

Floating Power

March/April 2005



Contents

March/April volume 29 issue 2

Floating Power

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Front Cover



ICCR Switzerland 2004.

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Editorial

Welcome to the March/April edition of Floating Power.

I have thoroughly enjoyed producing this edition. A blast from the past certainly caused a stir. I had several calls and emails concerning John Fell's article, which prompted Richard Heskell to send in an article on the history of his Traction which appears on page 16. There's also James Simkins' fantastic story of his Traction out in South Africa on page 9, and the story of Steve and Paul's experiences buying two Tractions from New Zealand.

Thanks for all the articles and letters; I think they make very interesting reading and I hope you all enjoy them as much as I did. The more you send in, the more varied the magazine will be, so please keep them coming.

There's a lovely picture of two children in a Traction on page 19. I hope someone recognises them! If you do, please write in. This picture was in the archives with no information with it. Alternatively, if you have any similar pictures of cars or cars with owners who you would like to trace, please send them in and hopefully we'll get a response!

Pat

Copy date for next issue 25th May 2005

Chairman's Message

Welcome to the second issue of Floating Power for 2005. I trust that, with spring now well underway, your Traction has been getting regular exercise in preparation for a summer full of activities. In addition to any local meetings and events there is plenty to occupy us during the coming months - Belgium in May, The Annual Rally in June, Brittany and Clermont Ferrand in July.

The Annual Rally in the Midlands near Walsall is an opportunity for a record attendance, as it is pretty central and easily accessible via the motorway network. Of course, it will still be a long haul from Scotland and Ireland but the Club does make every attempt to move the rally around the country from year to year. The rally is not organised by the committee but by whoever volunteers to do it so the location is determined by where they live. If you feel that you can get a group of willing helpers together and would like to share your part of the world with the Club, the offer would be very welcome. There is plenty of support and advice from those who have organised previous rallies and it is a very rewarding experience to see 50 or 60 Tractions driving in convoy through your local towns and countryside. Think about it and contact one of the committee members.

You will find the outcome of the Members' Survey in this issue. We have done our best to condense the results and provide a picture of our performance as a Club. Whilst overall we are doing well, there are some specific areas that we clearly need to improve on. The committee will be considering what needs to be done over the next few months and we will do all we can to address the issues you have raised. If, when you have read the report, it prompts you to write a letter to Floating Power we would love to hear from you - particularly if you did not fill in the survey form. A frequent request in the survey was for more letters in the magazine - well, please write to us on any topic from pet hates to technical queries and suggestions. Looking forward to seeing you at one or more events this year.

John Ogborne, Chairman

P.S. You will find your subscription renewal included with this issue of Floating Power and I would ask you to return it as soon as possible - subscription reminders are time-consuming and costly. You will note that we have had to increase the subscription fee in order to cover our magazine costs and there is a short item explaining the reasons for the increase on this page.

Its subscription time again folks! For those of you who wish to renew your membership, all you have to do is fill out the enclosed form and send it off.

tocsubscriptions

Historically, your annual TOC subscription has been used to cover the cost of Floating Power. All other TOC functions - such as rallies, spares and the club shop - are self-financing and run by unpaid volunteers.

Floating Power is produced to a very high standard and you have made it clear that you would not want to sacrifice the quality of your magazine. We are doing all we can to economise, but we are now facing significant increases in production and printing costs that cannot be contained within the current budget.

Subscriptions were last increased two years ago and, before that, remained unchanged for five years. This year, in order to break even, we need to set the subscription at £30, with postage costs for overseas members at £15.

In accordance with TOC rules, the spares levy will remain at one and a half times the subscription fee.

The economies of scale enjoyed by larger car clubs are not available to the TOC. We have an elite membership of 570 and our budget is limited. But, at 58 pence/week, we feel that you will agree that the TOC remains excellent value for money.

New Members

A warm welcome is extended to all new members of the club:

- 1884** Mrs Lucy Verity, Mitcheldean, Gloucs.
- 1885** A.G.I Walker, Windsor, Berkshire
- 1886** L. Mawbey, East Preston, W. Sussex
- 1887** J.S.W Simkins, Redmond, USA
- 1888** A.M Almond, New Addington, Surrey
- 1889** M. McDonald, Mobberley, Cheshire
- 1890** R.F Cremin, Cheriton, Kent

...And a welcome back to those rejoining:

- 97** J. Howard, Chipping Norton, Oxfordshire
- 563** C. Ryle, Chipping Norton, Oxfordshire
- 1561** M. Waller, Long Stratton, Norwich, Norfolk

Page3Pin-up

Alec Bilney

Alec likes nothing better than posing by his beloved Traction!

Available for catalogue work - will supply own socks and sandals.



tocsurvey results 2005

First of all, a big "thank you" to all who filled in and returned the questionnaire - a total of 106, of whom only 8 did not include their name. From the current membership of around 570 this represents 19% of the members which, I am told by the experts, is a pretty good response for a survey of this type. The headline figure is that the Club scored 7.9 out of 10 for meeting the needs of its members. Whilst this is a very encouraging result, the following details show that there are some areas where we could certainly be doing better.

1. Average years as a member of the TOC

The average length of membership for respondents is 12 years, ranging from 1 to 30. There was a wide spread of recent and long-term members, giving a broad perspective on the club over its lifetime. The average indicates that most members are in the club for the long term - a tribute to the everlasting appeal of the Traction! The views of new members were particularly useful in pointing up that we are not always too welcoming - more on that subject under 5 below.

2. Geographical breakdown

This table shows the numbers in each region (apologies to those who straddle more than one region)

N Scotland	S Scotland	NW England	NE England
2	2	4	9
W Midlands	E Midlands	Wales	N Ireland
11	6	3	1
East Anglia	SW England	SE England	Outside UK
9	16	34	9

3. Those in contact with their local representative

45 out of 106 respondents are in contact with their local representative. It was surprising that fewer than half the members are in contact with their local group. In many cases this is due to the wide geographical spread within the region, others see no need for contact and some do not have a local representative. Several wondered why some regions are more active than others. This is a topic that the committee will be discussing.

4. Club Services and Activities

The average importance of club features; 1 = unimportant, 5 = most important

Technical Advice	Availability of Spares	Club Shop	Local meetings	Social Events
4	5	3	3	3
Magazine	Annual Rally	Other Rallies - UK	Overseas Rallies	
5	3	3	3	

There were few surprises here. Spares, Floating Power and Technical Support clearly came out top. Social events, local meetings and rallies received a mixed response and of little or no interest to a significant number of respondents. The conclusion here is that the technical functions of the club are of primary importance and that social activities are, for those who are interested, a bonus. The implications for the magazine are covered in 6 below.

5. Club Organisation

Those interested in helping to run the club	30
Those who have served/are serving on the committee	6
Those who would consider serving on the committee	11 (2 of whom have previously served)
Those who have attended an AGM	33
(10 respondents are currently involved in running the Club)	

These statistics are sensitive to the fact that only 19% of the membership responded and we must take care in interpretation of the numbers. It must also be remembered that about 100 members do not live in mainland UK and are not practically available for serving on the committee. Some conclusions can nevertheless be drawn.

The number of people interested in helping to run the club is rather disappointing - only 28%. Few respondents have actually served

on the committee and even fewer are considering serving. The general conclusion is that there has been a small group of members running the Club for many years and that there are few who are willing to join them.

The reasons for not wishing to help are

Not interested	Too far to meetings	No time	Expense
16	45	43	13

The reasons for not becoming involved are mainly associated with the practicalities of the meeting location and having the time to devote to it, rather than not being willing. There is little or nothing that can be done to help those who are just too busy with family or business but there may be some options to minimise the geographical effects. The committee will be discussing this and if there are any suggestions we would be delighted to hear from you.

Those who would attend the AGM if it were...

	Yes	Perhaps
nearer home	35	37
at the annual rally	23	29
at a place of interest for the family	11	32

Widening the appeal of the AGM to make it more central, to run it at the rally, or to make it more appealing by coupling it with a place of interest brought a relatively even spread of answers, particularly amongst those who said "perhaps". Nevertheless, the same problem of distance from home is clearly an issue.

Average attitude of TOC members and officials; rated out of a maximum of 5

Approachable	Friendly	Helpful	Accessible
4.2	4.2	4.2	4.0

TOC members seem to have come out as being approachable, friendly, helpful and accessible. A score of over 4 out of 5 in each category seems to indicate that there is not too much wrong in this area. However, there were a few specific comments about experiences of newcomers that we must address. There are several cases where new members have attended rallies and functions where the welcome has been less than warm and a feeling that there are cliques within the club. There were a couple of strong opinions on the southern bias of the club. So, despite the good score, there are some lessons to be learnt here.

6. Floating Power

Average balance of items rated from 1 (not enough) to 5 (too much). 3 would be "about right"

Technical Articles	Rally and Social Event Reports	"Section Scene"	Correspondence
2.5	3.2	2.8	2.6
Advertisements	Events Diary	Spares Information	
2.7	2.9	2.5	

Hardly a word of criticism and many accolades. The scores indicate that you want a little more of everything with the exception of reports on rallies and social events. Most of you wanted more technical articles and spares. It was intriguing to see that so many wanted more letters and advertisements - this is one area where the editor is almost entirely dependent on the members. So, if more letters and classified advertisements are wanted, members must contribute them. Commercial advertisements are a different matter and it may be that some thought should be given to this, not least as a means of defraying the increasing costs of the magazine.

7. Overall

The Club scored 7.9 out of 10 for generally satisfying members' needs, which is very encouraging. Below are some of the comments that give a flavour of the opinions expressed. The selected quotes are biased towards the negative ones because, although it is rewarding to have a pat on the back, there is more to be gained from studying the constructive criticisms. Thank you again to the 19% who contributed to the survey. We can only conclude that the remaining 81% are either happy with things as they are, have no strong feelings one way or the other, or have written off the TOC as beyond redemption! Why not write to us and let us know?

Comments

Almost all respondents had something extra to say and it was here that the underlying feeling about the Club was revealed. The overwhelming majority were full of praise, particularly for the spares service and magazine, and we thank you for these words of encouragement. A few of the many comments that praised the Club are included here, but we have deliberately chosen the majority of these extracts because they are constructive comments that will help us brush up those areas where things are not quite as good as they could be. They are in no particular order.

- Some members not very friendly. The club is vital to keeping cars on the road.
- Please keep the web site up to date
- We need to attract younger members
- Don't assume too much previous knowledge in articles. Tell us more about committee members and club characters
- Magazine can't be bettered
- Chris Treagust provides an excellent service
- Technical support is excellent - keep up the good work
- Would serve on committee if it were nearer home. Heart of England Tours were good
- More Section News please. How about an overseas secretary?
- Officers should make themselves known to (new) members at rallies etc. Magazine excellent, spares first class
- "Traction with the Least Attraction" is dis-spiriting and should be dropped
- As a new member I was disappointed not to be contacted or welcomed by members at Dunkerque.
- I've made lots of new friends
- How about a questions and answer page in Floating Power?
- More technical articles, especially for pre-war models
- Magazine beautifully presented and balanced
- Lack of convenient campsite at Walsall is elitist and snobbish
- Fewer rally reports please
- I live in France and would be willing to represent the TOC and provide contact with local garages
- Why are CTA spares cheaper than TOC spares shop?
- I would like to help run the club if I could do something from home (NE England)
- Floating Power should list local garages that will undertake Traction repairs and servicing
- Excellent service from Mick Holmes and Chris Treagust
- Section Scene information is thin. Spares service good but I would like adverts for other suppliers
- Members were not very welcoming at the last rally. No meetings in SE London/Kent. What about weekend technical "schools"?
- Too many full-page articles advertising forthcoming functions. There is a north/south divide.
- Why must we have reports of puerile activities on rallies abroad? There are cliques of long-standing members. Core membership is too old.
- Tried and failed to obtain tools from local representative
- Elitist. Very north/south. Just look at the (committee) addresses for proof!

We thought it would be a good idea to re-introduce this item to help you to keep in touch with what your committee has discussed and to provide some background to the various decisions that we come to. We meet about 5 times per year and there are 15 of us. In addition to the committee itself, others are entitled to attend the meetings - Directors, other club officials (spares team, editor, helpline, archivist etc.) and area representatives. If we all turned up it would amount to about 40!

Meetings are currently being held alternately in Milton Keynes and Stevenston, near Abingdon. These locations have been chosen to minimise travelling for the committee members but, even so, many of us have journeys of 100+ miles. Not a lot of fun on a wet Wednesday evening in February! As committee members change from year to year, other venues will become more appropriate and the matter will be reviewed from time to time.

We have had two meetings so far this year - Sunday 23rd January and Wednesday 16th March - and these are the main points.

January 23rd

A brief outline of the results so far received from the members' survey was given. A full report is shown on pages 4 and 5. The treasurer reported on current balances with no exceptional items of expenditure or income. Some new items are now being stocked by the club shop - sweatshirts, waterproof jackets, technical CDs and fresh stocks of magazine binders. The Helpline is running smoothly.

The editor reported that all was going well with magazine production but there is concern that the designers and printers have indicated a large increase in cost is to be expected. Costs had remained static for a number of years and had fallen behind with current rates. It was agreed that alternative quotations would be sought but that maintenance of quality was of prime importance - members had made that very clear in the survey.

The social programme was outlined with the main events being the Belgian Rally, Annual Rally, Brittany and Clérmont Ferrand. There was some discussion about camping facilities at the Annual Rally and it was agreed that every effort would be made to make camping as easy as possible given the nature of the rally venue.

The master spares list has now been finalised and work on the pictorial list is continuing with the aim of finishing this major undertaking by the middle of the year. A second shipment of South African spares is being considered; the spares committee will review the lists to see what, if anything, is worth acquiring for the club. An inventory of club tools is being carried out with a view to replacing any damaged or broken items.

March 16th

The meeting was dominated by the need to discuss the increased production costs of Floating Power. Officers' reports were restricted to the essential points.

The treasurer will be changing the deposit account to one with higher interest. Membership is standing at about 570 with a slight downward trend over the last few years. The website has been updated. Bookings for the Annual Rally are going well and a campsite has been found which is reasonably close to the rally venue - members who wish to camp have been asked in the magazine advert to contact Steve Southgate for details. The pictorial spares list is nearing completion although there are a number of anomalies that need to be resolved before it can be published. South African spares lists have been reviewed and a decision on purchase will be taken at the next committee meeting.

Richard Hooley, the previous editor, kindly attended the meeting to explain the magazine production process and the costs involved. After much discussion of alternative suppliers and other ways of reducing costs, it was decided to stay with the existing design, printing and distribution companies. It was felt all other options presented too much risk in terms of jeopardising the high quality of Floating Power and that members valued this above most other club benefits. It was therefore agreed to increase subscriptions for 2005-6 to accommodate the additional cost.

Anniversaries

10 March 1885 Pierre-Jules Boulanger was born near Douai. He moved from Michelin to be the CEO of Citroën in 1935, and died in 1959 when his Normale crashed on the road from Paris to Clermont-Ferrand.

18 March 1858 Rudolf Diesel was born in Paris. 1767cc diesel engines with the Ricardo Comet head were installed in Citroën 10A Rosalies (1935), and then in Family Fifteens (1936), and one Traction.

14 April 1931 The first Highway Code was published.

Thinking of **buying a Traction** **from overseas?**

In May 2003 I made contact with a Mr. B. K. in New Zealand via the Yahoo Autos TA-L chat site. He had previously advertised that he was selling a Big 15. He told me that he now had two big 15's for sale.



In February 2004 my friend Paul saw both cars up for auction on Ebay. We both had Light 15's but both yearned to own the larger Big 15's.

We contacted him and asked for more photos and information. The following details were given on Ebay and by email.

"Fully restored classic, bare metal re-paint, new rubber all the way round, no rust (at all) restored interior, hood lining seats etc. Original Traction motor fully reconditioned, sleeves liners bearings new clutch, all new brakes from cylinder to drums, new transmission, new shocks front and rear new chrome, no dents no scratches, this car restored and has been put into storage. Very tidy and reliable car was family car 2 owners always garaged runs like new. Has all original fixtures and fittings, Brooklands Wheel, all new trims and rubbers, everything on this car works like new, original books and manuals as well, great example of original classic. Reluctant sale, great car in superb condition. You will find nothing at all amiss with either of these vehicles, they are both in perfect condition. I have a friend who has spent his whole life as a Citroen mechanic and has restored a few of these some lights 2 big 6s and 2 roadsters, he says this is probably one of the best he has seen."

Paul and I thought this was too good to be true but decided that if the cars were half as good as described we would be getting a reasonable deal even with the cost of shipping.

We both agreed that Paul would buy the Maroon car that had an ID motor and 4 speed conversion and I would go for the Black 3 speed.

Various enquiries revealed that there were two ways of shipping the cars. The cheapest and quickest way would be on a 'roll on roll off' ferry. However it's not that simple! Who would 'roll it on' and who would 'roll it off'? Also, if the vehicle is a non runner, costs mount drastically. The other alternative was to box the two cars into a container and load it onto a cargo ship. The advantage of this, although more expensive, is that the container is taken to the seller and loaded with the cars and finally delivered and unloaded by the shipping agent in the UK.

Luckily for us a friend and club member happens to be a freight forwarder and so we decided to use his services and take some of the worry away from us.

Sending the money via the bank was the easy part. Now it was a matter of waiting.

Freight forwarding is a complicated business and involves a freight company on the 'other side' who may not be as reliable as on the UK side. The first delays occurred when they couldn't find a spare 40 foot container. Then there was a delay in delivering and loading the container at the seller's home. Then they missed the ship sailing!

We couldn't help but worry a little! Eventually the container was on its way.

We then learnt that it is common practice for ships to call at various ports on their journey and freight is even transferred from one ship to another. At one stage we heard that our 40 foot container was sitting in Singapore!

Eventually after two months the cars arrived in the UK at our freight forwarder's premises near Slough. We were lucky in that Customs classified our cars as 'rare classics' and we only had to pay the lowest rate of 5% VAT. Be warned however that this is not a hard and fast rule.

We couldn't wait to see the cars, so off we went. First impressions were not too bad, at least the cars were in one piece and each one was sitting on four wheels!

The batteries were flat of course but with the aid of jump leads we got both motors running. The Maroon car sounded and

drove OK and even stopped!

Unfortunately my Black saloon sounded like a Messerschmitt having a completely severed collar to the manifold. Once moving it was apparent that the clutch and gearbox were all but shot. Worse still there were no brakes whatsoever.

Now we had been promised that the cars would not be deregistered in New Zealand and would be fitted with number plates. As I understand it, as long as the cars are properly insured they could then have been driven in the UK legally for one month before being reregistered here. Unfortunately the plates were missing and later we found that both had been deregistered.

Suffice it to say we got the cars home and over the next few months examination and work on both cars revealed many interesting facts.

For starters the Black car needed a major gearbox overhaul including a new crown wheel and pinion, new clutch, replacement driveshafts, new front wheel bearings, replacement brake drum, total brake cylinder overhaul, water pump overhaul, two rear shocks, a new steering wheel and four new tyres. The paintwork although not terrible was not a bare metal respray and the floor was just about salvageable. The wiring was a mess with the liberal use of connector blocks. I even found that one front hub nut was only hand tight. (Obviously because tightening caused the worn out hub to seize on the backplate.)

The Maroon car revealed other problems including a fabulous impressionist floor consisting of a couple of side panels from a fridge along with ten thousand rivets! Wiring to literally die for! Part missing rear inner wings, Ford radiator and a cylinder head that needed a major rework.

Both cars had interesting exhaust systems, mine having two silencers and Paul's having three and the straight pipe that was a scaffold pole!

Not receiving the original books, manuals and other goodies that Mr. B. K. had promised (he said that they were on their way) was the least of our worries.

So did we get a bargain?

Well, putting money to one side we are both gradually putting the cars right and getting attached to them.

But if you are thinking of buying a Traction unseen don't forget 'Caveat Emptor'!

Steve Shinebroom

March 2005

toc correspondence

**RE: FLOATING POWER APRIL/MAY
2004: "SNOW GOOD"**

I have just joined the Club and together with my membership card and book of rules there were several copies of Floating Power. There I proceeded to read avidly while sitting on the terrace in the sunshine slowly sipping a glass of the old vino tinto – as one does over here. Get the picture?

As I got deeper and deeper into the article, sent in by a certain Tyrone Parker-Lott, my flabber became more and more gasted. I couldn't believe the abject nonsense and drivel that had been put into print. Firstly, 2CV owners, of which I am also one, are generally on the whole a fairly intelligent lot, obviously so, that's why they drive around in these wonderful little cars. Be that as it may, this poor young lad driving his 2CV stopped to help a Traction owner stuck in the snow. He must be wondering why he bothered. Noting the front wheels of the Traction spinning, he suggested the only logical thing to do, namely to shovel the gravel under the driving wheels, those at the front end of the vehicle. Mr Tyrone Parker-Lott's contention that there was nothing wrong with the front wheels as they "spun perfectly freely" beggars belief and led me to grab another bottle of the red stuff, to top up my glass rather rapido. I am sure that the 2CV owner was "struck dumb" not when it was pointed out to him that the rear wheels failed to turn but



rather by the fact that he had chanced to meet up with someone in urgent need of a substantial injection of stem cells to the brain cortex in order to get the organ functioning again.

It's a great pity that the Traction driver who put concrete under the rear wheels did not use the rapid setting variety, because with a lot of luck he may have stepped into it and saved us all of the possibility of ever meeting up with him in a similar situation.

As for having "his lights put out", don't even tempt me to comment on this as my solution would probably be a rather more permanent one.

The final paragraph pointing out that "unlike a 2CV a Traction is front wheel

drive" was the final straw and had me reaching for a further bottle of the fermented grape juice. What sort of anorak is this guy?

Luckily the alcohol started to kick in before long to steady my nerves, but I felt compelled to put pen to paper to defend a kindred spirit trying unsuccessfully to reason with a closed mind. Every good deed deserves to be punished. He will know better in the future.

I don't know whether I am the only British TOC "Tractionista" in Spain. Perhaps I can find out through the columns of Floating Power.

*Melvyn Ford,
Alicante, Spain*

DRIVER/DIVER

Commiserations to David Boyd on his recent mishap. He is possibly the most recent Traction owner to bend his pride and joy but who was the first? Perhaps that distinction, if that is the right word, went to the hapless owner of the early Slough built 'Super Modern Twelve' in the accompanying photograph taken in late 1934. Possibly he was testing out his Floating Power?

Can anyone identify this location?

The car B(?)LW 588 is London registered.

Best regards, *Walford Bruen*



The Motoring Century, the story of the Royal Automobile Club by Piers Brenden.

toc correspondence

ROADSTER FAME

Dear Patricia

Having been a member of the TOC since 1994 and having bought my first Traction in 1982 (a 1952 Familiale for £450) with which I inherited almost a full set of Floating Power dating back to 1977.

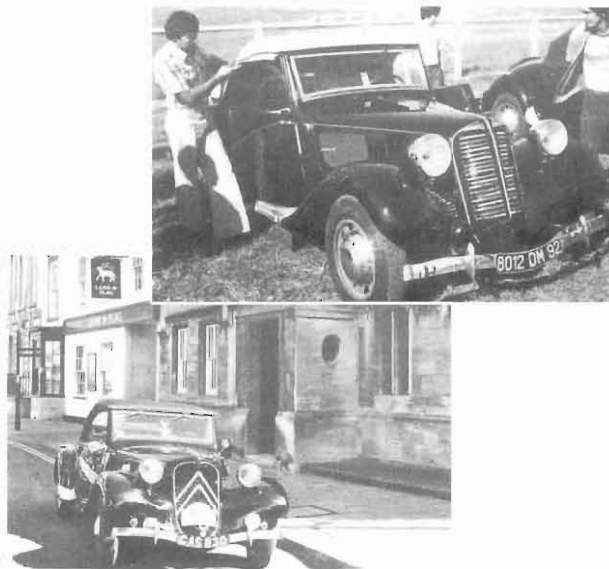
Recently, I was looking through and found two photos of my 1938 Roadster which appeared in FP 24 years apart (pictures attached).

Although the car has now been restored back to its original guise, the picture from the 1978 meeting at Chatres is the same car.

When I bought the car in Paris in 2000, it was registered 8012 DM 92 and still had that strange front grille (now hanging up in my garage at home).

The car now has its original front with chevrons back in place and is now UK registered CAS 830.

Mark Cooper



TOC TEC SUGGESTIONS

Dear Pat

Many congratulations on your latest edition of "Floating Power". Great stuff, just in time to get us all fired up for even more Tractioning in the coming season!

I thought John Fell's article rang a bell in my dark subconscious. I came across it in "The Traction Avant Citroens, 1934-1955".

On the subject of technical articles. Having only been a member for some 18 months I don't know what has already been

published, but what about: Alternative Tyres? Different (better?) brake fluid. Bonded, or riveted brake linings. Overhaul of the steering rack/box. Overhaul of gearbox/transmission (these last two items from a DIY point of view). Fitting an electric fan. Fitting an Alternator. Fitting contactless ignition. Modern type spark plugs. Has anyone ever fitted (sacrilege) a sun roof? Personal experiences of lubrication additives. I could go on but I'll end there before I get drummed out.

Mike Wortley,
Leicestershire

DRAWING KNOWLEDGE FROM HISTORY

Dear Editor,

I refer to John Fell's reminiscences, in January/February '05 edition of Floating Power (Vol.29 No.1), and the fun he had with DBC 120. The article contained a drawing reportedly reproduced from the Encyclopaedia of Motoring.

I am sure that I will be one of many who draw readers' attention to Profile Publications, the series of slim booklets with the consistently dark green appearance by which Motor Sport had set the tone since the war. No.95 was about the Traction, and in eight pages Michael Sedgwick presented a neat potted history. Inside the front cover, in glorious technicolor, is DBC 120 in a painting by Gordon Davies. The top half of that was reproduced in the Encyclopaedia of Motoring.

The car was apparently then owned by Anthony Tringham, Esquire. The Profile has no date of publication, but since the printed price was two shillings, it was probably mid-'60s, so we can assume Tony Tringham owned it soon after John Fell.

Like John Fell, I hope the car frequently escapes from its museum and enjoys the open road.

Yours sincerely,

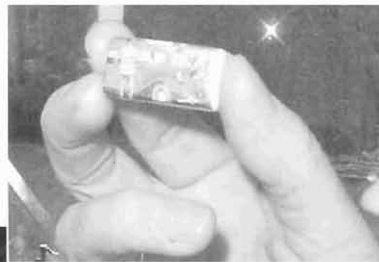
Alec Bilney

ONE TRACTION OR TWO?

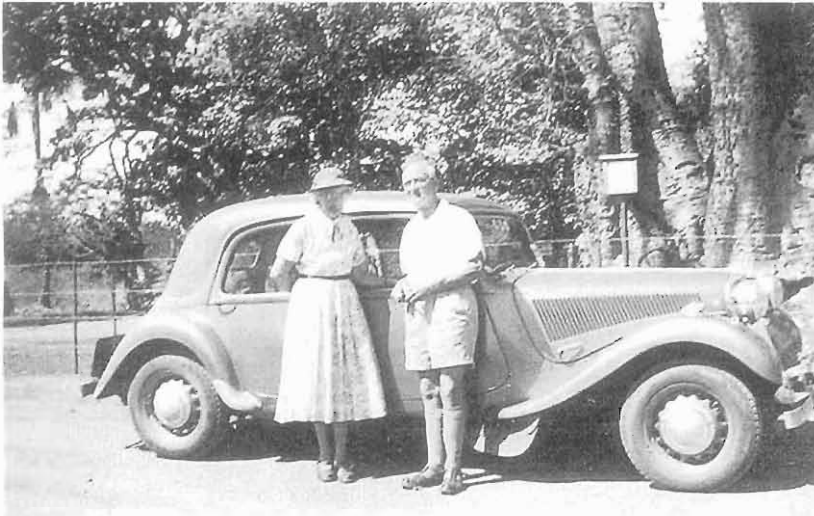
Dear Pat

Did you know in France there are sweet Tractions too? Its best to check the paper around the sugar before putting it in your coffee or tea!!

Kind regards,
Walter Callens



James Simkins' **traction**album



May 1952 – My grandparents visiting South Africa from their home in Hove, Sussex. Photo taken in Natal, South Africa. Some 2 weeks later, I was born on the back seat of this car, en route to the maternity hospital. Grandmother was midwife!!



July 1952, grandmother and car in Southern Rhodesia (Zimbabwe) as part of extended visit to South Africa. Note Badbob tree in the background.



My father kept the car for me and it was my daily driver **1971 – 1979**. This shot taken in 1974 while I was doing my National service.



May 1977 – on duty with a second Light 15. I then owned a maroon 1951 Big Boot model.



Following sale of both Citroëns in **1979**, my career took me to Hong Kong, Los Angeles, Tokyo, Sydney and finally (5 years ago) Seattle.

In **2002**, some 3 months before I turned 50, I resolved to try and find her again. After advertising back in South Africa, and an extensive email campaign, located her 3 days prior to my birthday.

James Simkins' tractionalbum



50 years later (**May 17, 2002**) to the day, to the hour, took my mother (centre above – then 80) for another drive on the back seat of the car.

Standing left – Tony Niemandt, who had purchased the car in 1982 and restored her beautifully. Took me another 2½ years to persuade him to sell her back to me.

and today....



tocservices

REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

Chris Treagust
98 First Avenue, Batchmere,
Chichester, West Sussex
PO20 7LQ
Tel: 01243 511378
Email: chris.treagust@tesco.net

TOC HELPLINE

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

TOC CLUB SHOP

Steve Shinebroom,
2 Fallow Fields, Loughton,
Essex IG10 4QP

Tel: 0208 532 0813
Email:
steveshine@btinternet.com

SALES & MAINTENANCE

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

SALES, MAINTENANCE AND RESTORATION

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

Traction Renaissance Services,
Dennis Ryland
Woodholme, Frithwood,
Brownshill,
Stroud GL6 8AD
Tel 01452 771011

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065
Fax: 01608 642973

INTERIORS

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

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

RUBBER COMPONENTS

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

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

Club website:
www.traction-owners.co.uk
Club chat:
inside_trac@egroups.com

USEFUL SERVICES CORNER

Listed below are services that a TOC member has used and would like to recommend.

COMPANY DETAILS

Armourtex Powder Coating

14-16 Rowe Lane
Urswick Road
Hackney
London E8
Tel: 0208 986 2028

Bainbridge Engineering

Unit 3A Spencer House
Brettenham Road
Edmonton
London N18 2EU
Tel: 0208 807 7453

Keith Ardley

Reflector Re-Silvering Service
Bedford House
14 Bridge Road
Mepal Ely Cambs
CB6 2AR
Tel: 01353 778493

SERVICE DESCRIPTION

Powder coating for
wheels etc.

General welding repairs to
bodywork

Re-silvering of headlamp
reflectors

If you are pleased with a specialist service you have used let us know so that TOC members can benefit. If you use any services in this section tell them you are a TOC member.

CITROËN

toctech



volume 1

Maintenance 22

BRAKES

Floating Brake Shoes

Brake Cylinders

ENGINE

A Tale of Oil Pumps and Oil Pressure

Oil Pump Test Rig

TYRES

Wheel Valve Protectors

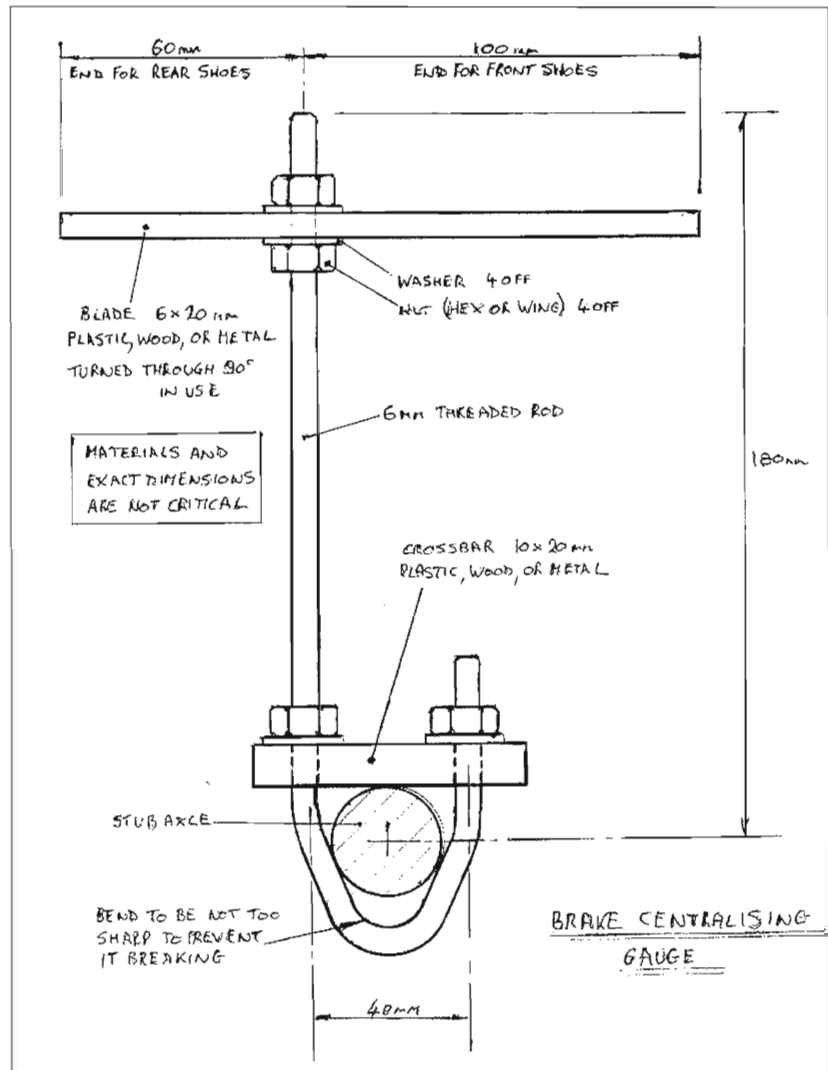
- Beware!

Firstly, a couple of apologies about last month's TOCTech Forum. As technical editor I admit liability - put it down to a combination of old age and the heady responsibility of being chairman!

There should have been a diagram of Tony Hodgekiss's brake shoe alignment tool to go with the article; here it is.

You may also have been puzzled by a reference to a reprint from the archives about Premium Grade Petrol - instead you got a double dose of carburettor articles. We will publish the archive item in a future issue. Finally there was a reference to a Roger Williams article that wasn't there - but here it is. Apologies again and particularly to Roger.

Of course, if I keep making mistakes you may want me to hand over to someone else - any volunteers?



Floating Brake Shoes

The ever-inventive Roger Williams has created a floating brake shoe adaptation that eliminates the existing eccentric bush adjustment arrangement. Those of us who have wrestled with the problem of getting the shoes concentric with the drum, particularly without the benefit of the alignment tool, will find this especially interesting.

For reasons unclear to anyone, Citroën chose to anchor the bottom of the brake shoes and provide adjustment via an eccentric bush in conjunction with the snail cam at the top end. If the brakes are properly adjusted, which requires a special tool, they are very good. Unfortunately most people do not have the special tool and make do with a variety of odds and ends, notably bent coat hangers etc. These do not always achieve the result that Citroën designed for; i.e. the shoes to be just touching all the way around when adjusted. They are then backed off a small amount on the snail cams, the drum fitted, and the snail cams turned out until the shoes just start to touch the drum. The requirements of the above are that the curvature on the brake shoes is identical to that on the drum and if this is so there is only one position in which the shoes can be anchored to touch along the length of the lining as described above. An alternative is to use a scrap brake drum and cut a segment out and adjust as above – unfortunately this requires the drum to be perfectly round and exactly the same diameter as the drum that is being used on the car. It would be a miracle if these conditions were met!

Most people just adjust their brakes using the snail cam and this results in all the load being taken on the edges of the linings nearest to the slave cylinders which wear down rapidly and quite often cause sufficient heat to distort the brake drum. The linings also pretty soon get down to the rivets, if you still use this older type, when they score the drum which then requires skimming. Another point to note - and again I can find no one who can explain it - is why did Citroën only provide half a length of lining on the trailing shoes? Maybe because, with their system of fixing the bottom of the shoes, the 'missing' section of lining would not have done anything anyway!

Conventional drum brakes use a system where the bottoms of the shoes slide in a slot; i.e. they are free to go up or down and thus centralise themselves when the slave cylinder pushes the top of the shoe towards the drum. The advantage of this system is that they can be adjusted by using the snail cam only and the wear is more or less even around the whole of the brake shoe. Additionally the shoes can be lined for their full length and it can be utilised when braking.

If the bronze and eccentric steel bushes are removed from the bottom of the shoe/brake back plate and replaced with the plate shown, which is clamped using the nuts that held the eccentric steel bush, a conventional type drum brake system is achieved. Further more, if you ever wished to return to the original system, all you have to do is replace the discarded bushes. A series of these kits, comprising a pair of shoes lined full length and skimmed to the drum diameter together with the bottom plates and a set of new springs, have been tested over the last year and show a 40% improvement over a well adjusted original system.

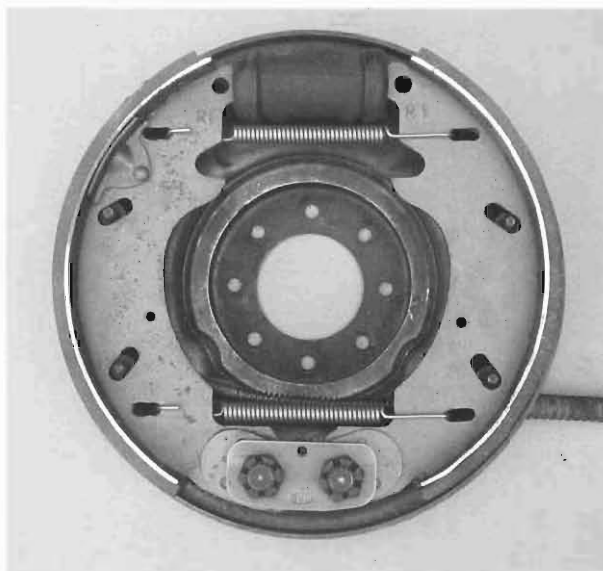
If anyone is interested in such a kit please contact:

Roger Williams
Steam Car Developments,
35 Wood Lane,
Beverley,
East Yorkshire
HU17 8BS.

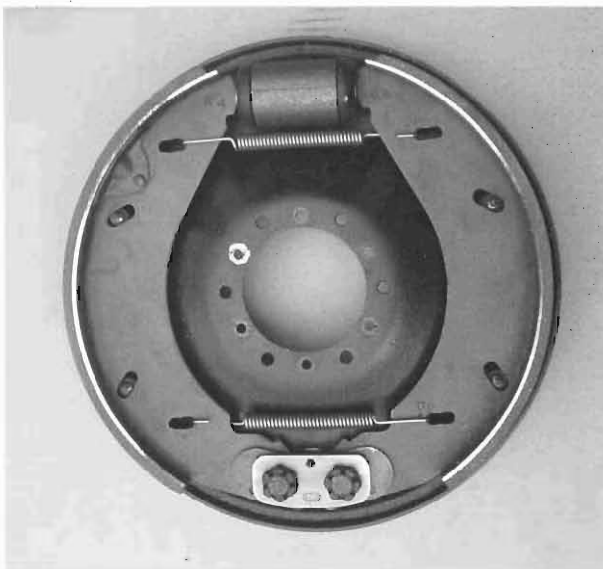
Tel: +44 (0)1482 863344
Fax: +44 (0)1482 888619

e-mail: rdrw@steam-car-dev.karoo.co.uk.

Rear Backplate



Front Backplate



Brake Cylinders

Roger Williams has also tackled the perennial problem of seized brake slave cylinders. The Traction seems particularly prone to this problem if left for more than a few weeks without use and Roger's solution looks promising.

Over the last few years the drum brake has been largely superseded by the disc brake, except on small cars with small diameter rear brakes operated by small slave cylinders. This situation is making it increasingly difficult to source original equipment brake slave cylinders as the manufacturers gradually phase out production of the larger diameter slave cylinders. It is therefore becoming important to keep your brake slave cylinders in good condition. This is not easy if the cars are laid up during the winter months which is the time when the pistons stick in the bore and cause the surfaces to become pitted and leak fluid past the seals.

A solution is to nickel plate the whole of the slave cylinder unit; i.e. the body, pistons, spring, bleed screw, etc. Although this adds an initial cost when changing a slave cylinder it is a more of a long term solution and you have to bear in mind that new slave cylinders of good quality are not so easy to obtain any more. The same can be said of the master cylinder which can be similarly treated.

If anyone is interested in such cylinders, please contact Roger Williams at Steam Car Developments using the contact details given in the previous article.



A Tale of Oil Pumps and Oil Pressure

Andy Burnett's cautionary tale of "putting old wine in new bottles" explains how careful one must be when assuming that fitting a new part will solve a problem:

I had a problem with the oil pressure on a rebuilt engine that I am sure will be of interest to other members who have had similar difficulties.

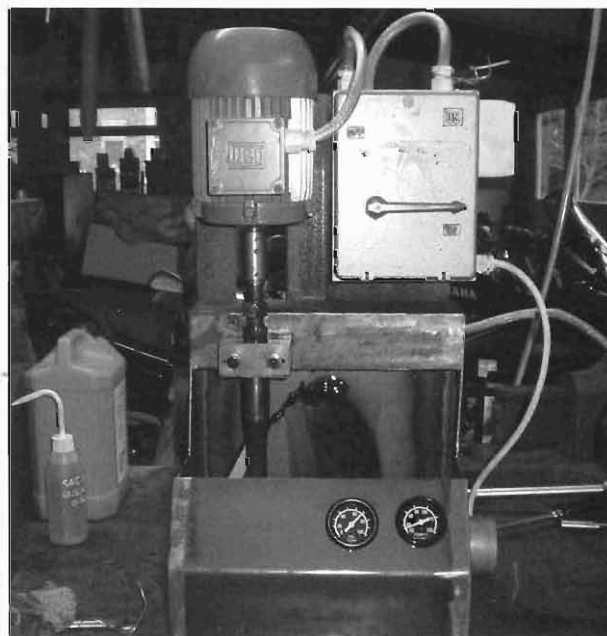
I completely re-built an 11D engine - reground crankshaft, new big end shells and main bearings, new pistons and liners, an overhauled head and new gears in the "D" oil pump. The engine ran extremely well and quietly with oil pressure when cold, or at any temperature when running normally, showing around 50 psi (3 Bar) on the oil pressure gauge. However, after a fast, long run the oil pressure when idling was virtually zero, with the low oil pressure warning light showing intermittently. I was aware that Steam Car Developments at Beverley (Roger Williams) could overhaul oil pumps and so I removed the pump from the engine and sent it to Roger for him to investigate and rectify.

The overhaul process begins with a pair of specially manufactured oversize gears which are machined to the exact bore dimensions of the worn pump. The body and bottom plate surfaces are ground true to ensure a good seal. When fully re-assembled, the pump is tested on an instrumented rig which runs it at the correct speed and with the oil heated to normal operating temperature. The increased efficiency over that achieved by the original "perfo" pumps is such that the escape oil galleries have to be enlarged to cope with cold oil.

On refitting the pump, the oil pressure was 50 psi under normal running conditions, either hot or cold and, crucially, the pressure never drops below 12 to 15 psi when idling. That was over a year

ago and, with a couple of thousand miles covered since then, these pressures have been maintained at all speeds, hot or cold.

I can thoroughly recommend this method of overhaul and I hasten to add that I have no connection with Steam Car Developments! The lesson is that simply fitting new gears in an old oil pump will not guarantee good oil pressure - a case of new wine in old bottles.



Steam Car Developments Oil Pump Test Rig

toctech forum

Wheel Valve Protectors - Beware!

Andy Burnett's second article describes how an apparently innocuous grommet can bring some pretty worrying consequences.

As many Traction owners will be aware, the valve aperture on some road wheels seems rather large, resulting in the protruding valve having too much clearance. Land Rover, amongst others, fit a small plastic grommet into the wheel aperture and this makes a neat fit for the protruding valve stem. I have seen many Tractions fitted with these and they do indeed look neat.

Some years ago, on re-building my Slough Light 15, I also fitted these grommets to my refurbished wheels together with new Michelin tyres and tubes throughout. Some months later, after about 150 miles into a trip, I had an unexplained rear wheel puncture with a tyre that was quite clearly

split. I fitted the spare and completed the journey but, on replacing the burst tyre and tube, I noticed that parts of the tube had actually melted. At the time I imagined that the tyre had been running flat for longer than I had thought.

Some months later, when on the M6 returning from one of the Lakes Rallies, I became aware of a very marked and heavy vibration apparently coming from the front. A thorough roadside check was made of the entire transmission, tyres, and wheels but nothing was found. I continued at a much-reduced speed and eventually made it to a friend's house that was on the way home and who had a hub puller. I removed both front wheels and all was found to be in order. Once home, after more checks and substitutions, the fault was found to come from an apparently perfect and true wheel and tyre. It was deflated and the

tube was found to be in a crumpled and half-melted state - totally useless. Within tyre itself there were signs of overheating inside the casing.

The explanation was that, with the grommet fitted and the valve pushed tightly through it, an airtight seal had been inadvertently achieved. When the tube had been inflated, pockets of air had been trapped between the inner tube and the tyre itself, causing overheating, melting and imbalance. So beware! If you use these grommets, always ensure that you push the valve inwards as you slowly start inflation to allow all pockets of air to escape before the valve makes an airtight seal in the grommet. Alternatively, do without them altogether!

Fitting New Slough Style Door Handles

Andy Burnett has been particularly busy this winter in putting pen to paper to share his Traction experiences. The last of the trilogy deals with yet another case of new parts not necessarily being a straightforward replacement. The good news is that there is always a solution and here it is!

Slough-built cars have a different style of exterior door handle from the French one. When it comes to replacement there is no problem with replacing the readily available French ones but what of replacing the Slough ones or of replacing French style handles with Slough ones?

All the French and original Slough door handles are 40mm between the securing screw centres. New replacement Slough-style handles are still fairly readily available from vintage parts suppliers but the holes for the securing screws are almost always on 36mm centres. To allow them to be fitted, it is necessary to free and slip out the partially captive securing plates from inside the door once the handles are removed. These oblong plates are slightly convex with a large hole in the centre and have two 5mm threaded holes at 40mm centres. Cut each plate in half and grind off approximately 2mm from each end of each

of the halves. Drill two 5mm diameter holes at precisely 36mm centres in a piece of steel plate and align and bolt the two halves of the plate onto this jig. Weld the two halves together, remove the welded assembly from the jig, grind the welds to a smooth finish and refit the modified plate into the captive slot in the door. Re-secure the end of the captive box.

When the new handles are offered up you will see that instead of the handles lying horizontal, they lie approximately 15 degrees "downhill". Inspection of the original handles shows that the square shank has been twisted slightly to set the handle to lie horizontally. You have to do the same. The good news is that, whereas the original could only be twisted when red hot, I find that the steel used to make the shank is now much more pliable and can be twisted without heat.

Place the handle onto the door to gauge the amount and direction by which it must be twisted. Remove and place the long square shank of the handle into a securely mounted vice, with the escutcheon about 1.5 inches from the vice jaws. Set a large (10 inch) adjustable spanner to a tight fit onto the protruding shank, set hard against the escutcheon, and by simultaneously and gently twisting the spanner in one hand and the handle in the other, set a little twist on the shank. Remove it from the vice and

try it on the door. Repeat the process if necessary but it only needs a small degree of twist so never overdo it as it may shear. I have done a dozen or so by this method with no problems.

If the lock itself is French, it differs from the British one in that it has an extra plate with a fixed square tagged onto it which allows fitting and withdrawal only when the lock is in the fully open position. If you are fitting Slough-style handles to such a lock, remove the lock from the door, hacksaw across the middle of the plate and remove and discard the two halves. The lock can now be used with Slough handles. Of course, if the locks are French this modification will need to be done before doing the work described above.

The new handles come with over-length shanks that must be cut to length. Simply secure the handle (with its gasket) to the door, mark the protrusion beyond the lock, remove it from the door and cut it to length. In the case of the driver's door with the locking handle, it is necessary to drill & tap the new cut end and fit the bolt and washer. This is for security - inasmuch as security exists in a Traction! - and is to prevent the lock handle from being unscrewed and withdrawn to open the car. All other locks have separate locking mechanisms that cannot be overcome by removal of the exterior handle.

tractiondatabase

Traction Database and Engine Number Mystery

Some years ago I started to create a computer database of tractions. The project has grown like Topsy and now there are nearly 2,000 records. Much of the information has been gleaned from magazines, but some of the most interesting has come from those of you who have kindly sent me data about your cars. The power of this database can be seen in the example below. I have been researching details of Slough cars dating from 1953 (my own included) for which I have chassis numbers. It is possible to estimate the probable build date, and in two cases this tied in nicely with the date they were first registered.

For some of these cars I also had engine numbers, and I am reasonably confident that these are for the original engines. It would appear that in January 1953 Citroën in Slough were using a batch of engines with the AH code, in March AB and in July/August AM. That the engine numbers are not precisely in sequence is of no significance. The order in which they were taken out of the stores would

not be expected to be the order in which they had arrived in the stores. In my own case, my original 1953 AM 13831 engine had been replaced with a 1955 AB 25796 engine. I suspect that the AB series ran from 1946 to 1955, but so apparently did the AH and AM series. So what did these letters stand for?

This is a mystery I should like to solve. Maybe somebody can explain it. It might help if I could collect more data. Not just of 1953 Slough cars, but of all tractions of all dates. I should be very grateful therefore if you could send me any data that you have on your own car, the registration, chassis and engine numbers (even the coque number if you find it), the colour, the history, anything of interest. The data is stored as technical data only,

I do not wish to store any personal information. The only exception to this is in a few cases of historical importance, such as 680RJ1, 2937RJ2 and 3057RJ7 being François Lecot's old record breaking cars.

Do you know...

...The recent history and whereabouts of these 2 Tractions?



Reg No	Chassis No	Build Date	Engine No	First Reg
CSK 387	9/530045	Jan 1953	AH 18817	
BHC 502	9/530055	Jan 1953	AH 18811	
HSU 198	9/530120	Jan 1953	AH 18952	
RKX 322	9/530163	Feb 1953		
TPA 575	9/530320	Mar 1953	AB 15642	
WMX 297	9/530348	Mar 1953		
RFM 567	9/530368	Mar 1953		
NVS 155	9/530379	Mar 1953	AB 15652	
TWL 908	9/530383	Mar 1953	AB 15776	
TPA 948	9/530444	Apr 1953		
YMU 198	9/530524	Apr 1953		
KCJ 944	9/530584	May 1953	AL 16646	
JBL 889	9/530633	May 1953		
JBL 336	9/530645	May 1953		
728 BBE	9/530701	Jun 1953	AL 19741	
YSK 245	9/530707	Jun 1953	AN 19550	
YSV 32	9/530726	Jun 1953		
SVT 162	9/530862	Jul 1953		
RPO 346	9/530893	Jul 1953	AM 13113	
NYM 200	9/530895	Jul 1953	AM 13831	01/08/53
XYJ 476	9/530917	Jul 1953	AM 14134	
MNP 795	9/530958	Aug 1953	AM 14117	
NYM 43	9/530997	Aug 1953	AM 13872	07/09/5

Richard Heskell

A history of my Traction Avant

My interest in this car goes back to the early fifties when a school friend's parents had a Slough built Light Fifteen (he still has the car). I was fascinated by the dashboard gear lever, so different from the gear column change in my parents Humber on which I was learning to drive. Work took me to Paris in the sixties and I had to use taxis to get to the factory, if possible I always tried to take a Traction. I learnt quite a bit about the car particularly from a lady driver who was often at the taxi rank which I used. I recall that I was intrigued to note how little she had to change gear. It was to be almost another 40 years before I owned one.

I joined the Traction Owners Club about a year beforehand and started to look around at what might be available. I had set my heart on a French built, LHD, black with ivory (yellow) wheels. Not being an engineer I wanted one in good condition which would not entail much restoration.

I went, with my wife, and saw a number of cars in various parts of the country, none of which were suitable. I was getting despondent. I went, obviously without a Traction, to the TOC annual rally at Haileybury where there were some 70 cars. I now could see what was around and as some were for sale get an idea of prices. Interestingly none of the cars we had been to see were there.

I eventually located a car in Gloucestershire, a restored IIB Normale, similar to the taxi I had used in Paris, owned by a vet who had become very involved in the BSE epidemic and hence had little time to spare. He had only done 99km in the last 16 months (deduced from the MOT's) and had kept the car in a damp barn, not the ideal storage place for an old car! It was in reasonable condition although he did admit that it stalled. Indeed it stalled on my

second visit when we agreed to meet at a village fair. It had stalled at the entrance blocking incoming visitors. However, after some negotiation, I bought the car. My wife thought I was mad!

I had already been warned that when buying a French restored car the emphasis was on appearance and originality, and my main priority was to change from 6 volts to 12 volts, like the Slough built cars, to facilitate starting. I already have one six volt car and that's enough!

I got the car home but the stalling continued even during the winter. Various TOC club members came up with suggestions, also commenting that these cars were prone to some occasional stalling (this was not occasional!). Over the next year the carburettor, distributor and petrol pump (to electric at the suggestion of an RAC breakdown engineer who subsequently helped fit it) were changed. The radiator was recored and a Kenlowe fan fitted. Still no improvement, in fact it got worse. At a car event a friend, who is a technical engineer at Vauxhall, suggested it might be in the fuel feed, such as the line. The next day we were going to a show in Kimbolton some 25 miles away. So with two 10 litre cans of fuel by our feet feeding directly the fuel pump via a tube through the heater inlet, we made the journey both ways with no problem and it was also a hot day. I went to my local garage, where they are used to old cars, and we removed a very rusty fuel line which broke into several pieces and replaced it with a copper one. Incidentally there had been no evidence of this problem, especially odour, as the ends of the V tunnel had been well sealed. Problem resolved, except very occasionally now when in very hot weather it splutters but this is most probably due to vapourisation.

I should like to mention a little about the origins of the car. When I bought it the vet gave me its French Carte Grise (log book). This informed me that the car was first registered on the 18th December 1952. It told me that the penultimate owner had the car from the 24th July 1973. It also told me the date the last French owner bought the car, 30th January 1989, and that it was sold and deregistered in France on the 7th July 1990. It also gave his name as Jacques Gandon with an address in Le Lude so I assumed it was he who must have restored it. I wrote to this address but the present occupant indicated he had moved some time ago. I then tried looking up his name and telephone number through the French Minitel system. This revealed that he still lived in Le Lude but was ex directory. Like the UK one cannot get the number from directory enquiries. When we were next in France I thought I would try and see if the police could help. I then thought the Gendarmerie, who are a national paramilitary force, might be of more use. Luckily we have a Gendarmerie barracks in our town. I explained the situation and as expected I was told in a friendly, polite way they could not help. By now the sergeant had come out and asked what sort of car I had. I always carry a photo of both my cars with me especially in France, it is my 'passport' when we go to any car events. All changed, they were both impressed and on production of a book/ledger, the size of which I have not seen before, I was given a telephone number in Le Lude. I think it must have been something equivalent to our electoral register. I thus obtained his address, and wrote to him, requesting his telephone number. He replied by return and we then had some long chats about the car, indeed we became on first name terms. More importantly he told me what he had and had not done during the restoration and sent me some photographs.

I was now intrigued to find out a little more about the origins of the car. Like so many French car owners of that period they often had their name, sometimes with a St Christopher, on a plaque on the dashboard. Mine has one on the glove box cover with a name, 'L Giraud La Chapelle St Remy, Sarthe'.

Again using the Minitel I obtained just one similar name, Girard, in that village. I phoned and spoke to a very pleasant lady who initially said she was sorry and could not help, then suddenly it clicked - 'I think you must be talking about my husband's grandfather Louis who had a Traction'. I was then passed to her husband, indeed the grandson, and repeated my story. There was silence for several seconds, he then replied absolutely astounded~ he thought it was in the car heaven! When asked how I traced him I explained about the plaque on the glove box. He replied that he

Richards car, showing its original French number plate



remembered it well when, as a youngster of 5 or 6 sitting on the edge of the front seat, trying to pick it off and grandfather tapping his hand with a 'Non'. He did not recall what had happened to the car other than it was stored in a barn. They subsequently sent me photographs of the grandfather, with his grandson and the car.

My final enquiry was to find out if there had been another owner before 1973. As with our DVLC I could not get any joy with their licensing authorities so back down to the Gendannerie. Different people this time but just as sympathetic, on production of the photograph. I was given another telephone number, this time in Le Mans, the capital of the Sarthe dept. I spoke to a very helpful lady who told me immediately the last owner etc. and that the car was sold abroad in 1990 (this agreed with the Carte Grise). Any other information was not on her computer screen but would be in the old records in the basement. If I called back in about 10 minutes she would go down and get the necessary book. I duly rang back and she gave the name and address of the second and only other owner, a Mr Arnaud in the village of Yvre le Polin from 1973 to 1989. This now told me that the car had had only two owners prior to restoration, and that all three lived not far from Le Mans. It was a local car, incidentally as also confirmed by the old number plate 693 AH 72 with the Sarthe registration (72) that came over with the car and which I have kept.

We decided in 2003 to take the car back to France and meet these people. We spent a couple of days in Le Lude, a lovely small town with a chateau about 45km south of Le Mans, where we met Jacques Gandon the man who had restored the car. He was able to tell me the second owner had just stored the car in a barn with the intent of restoring it, in the meantime it had deteriorated considerably. When he purchased it for 600F (£60) it was a wreck but totally complete. He had to strip it



Richard (left) with Jacques Gandon at Le Lude, May 2003.

down and replace many parts, though only where necessary. The engine had seized and now has a 1950 block. He did however confirm that the speedometer was original.

He was pleased to have the opportunity to drive it again and we met in the evening with his wife for a superb meal at the local hotel where we were staying. The following morning after yet more photographs with the car we then made our way, incidentally passing the signpost for the little village of the second owner, to La Chapelle St Remy, a village some 20km east of Le Mans to meet the grandson, now (in 2003) age 53, of the first owner. The family have a sawmill and threshing company which he now runs and lives next door. It was quite nostalgic for him to see the car and brought back memories of his childhood and his grandfather to whom he was obviously very attached. He took us to the house where his grandfather lived and identified the buildings where the old photographs he had sent me were taken. We discussed his grandfather's use of the car and it would appear it was mainly used locally. In those days one did not go far on holiday if at all.

I had found in the glove compartment of the car a grease service tag from a nearby garage, 'B Chevereau, Agent Citroen, 72-Tuffe, Tel. 26.', which according to Mr Giraud is now run by the grandson of the original owner indicating that on the '9-5-

69' the car had been greased with Antar moly graphite with a speedo. reading of '31769 km'. It can now be reliably deduced that the 'kilometrage' on the clock is genuine with 42508 lan when purchased by me. MOT's since coming to the UK would also agree this sort of figure.

We had some awful weather on the way back with torrential rain, however not a single leak anywhere, only the clutch started to play up just as we reached Le Havre.

It was, very much for me, a mission accomplished and made all the more enjoyable by the warmth and hospitality of the people concerned.

Mr Gandon sold the car in July 1990 in reply to an advertisement in France. It then passed through two 'dealers' here prior to the purchase by first real UK owner on the 1st August 1991. I have been unable to trace any of them in spite of exhaustive enquiries. The car was sold to the vet on the 10th March 1996 and I purchased it on the 2nd September 1999.

I still have the car and use it regularly throughout the year taking it to Dunkerque last year. A considerable amount of work has been done since purchased mainly by Dennis Ryland, who has helped me keep this car on the road.

Richard Heskell

tocspares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,
W. Sussex, PO20 7LQ. Email: chris.treagust@tesco.net



News

IF IT INTERESTS YOU, WE WANT TO HEAR ABOUT IT. CONTACT NIGEL BOOTHMAN ON 01733 468378 OR EMAIL nigel.boothman@emap.com

Thousands back tax disc protest



Campaigners hand in the petition at no 10.



Petition transport... the Daimler and Alvis.

CONTROVERSIAL PLANS to levy an extra fee on tax disc purchases and SORN declarations has prompted a 50,000-signature petition to be delivered to Prime Minister Tony Blair.

Two Labour and two Conservative MPs joined Lord Montagu and the Federation of British Historic Vehicle Clubs (FBHVC) to hand in the petition to the PM at number 10 Downing Street.

All vehicle owners are affected by the Driver and Vehicle Licensing Agency's plans to levy the extra fee, but the classic movement has led the fight against it saying it could put people off owning a classic car.

"The Conservatives are pledged against a possession tax," announced Tim Yeo MP, Shadow Transport Secretary, also revealing that the Conservatives would consider

reintroducing the rolling historic vehicle road tax exemption if they were elected (see page eight).

"It's clearly a nonsense. The amount of money raised will be trivial and it's just a bureaucratic annoyance," agreed Kelvin Hopkins, Labour MP for Luton North and owner of a Vander Plas 4-litre R.

Lord Montagu transported the petition, which filled several large sacks, from the Houses of Parliament to Downing Street in an 1899 Daimler which had been bought new by his father. He was aided by Ray McMullen in his more practical 1955 Alvis TC21/100 Grey Lady.

Practical Classics Magazine March '05

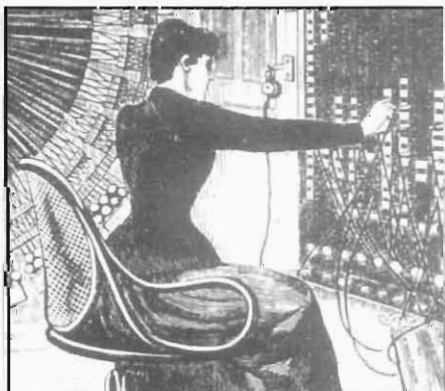
NEVERS-O-USEFUL

These pictures were taken during a recent French trip.

On the route national between Auxerre and Nevers, I saw this functioning garage on my journey, and on my return, the Traction Avant had arrived as well as the white van, so I took these photos. It was lunch time, and like all French businesses that do not sell food or drink, they shut for 2 hours.

If it were open I would have made enquiries about spares for my Traction. I was very taken by the H van tow truck, and the 2CV appears to be at least 40 years old. So, if you are taking your Traction to France, you now know where to break down!!

Daniel Uprichard



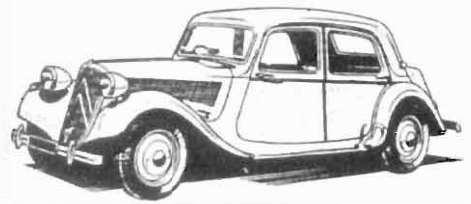
tochepline

0870 012 2002

from abroad

0044 115 911 0960

email: toc.help@ntlworld.com



WHERE ARE THEY NOW?

Do you recognise this cheeky young couple of budding Tractionists? And can you tell us where they are now?



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Poster Traction Avant (bas relief)	£2.00
Spare Parts Manual UK to 1949 Repro	£32.90
Sports Shirt TOC Motif (S. M. L. XL.)	£14.00
Sweat Shirt TOC Motif (S. M. L. XL.)	£15.00
Tee Shirt TOC Print (S. M.)	£6.00
Tee Shirt TOC Print (L.XL)	£7.00
TOC W/S Badge, Silver/Blue self adhering	£1.00
TOC Baseball Caps, black, "Traction Owners Club"	£6.99
TOC Golf Umbrella yellow/blue "Traction Owners Club"	£18.00
TOC Technical CD	£11.10 inc p&p

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Autosculpt Traction (pewter like finish)	£4.50

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Tel: 0208 532 0813

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toc correspondence

A NATANT VICTOR - or: Anagrams on 'Traction Avant'

What is an anagram? Literally, it's a different writing, i.e. a rearrangement of the letters of one or more words. This jumbling of letters doesn't make sense in most cases, but in some, you might strike lucky and reveal a hidden meaning in a word which seems ordinary and unassuming at first glance. In other words: Nomen est omen.

Here are two examples: Those of you into Harry Potter might recall the alternative spelling of

"Tom Marvolo Riddle": The anagram reveals that this character is actually the one who must not be named ("I am Lord Voldemort")

Another anagram-play on words is given in the current best-seller *The Davinci Code*: "Oh draconian devil, oh lame saint" reads "Leonardo da Vinci, the Mona Lisa".

Inspired by these and other anagrams, I was curious if I could extract any hidden meaning from our hobby-horse, the "Traction Avant".

Now you can start writing down combinations... but obviously, the more letters you have the more combinations there are. In this instance, thousands of more or less meaningful rearrangements of the 13 letters involved can be made.

Instead of racking my brains I enlisted the help of a software available on the internet. The website www.wordsmith.org has an Internet Anagram Server among its clever features. The anagram on what it does is: Rearrangement Servant.

You can enter any text you like and receive bunches of anagrams. I entered "traction avant". The result was 12,508 variations, from "a arctan inv ofi" to "var attat co inn".

Obviously, these two examples are neither very meaningful nor funny. So this is where the human factor, i.e. the selection process comes in: I printed out the entire list of anagrams and scanned it for instances which would amuse Traction fans and were fit to feature in this article.

In my experience, Traction fans divide people into two groups: those who love them and those who loathe them or don't see what's special about them. While the first kind of people see the traction as A NATANT VICTOR, the other kind might disrespectfully shout A TIN CAN, OTTVAR! (if there were an owner by that name).

Diehards do it in the snow, too! Caspar Türler, Switzerland



Admirers praise its spaciousness and durability: A VAN, IT CAN'T ROT. But to others it's just A TORN VATIC ANT or rather A CART ANT, IV NOT actually A TITAN CORN VAT....

I guess we all agree that the Traction is NOT A VAIN TRACT. It's more like A CARTON TIT VAN or VAN CAR (NOT A TIT) because, as you must admit, A VAN TIN CAN ROT.

I've heard people affectionately call their traction A TIN CRAVAT TON, whereas I think it's neither A CAT VAT NOR A TIN.

It is a little known fact of history that the Traction Avant was first anticipated by John Keats, the famous poet of romanticism. In May 1819, he began an anagram-poem on it, entitled ON A TANTRIC VAT, but later must have abandoned the title as too esoteric. Instead, he called his poem "on a Grecian Urn", thus laying another stepping stone on his path to immortality.

When the actual Traction did emerge it caused a public sensation as it was truly A NOVA TINT CART, and really A CART VAN, NO TIT. Producing the new Traction all-steel body with A NOVA TIN TRACT made for A TACT VAN INTRO.

And as the famous OXO slogan of yore "it's meat and drink to you" still holds true, so the attraction and universal use of the Traction is still recognized today. I know of a case in which a lady biologist used a Traction for her studies of capturing microscopic life on tape. She described it as A TINA-TO-ANT VCR. Or was it A NINA-TO-VAT CRT?

Another strange case has been recorded in which an Indian Traction served as A NAN TART TO A VIC (!) and A NORA TINCT VAT in another instance.

I can't agree with that to me, A TRITON VAN ACT such as the Traction is nothing but A CAT TIN ROT VAN, if ever A TIT COT VAN RAN!

Caspar Turler, Switzerland

PS: Watch this space for upcoming Anagrams of "Floating Power"

...Further caption suggestions welcome

tocrallies

Chocolate & Old Lace Tour Belgium 27-29 May 2005

This tour is proving to be very popular and is just about fully subscribed (but we might manage to squeeze a few more in). We have more than 30 tractions booked to go, and I think everybody has arranged their ferry crossings and hotels.

Walter & Noëlla Callens are busy arranging every detail, and compiling a comprehensive road book. They have planned a "Stroll through Brugge". We park at 't Zand from just after noon on the Sunday and have nearly 3 hours in the city. There is a short walk (round trip of 2 kilometres) to the Markt, Burg and Gruuthuse areas of the city. Those fit enough can add a further kilometre to visit the Beguinage area (and De Halve Maan brewery). There are lots of things to do, places to see, and there are quite a lot of cafes, estaminets, taverns, restaurants, tearooms, coffee houses, beer gardens, and chocolate shops, but sorry no pubs....

Robin Dyke

Annual Rally 24-26 June 2005

Village Inn De Vere Hotel: (£55 per Room per Night Inc Breakfast, there are a few family rooms). Please Reserve One/Two Rooms for Friday and Saturday Night. Those wishing to stay Sunday night, request on arrival at hotel. Please pay your Hotel account direct on the weekend. Campers or Mobile Homes contact me.

Weekend Rally: Fri/Sat/Sun includes: Saturday Picnic pack; Saturday Bridgnorth/Severn Valley Convoy Drive; Saturday Evening Black Country Living Museum; Sunday Ironbridge Museums. £48 per person. (£38 children under 16; under 5 free).

Sunday only: Ironbridge Museum £15 per person. (Join us at Village Hotel, Walsall (Jn 10, M6) 9.30 am for Convoy Drive to Ironbridge, cost includes Rally plaque and entrance to 2 museums)

There is an optional **Cavern Canal Barge Trip** (45 min) at the Black Country Living Museum - £4 per person. There are several combinations for the Seven Valley Steam Train so 'pay as you go' from Bridgnorth or Arley.

For TOC members without a Traction there will be a limited number of spare traction seats available.

Contact *Steve Southgate*: Tel 0121 352 1100 or 07 747 633329.

Email steve@imperial-cars.co.uk

Brittany Tour 14-17 July 2005

The Rally will be in the area of "Marais Poitevin". The start will be at CLISSON, the morning of 14 July. The price for the Tour (Rally fee) will be 150 Euros/person, including camping for the nights of 14, 15, 16 July. The Tour will be based at the "Camping de la Venise Verte" for the three nights (above).

For the night of 13 July, camping can be arranged near to CLISSON for those requiring it. Reservations must be made asap through me, and thence Martine. The cost is NOT included in the Rally Fee.

Please let me know if you have decided against going on the Tour. At present only 11 people have enquired about the Tour; if you know of any others please ask them to contact me without further delay.

Martin & Vicki Nicholson, vicmarnic@wanadoo.fr

Circuit de Charade en Auvergne 15-16-17 July 2005

Join the TOC expedition to the 2nd Tractionades at the Circuit de Charade near Clermont-Ferrand in the Auvergne on 15-16-17 July 2005.

This international event is being organised by Guide Mondiale de Tractionistes & Globe Driver.

525 'equipages' from 14 countries attended the first of these events in 2003.

The scenery in the Auvergne is spectacular, and nearby Le Puy de Dôme is well worth a visit.

All the usual Traction attractions, with this year a 5 hour endurance trial for 30 Tractions (including at least one from the TOC).

- Village gastronomique Auvergnat
- Village International des Clubs
- Plateaux d'endurance GMT
- Concours d'élégance
- Bourse d'échanges
- Exposition 15 six

The TOC contingents will progress through France on whatever route and (leisurely) pace you each prefer. Trips of about 200 miles a day with stops in say Amiens and Orleans (or near) would be a reasonable basis for planning.

Please contact Robin Dyke as soon as possible for more information and a registration form.

Tel. 01865 858555 or email: robindyke@btinternet.com

Traction Norwege Annual Summer Meeting 26, 27 & 28 August 2005

TOC members Elisabeth and Bernt Christian from Oslo have invited us to join them and "Club Traction Norvege" for their summer rally.

Why not combine a trip to Norway and join them at this meeting in the midst of south of the country at Hamar in Hedmark County.

Please see the site from the Hedmark County where Hamar is situated at <http://www.hedmark.com/>

For further information contact Elisabeth and Bernt at: elisabeth.aronsen@nhm.uio.no

tocsection scene

Surrey & Hampshire Borders

We had a successful Christmas lunch at The Barley Mow. 43 attended including our founder member Fred Annells with his son Barry and grandson Peter. Please see below copy of Fred's card sent to all members:

"To Helen, John and everyone of my friends on the TOC. Now it is over and my 80's in the past, my wishes are for the Club to go on. It was so wonderful to see the event at the Barley Mow and I realise I had so many friends.

I now know that a Club can show what cars can do to promote such friendship.

Many thanks - Fred Annells!

The February meeting at the Fairmile was well attended, with some of our more energetic friends rendezvousing at Horse Shoe Clump car park about a mile from the Fairmile for a guided walk across Esher Common, by common ranger Steve. We were enlightened about the local Flora and Fauna and plans for conservation. The set off to the Fairmile with good appetites.

At the March meeting at the Fairmile, we were pleased to see founder and honorary life member David Shepherd in his American specification DS Pallas awaiting our arrival. Soon we were joined by many other regular attendees. The Fairmile is becoming a useful meeting place for collection of club spares supplied by Chris Treagust as long as it is by prior arrangement with him.

We were joined by Drew Almond and family who as yet is not a member of the TOC, but is on the point of joining, as his family bought for his 50th birthday a Slough built Light 15. It arrived as a rolling chassis with 15 boxes of parts for him to fit. Having looked, inside, under and around the other members cars, he decided he could now recognize some of the parts that were previously a mystery to him! The meeting which began at 12 noon finally ended at 5pm - Wonderful!!



DATES FOR YOUR DIARY:

15 May: Meeting at The Fairmile from 12 noon (for your information, John and I will not be at this meeting).

12 June: The Rural Life Centre Kiln Road Farnham - Citroen Car Club Rally. Every model welcome from Tractions through to current models with prizes for the best. Contact website: www.shepherd.plus.com/ric/paqe9.htm

19 June: Trip to Southsea. Convoy from the Fairmile - leave at 10.30 am. Bring a picnic and your boules. WE may even have a raffle. We can visit D Day Museum, South sea Castle, boating lake, sea life centre. There is also a fair, the Mary Rose, or Portsmouth docks where you can see HMS Victory etc. If you fancy shopping there is the new shopping centre in Portsmouth. Also, hovercraft to the Isle of Wight.

17 July: Meeting at the Fairmile from 12 noon.

21 August: Fairmile perhaps walk in Claremont Park weather permitting and whether we leave the Fairmile in time.

18 September: Fairmile (for your information John and I will not be at this meeting as it is Goodwood Revival).

16 October: Treasure Trail? With Wolsey Club - information to be confirmed.

20 November: Meeting at The Fairmile from 12 noon.

18 December: Christmas lunch Barley Mow in the Malting House. This event must be booked and paid for in advance. Menus and payslips will be sent to you as usual. This seems to be the best venue, where we can take over for the afternoon. Raffle of course! Fluffy toy will need a good home.

West of England Section

The first meeting of the year (with ourselves at the helm) was the traditional January planning meeting at the Tunnel House near Cirencester. We were extremely pleased to see that so many members had turned up and after a good lunch, we got to the business in hand. We were provided with a selection of ideas, which has made planning the 2005 programme rather easy.

The West of England section braved the cold on March 13th, meeting for Sunday lunch at "The Inn at Freshford" before a short convoy run through the lanes to Farleigh Hungerford Castle not far from Bath. Whilst not conducive to conversation, the audio tour of the castle was excellent value and we all spent an hour wandering around clutching black speakers to our ears (quite a funny sight). Finally it was time for our goodbyes. A good day out, twenty participants and amazingly eight Tractions. Well done everybody.

DATES FOR YOUR DIARY:

May 15th: A picnic in the grounds of Woodchester Mansion near Stroud, followed by a guided tour of the house.

August 14th: A lunchtime B.B.Q. in the Hackett garden. All are invited but we will need to know numbers nearer the time. (We have a pub close by should the weather let us down).

September 18th: The 25th Vintage Rally at Tredegar House, South Wales in aid of Leukaemia Research. Booking required. Forms available from ourselves

If there are any West of England members who haven't received the programme either by email or letter, please accept our apologies and get in touch.

Finally, we would like to thank John and Lynda Ogbome for all their assistance in the handover. We have struggled somewhat, but their help has been invaluable.

London Section

Regular meetings on the last Tuesday of each month at the following locations:

Even months: From 8 pm at "Ye Old Cherry Tree, 22 The Green, Southgate, London, N14 (Tel 020 8447 8022)

Odd months: From 8 pm at Café Dysart, Petersham Road, Richmond, London, TW10 (Tel 020 8940 8005)

If you need any further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in Floating Power

TOC members advertising Traction 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

1954 Slough built Light 15, big boot (reluctant sale of Rupert). Black/tan leather. Totally restored 9 years ago and used daily (all photos, receipts). Fitted sunroof, R.W. drive-shafts, heater, S/S exhaust, alternator etc. Totally reliable mechanics. Interior fine, but bodywork beginning to need some TLC. Offers around £5,750.

Brian Hollister 01342 719 611 (near Gatwick)



1955 11BL Paris built, big boot. Very attractive pearl grey with original interior in excellent condition, MOT, new exhaust system, front brake hoses and Michelin X's. Space required. £5,450 ono. Call Tony Haynes: 07767 206710 (High Wycombe).



1957 Commerciale, LHD, Paris built. Engine rebuild. Maintained by Classic Restorations. 12v upgrade. Restored interior and exterior re-sprayed in original grey with black wings. A beautiful car that drives very well. Featured in TV re-make of the Mairnet series. Taxed and MOT. Lack of interest from spouse reluctantly forces sale. £8,500 ono. Call Mike on 07768 096 383. Central London.

11 BL – small boot, dipped bumpers, pilote wheels, Art Deco style facia, black. My car since 1992. Only minor cosmetics to make superb – genuine reason for sale. £6,750. Call Allan Calvert on 01253 735 377.



1953 Big 15, Big Boot, Slough built, New Zealand import. Retored exterior and interior. Resprayed in stunning deep burgundy with all bodywork sound. 4600 miles since extensive mechanical overhaul by Classic Restorations. Garaged, light summer use only, MOT July 2005. Fine condition, all original in good working order, well maintained. £8,850. Email for further details or photos: phil.stanton@sagainternet.co.uk or call mobile 07770 224690 (Yorkshire).



1952 Slough Built Big 15, leather upholstery, sunroof. In very good condition recent MOT. A beautiful reliable car. £8000 ono. Call Neil Chapman. Tel 01934 621771 Mob 07974769280.



WANTED

WANTED Required urgently for 1955 Lt.15 Slough built Citroën: One post-war Slough chrome bumper (overriders not necessary). Keith Boys – VPP 989 66 Northfield, Swanland, HU14 3RB

WEDDING TRACTION WANTED We need one more Traction and driver for my daughter's wedding. August 27 2005, Huddersfield to Penistone. Please contact Roger Prior on 01922 863117. TAM 01922 452000. Email: aldridgeprior@blueyonder.co.uk

WANTED Extended Mirrors for a Traction Avant so I can start towing my classic caravan. The type that clip on to the front wings. Can anyone help? Please contact Andrew York. Tel no. 01932 787593, mobile 07770 960712.

WANTED by genuine enthusiast: Any type of Light 15 fitted ID Engine 4 speed gearbox. £8,000 available (circa) on suitable model. Please contact: Alan Smith (Bristol) 0117 924 9821

WANTED Rear ashtrays and period spot lights for Slough built Light 15.

Email Alan Crisp: aii@lineone.net

WANTED Big 6. Email Alan Crisp: aii@lineone.net

WANTED Tools and tool roll.

Email Alan Crisp: aii@lineone.net

PARTS FOR SALE

Due to purchase of 2 Big 15 restoration projects, the following now for sale:

- 1953 Slough RHD Light 15** (big boot) complete car as bought, now with new V5 registration doc. Car complete and good restoration project. £900
- 1951 Slough RHD Light 15 with new V5.** Really past restoration but good donor car or spares (engine/gearbox, rack, front/rear axles, shafts, wheels, dash, panels etc. Not dismantled). £350.
- Legere body shell (1957)** with back axles/wheels in situ. Completely sand blasted and self-etch primed, but some more work needed to make A1. Perfect for body shell substitution or conversion to RHD. £250.
- Large collection of engines, gearboxes and mechanical RH and LHD.**

For more details phone: Andy 013398 86290 (Aberdeenshire)

1950 4 cyl. 1911 cc, 15 hp engine dismantled but complete - £80. **Pair of Pilote wheels**, good condition - £80. **4 x wheel trims** (for above) - £35. **Pair of French rear lights** (unused) - £30.

Set of hardened valves and guides (1911 cc engine) - £30.

Citroën '12 & 15' repair manuals (text and illustration) original, complete but very tatty - £30. **13 early issues of 'Floating Power'** including Vol 1 No 1 (latest Vol 4 No 4) - £40 the lot.

Telephone: John Aspinall 01684 541 017 (Malvern)

Traction gearbox GWO with bell housing - £300. **'H' van radiator** - £25.

185 x 400 cross ply **Michelin tyres** x 2 - £25

All plus carriage. Phone or fax: Martin Vickerstaff - 01209 821 979

- 11D Crankcase** - clean but no Crankshaft. Excellent spare just in case!! - £25.
- Sports Pack** - set of oversize domed Pistons and Liners with unleaded Perfo Cylinder Head machined to suit - Excellent - £250 the lot.
- Gearbox and clutch housing** - 9 x 31. Unknown quantity but looks ok - £90.
- 11 BL/Lt 15 Front Cradle** - Excellent wish bones and silent blocks - £70. If you need any other spares for that winter re-build - just ask. Telephone: David Boyd - 01527 892 134

One light 15 pre-war bonnet without flaps and requiring slight repair. Also one **post-war light 15 bonnet** in sound condition. Offers invited.

Call Nigel Webb: 01458 831821

Set of **maroon leather seats** (front & rear) for light 15 - need some restoring.

Light 15 starting handle, original Harvey Frost type C screw jack and handle/wheel brace.

Light 15 wooden dash with 2 round instruments (speedo/clock and oil/petrol/amps).

One pair chrome plated fold out **picnic tables**

(approx 12"x11") for fitting in back of front seats.

One **oil bath air filter**. One **185x400 Slough steel wheel** (big 6). One complete pre-war light 15

bonnet with flaps. Three light 12 **cylinder heads**.

One **perfo block**, crankshaft, con rods and cylinder head. One **35 FAI carburettor**, inlet manifold and tubular air filter (circa 1947 Slough). Set of three

strapontin seats for familiee (need re-upholstering). One **external oil filter housing**.

One **heater tube**. One brand new (in box) original Lucas SFT576 **chrome fog light**. Early Slough

cradle (circa 1935). This is for the model with steering box & telescopic shock absorbers. Comes complete with torsion bars, steering shaft, idlers & swivel hubs (steering box is missing).

For further information contact: Kenny Cocker - 01821 650436 (ken@hillfoot.fsnet.co.uk).

Miscellaneous

Citroënian 1967 to date.

Free to good home. Collect West Midlands. Roger Prior 01922 863117. TAM 01922 452000.

aldridgeprior@blueyonder.co.uk

Floating Power, from vols 1.1 to 10.1 complete.

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