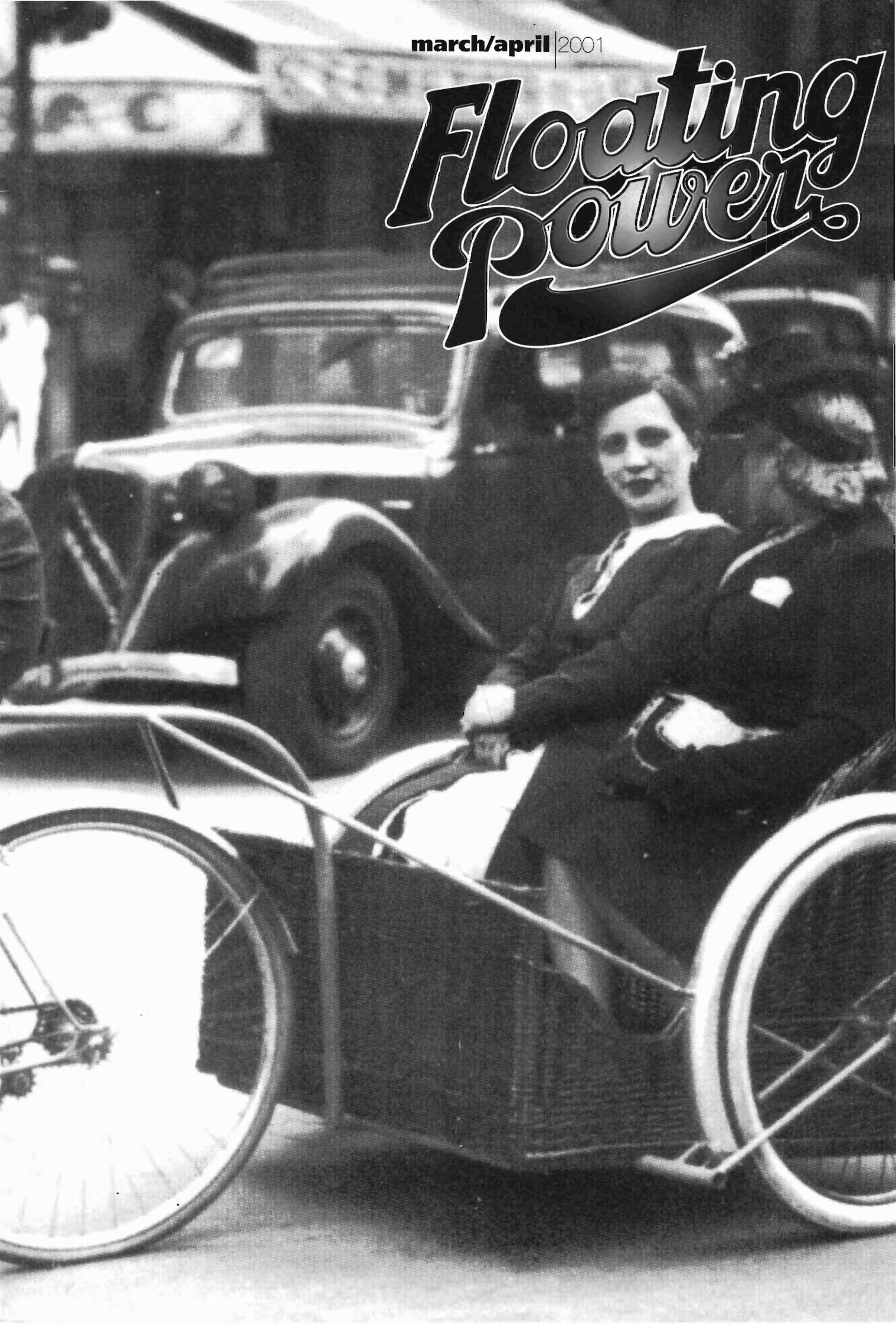


march/april 2001

Floating Power



toccontact



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scotland

Kenny Cocker
Hillfoot Cottage
Collace
Perth
PH2 6JB
Tel: 01821 650 436
email: ken@hillfoot.fsnet.co.uk



ireland

Norman Moore
69 Killane Road
Limavady
Co Londonderry
Northern Ireland
BT49 0DT
Tel: 01504 763755



lakes & border

Malcolm Bobbitt
4 Holmewood Paddock
Lamplugh Road
Cockermouth
Cumbria
CA13 0DN
Tel: 01900 825581

northern

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

rest of world

Graham Jones
Bakehouse Cottage
16 Church Street, Oadby
Leicestershire, LE2 5DB
Tel: 0116 272 0116
email: geejay@uploft.co.uk



Club Tools are available in these areas

Approximate position

For details of area meetings, please contact your local organiser

peak

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

mid-shires

Helen Brixton
Bakehouse Cottage
16 Church Street, Oadby
Leicestershire, LE2 5DB
Tel: 0116 272 0116
email: mid-shires_toc@upaloft.co.uk



welsh borders

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

south midlands

Volunteer needed to take over from Robin Dyke. Please contact Helen Brixton at Mid-shires

eastern

Tony Latchford
2 Inchbonnie Road
South Woodham Ferrers
Essex, CM3 5FG
Tel: 01245 328009

south west

Malachy Bell
Holbeam Cottage
Ogwell, Newton Abbot
Devon
TQ12 6LY
Tel: 01626 351303
email: Bell@malachy89.fsnet.co.uk

west

John Osborne
Whimbrel Cottage
Wells Road
Westbury-Sub-Mendip
Wells, Somerset
BA5 1EX
Tel: 01749 870501

london

Peter Simper
215 Whitton Road
Twickenham TW2 7QZ
Tel: 0208 8911093

hants, surrey & sussex borders

Steve Reed
No1 Terwick Cottage
Rogate, Nr Petersfield
Hants, GU31 5EG
Tel: 0860 719098, 01730 821792
Fax: 01730 821115

Standing Committee

Pat De Felice
Alec Bilney
Roger Dyer
John Giffard
Colin Gosling
Tony Hodgkiss
Mick Holmes
Graham Jones
Bev Oates
John Oates
Bernie Shaw
Steve Southgate

Chairman

Paul De Felice
2 Oxford Gardens
Winchmore Hill
London
N21 2AP
Tel: 0208 360 6837
felice@hotmail.com

Treasurer

Tony Malyon
St Augustine Road
Fifthtown, Pontypod
Gwent, NP4 5EZ

General Secretary

Helen Brixton
Bakehouse Cottage
Church Street, Oadby
Leicestershire, LE2 5DB
Tel: 0116 272 0116
brixton@upaloft.co.uk

Membership Secretary

Peter Riggs
2 Appleby Gardens
Dunstable
Bedfordshire LU6 3DB

Social Secretary

Tony Latchford
2 Inchbonnie Road
Woodham Ferrers
Essex CM3 5FG
01245 328009

Club Spares

Chris Treaquist
98 First Avenue
Batchmere
Chichester
Sussex PO20 7LQ
01243 511378

Club Shop

Kelth Feazey
21 Paris Avenue
Westlands
Castle-under-Lyme
Staffordshire ST5 2RQ
01782 618497

Secretary Life Members

Fred Annells
David Shepherd

Club Website

traction-owners.co.uk

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Editorial

As this issue drops onto your doormats we are still in the grip of the Foot and Mouth outbreak and the number of new cases identified each day shows little sign of abating. Our 25th Anniversary year was to kick off with the Heart of England Tour. Many motor sport events have been cancelled including the largest classic event in the country, the MSA Classic. A statement issued by Royal Automobile Club Motor Sport Association states: **"In the light of the increasing spread of foot and mouth infection, the Motor Sports Council has decided to suspend the majority of British Motor Sport events. The suspension will halt all events using public highways as part of competition and all events which commonly take place on or near agricultural land. These include rallies, trial, autocross, rally cross and off road events. Existing permits for these events will be suspended and no new permits will be issued until further notice."** Clubs are advised by the FBHVC not to commit funds to organization of any events if at all possible. They continue that it is important that the historic vehicle movement is seen to be acting responsibly in these very difficult times.

Since the very essence of the Heart of England tour is traveling on little used rural lanes in an area as yet little affected by foot and mouth disease regrettably the decision has been taken to cancel the event to ensure we do not in any way contribute to any contamination.

To compensate for this loss of an event, a visit to Brugge in October to attend the Oktober Fest has been arranged. Place are limited so please respond straight away if you wish to attend. Further details on page 21. Finally, one event which will definitely not be affected by Foot and Mouth is the 25th Anniversary Ball at Kettering Park Hotel on December 8th. Be sure to send off your deposits to reserve your places.

Front Cover



Front Drive Manpower. Yvon Paris postcard from Clive Hardy. Photo: Roger-Viollet

Editor:

Richard Hooley

'Grooms Lodge'

The Paddocks

Thorpe Satchville

Leics. LE14 2DR

Tel: 0116 262 6050 (day)

01664 840453 (eve)

Fax: 0116 262 6040

Email: richard@atl-associates.com

Chairman's Note

March 2001

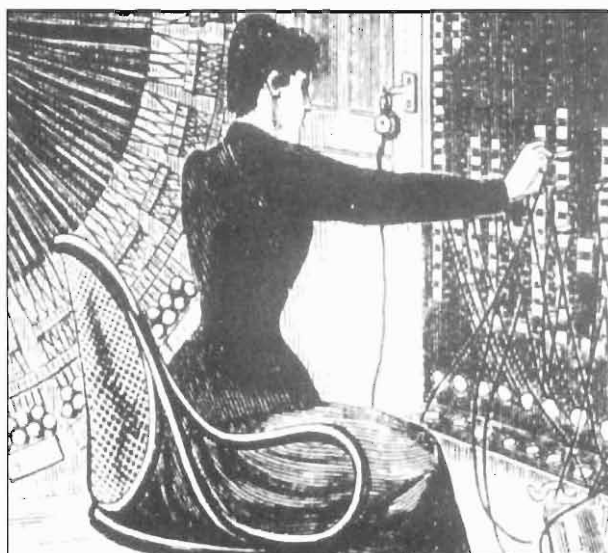
Paul De Felice

Chairman's Note

I am writing these notes as we have just finished our Club display at the London Classic Motor Show at Alexandra Palace over the weekend of 17/18th March. which was a tremendous success fuelled by non-stop interest from genuine enthusiasts which included a well-known rock star who showed a lot of interest in our cars.

The South African spares I mentioned in the last magazine have again been visited by one of our committee members during a business trip in February. Negotiations are going well, although the committee still has to finally decide if it is appropriate to spend such a large chunk of club funds on a once-in-a-lifetime offer.

Although its snowing outside, Spring is upon us and I am relishing the thought of all the local and national events this year. It would be nice to see some new faces! Come along and join us - I'm positive you will have a great weekend visiting some very interesting places and meeting a group of very sociable people. We really do have a lot of fun and form life-long friendships.



tochelpline

0870 012 2002

from abroad

0044 115 911 0960

toccommittee

March 2001

The Committee has been 'on its travels'! The Express Holiday Inn, M1 Junction 9 had been found satisfactory by all who attended the meeting in October. However, in view of the distances some members had to travel (150 miles) the Committee decided to find a venue that was centrally located between those members living furthest apart. After a democratic process it was agreed that the most equitable location was the new Express Holiday Inn, Milton Keynes, M1 Junction 14. So far so good: the venue was changed from Junction 9. However, as the builders were late finishing, the opening of the Express Holiday Inn was delayed until February, so at the last minute our meeting had to be relocated to the PostHouse Milton Keynes, also Junction 14.

The location for the next meeting on 29th March, and all subsequent meetings, will be the new Express Holiday Inn off the M1 at Junction 14. We hope we have now found a permanent 'home' for our meetings, that is convenient for all those attending.

Spares

The Traction Owners Club has a never-to-be-repeated chance of securing some rare spares for Tractions from a retiring dealer in South Africa. The Committee has discussed at length the issues surrounding this proposed purchase of spares. Not just the cost of the parts but shipping, insurance and more importantly, long-term storage have to be considered. As Bernie Shaw was visiting South Africa early in February he agreed to meet the vendor, view the spares and give the Committee his opinion on the viability of the purchase on his return. This is an unexpected opportunity to 'bank' some hard-to-obtain items and, as one of the founding aims of the club was providing spares for club members, whether to go ahead and use some of the club's assets for the purchase will be the subject of a full discussion at the next meeting.

Wings

A completed new wing has been received and will be checked against a Traction body: the Committee will hear a report on the result. A letter to the Editor of Floating Power suggested that the new wings should be offered to clubs/owners in other countries and this will be considered once the wings are totally satisfactory. The ability to manufacture front wings may be invaluable in the future when the supply of good, second-hand wings has dried up.

25th Anniversary of the TOC

2001 sees the 25th anniversary of the formation of the TOC and it was felt there should be celebrations right through the year, culminating in a December extravaganza. Several suggestions were made, including the possibility of a 1934 or silver theme for the Sundays of the Annual Rally and the Heart of England Rally. Our exhibition display at the NEC in November would also carry the theme. The annual Christmas gathering was discussed and it was agreed that the TOC would hold a black tie 25th Anniversary Ball, complete with live music, at the Kettering Park Hotel. This has been booked for the weekend of 8th December 2001 so write the date in your diary, look out your glad rags and start shining your dancing shoes!

Helen Brixton - General Secretary

New Members

- 1700 P. F. Smith, Ewell, Surrey
1701 J. H. Ogier, Vale, Guernsey
1702 A. Phillips, Bedminster, Bristol
1703 D. K. Antony, Whangeri, New Zealand
1704 A. Large, Swinscoe, Ashbourne
1705 A. P. Scratchley, Tynemouth
1706 R. G. Denner-Brown, Yelvertoft, Northamptonshire

Subscriptions Now Due

You will receive your annual subscription reminder with this copy of Floating Power, it is the fly sheet used to address your envelope this time.

Prompt payment will be much appreciated either by cheque or Credit Card, those members on Direct Debit please ensure we have notification of any Bank Account changes over the last 12 months.

Overseas members without UK Bank Accounts please give Credit Card details, and confirm if AIRMAIL is required.

Thank you for your co-operation,

Peter Riggs, Member Secretary

FBHVC News: RAC Breakdown Service

Investigations into alternative service providers continue.

This extract is reprinted from Motorsports Now! by kind permission of the MSA and FBHVC Newsletter.

An article in the autumn edition of 'Motorsports Now!' explained that the RAC would still recover members' cars from private ground 'where access is permitted and specialist equipment is not required'. That article 'was printed in good faith following extensive research. Nevertheless, it appears that the answers given to MSA were wrong and that RAC recovery from motor sport events on private land has indeed been withdrawn.


According to a letter from RAC Motoring Services, "RAC has moved to reaffirm that it does not regard certain 'off road' activities as a reasonable scenario within which a member should always 'expect' to receive service under their terms of membership.

RAC believe it is unreasonable to recover competitors taking part in race meetings or stage rallies where the expectation of damage to a vehicle is known and the competitor could be expected to manage this eventuality in preparing for the event.

Vehicles which have broken down whilst taking part in a motor sport event which takes place off the road and/or is not subject to the normal rules of the road are excluded from cover"

The same letter does offer a crumb of comfort with respect to events on the public highway: "In respect to the 2000 events taking place where all vehicles comply fully with the Road Traffic Act, breakdown cover would be provided Examples of such events being Navigational Rallies, Touring Assemblies, and Treasure Hunts."

If any motor club member has been unfairly refused service, they are asked to forward details to David Bromwich at RAC Feltham (Tel: 0208 917 2885, Fax: 0208 917 2879) who "will investigate the requests for assistance in each case and establish whether the breakdown scenario fell within the 'reasonable expectation of damage' description"

 See David De Saxe's experiences in "Disaster at St. Vivien" on pages 6 & 7.



REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

Chris Treagust
98 First Avenue, Batchmere, Chichester,
West Sussex PO20 7LQ
Tel: 01243 511378

TOC HELPLINE

Mick Holmes
Tel: 0870 012 2002
From abroad: 0044 115 911 0960

TOC CLUB SHOP

Keith Feazey
21 Paris Avenue, Westlands, Newcastle-under-Lyme,
Staffordshire ST5 2RQ
Tel: 01782 618497

SALES, MAINTENANCE AND RESTORATION

Classic Restorations, John Gillard
First Floor, 636 Old Kent Road, London SE15 1JE
Tel/Fax 0207 358 9969

Renaissance Services, Dennis Ryland
Woodholme, Frithwood, Brownhill, Stroud GL6 8AD

SALES & MAINTENANCE

Imperial Cars, Steve Southgate
Oxford Street, Bilston, WV14 8AA
Tel 01902 495758

PARTS

Depanoto
1 Rue Giroust, 28400 Nogent le Rotrou
Tel: 00 332 37 52 43 25 Fax: 00 332 37 52 74 52

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065 Fax: 01608 642973

RUBBER COMPONENTS

Mike Tennant
49 Hollywell Road, Mitcheldean, Gloucestershire GL17 0DL

TRANSMISSION

Roger Williams
35/37 Wood Lane, Beverley, North Humberside HU17 8BS
Tel: 01482 863344 Fax: 01482 888619
email: rdrw@steam-car-dev.karoo.co.uk

INTERIORS

South Bound Motor Trimmers
Little Dean Yard, London Road, Stockbridge,
Hampshire SO20 6EL
Tel: 01264 810080

INSURANCE

Heritage
Tel: 0121 246 6060
FBHVC

WWW

Club website: www.traction-owners.co.uk

Club chat: inside_trac@egroups.com

To sign up contact TOC Moderator Helen Brixton at:
mid-shires_toc@upaloft.co.uk

Disaster at St Vivien

by David De Saxe

I have observed in this most excellent of club organs the odd request for material relating members' experiences in a Traction competing in Historic Rallies. On the basis that abject failure can tell a story as much, if not as well, as superlative success, I offer this account of Light 15 no. 133673's attempt in last September's eponymous Rally of the Dordogne.

While by no means a regular performer, over my considerable years I have done a number of navigational and regularity events, although never this particular example. Usually my wife Anne drives and I navigate. She handles an MGA and a Jaguar XK with aplomb. The Traction, however possesses characteristics to fight with which is to Anne's mind not something she would regard as holiday material. Thus it was that, having calibrated our odometer against "official" distance before the start of this year's Dordogne Rally, she took the navigator's seat and I the wheel. Although, as I said, we're not used to this arrangement, it seemed to work well enough as we found ourselves lying in third place overall at the end of day 1. We were staying at the Manoir at St. Julien de Crempse, near Bergerac, and very nice this hotel is, too - highly to be recommended, set in hectares of parkland, with swimming pool and tennis court. After the morning's rallying we found another crew who liked tennis, the girls challenging the boys. I'm not prepared to record the result here.

Glorious

The weather was as glorious on day 2 as it had been on day 1, and we set off in great spirit, losing only three seconds at the first Control. There then followed a longish section during which we came to a point where we dithered. Usually, once the devious minds of rally setters have been rumbled, we don't have difficulty finding the correct route (our problem is more timekeeping related), but here the placement of a directional signpost to St. Vivien, through which we needed to pass, was ambiguous. We spent too much time working out which fork to take but ultimately made our decision (which happened to correspond with that of other

competitors who had overtaken us, (although my first rule of rallying is never to follow others). The result was that I had to put my foot down to regain time. Breathing a collective sigh of relief we stormed through the St Vivien we were aiming for, did a left - then disaster struck in the form of steam blasting out of the bonnet ventilators and from under the front wings. We had lost all our water! I pulled over, stopped and got out to assess the situation.

The situation was three badly-deformed fan blades, a four-times punctured radiator and



a torn away heater conduction tube. I looked for broken engine mounts, but they were as sound as a bell and the engine hadn't budged a millimetre - other than rotationally about its fore-and-aft axis, which is what it's supposed to do. The fan spindle bearings were firm, too. All sorts of emotions are felt at times like this, from "s..t, that's the end of the rally for us" to "how am I going to get this repaired" to "how am I going to get the wife back to wherever we're supposed to be staying this evening?" The answer to this last question resolved itself fairly soon as the sweeper marshals arrived on the scene of the crime. I asked if they'd mind Anne spending the rest of the day with them, which they didn't, so off she went in their Vauxhall Cavalier or whatever. Meantime I sat down in the sun to contemplate the beauty of my surroundings which encompassed large swathes of the Dordogne and its neighbouring departement, the Lot-et-Garonne. I also contemplated the next few courses of action, the first of which was to try to straighten out in situ the bent fan blades, if only to extract them from the radiator and

to see if I could then turn the engine. To this end a second pair of pliers had been obtained from a late-running competitor, bless him for stopping, so that I could exert sufficient torque to return the blades to something approaching their original profile. The engine then turned without a murmur, so that I was left with the remaining courses of action: (a) Get Help; (b) Get to the Finish Hotel; (c) Determine Cause of Disaster.

The marshals who had taken Anne had very kindly provided a bottle of water, some biscuits and an apple. Sitting at the edge of the adjacent field, I started on the biscuits, the Traction standing forlornly alongside, and felt in my pockets. A mobile 'phone - that might be handy. I booted it up and read the screen: "F BOUYG", it said. Wondering who on earth the mysterious Mr Bouyg might be, I pulled out the next item - a wallet, containing my RAC membership card. Assuming I knew the precise location of this remote outpost of France in which I sat, these two artefacts might conceivably provide the solution to courses of action (a) and (b).

Rescue

They did. Within the hour the RAC had prevailed upon a garagiste from a town some 30 kilometres distant to arrive on a rescue mission with his trusty flat-bed and winch. While he was on his way, I examined the Traction. It was pretty clear what had happened: somehow a fan blade had caught the flanged edge of the funnel which forms the start of the heat conduction pipe to the cockpit. This flange had been forced sideways, though not badly damaged. I could only presume that, with the car being driven in anger, the extra lateral torque of the engine on the overrun had been sufficient to bring the fan blades into contact with the flange, throwing them forward into the radiator core. When he arrived, the garagiste, having given the engine bay a thorough inspection, said he was inclined to agree with my analysis; he could find nothing else. The Traction was winched aboard, I was given a leg up into the cab of the massive Berliet, and we started back. The garagiste had no English, but fortunately my French is approaching



fluent (well, it should be with a name like mine, shouldn't it), and as we talked I was encouraged to learn that this fine man, M. Dejean by name, had restored three Tractions over the last few years (all three, he said, for doctors. What are we to deduce from that, I wonder?), so clearly he should know what he was about.

Thinking about it, there wasn't much he could do except dismantle the front end of the car, remove the radiator and fan, and send the radiator away for recoring. We arrived at his workshop, (better described as a shed with stores and office at the opposite end of the yard to his house). While I was there, M. Dejean rang a specialist in Villeneuve who would core the radiator in copper for £100, which I thought very reasonable. There should be no difficulty in finding a good fan in the land of the Traction.

While I waited for the town's singular taxi, which was currently doubling as an ambulance, M Dejean told me that his original garage had been a much larger affair, which had been flooded beyond recovery some years back. He had lost his premises, his machinery, his stock and 21 cars. He had evidently been inadequately insured. So he had decided to re-establish himself from home as a breakdown and accident specialist.

Rejoin

Once arrived, the taxi took me to Cahors, a fare according to its meter of some £50 (settled by the RAC). Cahors was the nearest town where a self-drive car could be obtained. Sylvie, the Avis girl, ushered me and all our luggage to a respectable-enough Renault Megane diesel (very economical), which she said was mine for four days, again all at the RAC's expense.

Later that evening I rejoined the Rally up in the hills behind Sarlat, arriving just in time for dinner. We followed the rally on days 3, 4, and 5 in the Renault. Once we'd got the hang of its odometer we found ourselves performing quite well, although of course our results would not count. Still, we enjoyed the early autumn weather and the warm sun - an unusual phenomenon in 2000 - until it was time to return to the Lot-et-Garonne to collect the Traction. M. Dejean had refitted the splendid new radiator but, strangely, said he couldn't find a suitable fan because the fixing holes were at different centres. Has anyone heard of

that? I thought both Paris and Slough built cars would have the same fan and water pump. Anyway, he'd made a fair job of straightening out my original fan, though I resolved to replace it as soon as I got home because once damaged, these things can fatigue. The last thing I need is a repeat performance!

To rejoin the rally party, which by this time had moved north to Poitiers, entailed a longish journey, made the more tedious by having to go from Dejean's workshop via Cahors to drop off the hired Renault. Leaving there in mid-afternoon, we had to cover some 200 miles and arrived tired and dusty in the middle of dinner, but the applause and welcome (for the return of the Traction, of course) made it all worth while. Day 6 saw the Traction in its rightful place at the "Out" Control, but would you believe it, we missed the turn at the very first Tulip instruction! Neither of us could blame the other - both driver and navigator were looking for an orthodox, French signpost instead of the italicised, brown backgrounded piece of tinplate at which we were due to turn. That was a new and costly experience - the Wrong Sort of Sign. After a poor result at the first control, then, things improved, but we didn't have as good a day as we expected of ourselves. But at least we finished the event - in the Traction.

I suppose if we'd not suffered the disaster and had competed all six days we might have won a class award, but no better than that. Still, the Rally of the Dordogne had been a truly excellent event, finishing in the Loire valley with a closing gala dinner and night spent at a splendid chateau near Tours. We had decided to drift home slowly after the rally was over, to include time to load the Traction to the gunwales with whisky, gin, beer, wine, cigarettes, cigars and delicious French comestibles all purchased at favourable rates of duty and exchange. I cannot praise too highly the carrying capacity of a Traction - even a basic 7/ 11L/ Light 15.

Back home, it was time to take a trip to the establishment of Dennis Ryland, to whom I related the sad tale of our rally and who supplied me with a more than respectable fan that needed only to be painted. I discovered a dark green smooth Hammerite that is perfect for the job. As I was in the middle of this task, which using Hammerite has to be done quickly, Dennis rang me to say could I bring the Traction back to his

workshop as the magazine "Classics" wanted to do a feature on one and he thought mine would be suitable.

I stood there at the 'phone, paint brush in one hand, fan in the other and eyes contemplating a Traction once more separated from its bonnet, its grille, its radiator and the cabin heating conduction pipe. I said: "When?". Dennis said "Monday morning". It was Saturday. Fine, if all I have to do at a weekend is fit motor cars together. Anyway, luck was on my side so far as concerned aligning the grille, wings and bonnet, which I thought might be a bit of a pickle. The final operation was to refit the funnel for the heater pipe to the radiator frame. I carefully reshaped the flanges to a perfect profile, so that the inner one would fit flush against the rear face of the radiator core. It all looked good, having first rotated the fan and shaped the blades so that all the leading edges were equidistant from the radiator.

The flanges of the funnel are fixed with 7mm castellated nuts to threaded studs soldered or brazed into the radiator surround. Dejean had replaced the nut on the outer flange a few threads onto its stud - but why not the one on the inner flange? The answer came to me in a flash: he hadn't replaced it because it hadn't been there to replace! And when I eventually found a 7mm nut from my store-of-odd-bits-that-I-never-throw-away-because-they're-bound-to-come-in-useful-one-day, what did I discover? The thread on the stud was partially stripped. So the original nut had come off, allowing the flange to move away from the radiator, into the path of the fan.

Tinkling

Now let me tell you fellows something: never ignore your wife. What was it Anne had said to me on the way down to the start of the rally? "What's that little tinkling noise that seems to be coming out of the heater sometimes?" (I have a Tudor electric fan and element heater fitted in the Traction, which gets its hot water supply from hoses run down inside the metal conduction tube).

"Oh, nothing, dear, it's just the draught from the window blowing the heater blades a bit."

Was it, indeed? No, of course it wasn't: it was the blades of the engine fan just tipping the loose funnel flange every so often on the overrun, the noise being beautifully amplified through the metal conduction tube.

Now, if I'd listened to Anne...

Rétromobile 2001

the futuristic past

Clive Hardy goes back to the future

Photos: Fred Annells



Front wheel drive "Double Huit" Buciali, one of only 2 ever made - Value? about £4,000,000.

There is always an exquisite sense of anticipation as you approach a big classic car event, and Rétromobile, on the south side of Paris, is no exception. This year I had checked the opening hours on the Internet, and finally managed, after the day's business, to get down to Porte de Versailles at about 5.30pm, leaving me an hour and a half before closing time.

The main hall is at once very brightly lit, and full of gleaming vehicles, so the initial effect is almost literally dazzling. Each year they seem able to find something on the bizarre side to take centre-stage, while impossibly fine examples of other classic cars form the backdrop. Then at the back of all this shining hardware sit the equally fascinating stalls of ~ stuff. Only a few stands feature jumble, as such - most are new components. There are small, scruffy bits of cardboard, at eye-level, on each stand: '203 - Dauphine-Aronde' etc, then finally the key reason for being there: 'TAV'. It would be remiss not to mention a sizeable boat section, and an extensive toy car section; they seem popular, even if they don't get my attention.

Ok, so back in the hall, they had two amazing, almost sci-fi, aluminium vehicles.

In the early sixties, the French did a lot of development work on high speed trains running along a single, central, concrete rail, on a cushion of air (aerotrains). These are the surviving prototypes, and just in case you were that interested, what is left of the test track several miles of it, in fact, can be seen alongside today's railway between Paris, Gaze d'Austerlitz, and Orleans. These monorail fliers reached phenomenal speeds, in fact in excess of 400kph, and I confess to not knowing quite why these particular examples didn't make it beyond the testing stage.

Ironic, really, that the stars of the show had no wheels...

Of a more terrestrial, not to say static nature were the club, and manufacturer's stands. There were immaculate examples of the Ami 6, (40 years old this year, along with the Renault 4), the Mehari, and of course other Citroën stalwarts such as the DS, (2 Chapron convertibles), and

2CV. Of the TAV, there seemed to be just one, but at least one I had not seen before. This was a van version - not the Danish-built ones, but a pre war French coachwork job, that I assume was made in very small numbers.

I had gone with the intention of picking up some spares, and specifically a new steering wheel. My own has reached that disgusting state where, after a damp night, one's hands come away plastered in goo, the latter seeming to come from those parts of the wheel where the outer coat of whatever it was has worn away. All the stalls seem to think steering wheels





Front wheel drive 1930 Tracta Type E1 2600cc, 6 cylinder, 15cv Henri Chapron body



must inevitably hang from a great height, and I was dismayed to discover that my Light 15 wheel, which I naively assumed to be a standard item, is instead a UK-only part. Once again, the French cars have a different one, devoid of any embellishment whatever, so I was to be disappointed. By contrast, those dreaded big boot rubber clips, apparently rarer than the proverbial hen's teeth, were there in abundance.

The prices were very variable. A couple of chevronned pedal rubbers were 55F over on this stall, but 130F on another. A pack of four bonnet handles, including springs, was 250F in one place, but 380F in another.

As always, you need to go armed with a precise list of part numbers. I have the

impression that you could find most things here, but you wouldn't want to take something on chance. You also need to bone up on prices. It would be particularly upsetting to discover that the same piece was available from the TOC's own stocks, and quite possibly at a better price.

For 65F, this is a good show, with exhibits that make it quite distinct from similar shows in the UK.

I thoroughly enjoyed the shiny stuff while the search around the stalls was great (there were, typically, wine tasting stalls around the hall), and the stall-holders were helpful, and pleasant

to chat with. I would not wish to disappoint you by talking about the French without mentioning the lavatories. For a start, the loo here is nowhere near the cloakrooms, and my advice is don't leave it till too late, since it takes time to find it!



AMI 6 40th Anniversary



Experimental Aerotrain with aero motor for propulsion

tocspares hotline

01243 511378

Chris Treagust

98 First Avenue, Batchmere, Chichester, W. Sussex PO20 7LQ

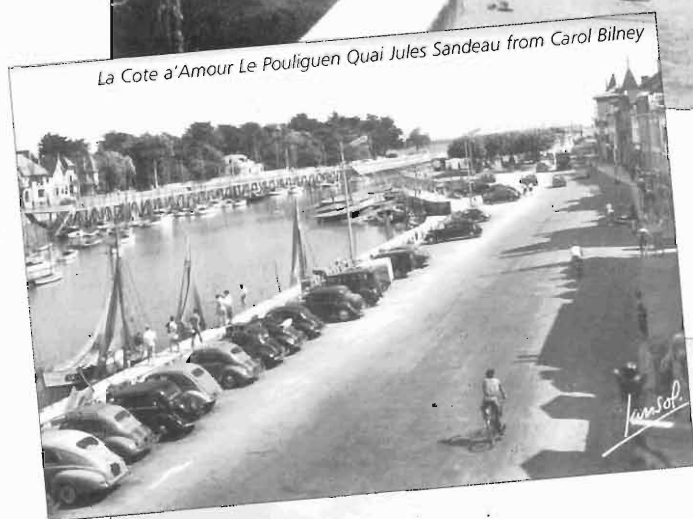


tocgallery

Wish you were here? A collection of postcards.



Watling Street, Radlett. From Walter Rey



La Cote a'Amour Le Pouldu Quai Jules Sandeau from Carol Bilney



Jaunpass (1151m)

6255 - Jaunpass (1511 m)



Photo: Alec Bilney

CITROËN

toctech



volume 1

Maintenance **6**

•
•
Traction Avant
6v & 12v
Electrical Circuits



Photo: Peter Mackertich © Classic Restorations

6v & 12v Electrical Circuits

When I saw the Editor's response to Malachy Bell's letter in the latest edition of Floating Power, I thought I had better prepare a response. The first thing, of course, was to look up previous articles published in the magazine. As far as I can see there have been two. An article by Eric Knowles was published in FP in volume 17 number 2, dated May 1992, on page 4, describing a complete conversion from 6v. with a dynamo to 12v with an alternator. The most recent is the letter by Lieven Merckx in volume 22, number 5, on page 7 of the March 1998 issue, which gives advice on fitting an alternator. As Mr. Merckx says, this may not be the only way to do it, but it works. And that, folk, is the extent of my knowledge, even though the editor clearly thought I knew more.

My inclination is to advise against major conversions of existing cars, unless you are competent and feel confident to deal with the development problems that are inevitable as the new system shakes down. I would advise you to spend the same amount of time and a good deal less money, making your present set-up work, instead. I have run two Tractions on 6v for years and years, and have found that providing certain basic engineering principles are observed, the 6v system in French Tractions is as good as any 12v system. That also goes for my 1944 GMC truck with a 6-litre engine, and for all of my motorcycles. My principles are good wiring with clean contacts, soldered not crimped terminals and contact breaker gap kept correct. I will expand upon each. But before I do, whether 6v or 12v, it should go without saying that each unit in the electrical chain must work properly, and you must know, not assume, that it does. Money spent having the dynamo and starter motor overhauled if they are suspected of faltering, even of £100 or so each, is money very well invested.

Wiring: It is a fact of life that electricity, like water, needs an easy pipeline that offers as little resistance to flow as possible. With a 'pump pressure' of 6v, any restriction of the path that can cause a voltage drop of say Ω a volt means you have lost nearly 10% of your power. The lower the voltage, the larger the wiring must be, because of the higher amperage necessary. Wire with a cross-section of 2 square millimetres is necessary for 6v systems, and will carry up to 17 amps easily. For primary connections such as from the starter to the regulator (which effectively feeds the entire car except the engine), I use 3mm wire for up to 27 amps. (You can work things out by adding total wattage of the load at the end of the wire and dividing by the voltage of the car. Eg. 2 x 36w headlights plus 2 x 10w rear lights and a 6w number plate lamp equals 98 watts. If divided by 6=15 Ω amps but if divided by 12 = 8 amps. So a larger pipe is needed to get the same flow of electrons without creating heat. Even the two 22w brake lights draw 7 amps.) So, I recommend that you reassure yourself that the wiring is all of a heavy enough gauge. Buying the stuff is sometimes awkward, but a useful source is the 7-wire cable with a grey covering, sold by caravan and trailer shops. (Do not use the similar, cable with a black covering; that has smaller wires for 12v circuits.)

Earth return wires: Relying on the earth return from each electrical unit, especially small wattage lamps, is no longer valid on any of our cars. If still in an unrestored state, they have wings going rusty held on with bolts going rusty, wing piping that is rotting, and the battery earth strap running to the engine. If extensively restored they have perfectly painted wings held on with heavily greased bolts and wing piping made of perfectly-insulating rubber. Run a new wire from each headlight back at least as far as the terminal block on the hull, and from each

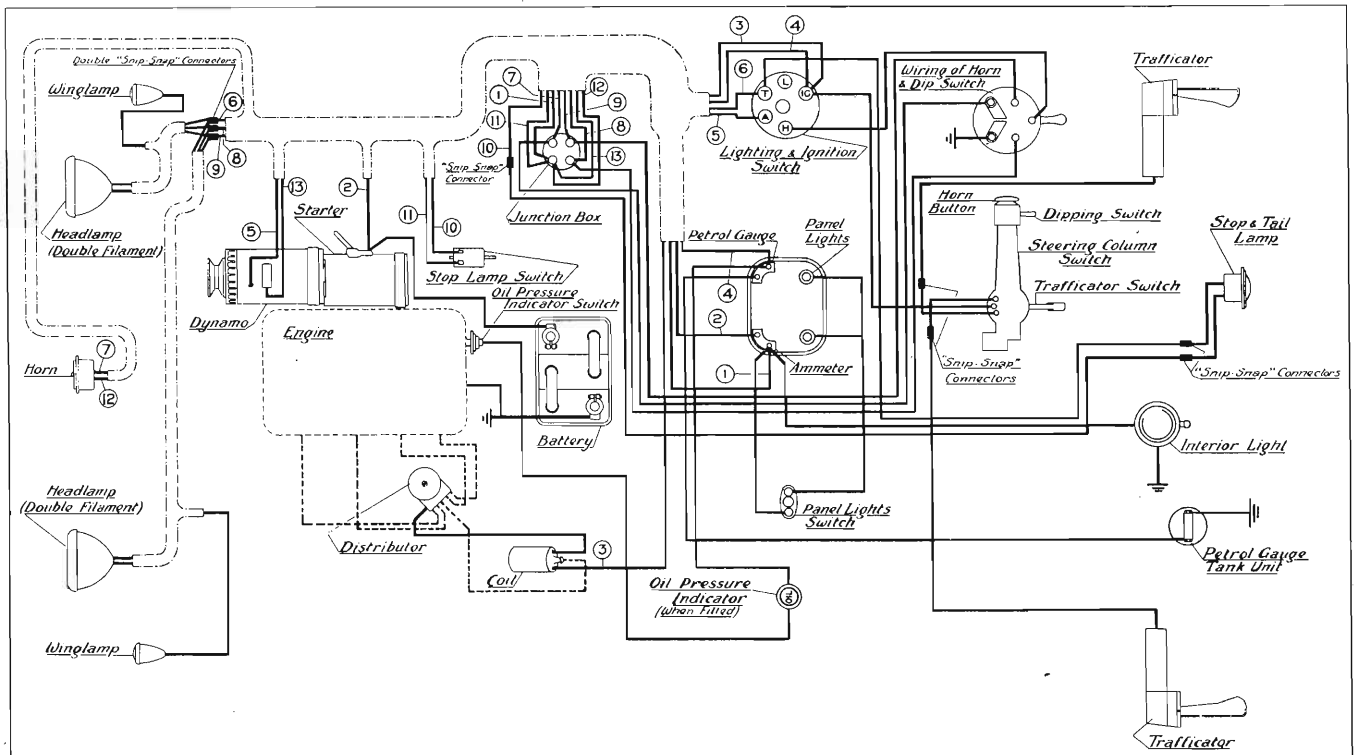
rear light at least as far as a welded steel part inside the boot.

Soldered terminals: In today's automotive world, where rapid production line techniques take precedence, and cars are not expected to last anyway (and don't !), crimping of electrical terminals onto bare wire has become the norm. Alas, within a few years the new wire becomes old wire, and corrosion begins to grow within the wire strands, and the effect is the same as too-small a diameter wire or dirty contacts, or both. If your car has recently been rewired (possibly even using modern 12v-compatible wiring) and has many crimped terminals, I recommend you devote the time to remaking each terminal and soldering each connection to its wire.

Contact breaker gap correct: This is so fundamental that some people are positively offended that it should be mentioned. However, it is worth remembering that, despite its beautiful '50s shape, our cars have mechanicals that are best part of 70 years old, conceived and engineered as contemporary to the Austin 7. It was assumed then that an owner would have his car serviced at the stated intervals, because that was what everybody did, with every vehicle. They needed attention then and they still need it now at the specified interval of 1000 kilometres maximum. If the servicing is not done the car will suffer, and if the primary spark at the points is 10% down, then the multiplied spark at the plugs will be 10% down as well.

Having said all of the above, and as Chris Ryle pointed out in a recent article, all manufacturers have moved on up the voltage range because 12v is better than 6v for other reasons as well, and 24v is better than 12v. So if anyone does decide to make the conversion, please let us all know all the details through a magazine article. Good luck

Alec Bilney.



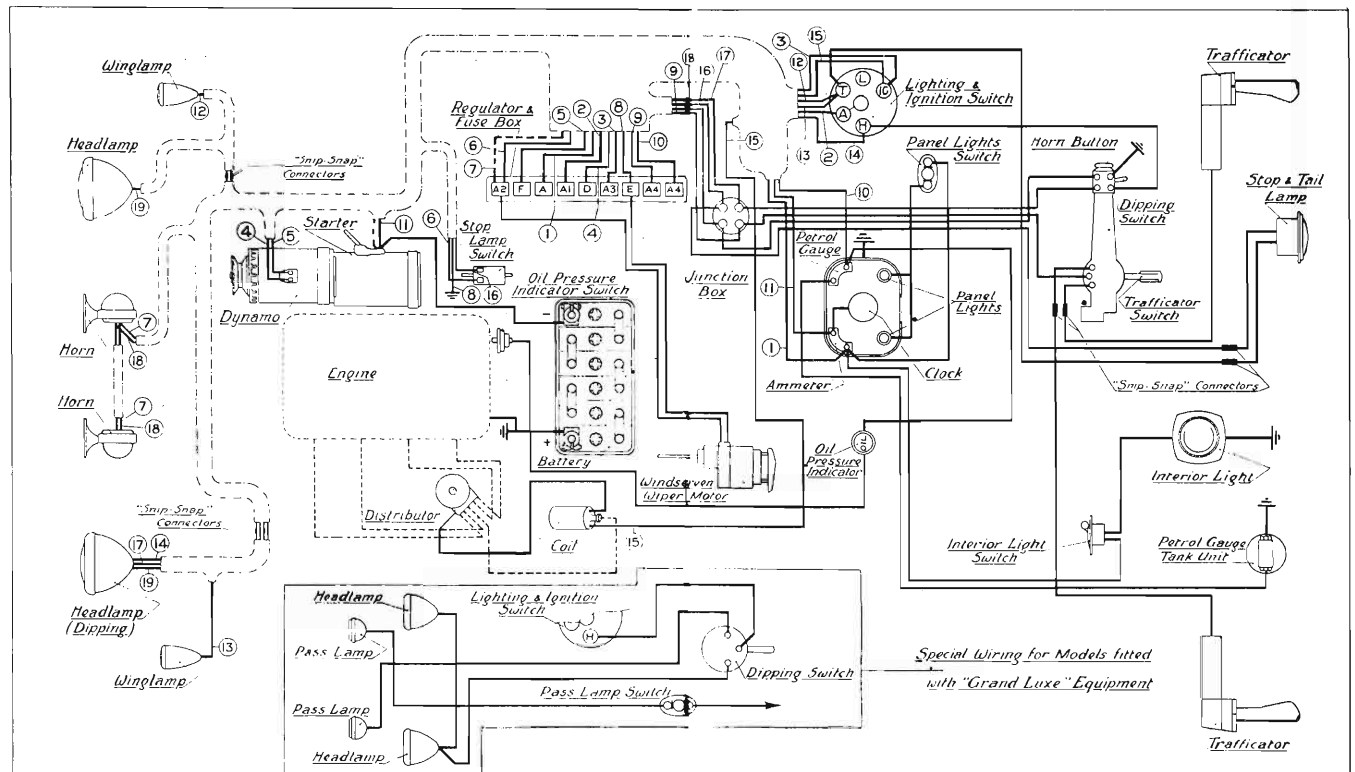
WIRING DIAGRAM.

CITROËN "12" AND "LIGHT 15"
STANDARD MODELS. 6 VOLT SYSTEM.

Negative Pole Earthed. Cable Harness indicated by Chain-dotted Lines.

H.T. Circuit shown by Dotted Lines. Cable Colours identified by Key Below.

1 Yellow	6 Red	11 Purple
2 Yellow & Black	7 Purple & Yellow	12 Purple
3 White	8 Red & Black	13 Yellow
4 White	9 Green	14 Yellow
5 Blue & Black	10 Purple & Black	15



WIRING DIAGRAM

CITROËN "12", "LIGHT 15", AND "15"

DE LUXE AND GRAND LUXE MODELS. 12 VOLT SYSTEM.

Positive Pole Earthed. Cable Harness indicated by Chain-dotted Lines.

H.T. Circuit shown by Dotted Lines. Cable Colours identified by Key below.

1 Purple & White	6 Purple	11 Black & Yellow	16 Purple
2 Black & White	7 Purple	12 Red	17 Red & Black
3 White	8 Black	13 Red	18 Purple & Yellow
4 Yellow	9 Purple & Black	14 Blue	19 Green & Yellow
5 Green & Black	10 Purple & Black	15 White	20

Alternative positions for Wire No. 7 (Purple), may be as shown dotted, or from the Main Harness, emerging beside Fuse Box, direct to Starter Terminal A.

Wiring of Dipping Headlamp

SCHÉMA D'ÉLECTRIFICATION.

(A PARTIR DE JANVIER 1946.)

15-six.

PL.110.

- | | | | | | |
|------------------------------|---------------------------------|---------------------------------|-------------------------------|------------------------------------|--------------------------------------|
| 1. PHARE AVANT DROITE. | 8. FEU D'AILE GAUCHE. | 15. PRISE DE BALLADEUSE GAUCHE. | 22. AMPÈREMÈTRE. | 29. PLAFONNIER. | 35 bis. CAS D'UN RÉGULATEUR CITROËN. |
| 2. " " GAUCHE. | 9. DYNAMO-VENTILATEUR. | 16. DÉMARRÉUR. | 24. CADRAN DE JAUGE. | 30. FLÈCHE DE DIRECTION DROITE. | 36. BARRETTE 2 BORNES. |
| 3. AVERTISSEUR AVANT DROITE. | 10. INTERRUPTEUR STOP. | 17. BATTERIE 6 VOLTS 90 AMP.-H. | 25. LAMPES DE TABLEAU. | 31. " " GAUCHE. | 37. LISEUR DE CARTE. |
| 4. " " GAUCHE. | 11. BOUGIES. | 18. ESSUIE-GLACE. | 26. COMMUTATEUR FEUX D'AILES. | 32. PUIXS DE JAUGE. | |
| 5. BARRETTE AVANT DROITE. | 12. DISTRIBUTEUR. | 19. BARRETTE DE LIAISON. | 27. " DE FLÈCHES. | 33. LANTERNE ARRIÈRE. | |
| 6. " " GAUCHE. | 13. DOBINE. | 20. INTERRUPTEUR D'ALLUMAGE. | 28. " CODE. | 34. STOP. | |
| 7. FEU D'AILE DROITE. | 14. PRISE DE BALLADEUSE DROITE. | 21. " DES LAMPES TABLEAU. | | 35. CAS D'UN RÉGULATEUR DUCELLIER. | |

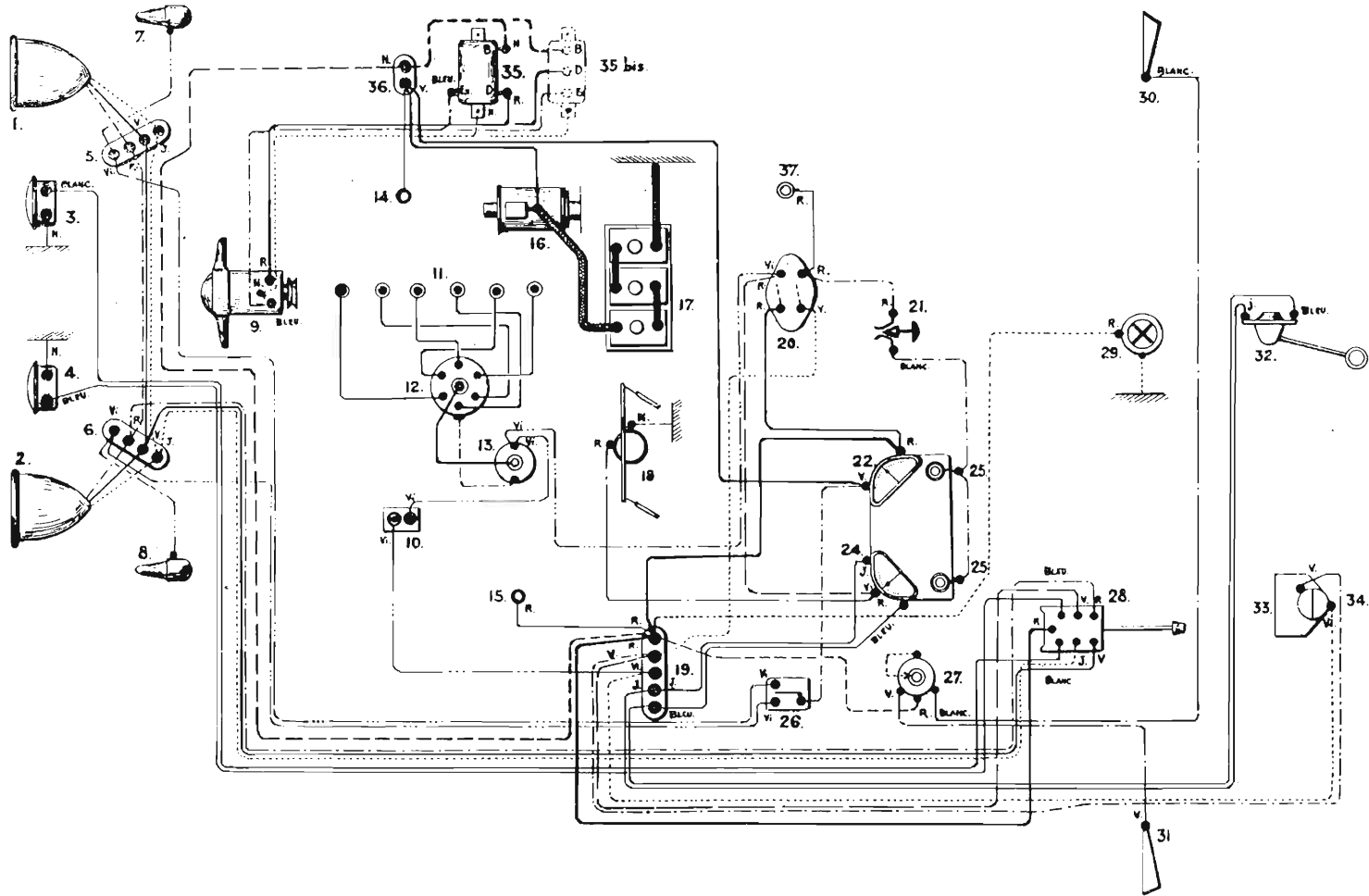


Diagram taken from a 1948 workshop manual for a 1516

6V & 12V Electrical Circuits

2001 National & International club events

- May 26-28th Heart of England Tour**
Cancelled due to foot and mouth outbreak
- June 15-17th TOC National Rally - N.B. REVISED DATES**
Venue: Bucklegrove Camping & Caravan site booked with a separate field and facilities. Plenty of B&B/hotels available. Saturday Evening: Hall and "Barn dance" band booked. Caterer lined up. Sunday: Wells Green Cathedral Green - this is a wonderful setting that we have been privileged to obtain.
Telephone John Ogborne 01749 870501 for more information.
- July Brittany Tour**
Details from Tony Latchford: 01245 328009
- Sept 21st-24th Normandy Rally**
Based around Villedieu les Poêles.
Organisers: Peter Simper & Martin Nicholson.
Contact Peter for hotel and camping information
Tel: 020 891 1093
- October Brugge Oktober Fest**
TOC tour to Brugge to join the beer and wine tasting at the annual Oktober Fest. Limited places available. Due to the popularity of the visit to Brugge on the Champagne and Chocolates tour last year, places are expected to fill quickly. 3 days B&B at Hotel Portinari, £259pp includes accommodation, ferry and itinerary. Call Richard & Esther Hooley now to reserve your place on 01664 840453
- * **November 10-11th Classic Car Show, NEC, Birmingham**
- December 8th TOC Silver Anniversary Ball**
To be held at Kettering Park Hotel.
See page 21 for details.

2002

- 2002 The Midnight Sun Tour**
Members wishing to consider making this trip should contact me for a rough outline of routes, costs, etc. It will take two weeks to enable us to have time to enjoy the wonderful scenery in this part of the world. The Norwegian Traction Owners Club have expressed an interest in joining us for the trip, which will add to our enjoyment.
Mick Holmes 08700 122002
- August 9-11th ICCCR USA**
The 12th International Citroën Car Club Rally will take place on the campus of the University of Massachusetts at Amherst. *See July/August 2000 Issue for more details or ring Graham Pitcher on 0208 360 9192*

Traction Butcher

We send belated congratulations to Dave and Jackie Hackett on their wedding.

The sign on top of the car is from Dave's dad's Butcher shop. "Hackett the Butcher" sounds splendid.

Terence McAuley, Wiltshire



The CLASSIC CITROËN INSURANCE

Whether you require rally cover, a flexible policy that covers a collection of classic cars or one-off cover for a special occasion, you'll find our uniquely flexible Heritage policy covers everything for your Citroën Traction - at a highly competitive price.

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Classic car specialists established 1965



Citroën Nostalgia

John Muir reminisces on his early encounters of a Light 15

The winter of 1962-3 was one of the coldest in living memory. I had just graduated from Birmingham University and had started work on a salary of £625 per year - little enough, even in those days. I was living in a poorly insulated garret in Balsall Heath and during that winter the frost inside the windows remained for six weeks.

My flat mate had gone away for the weekend to see his fiancée and for me an invitation to a Saturday night party offered - apart from anything else - the prospect of a few hours spent in reasonably warm surroundings. The party was not a success. I knew few people and having arrived late, felt like someone asked to jump onto a merry-go-round which was already at full speed. By two a.m. I was discussing life with a fellow student from my year over a bottle of "Spanish Burgundy" so undrinkable that we abandoned half of it. Shortly afterwards he volunteered that he was going home and asked whether I would like a lift. The prospect of a five mile trudge to my flat had already been at the back of my mind and I accepted with alacrity. We shouted farewells and made our way outside where the snow had started to fall. We were both dressed for an English Winter at its worst and he led me across the muffled street to an isolated, snow-covered car. (In those days there were actually lengths of town streets which had not become linear car parks.) The vehicle, as I recall, seemed very large and although the interior was dark I was

intrigued, as we set off, by the unusual gear lever which protruded from the dashboard. Our progress was not smooth - yet I began to form the impression that this was due to my driver rather than the machine itself. Eventually he came to a halt in the centre of an empty street and asked "Do you think you could drive this car?" "I don't know", I replied. "Why?" "Because I bloody well can't!" I realised then that Chris had arrived at the party several hours ahead of me.

Best Behaviour

We changed places and after brief and largely incoherent verbal instructions, I engaged bottom gear and set off at a crawl. A strange car is in some ways like a new girlfriend - one is on one's best behaviour and keen to make a good impression. I drove with 100% concentration and actually got into second gear. The need to slow and to change down produced problems however, with some horrific noises from the gearbox. The comatose form beside me volunteered, "Double-declutch!" Oh God! I'd read about that somewhere. My practical solution was either to keep moving or come to a total halt and set off again in bottom gear. We pressed on through the snow until my friend suddenly came back to life. "Stop! Stop!" As I brought the car to a halt he wound down the window, leant out of it and was violently sick. He seemed immediately better and I drove on - only to be asked to stop again some minutes later for a repeat performance. The same thing happened

on a further couple of occasions, by which stage I merely slowed the car and coasted along in second gear while my colleague attended to his needs through the open window.

Rakish

At length we reached my flat. He was clearly in no state to drive so I hauled him up the stairs and made up a bed onto which he immediately collapsed. He was asleep instantly. In the morning he appeared marginally better and took his leave, so I went out to see him off.

Despite the thin layer of snow, the lines of the car were now apparent and there was something rakish and appealing about it. I could see that it was a Citroën and was informed that it was a "Light Fifteen".

As he drove off I gazed after it, thinking that it really was "something different". Admittedly, I was not seeing the vehicle at its best, for the entire nearside was liberally decorated with what might have passed for dried, packet vegetable soup.

It must have been two months later that Chris, knowing that I had admired the car, asked me if I would like to buy it. An aunt had apparently given him a present of money sufficient to purchase a new Morris 1100, although it seemed inconceivable to me that anyone should wish to exchange such a magnificent beast for something so mundane. For thirty pounds it was mine and over the next two years the partnership was inseparable. It was a Slough model, built in 1947. Registration JLK 940, originally maroon but refinished in red.

In retrospect, I wasn't really earning sufficient money to run a car. I discovered fairly soon that one tyre, described as "worn", was actually down to the metal while the spare was much the same - so the machine had to stand in the street till the month's end when sufficient funds were available. After all, £12 was a lot of money for two tyres. Radials were a rarity in those days and it seemed that at almost every traffic light a motorist, motor cyclist or pedestrian would draw my attention to a "flat tyre". They meant well and at first, I would explain patiently about radial tyres. Later, exasperation would lead me to point out fatuously that the tyre was only flat underneath or that the other three were the same.

Ordeal

I often used to drive between Birmingham and Ipswich, which in Winter was a five-hour ordeal. Wrapped up like an arctic explorer and with the windscreen slightly opened to prevent misting, I had to fight through town-centre after town-centre, with the luxury of a coffee in a Bedford café - as much to hold it as to drink it. But it was fun - and despite numerous minor problems, the car never let me down. The road-holding astounded most friends, especially "mini" drivers, many of whom seemed aghast to discover that something from the previous generation could out-corner them. It was my eventual move to London which forced the parting. I had no garage and was beginning to realise that several expensive jobs were likely to be required in the near future. I received £35 in part exchange - the only time I have ever sold a car for more than I paid for it.

I always told myself that I would get another some day, but for years there seemed little prospect. The responsibilities of marriage, a house and a family always had first call. It was not until 1983 that a friend was telling of an Austin 7 which he had restored and because I had posed a few questions, asked whether I was especially interested. I told him that what I really wanted was a Light 15 Citroën. "Do you know", he exclaimed, "a friend of mine in Cambridgeshire has one in a shed and he's going to sell it". I telephoned the next day and drove down the following weekend. The owner was a pleasant chap whose small bungalow was totally dwarfed by a vast garage, packed with spare parts for cars and motor bikes. Over coffee he related his story. He had used the Citroën every day until twelve years previously when it had become too expensive for him so he had driven it into a shed in a field which belonged to his mother. He'd always intended to restore it but had worked on a series of other projects - most recently a Rover "Doctor's coupé" from the 1920s. His wife had left

him - an event which he attributed, in part, to his routine of working in his garage until three o'clock most mornings. Currently he was into microlight aircraft - which the view of power cables in every direction suggested must have constituted an aviatational form of Russian roulette - and he realised that he would never get round to the Citroën. Furthermore, his mother now intended to sell the field.

We drove a short distance to the site and parked outside a large corrugated iron shed. As he undid the large padlock and swung back the double doors I knew how Howard Carter must have felt as the stones were pulled from Tutankhamun's doorway. Inside the shed stood a couple of pre-war motor mowers (I have since learnt that some people actually collect such things!), a strange "ABC" conversion of a mini (transformed into a three wheel convertible) and beyond them the black bulk of the car itself, again. Slough-built but, this time, a big-boot model from 1955 (Registration 711 FMV). The bargain was struck and the following weekend saw me returning with a trailer to bring the prize home.

Restoration

The original intention was that I would restore it myself and I did make a start, although it quickly became apparent that I had inadequate time and, to be honest, inadequate skill, too. Unfortunately, with three children of school age, I also had inadequate funds to get the work done professionally, with the result was that the car merely exchanged a rusting metal shed in Cambridgeshire for a rotting wooden one in Staffordshire.

By the time that the possibility of getting the work done began to seem feasible we were well into the nineties (this refers to the decade and not to my wife or to me!). We had gone with a friend and his wife to a conference in Oxfordshire and were staying in a hotel in Chipping Norton. My friend had rung through to our room to let us know that he was about to open a

bottle of Champagne when I looked out of the window to see a pair of Tractions across the street with somebody working on one of them. I was over there like a shot and never did get any of the Champagne. It was, of course, Jonathan Howard, whose name I recognised from his contributions to "Floating Power". Not everyone would have interrupted work to answer questions from a total stranger so amiably for a good hour and I am still grateful to him. Some time later I went to see him again to ask whether he would undertake the work.

It was then that fate struck again with the sudden need for me to stand bail for a German friend. All realisable funds were put forward and I soon made two unpleasant discoveries: The first was that Germany has no equivalent of "Habeas Corpus". The case dragged on without definite charges being made and despite reassuring letters from the Rechtsanwalt, the money has still to return. The second discovery was that - for the first time since the war - the exchange rate was to change to the disadvantage of the Mark. Ah well! What are friends for?

Toward the end of 1999 it at last began to look as if the project might be affordable and I again approached Jonathan - only to find that he was no longer taking on such large scale projects. Fortunately, to paraphrase the advertisement, he "knew a man who did" which is how I got my introduction to Dennis Ryland. Within a few weeks we took the car down to him on a trailer and it is currently well on the way to full restoration. I've taken advantage of its absence to rebuild the garage. "A temple for the goddess", a sarcastic friend remarked - and perhaps he's not that far wrong.

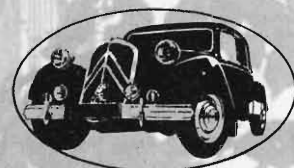
It is said that nostalgia isn't what it was and I do know that things revisited sometimes turn out to be inferior to their memories. Somehow, I don't think that this will be the case for me, but I can't wait to find out.



Annual Rally 2001

Friday 15th to Sunday 17th June 2001

City of Wells, Somerset and surrounding area



**TRACTION
OWNERS
CLUB**



Venue: City of Wells, Somerset and surrounding area

Camping: Bucklegrove Caravan and Camping Park, Rodney Stoke (between Wells and Cheddar).

Caravans: In addition to camping pitches there may be a few fixed caravans for hire. The charge for a 4 berth caravan is from £95 for a minimum of 3 nights. If any are still available after 18th May, bookings for 2 nights will be accepted at a reduced rate - the risk is that they will already have been booked. *Details on request.*

Hotels and B&B: As the rally is in a popular holiday area, it will be necessary to book early. If you would like a list of Hotels and Bed & Breakfast places please let me know and I will send you one as soon as the details for 2001 have been published. All bookings must be made directly with the hotel or B&B.

Booking Forms: A full rally booking form is detailed below.

Contact: John Ogborne - Whimbrel Cottage, Wells Road, Westbury-Sub-Mendip, Wells, Somerset, BA5 1EX. **Tel: 01749 870501.** Email: jogborne@compuserve.com

application form

Accommodation List YES/NO*
 Have you booked Hotel/B&B? YES/NO*
 If so where?
 Please send Wine List Yes/No*

Activities (please state numbers for transport)

	Adults	Kids
Caving (over 8yrs) £7	<input type="text"/>	<input type="text"/>
Horse Riding (over 7yrs) £12	<input type="text"/>	<input type="text"/>
Tyres/Tubes	<input type="text"/>	<input type="text"/>
Cathedral Tour £4/£1 Kids	<input type="text"/>	<input type="text"/>

*Delete as appropriate

Name: _____ Address: _____

 Postcode: _____ Telephone: _____
 How many: adults kids vegetarian

Vehicle & Reg:

Registration Fee Adults £30, Children under 14 £12.50

Cheques to: "Traction Owners Club" for registration fee only.
Do not send any money for items at this stage.

Please send form to: John Ogborne, Whimbrel Cottage, Wells Road, Westbury-sub-Mendip, Wells, Somerset, BA5 1EX. Tel: 01749 870501 (Mobile: 07801 337187). Email: jogborne@compuserve.com



25th Anniversary Annual Rally

Wells, Somerset, Friday June 15th to Sunday June 17th 2001

The TOC is 25 years old this year and the venue for this year's anniversary rally is the Cathedral City of Wells in the heart of Somerset.

The gothic Cathedral on the Cathedral Green is the centrepiece for a complex of buildings and streets, including the moated and walled Bishop's Palace, Vicars' Close and the fine architecture of the Market Place linked to the Green by "Penniless Porch". The countryside surrounding Wells, with the rugged Mendip Hills to the north contrasting with the Wetlands to the south and the Bristol Channel coast to the west, offers a wide range of scenery, activities, local crafts and customs.

Apart from Wells itself, local attractions include Cheddar Gorge and Caves (3 miles from campsite), Wookey Hole Caves (2m), Wetlands Nature Reserve (7m), Shoe Museum and Clarks Village - huge selection of discount designer labels and other goods (12m) and Glastonbury Abbey & Tor - for hippie types! (10m). Further afield are Weston-super-Mare (16m), Fleet Air Arm Museum (24m), Haynes Motor Museum (23m), Longleat (24m), Bristol (20m), Bath (23m). You will be spoilt for choice, so why not stay on for a couple more days?

PROGRAMME

FRIDAY 15TH JUNE

12.00 noon Arrive at Bucklegrove Campsite any time from midday. Set up camp or check in to your hotel/B&B as required.

6.00pm Welcome barbecue from 6.00pm, with salads, rice, pasta etc., so just provide your own meat or vegetarian alternative. Beer and cider will be available free of charge (until it runs out!) but please supply any other drinks if you prefer.

SATURDAY 16TH JUNE

10.00am Three separate convoys, all covering the same route and incorporating a number of stops for treasure hunting. Food shopping stop for picnic lunch.

12.30pm Picnic lunch or restaurant/café if preferred.

2.00pm Afternoon free for activities - see below

7.30pm Buffet meal followed by Barn Dance; transport provided (see note).

Midnight Return to campsite or hotel/B &B; transport provided (see note).

SUNDAY 17TH JUNE

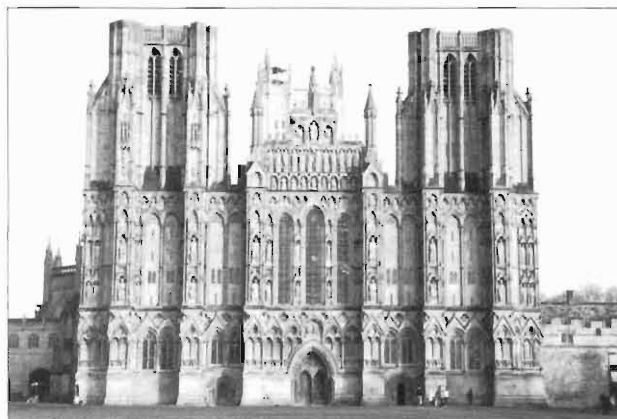
10.00am Driving Tests

11.30am Assemble on Cathedral Green for concourse judging and generally showing off the cars to the public. Lunch in one of the pubs, restaurants and cafés within a few minutes walk, or picnic on the Green.

3.00pm Presentation of awards.

4.00pm Farewells

Note: Transport for Saturday evening is available for those who are camping or in hotels/B&Bs on the route shown on the accommodation list (list on application). Those not on the route will need to find their own way to the venue.



The registration fee is £30 per adult and £12.50 per child. If you intend to come, an early application would be much appreciated and a form is included opposite.

ACTIVITIES

Opportunities for Saturday afternoon include some optional activities that will need to be pre-booked; caving, horse riding, and a 1 hour conducted "**High Parts**" tour of the Cathedral. Please refer to the application form for the prices of these optional extras.

The caving expedition will be a short trip down a dry cave in the Mendips led by a qualified guide - all you will need are wellies/boots and old clothes/boiler suit; helmets, lights & belts will be provided. This will be a strenuous but rewarding and exciting experience for those who have not caved before! **Horse riding** will be a gentle 1 hour escorted ride in pleasant countryside on docile beasts (hard hats provided). The tour of the Cathedral will include an opportunity to see those parts that others do not reach such as the triforium and towers, so the tour is only for those prepared to climb lots of stairs and with a head for heights. You can of course walk around the Cathedral and Bishop's Palace in the normal way if you prefer.

Please indicate your interest on the form. If there is insufficient interest in any one activity, it may be impractical to run it so please respond quickly if you are keen. **The Rally Book**, which will be issued on registration, contains full details of the many other attractions and places of interest for those who wish to 'do their own thing'.

TYRES & WINE

There are two further opportunities that have been arranged courtesy of our sponsors. Wells Tyre Service will supply and fit Michelin Traction tyres and tubes on Saturday at a price of £79/tyre and £5/tube plus VAT. Please indicate on the form if you wish to order any, bearing in mind that this is a firm commitment. One local member has already used this service and was entirely satisfied. Similarly, a special selection of French wines at bargain prices is available from a trusted independent wine merchant. I have drunk more than my fair share of his wines over a number of years and can vouch for their quality and value for money! Please indicate on the form if you wish to receive the wine list, which includes prices and descriptions of each wine, to enable you to place an order for collection at the rally.

Looking forward to seeing you in Wells.

John Osborne

N.B. Some activities maybe affected by the Foot & Mouth outbreak.

tocsection scene

West of England section

March 2001

We have had three meetings so far this year. The planning meeting at the Tunnel House Inn was well attended and the outline programme for the year was worked out. Attendance at the February and March meetings has been rather disappointing; however, the bad weather on both occasions was probably to blame with the added uncertainty of foot and mouth. In February we met at the Windmill, Portishead and in March, at the Strode Arms near Shepton Mallet. The plan was to follow lunch with a visit to the East Somerset railway but by then, the rain was coming in horizontally and somehow this changed our minds!

In April we will be making a return visit to Bristol Docks. This was a popular venue in 1999, despite the problem of getting tangled up with the Bristol Half Marathon and will present no problems with foot and mouth. With any luck the weather will have improved and we shall see a record-breaking attendance. In May we are at Bradford-on-Avon and the last frantic planning session for the Annual Rally will be in June.

Programme for 2001

Our January meeting at the Tunnel House near Cirencester generated some good ideas for this year. In creating the programme, an attempt has been made to combine a fair geographical distribution with interesting places. This year is a little different as we are hosting the Annual Rally which has meant that the June Meeting will be a final planning session.

April 8th: A return visit to Bristol Docks. Those who came last time in 1999 will remember that it unfortunately coincided with the Bristol Half Marathon. There should be no such problems this time.

May 13th: Pub lunch followed by a visit to Iford Manor Gardens near Bradford-on-Avon.

June 3rd: Note that this is a week earlier than usual. This will be a final planning meeting prior to the Rally (which is on the weekend of the 15-17th June). All those willing to help out on the rally will be welcome at our house in Westbury-sub-Mendip for a ploughman's (ploughperson's?) lunch followed by the drawing up of plans for the impending invasion.

July: No meeting due to the proximity of the Brittany Tour (somewhere around the 14th depending on Patrice's whim).

August 12th: There is little doubt that the gods are not really in favour of a picnic at Longleat and last year's brave and damp attempt has convinced us that we must return to the hallowed ground of Minchinhampton Common. Maureen and Dennis have again volunteered to organise this and to arrange things with the weather department.

September 16th: Tredegar House Rally, Newport. Last year the petrol blockades resulted in none of us attending this excellent event but I am sure that 2001 will see a good array of Tractions once more. Those who entered last year and possibly the year before will have already received their application forms. It is important to send them in as soon as possible as there is a booking fee payable after the beginning of July. Please contact Tony Malyon or me if you need a form.

October 14th: Visit to Berkeley Castle near Gloucester. Pub lunch followed by a tour of this historic castle, particularly famous for the murder of Edward III!

John Osborne, 01749 870501, jogborne@compuserve.com

Peak section

We still meet on the first Sunday lunchtime of the even month.

June 3rd: The June meeting is certainly worth attending. It coincides with the High Peak Historic Car Club Run. We meet at the Bull i'th'Thorn at 10.00 and take part in a 53 mile route through the Peak District visiting Bakewell and Wirksworth. If you want to take part then please give us a ring.

John Oates, 01629 582154

Mid-Shires section

We've had a very quiet (non-existent) start to 2001 due to builders being in situ for the last few months at our new home, rendering quiet planning time impossible. Our apologies if you've missed our usual gatherings.

Organisation had begun for a walk in March but this had to be called off owing to the outbreak of Foot and Mouth disease. As responsible citizens we were reluctant to associate the sight of a convoy of Tractions, driving around the countryside, possibly infecting areas they passed through. We didn't know enough about the dangers to take the risk.

These are suggestions for 2001, with the above in mind. Please tell me if you're coming to any/all of these events by Easter so that I can finalise arrangements:

Sunday May 13th: Lunchtime with live big band music at the Phoenix Theatre in Leicester. Relax over food and drink and listen to the music. Details to follow in the newsletter.

Sunday June 10th: Light-hearted Blue Badge guided walk "What Makes You Laugh" learning the history of Leicester followed by lunch at the Richard III pub in High Cross Street. Cost per person £2.50 for the walk and from £4.50 for the cold lunch, (chicken; quiche; cheese salad etc), paid in advance please.

Followed by the Annual Rally in Wells, Somerset **15-17th June 2001**

Sunday July 8th: Tour of Baddesley Clinton and Packwood House, Solihull both National Trust properties £8 each or free if members. Lunch facilities

Followed by the Brittany Tour sometime around **July 14th**.

August: no meeting

Sunday September 9th: Bernie and Pearl's BBQ Bonanza in Wellingborough. Get your name down early or you'll be trampled in the rush and numbers are limited.

October: A coach trip to see the Blackpool lights in October has been proposed and I have been consulting with coach companies. We need plenty of advance notice for booking so please tell me by Easter if you want to take part in the Candyfloss and Candlepower Charabanc Circular.

Scottish section

As I write this, the foot and mouth crisis is deteriorating daily and the weather south of the border is trying to emulate what we suffered up here two weeks ago--snow and more snow! Still, look on the bright side, this weekend is the CCC Scottish section dinner dance in Perth which, as well as being an excellent "do", also marks the end of winter and the beginning of British Summer Time.

The diary is filling up gradually so throw those dust sheets aside and get polishing!

May 6: Spring lunch run starting in Perth [about 60 miles]

July 21/22: Wheels of Yesteryear- Dalmeny House, Edinburgh [Club Stand]

August 5/6th: CCC Scottish Section rally at Stirling Rugby Club. TOC members are always welcome and camping [£18] is possible from Thursday night. For more details contact Andy Burnett [01339 886290]

September 21/22/23: Autumn Weekend around Aboyne, Royal Deeside. Following on the success of 2 years ago, this will take the form of Friday night-social, Saturday- tour around Deeside and supper-dance in Aboyne hall at night [£7]. Departure-Sunday. Andy has negotiated a special rate from the Huntly Arms, across the road from the hall, of £40 per double room per night, B & B. Contact Andy or me for info.

Kenny Cocker, 01821 650436

London section

Last Thursday of month alternating between.

April: Salisbury Arms, Hoppers Rd, Winchmore Hill, London, N21

May: Café Dysart (opposite Richmond Park), 135 Petersham Road, Richmond, Surrey, TW10 7AA.



Referring to the photo in Vol No 25:1, the enclosed copy from my archives shows that including Lecot, there were 13 on board. Bucarest to Monaco without penalties - that must have been some journey! *David Shepherd, Bognor Regis.*

OKTOBER FEST - BRUGGE -

October 4th - 7th, 2001
3 nights for £259.00 per person

Celebrate the new harvest of grape and grain in historic Brugge.

- Wine tastings
- Beer tastings
- Gourmet restaurants
- Pavement cafes
- Museums

Price includes: P&O Ferry crossings with upgrade to Club Class Lounge, 3 nights b&b at the 4 star Hotel Portinari, and visits to events.

Hotel Portinari
't Zand 15
B8000
Brugge

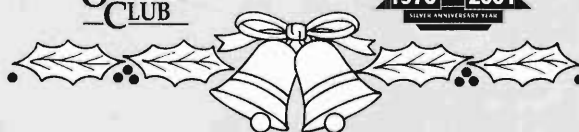
Please send name address and £50 per person deposit if you wish to attend to:

Richard Hooley, Groom's Lodge, The Paddocks, Thorpe Satchville, Leics, LE14 2DR.

Cheques payable to Experience Worldwide Ltd. (ABTA Travel Agent)



TRACTION
OWNERS
CLUB



Traction Owners Club 25th Anniversary Ball

SATURDAY DECEMBER 8TH 2001, 7.30 for 8.00pm

at Kettering Park Hotel, Kettering Parkway, Kettering

Just off junction 9, the A509 intersection of the A14

- 4 course menu with appetisers
- Dancing to the Danny Rogers Dance Band
- AA 4 Star Hotel. York stone fireplaces, polished wood floors and tapestry rugs reflect the Jacobean era in this comfortable hotel.
- Full leisure facilities with 13m pool.

Double Room with breakfast (2 sharing) **£72.00 per room**
4 course Christmas Dinner **£39.00 per person**

Please send name address and £10 per person deposit if you wish to attend to:

Richard Hooley, Groom's Lodge, The Paddocks, Thorpe Satchville, Leics, LE14 2DR.

Cheques payable to Traction Owners Club

toc correspondence

SELF HELP

Having been a member of the club for about year during which I have been seeking a small boot "Onze Legere" I have eventually become a Tractionist proper having purchased a 1948 model and am now busy preparing for a number of trips that I intend to undertake both in the UK and Europe over the next few years (Hopefully the first will be to Italy in June 2001). It did occur to me that when setting off on these ventures it would give me some comfort to have a list of garages, parts stockists, mechanics or even willing enthusiasts who would be able to assist me in the event of any problems with the car.

For example while on holiday in the Vendee last year I saw a large boot Normale in a small village garage among a variety of modern cars. It transpired that the garage simply maintained the car for the owner who uses it for local weddings. The fact that the garage is familiar with the marque would be useful information if I was in that area.

I wondered whether the TOC have ever compiled such a list for European assistance and if so where can I obtain a copy? If not is it something Floating Power or the "helpline" would like to coordinate. If you feel it is something better done by an individual I would be willing to undertake the task with the assistance of publicity in the magazine.

If you feel I am unduly pessimistic planning for a breakdown, put it down to the fact that I am a new owner and have not yet gained full confidence in my ability to keep the grand old dame going.
Peter Arnold (1631), 0208 763 2492



Nothing like a willing volunteer! Sounds like a good idea to me! Ed.

CINEMA TRACTIONISO

Since our oh-so-parochial British TV channels always programme interesting foreign films at about 1 a.m. I am obliged to record them for later viewing - but at least it means I have a copy to look at more than once, if they are worth it.

The latest videotape treat for me has been "Lucie Aubrac" - a recent showing on Channel 4, which is an exciting, well acted and stylishly shot film made a few years ago about the Résistance in Lyon. Its greatest delight is that among the stars are a splendid trio of Tractionists. Which gave me an idea.

Could we not, through the columns (not the fifth column I hasten to add) of 'Floating Power', establish a Traction-rating system for movies shown on TV or in cinemas or available for rental? Readers could highlight films featuring Tractionists and perhaps give them:

- Λ one chevron for a minor appearance of a Traction
- Λ Λ two chevrons for at least one Traction with a strong presence and some exciting action shots or
- Λ Λ Λ three chevrons where there is a continuous active presence of Tractionists in the film and they play a key role in the plot.

Anyway "Lucie Aubrac" in my book would rate three chevrons. Terrific! Any other recommendations of films with a high Cinema Tractioniso quotient? "Lucie Aubrac" is available for sale or rent from MovieMail 0870 870 9910 or at www.moviemail.co.uk

Gordon Harrison

BIG BOOTS

Ken Cleave writes (Floating Power Jan/Feb 2001) of his large boot 11BL, chassis number 571734, of 1951. Conventional wisdom states that large boots made an appearance in about April 1952, or so I have been told on several occasions.

I have the other half of the conundrum. My car is a 1952 11BL, small boot, chassis number 583664, so clearly made some time after Ken's large boot car. I think that it is likely that there was a time when one could choose, as it would appear that both options were available for about a year, at least for this model.

Eric Pennington, Birmingham

BIG BOOT BEGINNINGS

Regarding the question asked by Ken Cleave of Saxmundham. He asks about his 11BL reg no RFF 990 concerning whether a 1951 car registered 27.05.51 should have or have not a Big Boot. Well to quote the French Book "L'Anthologie Automobile" for the year 1951 BL chassis no 556201-582200 which his chassis no comes into, there are pictures of the Schéma 3,4...to 10 which show the Big Boot as fitted, Schéma 4 shows this, the wording is as follows; "Malle Arrière Extérieure. Numéro de police sur malle arrière et feu rouge sur 'laile gauche (Schema 4)" It would appear from this that indeed about mid 1951 the "Big Boot" came into being.

Fred Annells, Bourne

SEARCHING FOR SLOUGH BUILT

Citroën Light 15, Slough Built 1956, HCO 116 (or possibly 166, memory fading!)

My late Father owned the above car from the mid 60s, to the mid 80s. If the vehicle is known to your register I would like to get in touch with the current owners to hear how the car is getting on and if possible to arrange to take some photos for old times sake.

In addition, my mother is now leaving the family home in Newton Abbot in Devon, and I believe there are some spares and home made special tools in the garage or in the loft. If these may be of use to anyone (probably free of charge) please would they contact me. After I have had a look I will make contact to arrange collection.

*Charles Hunt, Horsham, W Sussex
01403 274 966 Home, 01342 333 435 Work*

WINGS

I fully support the Committee's continued action to make wings available in the future.

After all, a major factor in the extraordinary elegance of the Traction is the subtle shape of the wings which, of course, makes them more difficult to reproduce.

Who else, but the TOC should be entrusted with the task of ensuring that the wings to the original specification should be available? They might be expensive but not half as expensive as a cheap "incorrect" wing.

David Baird, Hollywood

tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in Floating Power TOC members advertising Tractions or other Citroën related items: no charge. Non-members and traders doing the same, £12 per issue. Ads such as holiday lets, £6 to members, £12 to non-members per issue. For display advertisements there is a sliding scale based on a full page @£240, other sizes @£5 per single column centimetre.

Advertisements are accepted in good faith but no representations are made as to the truth or accuracy of the same. Readers should satisfy themselves as to the suitability of goods and/or services offered.

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 page 3). Automatically included for two issues, unless you instruct otherwise.

CARS FOR SALE



1956 Legere Slough built, Black. 11D Engine rebuilt with re-lined clutch and brakes. Imported from Southern France in 1988 with a new engine and in excellent overall condition. Michelin X tyres + spare. Seats re-upholstered. Headlining recovered. Kept in a well ventilated barn. 116K km (72.5K miles). Example **£6,500 ono.** John Martin 01548 821884 (South Devon) or jhmartin@talk21.com

Rare Opportunity to acquire a totally original and unique Traction. 1935 Big 15 'Normal': oldest known Slough built R.H.D. 5 seater saloon in UK. Complete 'ground up' restoration. Engine installed/rolling chassis. Just needs finishing: simple electrics and interior. All body parts available. Full leather interior, most chroming completed. Plus full set of new crossply tyres. Full sun roof. Original number RV 6818 +V5. **Serious offers requested.** Bryn Leonard 01884 820799 (Devon).

1935 Slough-built Faux Cabriolet. Requires completion, but body first class. Sensible offers please to 01243 869642, or write to 23 Longford Road, Bognor Regis, W. Sussex, PO21 1AB.

Citroën Traction Light Fifteen 1955 - Ex Malcolm Bobbit car. An ex South African car with lots of history from Malcolm and myself. It has had new splined drive shafts from Roger Williams and much money spent over the past ten years. It would not take much to bring it to concours condition it did win a number of events last year. There is a genuine reason for selling the car and I will be very sorry to see it go. Priced conservatively to sell at **£7,500.**

Malachy Bell, Holbeam Cottage, Ogwell, Newton Abbot, Devon, TQ12 6LY, Tel 01626 351303.

You must see this one! The very spirit of rural France at a price that you can afford. One of the last (reg in Dec 1956) Paris-built Normales with 11D engine in remarkable, unrestored, original condition. Exterior bodywork would take a good respray if desired. Interior seats, carpets and lining sound; features rare reclining seats for overnight sleeping! Imported to Yorkshire in 1992, but previous history (under 80,000km) documented. I have too little time just now to enjoy this wonderful machine, but it's a hard decision. Package includes some spares and literature. Realistically reduced to just **£3,250.** Tel: 0114 268 0019 for details. Jim, Sheffield.

1953 Traction Avant 11BL in black, big boot, 12 months M.O.T. tax exempt. Excellent condition, problem free! A beautiful car, offer around **£7,000.** Tel: 01422 378051

1955 Traction Avant (Big 15) For Sale Imported in 1979, still requires registering in UK. LHD, Blue. Dismantled in 1984 by current owner and been in dry garage ever since. All components present. Needs complete restoration. If interested please e-mail: tupton@computerweekly.net or phone Tony Upton 01604 458778 (Northampton). **£950 ono.**

Light 15 Slough built 1953 NXX731. Original and complete, was in regular use until laid up for the winter eight years ago! Its still in the garage and must come out! **£2,250.** Twickenham 020 8892 6625.

Still for sale! Splendidly rust free 1956 Commerciale, very original but with 12v electrics, rebuilt engine and new drive shafts. I now have too many other vehicles, and not enough space, so will sell at any reasonable offer, to a good home. Tom Barnes 01934-843903 (N.Somerset)

1954 Light 15 KUJ 310 Slough built RHD Bought as complete car, stored for 15 years. Partly dismantled for restoration - new floor and sills, second half-engine. Growing family - lack of time - reasons for sale. Complete with coples of parts & service manual. **£900 ono.** Ian Kerr. Tel: 01527 874939 eve.

1947 Slough built Light 15. Black with original beige leather. Rebuilt from scratch by Dennis Ryland in 1993. Garaged in Gloucs. Very low mileage. In really excellent condition. Reluctant sale. **£6,500.** Phone John Woodlock: 01242 620 474. Email: john@woodlock.fsnet.co.uk

1954 Big Boot 11B Legere Paris built L.H.D M.O.T. Dec 2001. Brakes overhauled. Pair Roger Williams drive shafts. New fuel tank & repair manual. Metallic silver grey. V.G.C throughout. **£6,500.** Tel: 01604 763034. M. Swan, Northants

PARTS FOR SALE

Parts for Sale - 1955 Traction engine, gearbox and all ancillaries for 6 volt system (inc reconditioned dynamo and starter motor, coil, carb etc all still assembled). The condition is very good, I have driven the car it was removed from and believe the total milage to be less than 60,000 there is a clutch problem only. To sell as a lot **£550 ono.**

A pair of peacock drive shafts to suit Light Fifteen in excellent order, a snip at **£280** the pair. Complete full engine set of gaskets **£35.**

Set of new unleaded exhaust valves **£30.**

Malachy Bell, Holbeam Cottage, Ogwell, Newton Abbot, Devon, TQ12 6LY, Tel 01626 351303.

Parts for Sale - Just discovered in loft, the following Light Fifteen spares removed by me from 2 cars in early 60's: Radiator in very sound order, **£40.** Many 12v Dynamos/ starters, **£18** each. Bare cylinder head, **£15.** Superb Notec drive master spot/fog lamp - huge, **£15.** Please phone 0117 9249 821eve Alan Smith, Bristol.

For Sale - Light Fifteen's radiator, sound & tested **£38.** Dynamo complete with cradle **£25.** 2 starter motors **£15** each. All plus carriage. Please phone 0117 9249 821eve Alan Smith, Bristol.

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. Door seal 18ft fits 4 doors £7.50. 1 1/4" wheel cylinder repair kit (2 cups - 2 boots) £4.50. Seal between 32PBIC carb and flat type air cleaner £2.30. Bonnet and door grommets, pack of 10 £2.00. Front axle bump stops c/w nut/wash £3.50 each. Shock abs/Panard rod bushes 60p each. Dust covers in hard rubber for outer track rod pins £1.20 per pair. Radiator base washer metal/rubber £1.00 per pair. All plus post/packing, all other advertised parts still available. PLEASE NOTE: Exchange items only sent when old ones received first. Mike Tennant, 49 Hollywell Road, Mitcheldean, Gloucestershire, GL17 0DL

WANTED

I am interested in buying a Citroën Traction Avant Normale or 15/6, and prefer mid-1952 or earlier (with the exterior spare mounted over smaller rear boot). LHD cars only, please. Car must be in exceptionally fine running condition. I'm looking for a car to drive regularly, not a restoration project. Sound mechanical condition and rust-free body are main criteria. You can respond by email to gluck@pavlov.rutgers.edu. or in USA call (973) 353-1080 x3221. Mark A. Gluck

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a site dedicated exclusively
to the French Classic Car market!

www.justfrenchclassics.com

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or simply searching for that French
car you always wanted,
you might be just a click away...

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