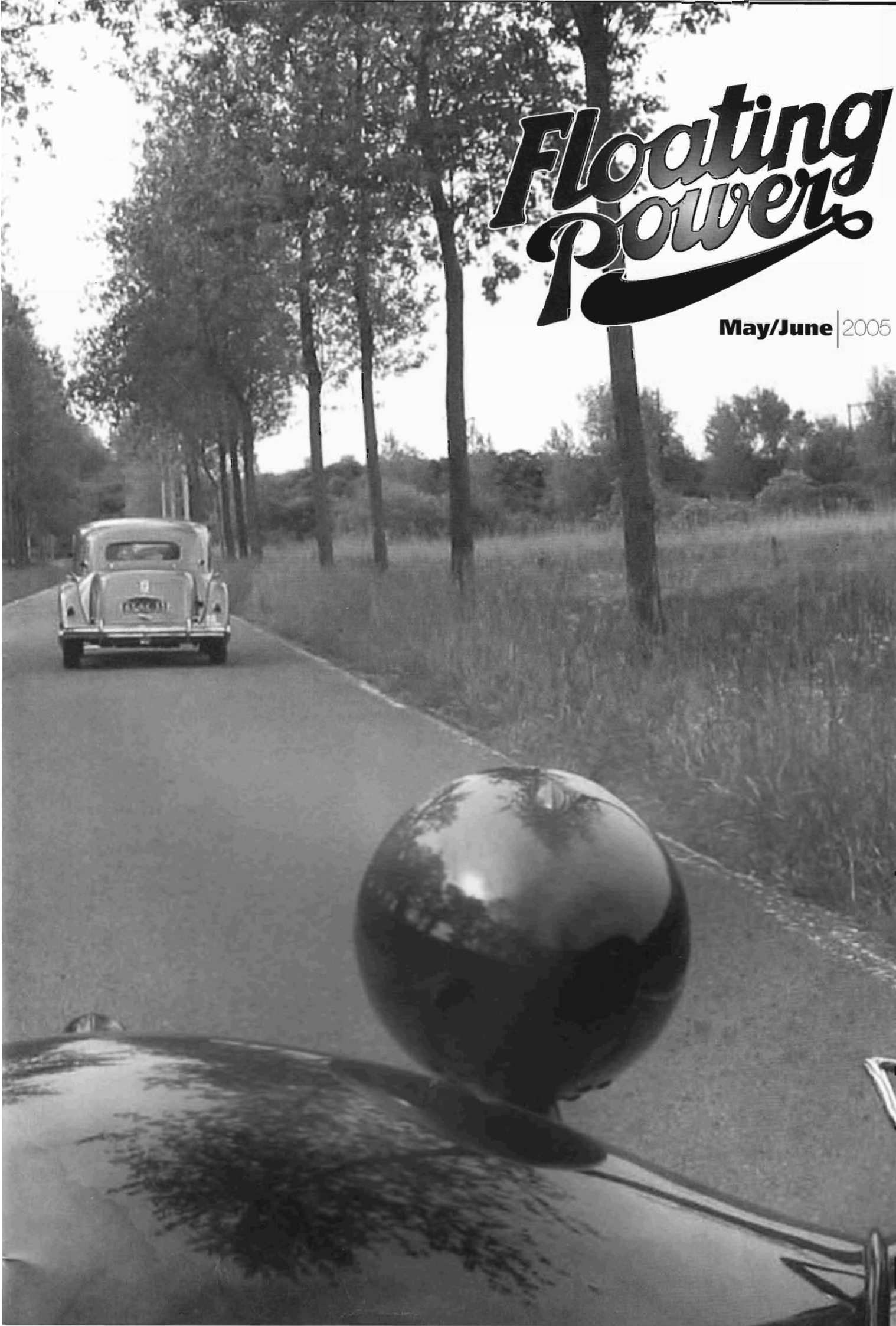


# *Floating Power*

May/June | 2005



# Contents

May/June volume 29 issue 3



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- 4 Forwards with the Past
- 6 TOC News
- 8 TOC Rally to Belgium
- 10 Traction Across Europe
- 11 TOC Tech
- 15 A Trip to France
- 16 Rarest Traction in the World appears in the USA
- 17 I see Wonderful Things
- 18 TOC Correspondence
- 21 TOC Rallies
- 22 TOC Section Scene
- 23 Classifieds



## Front Cover



Back Cover: Nic Shaw's '53 11b making a splash in Exmpoor.

Front Cover: Jane McAuley in convoy on the Belgium Rally, May 2005.

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As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof select or contribute any material, accept any liability for any error, omission or inaccuracy therein.

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ISSN 0265 0630

designed by Dale Studios, Leicester  
t: 0116 270 9975

printed by Colourgraphic Arts.  
t: 01420 474 000

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# Editorial

## Welcome to the May/June issue of Floating Power.

*I'm editing this edition of FP fresh from the Belgian Rally which was fantastic. Walter and Noella Callens organised a spectacular tour of a beautiful part of Belgium, with the last day in Brugge. On behalf of all the UK members that attended I'd like to say a huge 'thank you'.*

*Thank you all for the very encouraging letters and emails you've sent saying how much you are enjoying FP. I'm receiving some wonderful articles and its nice to see the correspondence page growing. This is what makes the magazine interesting so if you are thinking of writing an article, please do so. Where possible, it is much better for me to have articles etc sent electronically, so if you do have access to email please send it that way.*

*It looks like we've found the answer to 'where are they now' on page 18. If you know them, it would be interesting to see them now! We also have 'Where is it now?' I can't wait to see if its still around and what its been up to!!*

*I hope you enjoy this issue of FP. Paul and I will be at the Annual Rally and Brittany and we look forward to meeting all our old friends and to hopefully make some new ones too.*

Pat

Copy date for next issue: 25 July 2005

## Page3Pin-up

Do you recognise these young love birds?



## New Members

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

- 1891 S. Bull, Waterloo, London
- 1892 C. Hodgson, Telford, Shropshire
- 1893 R. Keyte, heathfield, East Sussex

# Chairman's Message

As I write this there is great anticipation in the Ogborne household over the Belgian Rally due to take place on the Spring Bank Holiday weekend. In fact, Lynda is under the Traction with the grease gun at this very moment and I reckon she's just about got time before we go to fit a new clutch plate. One can always dream! Seriously though, there are 26 cars booked to go from Britain, 8 from Belgium and 1 from Holland - an excellent turn-out.



There's still time to book for the Annual Rally in Walsall. Steve Southgate has organised an exciting package. Please see the last couple of issues of Floating Power for the booking details. Although the rally will be based around a hotel there is a reasonably close campsite available, so, if you prefer to camp give Steve a ring and he will give you the details.

Did you find the survey results interesting? I hope it has prompted some of you to write in to the magazine with further comments - the more we hear from you, the better. We really do listen to your views and the committee works hard to react to them. Best of all, how about volunteering your services? We always need more help and new blood. In particular, we are short of representatives in the existing areas of South Midlands and Welsh Borders. There is no representative in NE England, and Kent is an example where we have a large number of members that could easily sustain a viable Section. A letter in Floating Power could be all it needs to get things going.

The last couple of Floating Powers have featured articles on members' cars and their history. Many of us have had our cars for a very long time and it is always fascinating to hear about how we acquired them, their early history, trials, tribulations, and exploits. How about putting something together, perhaps with a few photographs (especially if they show younger, hairier versions of the people we know today!) and send it in for publication? We also need as many technical items as possible, the strength of the TOC - its raison d'être - is the sharing of technical knowledge. Collectively we must know all there is to know about Traction. All contributions, however short or long, will be very welcome.

You will probably notice that there is no "In Committee" item in this issue. This is not because we don't want you to know what is going on, it's simply that the next meeting is just after we go to press. "In Committee" will return in the next issue.

Looking forward to meeting as many of you as possible at this year's events.

John Ogborne

# Forwards with **the Past**



*New shapes for the post war years - French manufacturers seized the moment.*

**If I hesitated when Peter Simper asked whether I wanted to join the London Section's trip to the 2005 Paris Retromobile, it wasn't because I thought the show would be substandard or that I was bored with the format. This year's exhibition was about how innovative design in the past has affected the shape of today's cars, and it sounded interesting. Of all nations, the French seem to work consciously hard to bring engineering, art and their view of life together in their cars.**

As an Englishman I find that curious, because my Dad once had a tired Farina bodied Austin 1100. His idea of engineering was, let's just get through today, art was three chops on a plate and his view of life was good because we lived on top of a hill so, when le batterie de ma papa was flat, the car could always roll-start. These things affect a lad, and I left for Africa as soon as I had saved up enough for a pair of khaki shorts and an adjustable spanner.

And Africa caused my hesitation about going to the exhibition because the theme of the previous year's show, L'adventure, had brought together the largest and best collection of Citroën Kegresse cars probably ever seen. These light half tracked vehicles were displayed in expedition related settings, and Eric Deschamp, who writes about their journeys, was on hand to talk about the cars and sign his books. One of these described the food eaten during the crossing of Africa by Kegresse half track B2 Citroëns in 1924. Some of the recipes made me laugh out loud and now I want to go back to the Sahara in search of a café which might serve a good stuffed palm rat. As a great admirer of the Kegresse track system I felt subsequent Retromobiles, if not all car shows, would pale in comparison.

However, the lure of a trip to Paris with some old friends won me over and I was whisked over the channel by the well-oiled machine that travelling to France has become with my fellow Tractionists. Just how well oiled I found out later at the dinner table after the show.

Everyone who has been to a big car show experiences that moment when you first see the work of hundreds of enthusiasts

laid out before you under bright lights. Where do you start? As ever, the heart of the show was an arrangement of stands built by some of the many French car clubs. In their attempts to bring their favourite cars together with the theme of the event we were treated to a brief history of the evolution of motor transport during and immediately after World War 11. There were also anniversary stands for several marques which helped explore the theme of innovative prototypes. In the relaxed atmosphere of the exhibition it was odd to think that some of this strange and dated machinery we were peering at would once have been highly guarded technology tested furtively at secret locations.

BMW showed the amazing contrast of its single cylinder 12cv Isetta bubble car built under licence from the Italian company Iso, and the sleek 507 sports cabriolet, both launched in 1955, fifty years ago. These cars represent on one hand the austerity of motoring for the average person after the war and on the other the skill of designers re-directed into something other than military advancement. Sometimes the corporate vision of the future wasn't so astute as BMW and we were also treated to a mixture of greenhouses on wheels amongst the wonderful teardrop shapes which designers came up with in their exploration of streamline bodywork.



*Le Willeme LD 810 test Lorry (with DS Windscreens)*



The search for aerodynamic efficiency was in full flight by the early nineteen thirties, and the most striking British contribution shown was the Crossley Burney Streamline at the Beaulieu Motor Museum stand. Sir Dennistoun Burney had been involved with AVRO and, later, the design of the RR100 airship, so he logically brought ideas of airflow to the motor car. His original cars were futuristic fusions of the teardrop shape with the hefty engines of the time. The Crossley version on display had been reduced in length from Burney's original 18'7" to 15'5" and looked more conventional with its false front bonnet which housed the engine's new cooling system. HRH the Prince of Wales, later King Edward V111, bought one and toured the French Atlantic coast in it during 1931, perhaps enjoying startling the locals and not having to wave.

What became apparent as we wandered between the stands was that much of the airstreaming was cosmetic, because a furtive look under many of the bizarre bodies revealed heavy pre-war machinery. While some designs seem to modern eyes like something from the Thunderbirds puppet show, others naturally followed aeroplane technology in the post war years. The Royal Navy had gone from the Fairy Swordfish bi-plane, which travelled at 140 mph with a following wind at the start of the War, to the 460 mph Hawker Sea Fury in 1945. The Crossley Burney managed 0-60 mph in 29 seconds, and its Royal driver hardly needed to worry about air dam effects, but these experiments with new shapes were essential for progress. The Automobile Museum of Reims displayed two examples of Jean Paul Wimille's ovoid and compact mid-engined cars with tubular chassises, the first of which, in 1946, had a Citroën TA engine.



*They shrank in the car wash!*

And that is what this is all leading up to. Which manufacturer turned out a monocoque front wheel drive, low profile car with an eye on the coefficient of drag in 1934? Citroën, of course! The Traction Avant was a production car when most other makers were just experimenting with these futuristic concepts. By the early 1950s the Traction had become the test bed for the car that formed the centre of this year's show. The French Citroën clubs were gathered around the original Citroën stand from the 1955 Paris Salon de l'Auto at which the new DS was launched. The body of car is so sleek that it had been presented pointing upright towards the sky as if it could fly you off to your destination without the bother of roads, traffic or even wheels. It must have been sensational fifty years ago, and it rapidly became the rolling embodiment of France. Gathered around this eye-catching exhibit were various types of DS, ID and SM cars



*Sparkling treasure*

which showed the successful range of models developed from the first idea. There were some superb cut-away cars that displayed clearly what was going on inside the machinery, even the suspension spheres and rubber membranes were sectioned.

I wish I had access to this knowledge when my first ID went flat in a field after a bull had had its way with it. Still, the block and bottom end of that car are now running in my Light Fifteen, which shows the continuity of engineering in the two models.

There were very few Traction on the stands and I missed their familiar presence as an earlier icon of continental motoring. However, it was interesting to see gathered together so many of the best examples of the car which Citroën developed from it under Michelin's management. In 1958 Michelin was experimenting with tyres too, and showed for the first time its newly restored high speed lorry test vehicle. Called the Le Willeme LD 810, it had an 18 litre engine under the low profile cab which powered this rolling laboratory up to 150 kph along the de-restricted Italian motorways of the time. Despite having a radiator profile like the Channel Tunnel entrance, its DS windscreen must have improved the driver's view as he wound the monster up through its six gears to terminal velocity. Beside all this heady stuff the Retromobile also offers a period boat section, thousands of models, car ephemera and a sort of autojumble which is mostly pretty things sparkling behind glass. There never seem to be any bargains but there are opportunities to buy the unusual. With the sharp eye of a true anorak I noticed a tin plate model Kegresse and, urged on by Steve Shinebroom I asked its price. At £5,800, it did not come home in my bag but I read later in Deschamp's book that some tin models were made after the first Sahara crossing, so perhaps this model came with some good provenance. Everyone found something of interest to buy or look at. I bought a rear view mirror for my Traction, a retroviseur, and in its reflection I can now occasionally pick out the subtle continuity of European car design hidden amongst the square fronted American giants and Asian skateboards we currently love. I have grown to like looking backwards into the future.

Tony Buxton



*Robert Lebouder made the ultimate fusion of car and aeroplane technology - la voiture d'icore*

## FBHVC news

### Annual Registration Charge - From Issue 1; 2005

The petition calling on the Prime Minister to block DVLA's proposed annual registration charge was delivered to Downing Street on 14 December by a joint delegation from FBHVC and the Parliamentary Historic Vehicles Club. The group met at the Houses of Parliament where they were joined by Shadow Transport Minister, Tim Yeo, who took the opportunity to announce that the Conservatives would abolish any such charge (if it is introduced) and that they would seriously consider reverting to a rolling date for Vehicle Excise Duty exemption for historic vehicles. The Rt. Hon. Greg Knight MP and John Cryer MP were driven to Downing Street by Lord Montagu on the 1899 Daimler that has been in the Montagu family since new and was the first motor car to enter the precincts of Parliament when Lord Montagu's father was an MP.

The objection to the proposal is three-fold:

- the level of charge, payable with VED or when declaring SORN, will be set by DVLA so it amounts to taxation by agency. We believe taxation should be by parliament, not by agency.

### Annual Registration Charge - From Issue 2; 2005

The formal report on the result of the DVLA fee consultation exercise is still awaited, although FBHVC has had some informal feedback (see DVLA). The Rt. Hon. Greg Knight MP, chairman of the Parliamentary Historic Vehicles Club, received an acknowledgement for the petition that was submitted to Downing Street last December. FBHVC remains adamant that it is wrong to make vehicle keepers subsidise drivers; that the cost of maintaining the vehicle register at DVLA should be included within the Vehicle Excise Duty the register is used to collect, and that it is indefensible to place an annual charge on those who keep vehicles that they either do not, or cannot, use.

### Continuous Enforcement of Motor Insurance Requirements - From Issue 1; 2005

Concerned about the growing costs to motorists resulting from accidents caused by ever increasing numbers of uninsured drivers, the Department for Transport commissioned Professor David Greenaway of Nottingham University to carry out a review of motor insurance arrangements with a view to making recommendations to reduce the levels of uninsured driving. The key recommendation in Professor Greenaway's report, published in mid 2004, was that motorists who fail to renew their insurance on time should be subject to an automatic penalty.

The Department for Transport agreed, and set out its proposals in a consultation paper published in December 2004. The consultation period closes on 23 February. The proposal is simple and stark: DfT proposes to make it an offence to be 'the keeper of a vehicle the use of which is not insured in accordance with section 143 of the Road Traffic Act 1988'. The consultation goes on to say that this would mean the police would not have to prove that the vehicle was in use on the road in order for a fixed penalty to be issued. New regulations would be introduced to allow the authorities to compare the details held on the vehicle register at Swansea with those of the Motor Insurers' Database to make it possible to prosecute 'from the record'.

The consultation makes it clear that this would not apply to vehicles for which SORN had been declared but does not mention the situation for those vehicles that have not been on the road since before the SORN regulations were introduced - FBHVC believes this to be an error of omission.

Draft regulations have not yet been issued, so it is not possible to see exactly how DfT propose to translate this idea into law. FBHVC imagines that regulations will be drafted as a result of responses to this initial consultation and that there will be a further consultation period before they come into effect. FBHVC's response will highlight the shortcomings noted above but will support the general principle that vehicles that are able and likely to be used must be insured.

- the purpose for which the charge is proposed is to enable DVLA to subsidise the cost of issuing driving licences and to enable it to reduce the cost of first registration of new vehicles. We believe it is wrong to expect one discrete group of people (in this instance vehicle keepers) to subsidise services for any other group - if it is in the public interest that certain services should be subsidised, the cost should be borne by the public purse.

- because SORN transactions will be liable to the charge, it will be impossible for any keeper of a vehicle to avoid the charge simply by taking their vehicle off the road. This means that it is an unavoidable charge resulting from the ownership (rather than the use) of a vehicle - a possession tax. We believe it is iniquitous to levy a recurring charge on any individual simply for the privilege of keeping, rather than using, any object. We trust you will look favourably on this petition. [signed] Lord Montagu of Beaulieu, President G A Smith, Vice-President A Burt, Chairman This petition is supported by the undersigned officers of the All Party Parliamentary Historic Vehicles Club. The Rt. Hon. Greg Knight MP, Chairman John Cryer MP, Vice-Chairman Kelvin Hopkins MP, Treasurer FBHVC had received no response by 19 January.

## Coque Numbers and Dating

**I should be very grateful if owners would send me the coque number of their tractions. The number is usually on a plate welded to the right-hand chassis horn just beneath the triangular flange where the exhaust down-pipe connects to the manifold. It will probably be covered by paint and grease, but it should clean up easily.**

The coque number begins with a body code. For a Slough saloon this could start with BVPS or BVPL which probably stands for Berline Petite Voiture and then perhaps small and large. A roadster would be RVPS and the Family Fifteen would be FPVF. On some Slough cars the next character is an M, but I don't yet know what that stands for. Then there is a sequential number of normally 4 digits.

All of this will help date a car. For Slough cars the engines and gearboxes were made in Paris and shipped as units to Slough. They each bear a manufacturing date. The body shells were pressed in Paris, and shipped to Slough where they were cleaned and painted. The coque numbers will help date these shells. The chassis plate was fitted during assembly. There are tables of chassis numbers in various traction books. I now realise that when you

look up a chassis number and find it to be in a certain year, it is not the calendar year but a Citroën production year which probably ran from October through to September. So your tractions may be 3 months older than you thought. And I must apologise for this error in my last article.

If you can find the coque number please send it to me, together with chassis and engine numbers and any history you can find. By the way if you have had an engine change, then the original engine number is of more interest. I am most grateful to those of you have already sent me information.

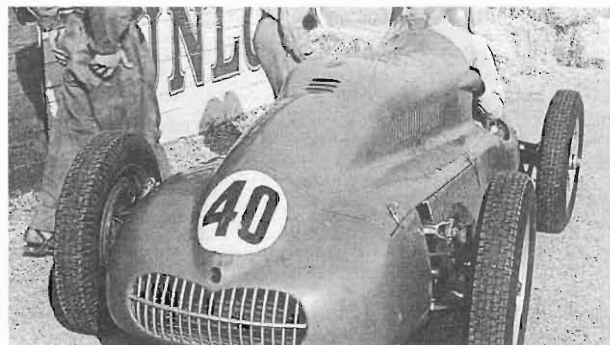
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## Two old timers meet on the Belgium Rally

Fred Annells is Member No1 of the Traction Owners Club.  
Eric Vandamme is the President of the Brugge Old-Timer Club.



## When is a sports car not a sports car?

French enthusiasts worked desperately hard to arm themselves with open-wheeler Grand Prix cars just postwar. This lofty but rather attractive device is Maurice Varet's Delahayne 135-based Grand Prix *Traction Avant* special, the engine being reversed to couple with (possibly) Citroën transmission to drive the front wheels. It was slow but reliable, finishing 9th, too far behind to be classified a finisher. It used the 3.6-litre 6-cylinder engine and had most unusual fabricated sheet spoke wheels. Much time and thought had evidently been invested in this not very successful but nonetheless rare and very interesting private-owner's Grand Prix car.

## Do you recognise these?

This is a picture of the attendees of the last Committee meeting showing current committee members and co-opted committee members.

Starting from the back row - left to right:

*Steve Reed; Peter Riggs, Tony Latchford, Tony Hodgekiss; Colin Gosling, Steve Southgate, Steve Shinebroom, John Gates, Bernie Shaw.*

Front row left to right:

*(Hazel Shinebroom), Bev Gates, John Ogborne, (Lynda Ogborne), Paul De Felice.*

Those shown in square brackets are not committee members.



## Going Spare

Toc spares open day: Sunday 8th October 10:30 am. At Chris Tregust's spares store near Chichester. Further details to follow in next edition of *Floating Power*.

In Andy Burnett's article on Slough door handles in last issue, he quotes 'vintage parts suppliers', but members should know that these are available from toc spares store as part nos J25 - locking and J26 - non locking.

*Tony Hodgekiss.*

## Anniversaries

5 May 1954 Channel Tunnel opened

8 May 1790 Talleyrand approved a new metric system of weights and measures.

22 May 1841 Herbert Austin died near Bromsgrove.

25 June 1906 The first 24 hours race was held at Le Mans.

29 June 1905 The AA was formed.

# toc Rally to Belgium 26th-28th May 2005



*Getting the hump in Brugge*

**On the hottest May day in Belgium since 1954, the participants for the "Chocolate and Old Lace Tour" headed for the coastal towns of de Haan and Wenduine between Oostend and Zeebrugge. The sea breezes were welcome as the temperature hit 32 degrees. The 35 cars (1 Dutch, 9 Belgian and 25 British) probably coped better than the humans but there were some mechanical gremlins around to keep the "boys" on their toes.**

Mick Holmes lost his drive shaft bolts and contacted Paul De Felice to bring along some spares. Paul meantime was having problems of his own with dodgy fuel supply and looking forwards to fitting the new fuel pump that Steve Shinebroom had in his "mobile spares" collection.

Our hosts, Walter and Noella welcomed us during the afternoon at the "Rotonde" in Wenduine before we set off in convoy to the "Drie Koningen" in Houtave for a "Peasant supper". "Kop", a mysterious item on the menu was helpfully translated by Kenny Cocker as "potted heeeead". An excellent range of Belgian beer was sampled which set the pattern for the weekend's drinking.

Steve Shinebroom utilised his latest gadget, GPS, to determine the journey back to Wenduine. Using farming and cattle tracks he arrived home well before those who stayed on the roads!

Meanwhile the De Felices were waiting four hours on the side of the motorway in Calais for a tow to Wenduine.

Pat was not impressed with the facilities and resorted to her survival tactics of drinking the water intended for the car radiator. How old was that water?

Saturday saw another sunny but windy day. We tootled across the polderlands to join the "Permeke route" arriving in Jabekke to visit the house of the famous Flemish expressionist artist and sculptor, Constant Permeke who died in 1952.

From there we moved on to Snellegent, regarded as possibly the oldest settlement in Flanders. Driving in through the 15th

century gate we arrived at a very welcome watering hole. The gastronomic recommendations from Noella and Walter were excellent and the Belgian beer slipped down a treat.

We then progressed along more quiet polder roads to Walravessijde.

There was an archaeological site with a reconstructed medieval fishing village, the "Atlantic wall" sea defences dating from both world wars and the Royal Villa of Prins Karel to be visited.

We returned to our various hotels to prepare for the evening events in "De Grootte Schuur" (The Great Barn). One of the younger Belgian club members, Eline Haagens gave Walter and Noella a surprise by offering to play a "welcome" tune for the group on her clarinet. She selected 'Andante' by Alexander Beon and then Elgar's Pomp and Circumstance March which the assembled diners recognised as "Land of Hope and Glory" and gently hummed along, rather than giving it the full "Last night of the Proms" treatment. Another excellent meal was followed by Walter re-living his youth as a DJ. His enormous collection of Vinyl was heaved into the room and he was equipped to have us dancing 'til sunrise. Unfortunately the dancers were not as enduring as the vinyl, so maybe we start the dancing very early next time?

*Getting carried away... again!*







"Damme - that's parked then!"

An early start on Sunday (8.30AM!!!) saw us head north to Blankenburg where there happened to be a classic car rally. We looked at their engineering and they looked at ours. Fred Annells met his Belgian counterpart, Eric van Damm, and the two old timers discussed the "old timers". We travelled on beside canals and ditches, through lovely villages with their Sunday Church bells tolling (presumably greeting our arrival!). With all the cars parked in the town square, our coffee stop in the pretty village of Damme was another opportunity for interaction with curious locals.

We moved on to Brugge. Walter led us along narrow roads and over many canals within the old city on route to our privileged parking place right in the centre. By this time it had started to rain so Sunday lunch in one of the many cafes was necessary!

Our final destination was "Fort Napoleon" in Oostend. This grand (unused) coastal defence is now both a museum and an extremely stylish eating place.

Our rally came to an end with John Osborne proposing a vote of thanks to Walter, Noella and the many people whose hard work had organised such a fantastic rally. Barry Longden made the final presentation of a reserve petrol container to Paul De Felice. The final diagnosis for his weekend car problem was that he had run out of petrol!! Sounds like a "dodgy fuel gauge" needs to be investigated?!

Jane McAuley

**A Big thank you to Walter and Noella for all their efforts and thanks to Robin Dyke for all his help behind the scenes.**

*It's a TOC road block*



## REPAIRS & RESTORATION QUICK REFERENCE GUIDE

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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](http://www.traction-owners.co.uk)  
Club chat:  
[inside\\_trac@egroups.com](mailto:inside_trac@egroups.com)

## USEFUL SERVICES CORNER

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

COMPANY DETAILS	SERVICE DESCRIPTION
<b>Armourtex Powder Coating</b> 14-16 Rowe Lane Uxwick Road Hackney London E8 Tel: 0208 966 2028	Powder coating for wheels etc.
<b>Bainbridge Engineering</b> Unit 3A Spencer House Brettenham Road Edmonton London N18 2SU Tel: 0208 807 7453	General welding repairs to bodywork
<b>Keith Antley</b> Reflector Re-Silvering Service Bedford House 14 Bridge Road Mead Ely Cambs CB6 2AR Tel: 01353 778493	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.

# Richard Sheil **traction** across Europe



*Gleaming treasures hidden in Wiljan's workshop*

A friend at our local club here near to Dublin bought a 53 Normale in non original Metallic Blue and Silver at the Classic show at Essen a few weeks ago. We flew into Dusseldorf on Thursday evening and were met by the owner to see the car. Mechanically it was very good although the owner seemed a bit surprised that we were proposing to drive it half way across Europe seeing as it had only done 4000km in the last 4 years.

*Note to anybody else contemplating this...*

make sure you arrange registration for the car. We didn't as we hadn't realised that the number goes back to the authorities and so we were presented with a car with no number plates and 1200 km to travel. After much humming and hawing over copious pints on the Thursday evening we decided to make cardboard plates with the ex owner's number on them and to chance it. We did however have insurance and all other documents so really we were only a little outside the law.

We set off on Friday morning for the Dutch border, gaining in confidence in the car with each km driven. This was really an excellent car and hummed along nicely at around 95 to 100kmh. A German police man gave us a good look in a service station but simply drove on notwithstanding our dodgy plates. Wiljan Cats had very kindly invited us to visit and we arrived at his house after about 1 hour driving. We were treated to a lovely lunch with himself and his wife where we chatted about every subject under the sun. After chatting for a while I began to realise that this little corner of the Netherlands is like a Traction Mecca as many of the people on this list have also been lucky visitors.

Mark Gluck got an honourable mention.

And I was able to tell Wiljan of my nice time at Mark's Citroën Rally last October in New Jersey.

After an hour or so we went out to his workshop where the line up of cars and the work being done is simply stupendous. What Wiljan hasn't done on these cars is simply not worth doing. Absolutely amazing. We counted around 40 cars in total ranging through every combination of Traction possible, from the 22nd

ever built right up to a 6H (with tuned DS Five bearing engine). Best of all was his cabrio which is just reaching the end of a restoration and was superb in every way.



We chatted away for a good while about this and that and admired some of his other cars, notably a wonderful SM and a time warp Ami which really took my fancy. I had no idea the Ami was so nice and roomy. And so reminiscent of a 2CV too but with its own distinctive personality too.

He then gave our TA a once over and pronounced it to be a sound car and confirmed our own view that we should have no trouble reaching Ireland although he did notice one or two faults which will need to be resolved once home, but no show stoppers so to speak. We made our goodbyes to Wiljan and headed off via Liege and Brussels (too much traffic in Antwerp at the moment) and the car only needed one top up of oil and no water. It seemed to be running sweeter than ever at the end of this run, probably due to never having been properly exercised in years by the sounds of things. After a few more pints and a meal we spent the night in Calais. We bought some wine in the supermarkets there before taking the Channel Tunnel to Folkestone early on Saturday.

After an uneventful drive through England and Wales we arrived in Pembroke quite a bit too early for the ferry. Pembroke seems to be the kind of place that is in permanent decline unfortunately, and was a really awful place to have to spend about 6 hours. We eventually found the only decent restaurant for miles around in Milford Haven which managed to fill in a few hours.

Especially the front of house girl had to check with the chef. They could feed us seeing as we

had no booking but ultimately we were one of only three occupied tables for the whole evening.

The only excitement there was that one couple didn't seem to dawdle over their meal and when they took a taxi from outside, he sat into the front of the car and she got in to the back! It looked like that first date wasn't going too well!

We then went back to the ferry terminal and slept on chairs for a few hours before boarding the ferry at around 3am on Sunday morning.

The Welsh policeman was the only one to query our dodgy plates but while he did his best to put on his stern voice, couldn't resist gurning at us every few seconds. I was the driver at this stage so decided to tell him the truth about our documents being in order etc and everything being insured, merely that our number was fictitious. I realised that this was a risk but figured better to get in trouble for telling the truth than for a porkie. After making us squirm for a while he let us through. Apart from anything else seeing as we were now less than 100m away from leaving the UK, what was the point in him hassling us any more. On Sunday we arrived into Rosslare (about 160km from home) at around 7 am and apart from running out of petrol within 5 miles of the end of the drive we had no problems. The fuel gauge was hugely inaccurate all the way along having indicated empty when there was at least 15 litres of petrol left but this time we had misjudged it.

Topping up with petrol from our can we pumped the fuel pump a few times and started up first pull. We arrived home at around 9 for breakfast at my friend's house and onwards home.

So, we had a great time, drove around 1250km in a car which hadn't gone very far lately and arrived home in fine fettle. I would just like to thank Wiljan once again for himself and his wife's hospitality and to say to all of you Tractionists out there - if you are coming to ire and give me a shout and I'd be delighted to show you my car and to try to be as hospitable to you as people have been to me over the years!

In the last years I have had the chance to visit Tractionists in North Carolina and New Jersey and Switzerland and this weekend in the Netherlands as well as attending some TOC annual rallies.

The only downside is that to arrange the time away from family for this little boondoggie I won't be going to the TOC rally this year.

But here's to the future.

*Richard Sheil*



# CITROËN

# toctech



## volume 1

# Maintenance **23**

## BRAKES

Brake Cylinders

Brake Adjustment

Brake Fluid

Brake Half Linings  
and Slave Cylinders

Brake Judder

## PETROL

Premier Grade

## Brake Cylinders

*Following Roger Williams's article on nickel plated brake cylinders, David Boyd responds with his experience of a similar solution.*

"I think Roger's suggestion of nickel plating a new unit is a good one which should solve the problem. Some years ago we did try using silicone brake fluid which certainly solved the problem of rust but it also had the effect of making the rubber seals swell with the result once again of seized brakes.

When I restored my roadster back in 1979 I had all the cylinders bored out and lined with aluminium sleeves. There was a chap in Cumbria who was doing this at the time but he has since retired. However, three out of the four cylinders are still in use, the fourth one having given up the ghost in February this year. The aluminium sleeve was still perfect but the steel casing had rusted away around the dust seal area. Anyway, I think you will agree that 26 years service is pretty good.

For anyone who wants to choose this route rather than buy new cylinders, the following firm will now provide this service and return the unit sleeved with stainless steel (not aluminium) and with new seals etc. The cost is approximately £45 per cylinder plus VAT which is about the same price of a new unit with the added advantage that they do last a long time.

The company is:  
Pastparts Ltd., 4 Chase Road, Bury St Edmonds,  
Suffolk, IP32 6NT; telephone 01284 750729.

*Incidentally, I am following Roger's suggestion of having the pistons and springs in all my cylinders nickel plated in the hope that the rust bug will finally be defeated!"*

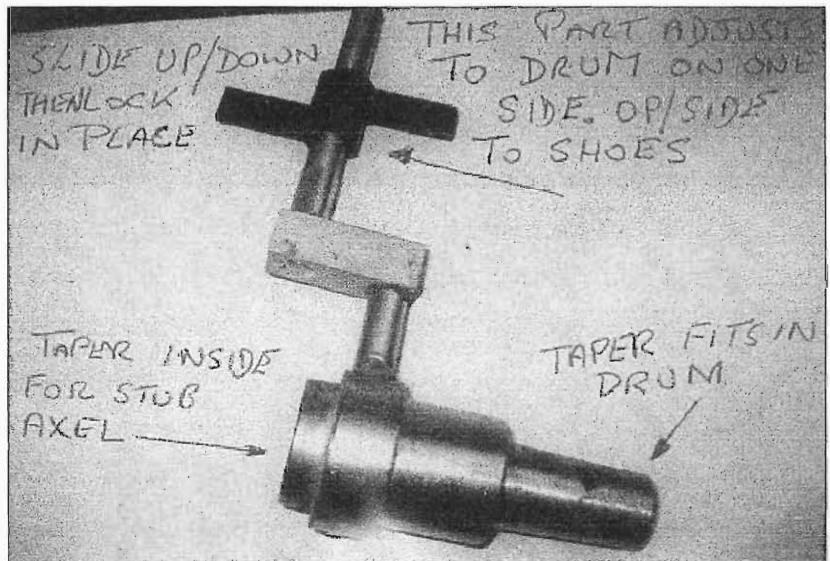


## Brake Adjustment

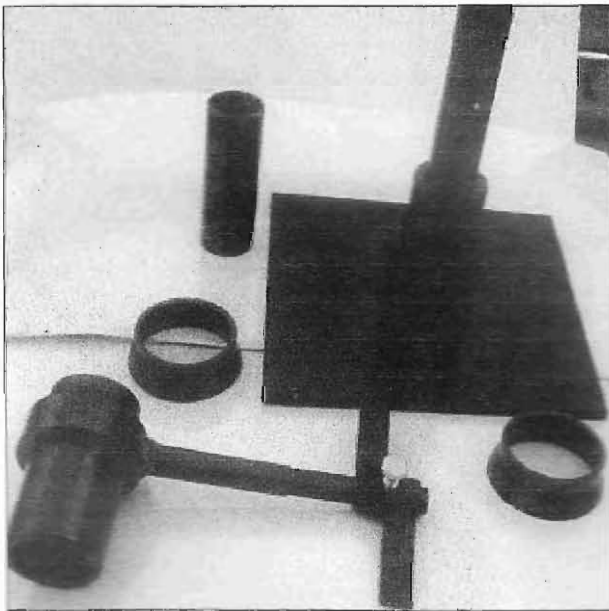
Mike Tennant has found yet another solution to this ever-popular subject!

Mike phoned the other day to tell me that he had just come back from the Citroën show in Utrecht, Holland. He was surprised to find no other TOC members there but he did find a useful tool, similar in style to the one shown in the manual, for adjusting brake shoe concentricity. Having purchased one, he thought that some photographs would be useful for us all to see.

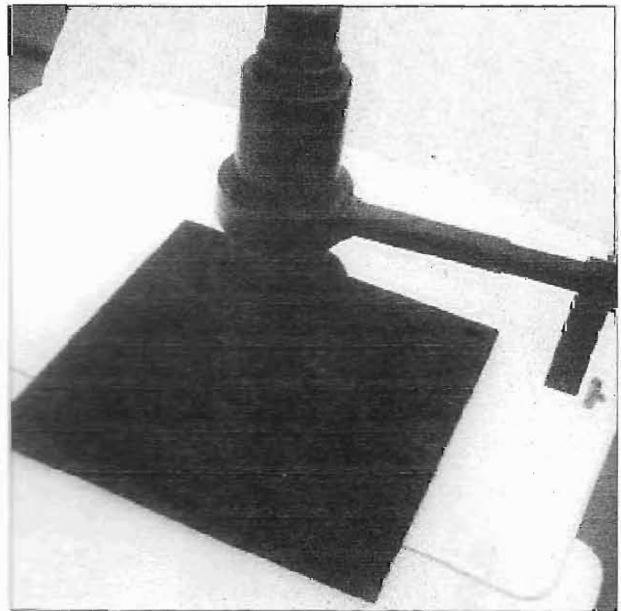
The tools work on the principle of firstly setting the tool to the inner radius of the brake drum (assuming that it has constant radius!) and then transferring the tool with its setting to the axle in order to set up the shoes. The pictures speak for themselves.



The tool for aligning the front brakes.



The seven parts of the rear brake drum



The tool assembled on the bench and set for measurement of the rear brake drum.

## Brake Fluid

A question from me.

I am confused about which type of brake fluid I should be using and I'm probably not the only one who would welcome some guidance on the subject. If you feel that you understand the different types available - DOT 3, 4, 5, Synthetic, Non-Synthetic

etc., perhaps you could write a short article explaining which types should be used under which circumstances. Most important of all would be which types NOT to use with the standard braking system on a Traction.



## Brake Half Linings and Slave Cylinders

In the January/February 2005 issue, Tony Hodgkiss wrote an article suggesting that perhaps it is not always a good idea to "improve" on the original design. Tony found this reprint from an early issue of the "Citroënian" with an explanation for the brake half linings suggesting that the Citroën designers might have had a point. The technical guru at the time was John Poxon and he ran a regular question and answer page.

Dear Mr Poxon,

Could you please give me some advice on two matters concerning my Light 15?

Can you tell me why both front and rear trailing brake shoes have only half linings? Also would it be detrimental to have these replaced by full linings?

Hoping you can be of assistance

Yours sincerely

R Edwards

Dear Mr Edwards,

Thank you for your letter. The reason for the half linings on the trailing shoes is because there is no "self-servo" action on a trailing shoe and, therefore, if a full lining were to be fitted there would be insufficient pressure exerted. Furthermore, the lining would not wear at the same rate as the leading shoe. This has been worked out so that both linings wear out simultaneously and both are working at the same number of pounds per square inch of lining area.

Yours sincerely,

John Poxon

..... and on a similar note I had a conversation with Mike Tennant that was prompted by the Roger Williams article on brake slave cylinders. He pointed out that the reason for the difference in bore size of the front and rear slave cylinders (1.25" and 1" respectively) is to balance the braking between fore and aft. Modern cars have sophisticated balancing systems but this was Citroën's low-tech, but effective, solution at the time.

.....and having spoken to Roger Williams he points out that all modern cars have full length linings on both shoes, so how would the above explanation stand up?

## Brake Judder

I have struggled with the dreaded brake judder ever since I bought the car in 1993 but I think I've finally solved it! It maybe that everyone else knows about this but for those who may be floundering around like me, this may be what you need.

There are numerous reasons for brake judder, some more obvious than others. Distorted brake drums are clearly going to be the prime candidate, and not just the front ones. If the rear drums are eccentric this can cause the resulting erratic pressure from the rear slave cylinders to be transmitted back through the hydraulic system and make the judder seem to come from the front. However, I had all the drums skimmed and although there was some improvement, the judder was still there. Second in line is the setting of the shoes, as has now been discussed at great length in the last few issues.

I have found the adjustment to be very critical and judder is certainly reduced when they are set accurately. Roger Williams' floating shoe arrangement would also eliminate this problem.

Other causes, often giving rise to clutch judder as well (another perennial problem!) are associated with play in the various components of the front suspension. I had eliminate them all and still the brakes juddered. However, a chat with Dennis Ryland at one of the section meetings provided what turned out to be the answer. The answer lies in the tracking.

The specification is for a toe-out of between 0 and 2mm and, rather naively, I had never checked it. Dennis suggested that it is best to set it as close to zero as possible and that this minimises any tendency to judder. With modern laser equipment it is possible to set it very accurately and my local garage was very happy to do so. Hey presto, the judder is gone and I suppose I now owe Dennis a drink. Come to think of it, with all the advice he has given me over the years, I probably owe him at least a bottle of single malt!

# toctech forum

## Premier Grade Petrol

Here is the reprint that I should have included in the January/February issue. It is from a technical bulletin issued from the Slough factory in 1953.

CITROEN CARS LIMITED,  
TRADING ESTATE,  
SLOUGH, BUCKS.

21<sup>st</sup> JANUARY, 1953.

### PREMIER GRADE PETROLS.

You will probably already be aware of the considerable interest being shown concerning the introduction of branded petrols, including premier grades, on the 1st February, 1953. It is possible that you have already received direct from the petrol companies and from the manufacturers of ignition equipment, recommendations regarding ignition timing for the premier grades of petrol. These recommendations are the results of discussions between the oil companies, car manufacturers and the ignition equipment manufacturers, and if this letter is a repetition of one you have already received, we make no apology owing to the extreme importance of the recommendations being strictly observed.

#### Ignition Timing.

It has been a practice with pool petrol to time the engine just on pinking point at lower speeds. With the premier grades of petrol however, this practice will result in an amount of advance which may cause serious damage to the starter. In no case should the ignition be advanced more than three distributor degrees over that found suitable with pool petrol. This is represented by approximately  $1/16$  measured on the shank of the distributor or  $1\frac{1}{2}$  divisions of the micrometer scale on those distributors fitted with an integral suction unit.

#### Compression Ratio.

Considerable publicity has been given to the fact that the premier grades of petrol will give better results, performance, and economy, with the higher compression ratios, and it is probable that you may have requests from your customers for the compression ratio of their engines to be increased. At the present time we can only advise you that such a modification is undesirable, and we would further advise you to accept no responsibility for such a conversion.

#### Carburettor Settings.

When using premier grade petrol no change need be made.

---000---

# A trip to France in JSL 440

There was some trepidation - naturally!

Purchased, September 2003, I drove direct to Classic Restorations ("CR") - who expressed some surprise at arriving at all! The previous owner had travelled a few miles now and again. A few weeks later I was confident enough to travel around 200 miles in a day. The car then went back to CR for real work. Inevitably, there were a few teething troubles - sorted. The maiden voyage, so to speak, started at 0530 on 19 June.

I had planned to travel to central France in one go and join my wife, already there by courtesy of solid, modern German technology. A sleepless night, or rather part night, worrying about had I got all the bits I might need - essentials like fan belt, plugs, hoses, water, oil... As it turned out and, without spoiling the story, I needed only oil and water. A good omen was it was a beautiful morning, the roads quiet as I headed for the Dartford Bridge. The car was content at around 50mph. At 50 - 55mph bad (wheel) vibration set in. Attempts to sort this out locally before I left were greeted with, "Sorry mate, the hole in the wheel is too big! Nah, can't do that!" I arrived too early for the 0800 train, and although earlier trains were 'full', someone took an interest in the car and I was on the 0740.

The journey from Calais south to central France, some 300 miles, was remarkably uneventful. The car ran beautifully. An occasional wave from a local driver, a motorcycle or, a female car driver

I stopped every 100 miles or so for checks - all was well. Thereafter, it was a case of oil and water when refilling with petrol.

The journey around Paris - which I know well - was not so pleasant, impatient Parisians. Anyway, there were no delays. I arrived at my destination, approximately 6 hours after leaving Calais, i.e. an average of 50mph! Tired, but content.

The next morning I drove in to the local town and a small petrol station. We have usually bought petrol there and the odd Michelin tyre for other cars. The 'Light 15' ('Onze Leger') was greeted warmly. I handed over the keys around 1000 hrs and asked for the wheels to be balanced (I should add that my wife speaks fluent French). There was no further conversation except "Apres midi", i.e. late afternoon.

As ever, an excellent lunch followed. The car was ready. The garage then said "No problem, I had to make a blank for the wheels and add around 100gm to the front offside wheel", i.e. almost bent! Cost - 24. The car was a sheer joy thereafter.

The journey home was remarkably smooth - a steady 55mph. While I did not check fuel and oil consumption with care, the car returned 27mpg and 300 miles/litre of oil at 55mph. Oil consumption has since improved.

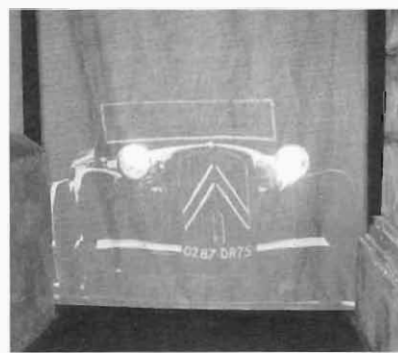
What a truly wonderful car - I repeated the trip in August 2004 and this was again without problem.

R.L. GORDON

C.Eng, FIMarEST, FRINA, MCMS

## Other uses for a Traction Terence and Jane McAuley

You may be interested to see what Jane is modelling this year. As she is not meant to sit (much) for the next 2 months, she has no choice but to travel "en Traction"!



Also, a snippet from the "Musee de la Resistance" in Grenoble - a Traction "curtain" (complete with sound effects of Resistants plotting their next ambush of the "sale Boche!").

**toc** spares hotline

01243 511378

Chris Treagust, 98 First Avenue, Balmuccia, Chichester,  
W. Sussex, PO20 7LQ. Email: [chris.treagust@btopen.net](mailto:chris.treagust@btopen.net)



Bob Hall

## Rarest Traction in the World appears in the USA

**The car that Citroën authority Red Dellinger calls 'the rarest in the world' has been on display during Carlisle Productions' Import-Kit Replicar Nationals, at th Carlisle PA Fairgrounds. "I've been reading for years and years about a pre-war Citroën 15-6 convertible", Dellinger said. "I have a tremendous amount of books about Citroëns, and everybody (the authors) talked about this 'phantom car'".**

Some of these cars (supposedly) were made, but nothing is shown in the factory histories. When you see the ledgers where 15-6 cabriolets should be, there's nothing. They built one after the war, in 1948, for the president of Citroën; but that was not a pre-war car". World War II ceased Citroën production from late 1939 through 1947.

"So all the talk as that these would be very rare cars, hard to find," Dellinger continued, "and you'd have to be careful because people might try to counterfeit or make them. But I always had the thought that one might turn up here in America because that was sensible. The French were not collecting cars much or at all in the '50s. In the '40s and '50s you could buy Bugattis, Hispano-Suizas, or Delahayes for \$600, \$800 or \$1,100. They were beautiful cars, but some of them were fragile."

In Dellinger's collection of 30-40 Citroën books, most in French or other foreign languages, several mention that a 15-6 cabriolet (a six-cylinder Meld 15) "has been seen in the United States". Many volumes agree that chassis were constructed for several 15-6s, but that only three were finished and delivered in 1939. One of those (painted green) went to Madame Pierre Michelin. That's the car Dellinger believes is now his.

"None of the roadsters or coupes in the Traction Avant (front-wheel drive) models were produced after '39," Dellinger informed. "So you have a very short period of time from '36-'39 for all the roadsters or coupes combined, whether four or six cylinder. And Type 15 Tractions were only made in '38 and '39, less than 3,000 of them with left-turning engines." Such information is fairly easy to come by, as "they cast the day they were made into the stamping marks on the engines and transmissions."

The coachwork on Dellinger's rare, rumbleseat (which is missing) '39 cabriolet was provided by Bertone, but incorrect bumpers and insignia were fitted to the car by one previous owner, though they will be corrected before its Carlisle debut. "This car just surfaced within the last year or two," he informed. "It had belonged to a Mr Hanes in Chicago, but hadn't run

for years. So I worked about a day to get it running. It had valves and rings stuck on it and lots of stuff such as that. Whoever worked on it didn't know much about wet-sleeve engines."

His son-in-law Brad Nauss having just driven the 15-6 out of their Lewisberry, PA shop, Dellinger listed the tasks facing him before the 15-6 will be ready for its 20 mile journey to Carlisle. "What we have to do now is a complete brake job; it doesn't have any brakes on it at all. We need to clean out the fuel system and fit on a few things in for safety so we can drive it around.

"Michelin is sending a set of tyres for it. I called their public relations department and told them I had one of the oldest Michelin radials in existence; it's a 185/400. The wheels are special ones called 'pilote'.

They're pressed out of very small pieces of metal, so that when you pick one up, you can do it with one finger, almost like an alloy wheel. I want to bead blast the wheels so I can paint them their original ivory. Then I have to make a decision about painting the car."

Near the firewall, Dellinger pointed to the many colours that have graced the car over the years. "It came from the factory black, with Bordeaux red carpeting and seats," he said. "There's still a bit of each left. But apparently Mrs Michelin didn't like the black, so the factory repainted it metallic green. And its been painted blue grey and ivory since then." Though the car hasn't been in Europe for many years, its rarity and Michelin connection make its existence a big story there.

"The newspapers in Europe are absolutely nuts over the car" said Dellinger. "There have been four stories in La Vie D'Automobile, which is the French equivalent of Old Cars, and others as well.

I had a Frenchman here that wanted to buy the car, and another who's coming to do a story about it. Anything that was collectible by Citroën, such as Charles de Gaulle's car or those made for the presidents of France, are in museums or private collections. They know where they are, but they didn't know about this one. Many people thought it didn't exist."

Asked what he thinks is special about his Citroën 15-6 cabriolet, Dellinger thought a few seconds before responding: "Well, its just a car that wasn't supposed to have existed. It was a model that at one time was to be mass produced, but was stillborn. The factory was in financial difficulty, the war came along; so many things happened. It was an expensive car to make, the most expensive in their line at the time.

"After the war, Citroën had to cut back due to austerity and there was never another factory-built cabriolet. It makes this car rarer than a Bugatti Royale a lot of people may not want to hear it - but they know how many of them were produced and they have them. Until I found this car, no one even wanted to admit that this car existed. Maybe the Michelin family knew, but they weren't saying anything. I'm hoping Michelin will be coming through with some records to document it."

As a Citroën aficionado his entire adult life, Dellinger relishes the increased attention the '39 cabriolet is bringing to his favourite marque. "There isn't an automobile company in the world that hasn't copied many things from Citroën" he commented. "They're a great engineering company. I've always liked the engineering of the cars, and I've been working on them since 1958, and selling them since '64."

Bob Hall





# Russell Phillippo I See Wonderful Things



*Inset picture: Robin Page - local conservationist and TV personality*

Together with my father over the last 30 years we have run Sunbeam 90, Morris 8, various Austin 7s, Model T Ford, Model A Fords, a Rhode, an Armstrong Siddeley, and 911 Porsche. But to be brief - we came to our senses a couple of years ago when I bought an LHD Legere 11BL Saloon, a 1956 model, reg. MAS 924.

This was purchased from a friend who dealt in vintage vehicles. I had always wanted a Traction, and used to admire one of these when we passed through Chipping Norton - seemed to be always parked in the Market Square. Anyway - back to MAS 924

This vehicle had been in his possession for about a month and had a new exhaust, new rad and various other jobs done, a bit rough around the edges but a good engine. On the first night of its acquisition I left it outside in our yard - got up in the morning only to find the black roof paint standing up like shield fins, obviously sprayed recently with an incompatible paint - c'est la vie! I still own this vehicle and on both of the front doors is painted "L'inspecteur Mâgret (le Patron)" - I presume proudly executed by the previous owner.

We enjoyed local runs in "Le Patron" but while browsing on Ebay, I discovered two or three good examples of Traction's there for sale. Nothing ventured, etc. I decided to pursue one of the vehicles which caught my eye and lo and behold before you could say Citroën, I was the proud owner of Traction No 2. I was very lucky to land such an excellently restored and well running vehicle i.e. "Blue 1955 Legere 11BL big boot" to keep the other company. The latter has been in my ownership for over six months now and is admired by all, gives me no problems and we hope to use rather a lot over the forthcoming summer months. My father cannot wait to get behind the wheel and cruise around the neighbourhood. He recently took Robin Page, a TV personality and countryman to his wedding in it as my father was best man. Robin mentioned the vehicle in various national newspapers, the Telegraph and Mail on Sunday in particular. It had plenty of photographs taken that day!

In a village close to us there has been a Traction standing of a shelf (yes, a shelf) on a platform above a garage office. It must have nestled there for at least 25 years and many enthusiasts, including my own father, have tried to ease this vehicle (?) out of its owner's possession. But I offered a price in dirty notes and I was successful!

Just before Christmas 2004 the "Slough" built, RHD black 11 BL Light 15 PLU 292 was lifted down and transported to our rented barn. The engine is in bits, red leather has been painted back, dash board has been "re-designed" and with many more gadgets that "Andre" originally intended. On closer inspection we found a few more holes bored for yet more gadgets and she proudly stands on inflated tyres and with no rot or dents evident in the body shell. Very good news but quite remarkable after such a long "lay up" - literally. This amazing example of a Citroën has previous connections with a local family of nobility and if only it could speak!

It now appears that the Black Slough job was pearl grey with black wings - is this possible? With one maroon, one green and two black wheels. It seems we are in danger of losing the registration number as there is apparently no paperwork available - or at least none has come to light as yet.

Someone with more restoration knowledge than myself and my father would have it on the road in no time, but we must take advice and help when offered as, even after all the years and vehicles, our knowledge of the "mechanics" is, I'm afraid, rather thin. To sum up, most of the older vintage and classic vehicles have moved on and the Citroëns seem to be the chosen preference at the moment. Dad has semi-retired so he is able to take part in the discussions on "what to put where". Every time we go to a show "the small boots look pretty, don't they!" so you never know. ...although I think Mum might have something to say!

Russell Phillippo Cambridge

*PS: if any fellow enthusiasts are ever in my neck of the woods, the kettle takes four minutes to boil!*

# toc correspondence

## POLISH TRACTION

On a recent visit to Krakow, I happened upon this machine in a quiet street, in Polish wedding 'livery', although the profile of the grille is fairly spoilt.

Andrew Rolph

*"Wonder what conversion is under this bonnet"*



V.S.C.C Bulletin - Spring edition

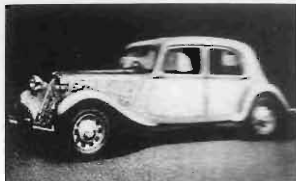
From Jonathan Wood:

Clee's House, 13 Brand Lane, Ludlow, Shropshire. SY8 1NN

Dear John,

I am writing a biography of Sir Alec Issigonis in recognition of the centenary of his birth, which falls in 2006.

His great friend and pre-war influence was John N Morris, chief engineer of SU Carburetors, who raced the 200hp Benz that, after the War, belonged to Brian Morgan. Morris was also a *traction avant* Citroën enthusiast and he can thus be credited with encouraging Issigonis to embrace the concept of front wheel drive. I am wondering if anyone has memories of Issigonis and/or Morris, as both were VSCC members. It would also be interesting to know whether John Morris played any part in the club's decision to include the front wheel drive Citroën in its list of PVTs, drawn up in 1945.



I can be contacted at the above address, on 01584 879818, or by email: jonathanwood@eludlow.co.uk.

## anagrams

Dormitory	Dirty room	Animosity	Is no amity
Presbyterian	Best in prayer	Election results	Lies - let's recount
Astronomer	Moon staler	Mother-in-law	Woman Hitler
Desperation	A rope ends it	Snooze alarms	Alas! No more Z's
The eyes	They see	A decimal point	I'm a dot in place
George Bush	He bugs Gore	The earthquakes	That queer shake
The Morse code	Here come dots	Eleven plus two	Twelve plus one
Slot machines	Cash lost in me		

## VIDEOS ON WHEELS!

As a great Citroën and Motorsport enthusiast, I am looking for videos of rallies, sprints, autotests, hill climbs, circuit racing, also historic, classic and regularity rallies and races and old timer rallies and meetings and Citroën events.

If anybody can send me a video of any of the above, it would make me very happy!

Owing to ill health, I am unable to travel long distances. I do not have internet access, email or a fax.

Jean Spileers, Grote Stwg,Zuid, 15. B-9052. GENT, Belgium

## SURVEY RESULTS

I was fascinated by the list of comments made in the survey results which were printed in the last magazine.

Core membership too old? Have we got to pass on our cars when we reach a 'certain age'? Just look at the committee addresses to prove what?

That virtually fifty per cent of the members who bothered to reply come from the SE and SW according to the geographic breakdown. Perhaps the results show people's own faults rather than those of the Club, and that they should look to themselves for improvement of life's expectations.

I was particularly upset to read that the Traction with the Least Attraction might be under threat. I remember when there was fierce competition among club members to take home this coveted prize, especially in the 1980's when Syd Griffiths was around to represent this very inclusive take on car competitions.

Personally, I have been secretly working towards dominating this class in the future since my barn roof fell on my Traction last winter.

My winning formula is to take a nice car and use it mercilessly and joyfully in all seasons while keeping it in a rickety cider house.

When the barn collapses, restore the barn and then show the car with pride. It works for Tracy Emin.

Tony Burton

## Where are they now?

No idea, but they must be in their thirties by now.

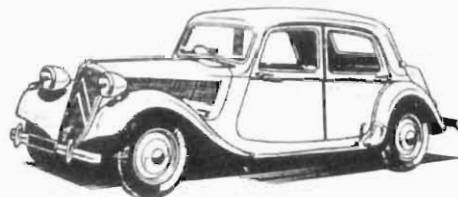
The car is Light 15 NNK 766, registered in Hertfordshire in 1951. The photo was taken at the TOC Spring Rally at Norton, Gloucester 1979. It was owned by the rally organisers, Ray and Pat Newell. I assume that they are their two children.

Martin Vickerstaff



I think the children in the 'Where are they Now' photo are Ray Newell's of Gloucester, taken about 1979, probably at Tewkesbury Rally.

Tony Hodgekiss



## INTERNAL HEATERS

I hope the following on the subject of interior heaters may be helpful to Adrian Purnell, whose letter appeared in the September/October issue of FP.

To improve in-car warmth, you can mount a fan-assisted circular heater centrally onto the lower bulkhead behind the "floating" engine mount. I was lucky enough to find a second-hand '50s "Tudor" model in working order, which Denis Ryland had shot-blasted and spray-painted grey to match the interior of my Traction; and very handsome it looks too, with its original, triangular identification plate. If you're not as lucky as I was, the identical heater unit can be bought as a 12-volt or 6-volt reproduction item from Clayton of Coventry (02476 691916). The Clayton model C8 was the type originally fitted as an extra to '50s Slough-built Tractions, but if you check with Claytons they will advise you of the appropriate model to use as a retro-fit. For the type of installation I describe below, they may recommend model LE15-RR, but do consult them. I can't pretend these heaters are cheap at around £220 + VAT, but if you're going to use your Traction through the winter you may think it worth the cost.

Make the connections to the Traction's cooling system like this:

1. Cut an elongated hole in the underside of the existing steel conduction tube from the car's radiator, through which both inlet and return hoses can be passed to the heater.  
  
Make certain the hole is large enough and the edges well bevelled and smoothed to avoid chafing.
2. Cut sufficient lengths of appropriate bore (1/2 inch id) heater hose and connect these via the aperture you have made in the conductor tube, through the existing hole in the left-hand toeboard, to the inlet and return pipes of your new heater (which you can rest as yet unmounted on the cockpit floor). Hiding much of the new hoses in the conduction tube thus makes for a neat job.
3. The water pump casing will require drilling to accept a by-pass valve (the type operated by a thumb-wheel) whose body itself incorporates a T-piece union, to which the inlet hose should be connected and made secure with a Jubilee clip. Make sure the inlet hose is cut to sufficient length not to be under tension and that all curves are gentle.
4. The bottom radiator hose will need to have an opening cut in its side to accept a leak-proof copper T-union. To this joint the return hose is taken and secured with a Jubilee clip, again ensuring there are no kinks in the hose.
5. The heater unit incorporate a fan which you will want to be able to switch on or off. Make the electrical connection to an ignition-controlled 10-amp fuse via a switch that you can mount under the dash, using a suitable bracket. Make a sound connection to the Traction's body for the fan motor's earth wire.
6. Finally, drill the bulkhead to accept the studs protruding from the back of the heater, and tighten the nuts to secure the unit.

If you buy the necessary materials on Saturday, and set aside Sunday to do the job described, I'm sure you'll have a nice, warm Traction to go to work in on Monday! When refilling the cooling system, don't forget to make up a (roughly) 40% anti-freeze / anti-corrosion mixture, and remember the extra capacity of the heater hoses.

In his letter Adrian noted the good service offered by J&L Spares Export Ltd of Rochdale in supplying a replacement windscreen wiper rack. I have used this company on a number of occasions and find them quite exceptionally helpful. They seem to be able to supply the most obscure parts for a huge variety of applications, at fair prices. They deserve our support.

David De Saxe

## WHERE IS IT NOW?

Is it possible to find if my 54 Slough Big 15 still exists? Reg UEH 735. I saved this car from scrapping in mid 70. I also owned PPP 275 opalescent green Light 15 first, reg 16-10-52 Chass 9-520976. Eng No ab-06902. Reputedly 1952 London show car which I broke in mid 1970.

John Wisdom

## THE GLASS CITROEN

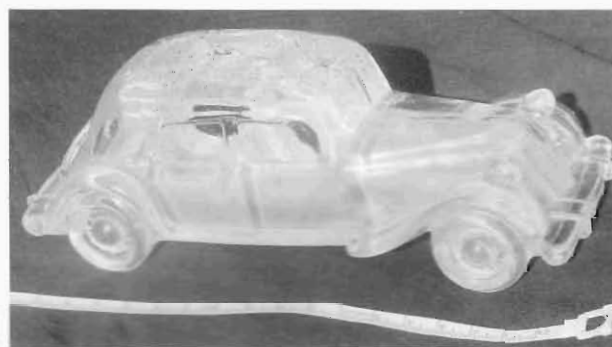
In August 1997 my wife and I undertook a pilgrimage from Downunder to Uperver to check out the Old Country and to see whether it had deteriorated from our OE in the late 70s (it had). In those halcyon days one of the smarter things I did was to join the Traction Owners Club and buy a spare crown wheel and pinion (which I have not yet needed).

We arrived on August Bank Holiday, the weekend before Lady Di died, and were pleasantly surprised at the lack of traffic. The free paper on the bus advertised an antiques fair at Wembley and we high-tailed it on the tube to that famous site to kill two birds with one stone, my wife to antique-drool and myself to explore that famous football stadium shortly to be demolished. Being the proud owner of a Slough Light 15 while a student, and now also owning a Big 15, I was very pleased to spot a glass Citroen on a stall buried amidst a disparate melange of bric-a-brac. The gov'nor readily accepted my proffered 25 quid and I left well pleased with my purchase. It is unlabelled and without any steering wheel. It is either a Normale or a 6 with Pilote wheels so therefore pre or just post-war. I presume it is a paperweight, or coffee table ornament, or some sort of missile to throw at a nagging spouse.

Can any readers help me with its provenance? Who made it, how many, and was I robbed 18 years ago? Should I inter it in the local bank for safe-keeping?

Thank you for your excellent magazine and parts service which keep my cars running as new.

W.G. McNickle, Auckland, New Zealand



## TRACTION AVANT AND THE FRENCH POST SYSTEM

In response to Andrew York's comments concerning Traction Avants being depicted within the French Post System, I cannot reply accurately, however Jersey is some 8 miles from France and as such 1066 is deeply embedded in our traditions (to avoid being black balled from the TOC I will make no further comment).

However, in 1999, to celebrate "one hundred years of motoring in Jersey", The Jersey Post Office issued a set of stamps depicting various cars from this era, a total of 6 stamps were issued.

One of these issued was a 1938 Traction Avant 11 B.L. The owner was... (sorry no prize is being awarded to the first reader with the correct answer) needless to say I was delighted, but did not receive payment, not even a set of stamps. So much for our French traditions.

Brian Follain

## BUREAUCRACY LOOMING?

The National Jumbler's Federation, by their very nature, keep an eye on rules, regulations and bureaucratic meddlings that may possibly concern the future autojumbles, other such gatherings and motor transport matters in general, particularly within the vintage and classic field. In their latest issue they print a list of proposed measures that have been raised and temporarily put on the back burner pending the result of a General Election.

These are as follows:

1. A proposal to prevent people working on their own vehicles. All work to be carried out by an approved garage. This would kill restorations stone dead and close a lot of clubs. Also, how many modern garages would be prepared to work on classic machinery?
2. Only vehicle manufacturers through their agents and dealerships to sell spares. An instant end to autojumbles. Where would we find classic spares?
3. Every vehicle to be subject to a possession tax each year, regardless of age or condition - even a box of bits.
4. Cradle-to-grave taxation on all vehicles, again regardless of condition.
5. The Kent Act to be extended across the whole of England and Wales, a disaster for stall-holding events. At the moment a free licence can be obtained from Kent County Council and there are few Trading Standards officers to police it. If the present Government is re-elected then county councils will be ordered to appoint all the jobsworths they need to enforce the Act and to recoup the costs, which equates to a hefty licence fee.
6. Local authorities will be given greater powers to seize vehicles parked on private land.
7. The use of vehicles over a certain age, may be only 15 or 20 years, will be severely restricted. Owners will have to submit to their local authority details of their intended trip and submit a route for approval. Local authorities will, of course, have to charge a fee for this.
8. Vehicles over a certain age, not considered to be historic (by whom?) to be compulsorily scrapped.
9. All vehicles, regardless of age, to be fitted with catalytic converters.
10. All event organisers to be forced to apply for planning permission for their events, and the abandonment of the 14-28-day rule which permits venues, such as farmers' fields, to be used for occasional events without planning approval. Imagine the time it would take: there would have to be consultations with police, opportunities for the public to object etc. What about the proposed fees - £750 for an event with 6000 to 9000 in attendance, £50,000 for events of 75,000 or more?
11. A proposal for compulsory security staff, all vetted and licensed, to be employed at any event where alcohol is served.

To quote Dave True, general secretary of the NJF: "If all the above items come to pass then the additional cost to organisers will be horrific. It will get to the point where stallholders will refuse to pay the rents and the public will not come because the entrance charges are too high. Result? A lot of colour drained from a lot of people's lives. How many people take part in car boot sales every Sunday? Hundreds of thousands, if not millions. Do they realise their hobby/pastime is going to be severely curtailed?"

Isn't this absolutely frightening? Can you imagine how miserable this country would become? Are we to become the latter-day Eastern Bloc?

April Issue of Classic Bike Magazine



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Enamel Traction Lapel Badge	£2.50
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Greetings Cards (pack of 5, without envelopes)	£1.00
Mugs with Traction Decoration	£1.50
Poster Les Traction	£2.50
Poster 3D Traction	£2.50
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
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Autosculpt Traction (pewter like finish) £4.50  
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Tel: 0208 532 0813

Email: [steveshine@compuserve.com](mailto:steveshine@compuserve.com)





## 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

## 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 Norwege" 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](mailto:elisabeth.aronsen@nhm.uio.no)

## 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](mailto:robindyke@btinternet.com)

## Impressions of the recent **toc** Belgium Tour by the organisers

Friday: hot, hot, hot. Our guests came to the Rotonde in short trousers, by foot, with ice-creams, but without Tractions.

The rural village Houtave was so quiet and peaceful and the landlord and his lady served a simple, tasty home-made meal and everyone relaxed.

Saturday: windy. Everyone was surprised at the Permeke-museum, some liked the paintings and sculptures, others were not so keen, but then they had more time to look at each other's cars and engines.

'tOosthof: a lazy lunch on a sunny terrace, we stayed a little longer than expected so everybody could enjoy the desserts. Although timing wasn't strict, most of the group seemed to be very tired after the evening dinner - probably the sea breeze, you have to get used to too much oxygen!

Sunday: It was a tight schedule and we appreciated everybody arriving on time! At Zeebrugge our party stole the show! Afterwards we saw the Polder landscape at its very best.

After Damme & Brugge everyone was tired - too tired for the museum visit in Fort Napoleon. But the staff and the chef of the restaurant made up for all this with excellent service and a very tasty fish menu and dessert buffet.

We loved organising the weekend. We thank all of you for your presence and enthusiasm, because that is what made the weekend a success.

Walter & Noella - Wenduine



The BOCC - Belgische Oude Citroen Club has kindly put Walter's photos on their website: [www.bocc-citroen.be/](http://www.bocc-citroen.be/) then on the left click on 'fotogalerij' then at the bottom of the list click on weekend met TOC 27-29 mei 2005

# tocsection scene

## Peak Section

Our section is still quietly active with our regular lunchtime meetings on the first Sunday of the even month.

Our next meeting is on Sunday 7th August and will be at the Cromford Steam Rally. We have all our Peak Tractions entered on the Sunday. However it is too late to enter any more cars but it is a good event to come and see anyway.

On October 2nd we will be at the Yew Tree Inn in Caudon which is near Ashbourne. A superbly characterful pub full of antiques and artefacts including working polyphons and pianolas. Excellent Burton Bridge Bitter and cheap snacks. Tempted?? Then contact us for more information. Details on inside cover of the Mag. *Bev Oates*

## West of England Section

### DATES FOR YOUR DIARY:

**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.

## Surrey & Hampshire Borders

### DATES FOR YOUR DIARY:

**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.

## 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 Cafe 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).*

## tocsubscriptions

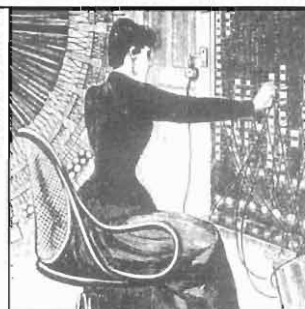
### SUBSCRIPTION RENEWALS

As you all know, subscriptions are due each year on 1st April; it helps the volunteer officers and the Club if you pay promptly.

As of this issue, around 50% are still outstanding. Please check and if you have not sent payment **DO IT NOW!** Any subs not received within the next three weeks will mean suspension of membership, no further magazines and a rejoin fee when you do pay up.

Please help up avoid that situation.

Thank you - Peter Riggs



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# 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  
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No recommendation of any goods or services should  
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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 Commercial DS19 engine - 4-speed 12v  
electrics, CV driveshafts, rear heater seatbelts,  
stainless bumpers and much more. MoT'd March  
06 - £7000. Jonathan Howard: 01608 643065



1952 Slough Built Light 15 present owner 20  
years, red leather seats, sun roof, stainless exhaust,  
rewired, MOT and tax, very good condition.  
(original colour green and white), many spares,  
complete bonnet, and more, original repair  
manual; Citroën car club mags 74 to 76, floating  
power mags 77 to now, £7,000 or sensible offer  
Phone: Michael 01508 531199

1954 Slough built Light 15, big boot reluctant  
sale of Rupert's. Black/tau 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 Gwicks)



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 Maigret 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 fascia, black. My car since  
1992. Only minor cosmetics to make superb -  
genuine reason for sale. £6,750. Call Allan Calvert  
on 01253 735 377.



## WANTED

WANTED Required urgently for 1955 Lt.15 Slough  
built Citroën: One post-war Slough chrome  
bumper (overrides 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: 01632 787593, mobile 07770 960712.

WANTED by genuine enthusiasts: Any type of  
Light 15 fitted 1D Engine 4 speed gearbox. £8,000  
available (or 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

SWOPS: I have a Normale grill with no dings or  
dents with the 'crest' on it still but no other  
aluminium bits. As by 1956 Légère grill is bent and  
battered (do doubt been in a fight and lost) I feel I  
would like to swap the grill I can send photos,  
especially if you have an email address.  
Russell Phillips - 01223 870 277

Air Silencer, tube type with inner cage. Excellent  
condition, powder coated. £65. 35FAIE  
Carburettor £20.  
Contact: Steve Shine. Tel: 020 8532 0813  
email: steveshine@aolinternet.com



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

1. 1953 Slough RHD Light 15 (big boot) complete  
car as bought, now with new V5 registration doc.  
Car complete and good restoration project. £900
2. 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.

3. 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.

4. 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

1. 11D Crankcase - clean but no Crankshaft.

Excellent spare just in case!! - £25.

2. Sports Pack - set of oversize domed Pistons and  
Liners with unleaded Perfo Cylinder Head machined  
to suit - Excellent - £250 the lot.

3. Gearbox and clutch housing - 9 x 31.

Unknown quantity but looks ok - £90.

4. 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 perfect condition. Offers invited.  
Call Nigel Webb: 01458 831821

## MISCELLANEOUS

Citroën Workshop Manual in three parts.  
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121

