting took place in central Bristol around the re-vitalised docks area where there is an industrial museum, art gallery and the S.S. Great Britain plus regular ferry services and sight-seeing trips. What we hadn't foreseen was that Bristol chose that day to organise the half-marathon and had closed off the very area in which we had planned to meet! However, Tractionists are not easily beaten and we eventually found each other and ended up with a very pleasant afternoon on what turned out to be a warm spring day. Meetings planned for later in the year are the ever-popular picnic on Minchinhampton Common (August) and a visit to the Historic Car Collection at Wroughton near Swindon (September). *John Osborne*

SOUTH WEST

In the course of conversation with a couple of local Traction owners, it was agreed that a meeting of the somewhat dysfunctional South West section was long overdue. To put matters to rights, an informal gathering will take place at the Avon Inn, Avonwick (on the B3210 South Brent and Totnes road), South Devon on Sunday 16th August. Meet at midday onwards for balancing pint glasses on car roofs and looking underneath bonnets then possibly a small 'randonnée' in the countryside after a pub lunch. *Walford Bruen*

LONDON

John Gillard of Classic Restorations fame is organising another Riverside Rally to take place at Gabriel's Wharf on the South Bank on Sunday 6th September. This is usually a well-attended and worthwhile meeting. Further details from John on 0171 928 6613.

LAKES AND BORDERS

The Lakes and Borders run to Sizergh Castle in south Cumbria in early April was well attended and in particular it was nice to see Jan and Bob Cuppage in their 1955 Slough Traction. Bob is a well known figure amongst Tractionists and is one of the Club's earliest members. After much cajoling he has at last retrieved his car which has been languishing within the hidden depths of his barn for a number of years.

By the time this news item is published the section will have joined in the activities, along with the Citroën Car Club's Northern Section, at the Flookborough Steam Gathering near Cartmell on the Lancashire and Cumbria borders. An annual event this is one of the largest of its kind in the north of England and always a popular venue for classic car enthusiasts.

The next section meeting is a half day at the Rookin House Farm Activity Centre at Troutbeck, near Penrith, on Sunday 20th September. Visitors will have an opportunity to drive a 17-Ton Abbott Battle Tank over an All-Terrain Course, show their adeptness on the Go Kart Rally Cross and test their aim with Clay Pigeon Shooting. Other activities include a Quad Bike Trek, Archery, Assault Course, Human Bowling and much more.

Special rates are being negotiated for club members.

It is anticipated we will meet around late morning to midday for a picnic lunch before setting off to Rookin House Farm. For further details and to book the event please call Liz and Jim Rogers on 01524 733473, or Malcolm Bobbitt on 01900 825581.



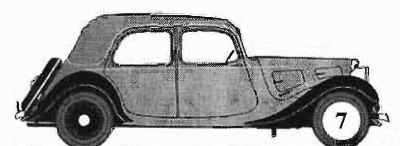
HELPLINE
01425 674476
 (24hr answerphone)

TOC SPARES

**SPARES
 HOTLINE
 PHONE/FAX
 01453
 886463**

**TECHNICAL
 HOTLINE**

**PHONE
 01730
 821792**



T.O.C. Members Occupy Centre Stage On The RAID DU WILLIAM SHAKESPEARE

Prologue:

"To be or not to be?, that is the question. Whether 'tis nobler in the mind to suffer the outrageous behaviour of fellow club members or, by staying at home, avoid it"

Twenty four members took the risk and, together with a supporting cast assembled on Friday 22nd May for the third tour arranged for the club by Richard Hooley and Esther Asbury. The appointed meeting place was The Fox Inn at Loxley, close to the birthplace of William Shakespeare, Stratford upon Avon, who is acknowledged as England's, and possibly the world's, greatest playwright.

Act One:

"Now is the Winter of our discontent (with no rallies to attend) made glorious summer by this son of Leicester"

Saturday dawned, not very bright or early; as we, having stayed too long in the pub last night, set off to explore the Cotswold villages to the south of Stratford. The main street of Chipping Campden successfully negotiated we threaded our way through the lanes towards Dovers Hill.

"More horse power, more horse power, my kingdom

for more horsepower!" declaimed my lord Hutton experiencing some difficulty on the climb. Only by leaving the lady Pamela to walk, and at the mercy of rogues and villains (and there are many in the T.O.C.), is he able to coax his vehicle to the top. A loose bolt has allowed the ignition timing to slip, and he a worthy member of that noblest of professions, the Motor Trade!

After partaking of a leisurely lunch at Temple Grafton we resume our journey through the leafy lanes of middle England towards Stratford.

Saturday evening and our party of 60, in mediaeval costume, board the night coach to Coventry for an evening of eating, drinking, entertainment and general silliness at Coombe Abbey's banquet. *"If music be the food of love"*

Act Two:

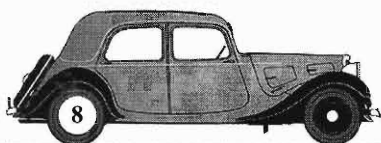
"Good Boatswain, have care . . ." Sunday and, at Richard and Esther's insistence, we reluctantly accept a glass of Bucks Fizz prior to boarding a 1912 ex Windermere 'gentleman's launch' for a cruise down the River Avon. With a French Tricolour fluttering at the jack staff the *Mayflower* transports us back to a time of elegance and sophistication as we explore the quiet waterways of suburban Stratford.

"She did so course over my exteriors with such a greedy intention" We are dragged rudely back to the present by a cry of 'Diet Coke Break!' from Mistress de Felice. She and other *Merry Wives* in our party have spotted two muscular young men, clad only in boxer shorts, cavorting in a nearby garden. As it is only 11 a.m. (not 11.30 as suggested in the television advertisement), we must assume that Stratford boys are early risers!

Safely back on dry land we drive in convoy the short distance across the Avon bridge to park at the Royal Shakespeare



Not one but 'du'Tractions in Chipping Campden





T.O.C. members enjoying Floating Power on the Avon

Theatre. *"Great Birnam wood to high Dunsinane hill shall come"* or so it must seem to Warwickshire Special Constable Kathy Reid as twenty four Traction approach, along a road recently cleared for the Lord Mayor's Procession, which causes her momentarily to lose her cool! *'Get those b***** old cars off the road'* she screams. Thanks to the skill of the drivers, and in spite of their restricted turning circle, the Traction are safely parked at the rear of the Theatre with only seconds to spare as the Rubery Marching Band heralds the Lord Mayor's approach. The procession passes and with the voice of our favourite W.P.C. ringing in our ears, *'You owe me a pint Hooley'*, our party repairs to the Dirty Duck for an excellent buffet. This hostelry has always been a popular haunt of actors, both during and after performances, being only a few yards from the stage door!

Lunch over and we are fascinated by a backstage tour of the R.S.C. Theatre complex. The stalls are empty, stage deserted, glamour stripped away as we see behind the sets the basic props and temporary

dressing rooms of the stars.

Decision time now, will it be campsite barbecue, gourmet restaurant or down to the pub for the evening? These rallies are hard work!

Act Three:

"The night has been unruly, where we lay" too long in the pub again! Monday morning and *"Oh that this too too solid traffic would melt"*. And it does as we leave behind the crowds at Wellesbourne and find quiet roads for a run up to Rugby, then on to Monks Kirby for lunch.

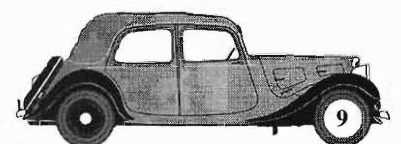
"A bank whereon the wild thyme blows, where oxlips and the nodding violet grows". A gentle drive down the *Fosse Way*

to Gaydon and the afternoon sees Traction on display at the Heritage Motor Centre while their owners view the permanent exhibits. Then, sadly, it is time to head for home after another memorable weekend. *"Now, by my hands, lords, t'was a glorious day ... and more such days as these to us befall!"*

Epilogue:

There appears to be a view in certain quarters that members attending these events are using Traction ownership as an excuse for engaging in eating, drinking and the sort of riotous behaviour which would not normally be tolerated in civilised company. Let me assure you that nothing could be further from the truth, and, if you don't believe me, come along next time and see for yourself ... did you say *'Mafia Mobsters and Molls'* Richard?

Graham Jones



BALL BREAKING

The separation of the taper and ball on the lower joint of the 4 cylinder car can prove disastrous if not undertaken in a careful and methodical way - this article is intended to prevent beginners and the unwary from making mistakes.

This operation is necessary when work needs to be done on the driveshafts, inner cardans, or more likely the rubber or leather gaiter which protects the joint.

The task is not helped by the joint being under the bottom suspension arm, with (in original guise) shims to adjust the joint, cup and spacer, all of which are subject to gravity and falling to the ground, once the bottom triangular shaped retaining plate has been removed.

Thus having to do this job in the gutter as some of us do adds to the hazards by introducing uncertain weather, small boys and dogs, and inquisitive passers-by.

Removal to a dry well lit shed with a stable level floor is preferable, and I should add that proper support and jacking arrangements are essential as you will be working partly underneath the car.

The following list of tools and parts are essential:

- 1) Bottom ball joint breaker
- 2) Top ball joint breaker
- 3) Grease gun
- 4) Can of petrol/paraffin for cleaning components
- 5) Appropriate sized sockets
- 6) Selection of shims or better still adjustable mechanism to replace original
- 7) New gaiter(s)
- 8) Lump hammer, drift etc.

As has been explained in an earlier article the partial weight of the car hangs on this joint and frequent greasing (every 1000 km) is essential both to prevent wear, and to discourage the ingress of water.

If you have ever suffered from stiffness of the steering accompanied by a creaking noise it is almost certainly due to water having entered the joint - the remedy is a fresh application of grease.

The design of the joint (as opposed to the 6 cylinder model where this phenomenon can not occur) is the root of the problem allowing water in through the top of the gaiter and taper. If you ever have to fit a new joint the cost will make you wish you had been more diligent with your greasing!

Once the front wheel has been removed the lower suspension arm needs to be jacked up so it is

Fig. 1. - BALL EXTRACTOR
1850.T.

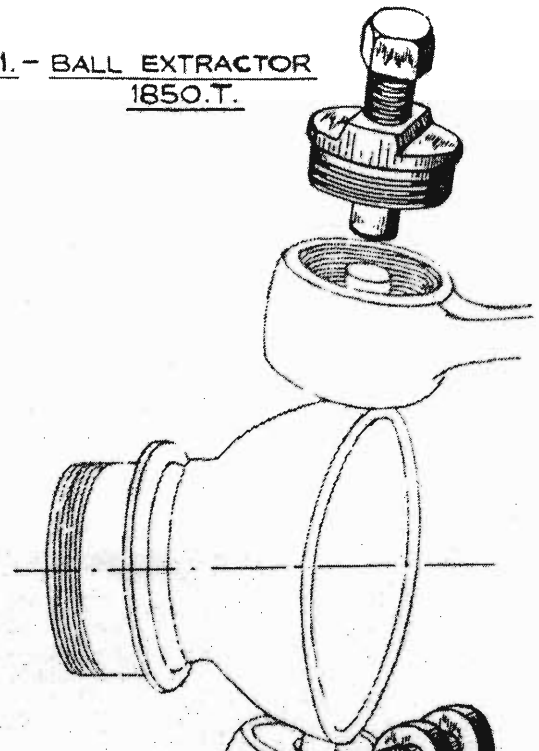
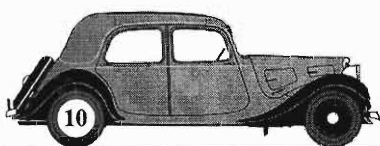
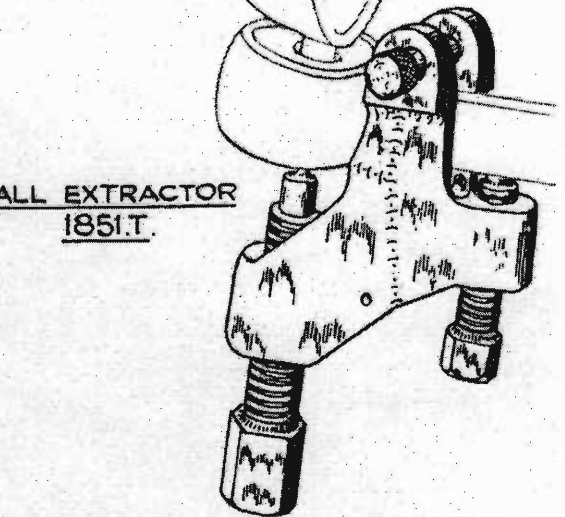


Fig. 2. BALL EXTRACTOR
1851.T.



roughly parallel to the ground but in such a manner that it does not prevent the application of the ball joint breaker onto the lower suspension arm.

Next remove the triangular shaped cover plate from the bottom of the arm, but before doing so clean off the outside of the joint to prevent the ingress of dirt - set aside the cover and screws. Once the plate has been removed the shims, bottom cup and spacer will fall out in that order, carefully clean off and set aside for re-use.

You should now see amongst all the grease the end of the threaded taper with castellated nut holding the ball to the taper, remove the split pin and discard. With the appropriate sized socket loosen the nut and unthread until level or just below the top of the thread. The reason for this will become apparent.

Now attach the ball breaker onto the lower arm (see diagram) and with the aid of the adjusting screw on the end align the thread of the breaker with the axis of the taper, ensuring that the ball bearing on the end of the breaker thread is located in the recess at the end of the taper. Clearly Citroën realised how critical this alignment is since they took the time and trouble to cast a pip on the bottom of the suspension arm onto which the adjusting thread should locate. The end of the adjusting thread should therefore be concave to locate this pip, but the re-manufactured tools I have seen do not have this detail. When and only when you are satisfied that the tool is correctly aligned can you apply torque onto the breaking thread. The joint may give with quite a bang, or it may resist in which case a sharp tap on the end of the breaking thread may enable you to exert more torque. Do not strain the tool or put undue torque on the breaking thread - some joints will break easily, some will prove more recalcitrant. If you have not left the castellated nut on the thread of the taper the exertion of the breaking tool is likely to expand the thread, which will then prove difficult or impossible to re-thread requiring the hub carrier to be taken off the car for treatment. In extremis the thread can be so badly damaged that the hub carrier is of no further use - you have been warned. You will also see the necessity for having the suspension arm parallel to the ground, as the geometry is such that in any other position it will prove difficult or impossible to fit the breaking tool. Once the taper joint is broken, the castellated nut unthreaded, the ball will slide off the

taper and the key on the taper can be removed.

It is now that the bearing surfaces of the ball which take the weight of the car can be carefully examined for pitting and wear, and the top cup tapped out of the arm. Remove also the rubber/leather gaiter if still in place, and either clean it up if it is to be re-used or discard. Retaining a defective gaiter is false economy, and if there are any signs of cracking or lack of pliability renew.

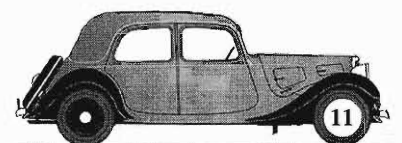
Reassembly is simply the reverse procedure ensuring that all components are scrupulously clean, and that the castellated nut holding the ball onto the taper is well tightened and secured with a new split pin. A good tip for replacing the gaiter is to invert them inside out so they look like an admirals three-cornered hat - apply to the arm and flip each section over so that it locates in the groove on the outside of the joint, machined for that very purpose. Trying to grasp the rubber tag with a pair of pliers and pull the gaiter over is a mug's game. Leather gaiters will need to be secured in the groove with ductile wire of an appropriate gauge, twisted off to secure.

I take the view that neither the spacer or the taper key serve any purpose and discard them - this is not official club policy.

Finally re-install the bottom cup, the appropriate thickness of shims, and the retaining plate, or more sensibly a substitute plate with adjuster and locknut, in which case the shims can be discarded. When adjusting the ball joint for play it may be necessary to reduce the thickness of the spacer on a finishing machine or similar. A gasket should be fitted on the retaining plate, or alternatively a smear of instant gasket. Finally grease the joint well, but not so much that you blow the gaiter off its machined recess.

This is not a job to be rushed, but since the club provides a set of tools to most of the sections, there is no reason why it should not be attempted. Writing this article brings to mind two things - an advert for the DS oleo-pneumatic suspension spheres "We blow your balls up" which is exactly how you will feel if you get it wrong. And secondly would it not have been easier to design the bottom joint like the top one, but that would have been too easy for Citroën.

Chris Ryle



GET YOUR TIMING RIGHT

I recently received a call from a member who was in the process of reassembling his engine, but was quite unable to discern where the timing mark was on the camshaft sprocket.

The workshop manual gives a diagram as to how the two sprockets should be set up, but without an identifiable mark, this is not much help.

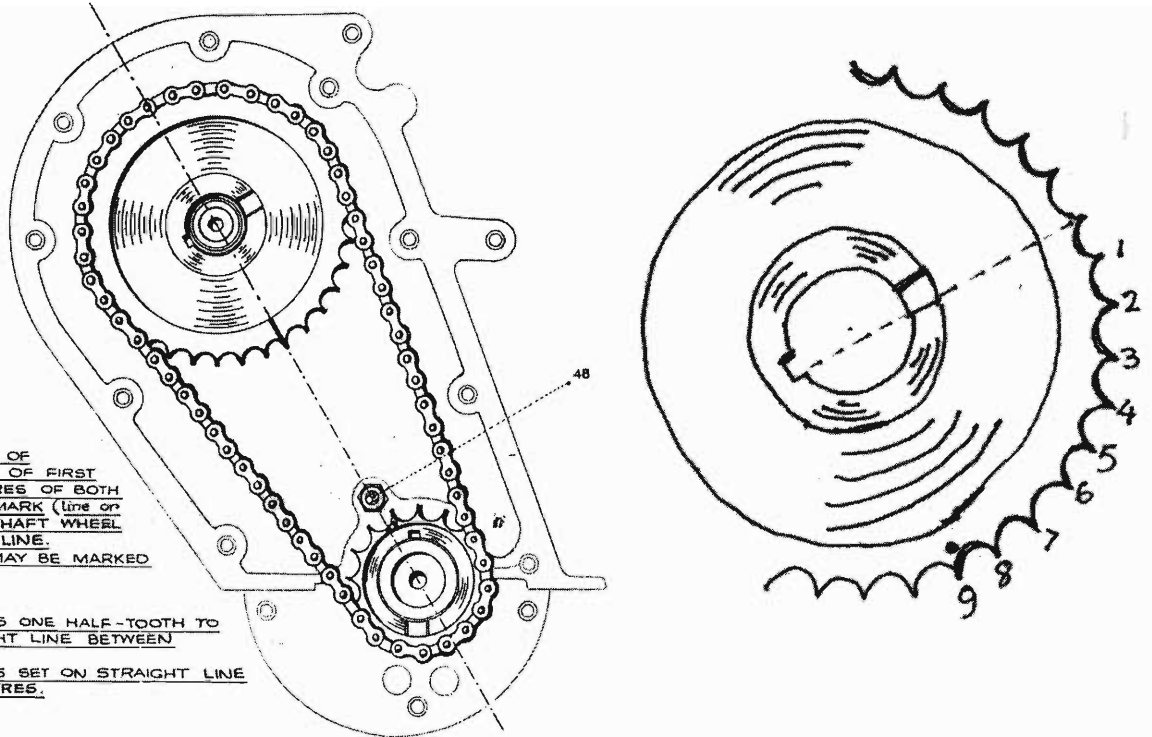
Get it wrong and you will have an engine that either will not start or will run badly, or will be damaged even when just turned over. Here is a way to find the mark. Place a straight-edge between the two slots machined on the face of the sprocket. This will give you a line to the point to a tooth. Now count clockwise nine points. Make the mark on the ninth tooth.

N.B. This method is only correct for four cylinder engines. Although the sprockets are interchangeable between four and six cylinder engines, the bureau d'études humourists saw to it that the markings were different, thus stimulating demand for replacement engines.

Jonathan Howard

—ENGINE—

—SETTING TIMING WHEELS—



ENGINE BEING AT TOP DEAD CENTRE AT END OF COMPRESSION STROKE OF FIRST CYLINDER, THE CENTRES OF BOTH WHEELS AND TIMING MARK (line on centre-punch) OF CAMSHAFT WHEEL MUST BE IN STRAIGHT LINE. CRANKSHAFT WHEEL MAY BE MARKED (line on centre punch):

1. ON TOOTH.
2. BETWEEN TEETH.

IN CASE 1. THE MARK IS ONE HALF-TOOTH TO THE RIGHT OF STRAIGHT LINE BETWEEN WHEEL CENTRES.

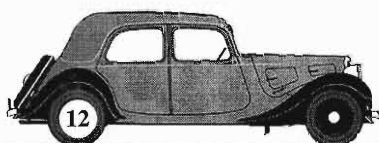
IN CASE 2. THE MARK IS SET ON STRAIGHT LINE BETWEEN WHEEL CENTRES.

TAKING A DIM VIEW

Judging by recent comments in Floating Power it would appear that some owners of French cars are less than ecstatic about the performance of their six volt headlamps. They may then be interested to know of Anthony Pearson of Blackwood, South Australia (International phone/fax 61 8 8278 4393) whom I met at the N.E.C. last year and who manufactures direct replacement halogen bulbs. Though not cheap, they would no doubt be an improvement over the original item and would avoid the need for irreversible modifications to reflectors. Anthony may be contacted directly or via his U.K. agent, Andrew Brock (phone/fax 0181 299 0299) though I understand that six volt units are not normally stocked over here.

I have fitted standard clear 35 watt tungsten replacements from Dennis Ryland, lightly brushed with 'Amber Light'. When the sun shines the yellow glow from the reflectors adds a certain *je ne sais quoi* to a car already brimming over with character! 'How do I drive at night?' I hear you ask. Very slowly, unless I am able to slot in behind a Slough car with its Lucas flame-throwers.

Graham Jones



THE END OF THE AFFAIR

At the height of the affair a friend and I set out on what turned out to be a bonanza of Citroën hunting. So often when leads are followed up they turn out to be disappointing, but on this particular day we ended up seeing three or was it four Citroëns over the course of the day.

The final call of the day was to see a Slough Big 6 which had been kept by its owner in a rented lock-up garage, where it had been placed with a view to undertaking a clutch change.

The car had an excellent interior with red leather seats, but the humidity exacerbated by lack of ventilation had wrought its toll on the body and chrome work.

We engaged the owner, a man in his early fifties in conversation, and as we talked I remember the autumnal sun filtering through the gentleman's ears as though through a leaf. Thereafter he became known to us rather unkindly as "Mr. Transparent Ears" although I hasten to add that this was no reflection on his character as he proved very personable.

It transpired during the course of conversation that he had owned and run several Citroëns as everyday work horses using them to commute to and from work. As Citroëns will they had played up from time to time, and he had manfully struggled with their capricious temperaments, working at weekends and during the evenings to get them back on the road.

Before people leap to the defence of Citroëns and say they are no less capricious than any other car let me qualify that by saying that operations like changing a driveshaft, which should be possible overnight can go disastrously wrong when the castellated nut on the inner bearing refuses to budge. Those who have undertaken such operations, particularly outside on a frosty night with the imperative of being on the road the following day will know what I mean.



"On mornings like this, the car was a little reluctant to start"

Running a car for leisure with summer weekend trips is one thing, it is quite another to rely on an older car for everyday transport where, kept outside it is expected to start on cold winter mornings, and brave the thrust of rush hour traffic with inadequately demisted windows.

"Mr. Transparent Ears" had struggled on in this fashion for a number of years until he had succumbed and brought himself a "relief car" for those unavoidable, but hopefully brief periods when he was unable to coax one or other of his Citroëns back to life.

The "relief car", a Morris Minor 1000 proved to be his undoing, as it was so reliable, well mannered, economical, and warm that a return to his capricious Citroëns was unthinkable. He tussled with this dilemma promising himself that he would get his beloved Citroëns back to life but as we know the road to hell is paved with good intentions.

We being younger than he and less wise, scoffed at this lapse and vowed that we were made of stronger stuff and would not allow this to happen to us.

Time is a great leveller and now that I am the same age as "Mr. Transparent Ears" I understand his situation perfectly.

I too used my Citroëns as everyday transport commuting to and from work, arriving home in winter as often as not with white finger from inadequate heat, and the fixed stare of one temporarily blinded by the 12 volt headlights of oncoming vehicles.

There were of course compensations of a sort. Occasionally I would be told what nice cars Rileys were, or involuntarily engaged in conversations on garage forecourts which I would rather have avoided.

"Didn't the Germans use these cars during the war" or "Isn't that the supercharger at the front?" However as the rush hour traffic grew heavier, and trying to manoeuvre a Commerciale into the narrow spaces remaining on the staff car park proved more and more difficult, my enthusiasm began to wane.

Like all affairs once ended they can not be rekindled, and while I accept that many derive pleasure in driving their cars purely for pleasure, I do not.

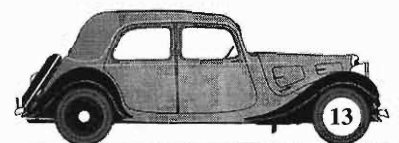
I regarded my Citroëns as workhorses which daily ran with splendid nobility alongside the bulbous Euro cars, whose bodywork looks as if it had been over inflated by a high pressure air hose.

I suffered, some would say courted, the admonishings and censure of those who wondered if I had lost my reason using a "vintage car" for everyday transport, or why didn't I clean and polish it?

Now that the affair is over I feel I cannot be unfaithful to these lovers of my youth and I shall put them out to grass.

One day some other youth with enthusiasm and devotion will pry the barn doors open, run their fingers lovingly along the bodywork, and breathe fire back into their loins.

Chris Ryle

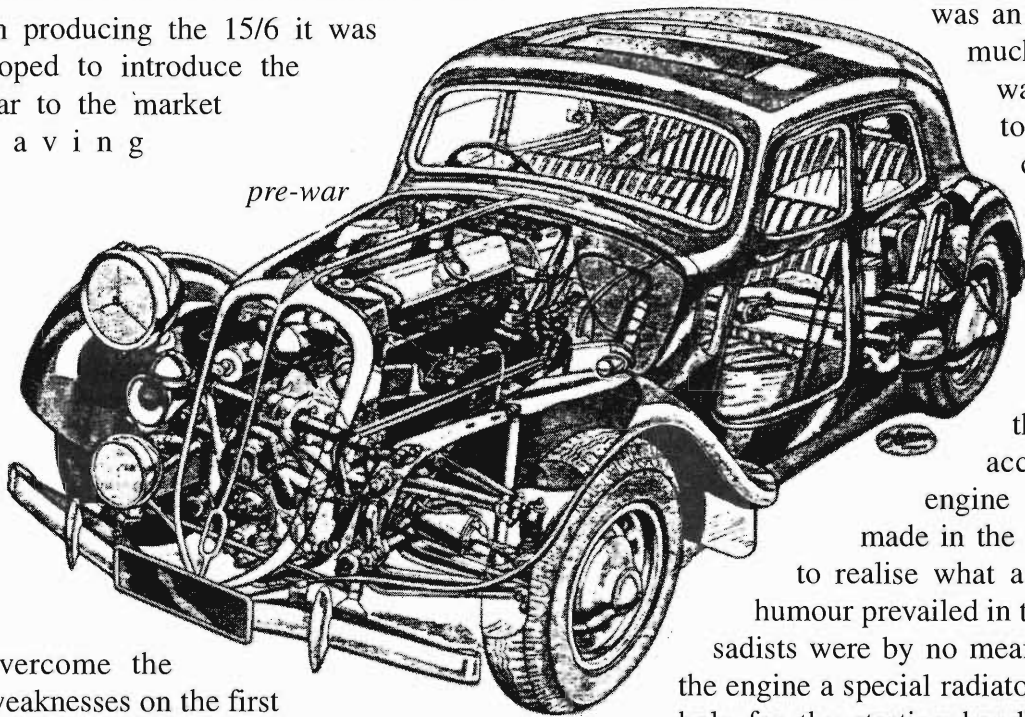


SIX OF THE BEST?

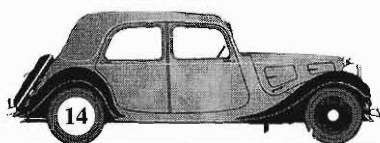
The 15/6 was an attempt by Citroën to launch a top of the range car to crown the range of the Traction Avant. It was first produced in the summer of 1938, with the usual infallible Citroën timing, just in time for a major political or global crisis. In this vein we have the C6 (Wall Street crash), 22CV (European depression), 15/6 (World War II), DS (Suez crisis), SM (oil crisis), CX (stock market crash), XM (European recession). It is to be hoped that Citroën are not about to launch a prestige model.

In producing the 15/6 it was hoped to introduce the car to the market
h a v i n g

pre-war



overcome the weaknesses on the first 4 cylinder Traction, by addressing the more obvious design defects, and after having carried out adequate testing of the car before putting it into production. Great improvements were made in respect of the brakes, the strength of the vehicle and the front suspension, which lived on in modified form fitted to the H van until 1982. This ensured that the 15/6 was an outstanding car in terms of its handling and braking capacities. The huge let-down was however the engine, which produced a miserable power output allied to poor reliability and a life which tended to be nasty brutish and short, driving an agricultural 3 speed gearbox via an accident-prone clutch which spoilt an otherwise fine car.



What went wrong? One of the inherent problems of an in-line front wheel drive set up is the length of the motor/gearbox assembly, which makes for a long bonnet and consequent unwieldiness of the car, unless the driver is prepared to share space with the engine, which is not an attribute of a prestige car. To overcome this, the Citroën engineers raised the engine in the car, and made the gearbox tall, with three shafts, but short, with the differential placed under the sump of the engine. This

was an ingenious solution, but much of the space gained was lost by the necessity to put the starter ring and crankshaft damper at the back of the engine.

Add to this the ludicrous arrangement of using a single non-standard castellated nut to hold the whole show in place, accessible only if the engine is removed or a hole made in the bulkhead, and you start to realise what a truly sadistic sense of humour prevailed in the bureau d'études. The sadists were by no means finished yet. To cool the engine a special radiator with angled fins and a hole for the starting handle to pass through was fitted in the most vulnerable position possible. The fan was arranged to be effective only on the top third of the radiator. This fan was wrapped round the dynamo, placing maximum strain on its bearings, at the same time excluding any cooling to it, thus providing plenty of work for auto-electricians. The water pump of the 15/6 was designed to be just barely adequate in capacity, and any leakage from the spindle spelt instant bearing failure. One compensation however, was that owing to its position near the bottom of the water jacket it would continue to circulate water even when most of it had leaked out. It would seem that given the accuracy of machining that could be accomplished at the factory, to make a six cylinder engine with

wet liners was leaving rather too much to chance. Thus the 15/6 engine is very prone to mixing up its oil and water, with disastrous effects on the bearings.

The cylinder head has been described as a masterpiece of conservatism, with narrow gas passages of unequal length, leading to small valves. To this was attached an inlet/exhaust manifold which was not only prone to structural failure owing to the use of inferior material, but was also designed to further reduce efficient gas flow. The length and narrowness of the head ensured plenty of potential for sealing problems.

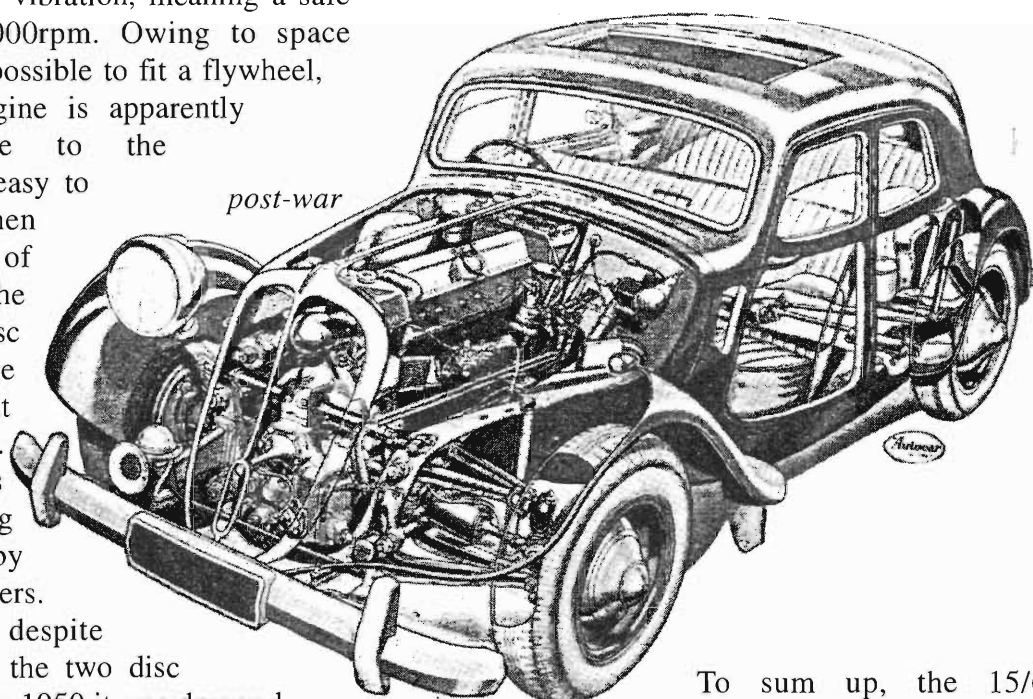
The crankshaft is relatively long, with only four main bearings of modest diameter. This is a recipe for whip, and torsional vibration, meaning a safe operating limit of 4000rpm. Owing to space restrictions it was not possible to fit a flywheel, so that while the engine is apparently extremely responsive to the accelerator, it is very easy to stall, especially when cold. Again because of space restrictions, the 15/6 employed a 2 disc clutch so that a large surface area and a light action could be gained. Despite the fact that this technology had long been mastered by motorcycle manufacturers.

Citroën were unable despite two attempts to make the two disc clutch reliable, and so in 1950 it was dropped in favour of a single disc arrangement very similar to that of the DS, ID and H Van. Even so, the 15/6 clutch is troublesome, but thankfully can be changed without removing the engine and gearbox, a rare change of heart from the bureau d'études sadists.

Why the crankshaft direction of rotation was changed post-war is shrouded in mystery. Some theorists say that the 15/6 engine was evolved from a truck engine intended for rear wheel drive. A few seconds thought about the arrangement of the clutch and starter ring is enough to explode that theory. However, the need was evidently

considered important enough to justify the cost of redesigning the gearbox, as well as the camshaft, water pump, starter, dynamo, distributor and fan.

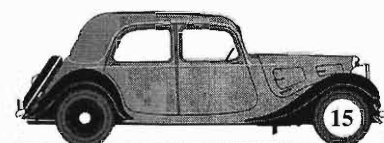
The gearbox of the car was in some respects an improvement on the design of that of the four cylinder cars, particularly in the strength and rigidity of the crown wheel and pinion assembly, which means that failure in this respect was a great deal less common. However, because of the height of the box, an oil pump had to be incorporated, driven by the pinion. Despite this, oil starvation of the upper shafts can occur, and failure of a large wheel responsible for first and reverse gear is common enough. Moreover gear selection is slow and heavy, and the synchromesh is well down to the normal Traction Avant standard.



To sum up, the 15/6 Traction Avant was a very fine car, with brutishly handsome good looks, which was badly let down by a disappointing engine, clutch and gearbox.

Cutaway drawings of the Slough built Big Six. Note that even pre-war the wipers were mounted on the base of the windscreen. Paris built cars did not have this until 13 years later! Post-war, the drawing was retouched to update the wheels, bumper, horn and spotlight, gearbox and radiator grille. What was forgotten though, was to change the pitch of the fan blades.

Jonathan Howard



IS THE PATIENCE OF JOB ENOUGH? THE SPIRITUAL SIDE OF TRACTION OWNERSHIP

A couple of years ago, I bought a Light 15, nothing fancy, just an utterly bog-standard Light 15 with all the usual problems and bad habits; 495 EME by number, nothing in particular by name . . .

Friends ask how I stumbled upon a Light 15, and I have to report an entirely emotional hankering for such a vehicle since the age of 16, which, incidentally, was a good while ago.

But this is not just another anecdotal wittering of a vaguely autobiographical nature. No, there is a serious point to be made. In brief, I am moved to ask you to explain to me how it is that an individual of a frankly impatient nature, with a life-style which measures intervals in minutes rather than days, is able to demonstrate such unheard of, and certainly unseen depths of patience and fortitude, when the source of the problem is an aged, commonly more or less battered old ... well, car, to use the simplest term available.

The pages of magazines such as 'Classic Car', not to mention our own august T.O.C. journal, (that's 'august' as in esteemed, rather than the one that follows July...), are littered with stories of stoicism of the highest order, in the face of the most soul-destroying provocation.

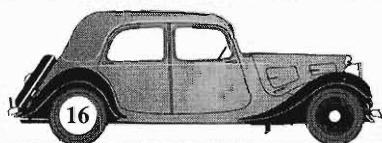
For example: "Unfortunately, the flywheel timing marks were incorrect, and when we started the engine, it bent its valves. While the engine was away having yet another rebuild..."

Those abominable moments, when the *real* response to the situation is to curse with

frightening intensity, and indeed volume, are met instead with a sorry shake of the head, a wry smile - maybe a cup of tea as the only concession to the sheer enormity of the moment. How *does* it feel when you realise the engine has for the 3rd time mis-behaved, wrecking 6 months work, and inevitably requiring a further 6 months labour to rectify the damage? How do you continue normal relations with kith and kin, or indeed the wife, when you have just seen a calamity in the garage?

I submit to you that the ownership of a classic car is directed by a greater force - there is some deity, generally held to be operating from above, although this is unproven, which directs certain individuals to be subjected to a degree of provocation which, one must assume, has some character-building, or soul-cleansing purpose.

Some years ago, before my employers convinced themselves, at last, that I was temperamentally flawed in terms of their search for the next



generation of management, I was sent on a course which required souls to be bared for all to see - a deeply uncomfortable experience on the whole. The 'impatient gang', of which, as you will already have guessed, I was a leading member, were prescribed various therapies, which from memory including reading *Proust*, or in a lighter vein, seeking out the longest, most unremittingly boring fence in the neighbourhood with a view to painting it. The purpose will not have escaped you - if you bore easily, then reduce the pain by forcing yourself to do really boring things.

I digress a little, although I trust my point is emerging; when the spiritual force up there decides you need serious therapy, he arranges for you to win just enough on the lottery to purchase a 60's Jaguar. Anyone who can restore one of them without a spell either in bankruptcy or in a funny farm has clearly had a deeply soul-enlarging experience. In one of the recent comics, there was a salutary tale of an otherwise exemplary citizen, in the face of whom the classic car god had thrust a wreck of an Aston Martin. Far from instant heaven, the wretched being underwent years of trial by mechanical failure. Only after this appalling *tour de force* was he able not only to join the real world again, but to derive some enjoyment from his sufferance. No doubt even his marriage emerged the stronger from this hell. Manifestly, there is a spiritual dimension at work here.

The Aston Martin victim was at least blessed by the likelihood that the source of his misery would one day be worth something. Other equally distressing tales involve scouring the entire nation for a component, vast expense and heart-rending hard labour, interlaced with failure, and all of this for a vehicle which at the end, good or bad, will be worth just about one weeks wages. How often do we see in the small ads "Bills for £8000, reluctant sale: £1500"? This is not rational, and as such, is further evidence of the influence of a higher power.

All of which brings us back to the great Traction Avant

We have speculated why the great Classic Car God dishes out Jaguars. We might assume that being blessed with a rusty Spitfire has some relationship to a mental condition. So why a Traction?

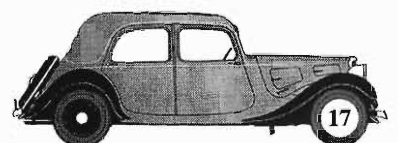
Enormous *care* is required, even from the lumphammer specialists like me-how else do you manage to keep track of all those apparently pointless components - the odd bolt here, a woodruff key there? Yes, even I have to be painstaking and precise. *Patience* is a virtue, and without it, you haven't a chance. When something goes wrong, you generally wait a while before that magic bit arrives. Even Dennis Ryland's best efforts, which are considerable, and admirable, are not the same as popping round the corner to the local autospare shop. When Dennis has as many possible different distributor caps as there are surviving Tractions, it would be an unlikely achievement not to get the wrong one now and again.

But the major triumph for the classic car god is the sight of us owners, standing glumly at our bay windows, looking out at another burst of torrential rain, the result of which is not only to stop us from doing that job to the Traction which we had waited all week to do, but further, means we will have no way of avoiding the dearly-beloved's indoor decorating job. The sublime to the ridiculous ... far from the satisfaction, the absorbing pleasure of doing this or that to the dearly-beloved - sorry, I meant the car in this case, we are up to our wrists in emulsion.

Easter of 1998 will be forever in our memories. Day after day of torrential rain, the car gradually filling with the stuff, and nothing to be done. In all my born days, I can safely assure the reader that I have never felt so thwarted, so hampered, and, I suppose, *frustrated*. Yet the spiritual master up there requires you to turn away from the depressing scene outside and be pleasant to the dear wife, whose own stoicism allows her to overlook those oil stains on her driveway - *her* pride and joy once, and to shrug off her dismay at the way you allowed paint to overspray onto the lawn last year, with a devastating effect on the lawn, quite apart from the quirky effect of having Burgundy coloured grass....

*The wife, the Traction,
God bless them both.*

Clive Hardy



FOCCORRESPONDENCE

Dear Glen,

After reading with mounting pleasure, the love letter from Yvette in the last F.P., André has asked us to pass on the attached note in response:

Chère Yvette

Your picture, merci, stands on the workbench next to my heart. My carburettor weeps with desire and in anticipation of sharing some essence superior '95 with you, chérie, and more, so much more.

Come away with me to France and let us explore the majestic banks of La Loire by day and enjoy the pleasures of the chateaux by night.

Be mine, Yvette, let us make our date one to remember, oui, oui?

à bientôt,

André

As you can see, he is a real sucker for the older lady model, particularly one with a good body and he is really looking forward to the Brittany Tour de la Loire, but will he get lucky?

Regards.

Bill & Leslie Tilley

Dear Glen,

I feel I ought to respond to our member Walter Rey of Switzerland giving what information I have, some of it a bit hazy! As for the advert on the 'faux cabriolet' I've no information at all, perhaps our Australian editor Bill Graham can help (I don't have a fax which could give all the answers).

To deal with Walter's questions I can offer the following, the roadster in "Room at the top"; I can't say it's 100% true fact but it starred Lawrence Harvey and Simone Signoret, a French actress, strong rumour had it that the car was her property, reg. no. DKW 780, the setting was in the Bradford area of Yorkshire, by a strange coincidence the roadster carries its reg. no. from there! I doubt if it was ever rebuilt, I saw it in the late 70's and shown 2 chassis numbers 7C 2 102967 which is in the range for 1939 models, the other again 7C 2 102302 comes in the 1938 series. A point I'd like to make here, chassis numbers are for the following year models but were built prior to this, i.e. (1940 models for the 1939 Motor Show due to be held in October of that year which never took place owing to the outbreak of war) Citroën U.K. (Slough) lumped all the chassis numbers for roadster, coupé, saloon together so it is almost impossible to define just how many were built, for example the records for 1940 show (official records from Slough) viz. 11C4 15 Saloon BPVS, 11C4 Roadster RPVL meaning large in this case, big fifteen, 11C4 family FPVF only just one chassis no. 116501 shown this is for the big fifteen roadster's. How Olivier de Serres has said just 5 were made? One thing for certain to me is the big 15 was the first one. Walter mis-quotes me as saying 5 were made,

the models roadsters and coupé were dropped both by Paris and Slough after the war, Ken Smith quotes a Roadster/Coupé? was constructed but no details are known.

I've always had a theory these models were built in a small part away from the normal production line, probably to special order as they differ from the saloon in some body aspects, small numbers suggest this, at about half above the saloon price of £198 at £280, and with our climate! Grand Luxe came out at extra again, with the horns, fog/spot lamps etc. etc. which made them a little more exclusive, one however didn't always get what they should have got for example the coupe 1938 registered was certainly built earlier, from new it had 1935 wheel rims 140X40 whereas it should have had pilote rims.

More of Walter Rey's questions: No. 1. GRB 911 started out as a light 12. The chassis no. again tells me this at 7C4 106143. Like so many the engine was uprated by owners, a list I have given is for roadsters I've known over the last 25 years is as follows, starting with the known light 12s DUW 157, EPH 821 (changed reg. no. 36 CTR, GWJ 293, SW 6178, GS 9576, CRY 788, CFG 715, all are still around. Known light 15s EY 6744, GBH 585 now in Holland, EOP 456 now in Germany, FOF 899, DYX 183, DUW 463, LPO 288. DBC 120 (ex. Tony Tringham as featured in profile booklet). EJJ 992 (as shown in Floating Power). Two cars seen in France within the last 2 years, Slough built but no details, as also GBH 851 and FXD 762. What of the 12 cars in January issue in New Zealand? So to sum up, I don't think anyone can be positive. Just how many were made and have survived even in France. One final point, the three piece dashboard was only on the 1940 series, saloons as well as roadsters but on grand luxe? David Boyd's car, a 1940 model had a single piece dash!! Reference to my "What was available - or? not grand luxe?"

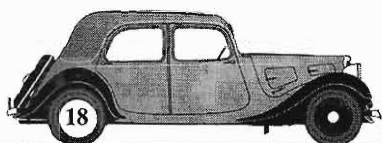
I don't know if this is too long a reply to publish? but at least it's from my records on these most pretty of Tractions, once again keep up the great mag. effort, I always look forward to the next.

Regards,
Fred Annels

Dear John,

It was with some surprise that I recently learnt about Dennis Ryland's resignation as Spares Secretary - and along with most other members I should like to express my heartfelt gratitude for all help, patient advice, and assistance he has rendered to all of us over the past few years.

My relationship with Dennis was initially borne out of a mutual interest in Tractions, I have however come to regard Dennis and his immediate relatives as close friends and feel privileged to have met this warm, principled, and industrious family. If there is any substance to the purported reasons for Dennis's departure as Spares



Secretary (i.e. a conflict of interest and a disinterested service) then I feel obliged to state that this has certainly *not* been my experience, and I am dismayed that anybody should feel inspired to level accusations of this nature.

Because I live relatively close to Dennis, I often pop-in for a chat and a cup of tea, and I can therefore speak with some authority on the service *which the whole* of the Ryland's family have been offering. *Three people* have been working in support of the spares service i.e. Dennis, his wife Maureen, and his son Martin. I have personally witnessed Dennis fielding spares-related telephone calls at all hours of the day and night; I have watched the family laboriously parcel-up un-wieldy and heavy components; and I have also seen Maureen struggle off to the post office in her old car - with components ranging from exhaust systems through to tyres! (I have also witnessed the Ryland's rear lawn getting chewed-up by repeated visits down to the spares store too!).

Any suggestion that the spares service conflicts with Dennis's business (or that he uses it to assist his business) is so incautious that it beggars belief. The fact is that *Dennis's business compliments the spares service*. Dennis very obviously has an intimate knowledge of the Traction and its variants; he is also obliged to source spares for his own consumption - simple 'economies of scale' therefore dictate that it is cheaper and easier for him to purchase and stock club spares than most other members.

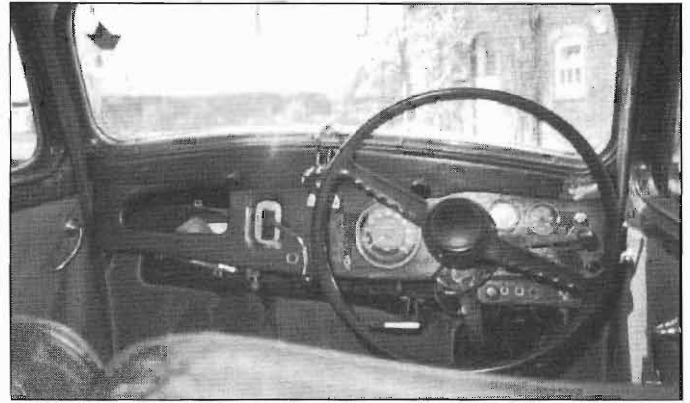
It is to be hoped that those who have levelled these criticisms against Dennis are not alluding to dishonesty - because if that were the case, I (and many others) would see no alternative but to resign from the Club.

The Club is surely more about camaraderie than Tractions - any sensible person would drive one of these cars, whether a Club existed or not! Surely the Club is intended to bring like-minded people together in order to enjoy the cars rather than to worship them obsessively? As things stand, I perceive that the Club is becoming increasingly polarised and 'elitist' - when its real aim is that of preserving one of the worlds most important mass-produced vehicles (which many Frenchmen merely regard as being a 'Gallic Morris Minor')!

These trends are as divisive as they are destructive - particularly if they are permitted to descend to the level of character assassination. Tractionists are well known for getting out and using their cars - we also tend to lampoon one another. The competition for the 'Traction with the last Attraction' provides an interesting insight into the attitude of most members - I cannot imagine the Porsche Club of Gt. Britain holding a competition for the 'Porsche with the least Poke'!

These sentiments inspire me to enquire whether those people who suggest they are dissatisfied with Dennis's endeavours are getting enough roughage?

*Yours sincerely,
David J. Caunce*



RPC 772 - December 1951



1952 - Beaulieu

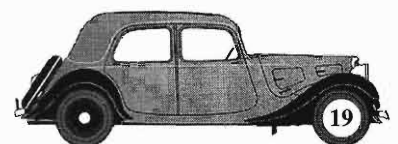
Dear Glen,

'A Tale of Two Dashboards'

When I bought my 1951 Light 15 through the good offices of Peter Riggs and the December 1993 edition of *Floating Power*, I knew relatively little about the finer details of a Traction, only that I wanted one. Once I was able to compare mine with others, I realised that my dashboard was somewhat different.

A visit to Beaulieu and their rather fine 1952 example showed me the familiar oblong panel with Smith's "square" instruments whereas RPC 772 boasts what look like contemporary "round" fittings. At first I thought that the car had been re-equipped with a replacement panel - possibly home-made - but the glove box and gear lever apertures appear to be the same as in the regular model. Everything works well and I only intend to renovate the dash rather than replace it but I wondered if anyone else had a similar fitting or could shed any light on the mystery.

*Yours sincerely,
Pete Statham*



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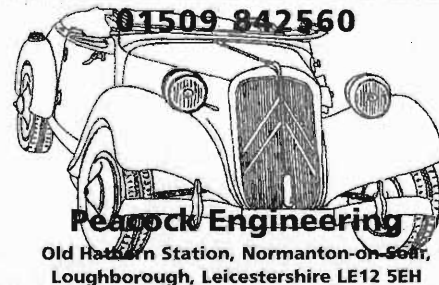
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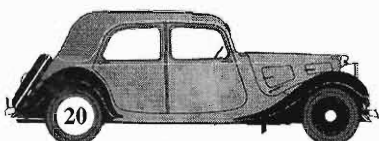
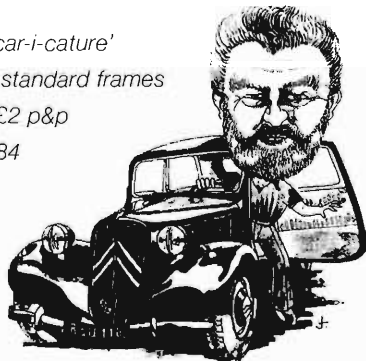
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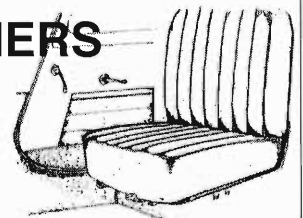
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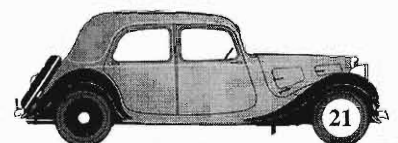
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Citroën Light 15 1947, white, new leather, M.O.T., good condition throughout, R.H.D. Bargain **£4,500**. 01296 613007 or 01442 824517

1955, Black. Big boot Familiale. Goes well, Solid car. **£4570.00**. Tel: Vic Lupton (Lancs) 01282 863803

1946 Slough Built Light Fifteen, small boot, burgundy over black. The car requires complete restoration and would suit an experienced do-it yourself restorer with more spare time and ability than present owner. The car must go, because space is urgently required. Asking price is **£1,250 o.n.o.**, but no reasonable offer will be refused if a good home is offered.

Offers to: Malcolm Kirby, daytime 01525 382333 (work) or evenings/weekends 01525 383107 (home) Bedfordshire.

1975 DS 23 Pallas, hydraulic, RHD,



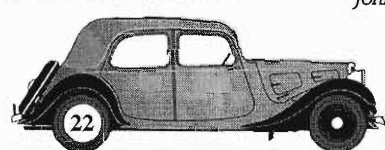
carburettored. Australian delivered original car with low mileage. Drives well, straight body, good mechanically, upholstery like new. **£9,800.00 ono**

1970 D SPECIAL, 4 speed R.H.D. Sound car. Colour white no rust. **£3,000.00 o.n.o.** Must sell both cars and will negotiate offers. Evan Gobby, P.O. Box 282, North Beach, Western Australia 6020. Phone: 08 9246 2400 or Mobile: 018 092 222 Fax: 08 9272 2116.

1952 Paris-built 15-6 cylinder, splendid original condition. Genuine 80,000 kilometres (50,000 miles). Bodywork and paint immaculate, interior original and barely soiled. In full running order but would benefit from new driveshaft inner joints. Stunning example of the 6-cylinder Traction. **£8,500**. Tel. 01672-520975 any time, or Fax 01672-521335.

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1954 Paris-built Normale All mechanicals excellent.

Peacock drive shafts. Excellent electrics. Seats recovered. Black Full M.O.T. Excellent reliable 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** ono 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 "pattem" woollen cloth. Reluctant sale due to loss of double garage. **£7,500** J. Palmer (0113) 2562706

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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

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

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

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 Cobbald 01858 575 303

Midlands

1939 LIGHT 15 Slough built RHD

A unique and rare car which

has been restored and well maintained. Recent interior, brakes, clutch and driveshafts. Colour: grey with black wings. Very sound and reliable car. Work commitments means I can't give her the care she needs. Offers around **£7,000**. Fraser Kennedy on 01252 620386 (eves).



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 TU 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 Tyninghame, by Dunbar EH42 1XL

1952 SLOUGH LIGHT 15.

Small boot, refurbished (paint and trim) 1988, reliable service since but little used in last 12 months, running and sold with full M.O.T. **£6,500** o.n.o. Tel: 01226 743623 (South Yorkshire).

1955 PARIS BUILT 11BL.

Black, big boot. 12 month M.O.T. Interesting history. Imported 1991. Mechanically sound, bodywork fair, paintwork excellent. Front seats recovered. New front tyres. Sale to include original handbook, reproduction manual, import documents, french plates and full restoration details with photos, receipts etc. Reluctant sale at **£4,950** o.n.o. Phone Michelle on 01202 246385 (Poole, Dorset).

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Rolling complete car in part dismantled. With all parts and new interior. Phone for details. **£1,500**. 0049.212.231 19 11. Hans-Tini Weber

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Engine and gearbox professionally rebuilt, high ratio crownwheel and pinion. Peacock driveshafts, rebuilt front suspension/steering, complete brake overhaul, sound bodywork **£6,500**. Part exchange of interesting small van considered? 2CV 01963 440393



1955 11BL.

Black, big boot, very good runner and good overall condition. Has recently had the engine revalved and brakes overhauled. Very reluctant sale due to purchase of new house. **£4,950**. Contact: James Holland on 0171 737 0762.

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

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For 1955 Light 15 (Slough)

Indicator Switch 12V Lucas. Original Lucas starter solenoid (cast aluminium) Please phone Arthur Bailey 0181 642 7808 (Surrey)

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Light 15.

Head Gasket C/A **£14**

Con Rods, set 4 **£38**

S/H Pistons (no rings or gudgeons) set 4 **£20**

New Cylinder Liners (4 or 6) each **£25**

5 New Pistons (Hepolite) 78mm. + .060" each **£25**

1 new Piston (low comp. Hepolite) 78mm. + .030" **£20**

Decoke set C4G C4/9 12.9 HP big 12 **£22**

2 New Pistons C4/9 1932-3 72mm. std. **£24**

Please phone Arthur Bailey 0181 642 7808 (Surrey)

Traction sold so following books for sale. Mostly French language. Mint (except Repair Manual!) EPA Toute l'histoire Traction Reder Reprint Spares List 1934-57 Ed Atlas 'Traction Avant' Brooklands Gold Portfolio Traction Avant

F. Sabates 'Traction Vue par la Presse'

Les Grandes Marques 'Citroën'

Club Reprint Repair Manual

Retroviseur (Magazine) 'Traction'

Retroviseur 'Hors Series' 'Citroën'

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

Very rare SOLEX 34 PCC CARB. As fitted to pre 49 Light 15. £28.50 plus p+p

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

Original Light 15 repair workshop manual £40.00. Original sales brochure £20.00. Pair second hand kick plates (rear) for Light 15/11BL £20.00. Phone Michelle 01202 246385 (Poole, Dorset).

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 rd 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)

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

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

1 pair of bumpers with irons, overriders and number plate box, to suit big 15 or 6, big boot car £100
1 oil bath air filter £20
2 pair of 6 drive shafts and a selection of inner cardens, usable but I would recommend they are overhauled £200

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These toys were very naive 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

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.

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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

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Southern Brittany. Large house sleeps 8 - 10, divided into 2 self-contained apartments. Available separately at special rates in low season. Rural location overlooking river, walking distance to restaurant, village shop and bars. Private off road parking. Ideal golf, walking, fishing. 40 minutes to beaches. Tel: (01282) 863803

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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

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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 rent 4 berth caravan.

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