

Floating Power

May/June 2006



toccontact



Chairman
Bernie Shaw
Silvertrees
2 Hardwick Close
Wellingborough
Northants NN8 5AE
Tel: 01744 675 384
bernie-pearl@lineone.net

Treasurer
Tony Malyon
3 St Augustine Road
Fifthstown, Pontypool
Gwent, NP4 5EZ
01495 763239
tmalyon@yahoo.co.uk

General Secretary
Tim Walker
15 Lindfield Gardens
Guildford
Surrey GU1 1TD
01534 853 639
timwalker11@btinternet.com

Membership Secretary
Peter Riggs
6 Newton Close
Rushden
Northants NN10 0HR
tel 01933 419863

Social Secretary
Tony Latchford
22 Inchbonnie Road
South Woodham Ferrers
Essex CM3 5FG
01245 328009

Club Spares
Chris Treagust
98 First Avenue
Wickham, Chichester
Sussex, PO20 7LQ
01243 511378
chris.treagust@tesco.net

Standing Committee
Pat De Felice
Paul De Felice
Colin Gosling
Tony Hodgekiss
Mick Holmes
Bev Oates
John Oates
John Ogborne
Bernie Shaw
Steve Shinebroom
Steve Southgate
Tim Walker
James Yates

Club Shop
Steve Shinebroom
2 Fallow Fields
Loughton
Essex IG10 4QP
Tel: 0208 532 0813
steveshine@btinternet.com

Honorary Life Members
Fred Annells
John Gillard
David Shepherd

Club Website
traction-owners.co.uk

Webmaster
Mick Popka
popka@googlemail.com

Administration & Committee Archive
Ogborne, Whimbrel
Cottage, Wells Road,
Westbury-Sub-Mendip,
Somerset, BA5 1EX
01749 870501

Local & Club History Archive
Frank Grant, Dun
onnachaidh, Crathie,
later, Aberdeenshire,
AB35 5UL,
013397 42272

scotland

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



lakes & border

Bob Cuppage
Branthwaite House
Caldbeck
Wigton
Carlisle
CA7 8HB
Tel: 01697 478301

ireland

Norman Moore
69 Killane Road
Limavady
Co Londonderry
Northern Ireland
BT49 0DT
Tel: 028 7776 3755



northern

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



peak

Bev & John Oates
55 The Knoll
Tansley, Matlock
Derbyshire, DE4 5FP
Tel: 01629 582154
email: peak.toc@virgin.net



mid-shires

Bernie Shaw
'Silvertrees'
2 Hardwick Close
Wellingborough
Northamptonshire NN8 5AE
Tel: 01933 274382
email: bernie-pearl@lineone.net



welsh borders

New Area Representative required.
To volunteer please call Bernie Shaw

south midlands

Simon Saint
Snigs End, Danes Green
North Claines
Worcestershire, WR3 7RU
Tel: 01905 454 961
email: janeandsimonsaint@hotmail.com

west

Terence & Jane McAuley
7 The Normans
Bathampton
Bath BA2 6TD.
Tel 01225 466 939
email: mrsjane.bear@toucansurf.com



london

Peter Simper
215 Whitton Road
Twickenham TW2 7QZ
Tel: 020 8891 1093



south west

Trevor Dyer
Malston Cottage
Sherford
Kingsbridge
Devon TQ7 2BB
Tel: 0154 853 1833
email: trevdyer@malstonco.fsnet.co.uk



hants, surrey & sussex borders

Steve Reed
No1 Terwick Cottage
Rogate, Nr Petersfield
Hants, GU31 5EG
Tel: 07860 719 098, 01730 821 792
Fax: 01730 821 115



Club Tools are available in these areas
 Approximate position
For details of area meetings, please contact your local organiser

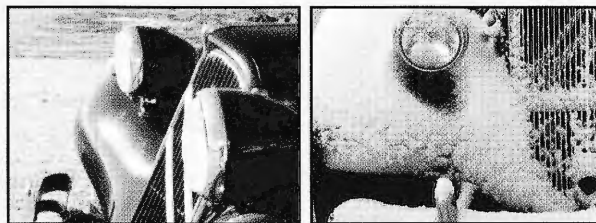
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Editorial

As you will see, I have managed quite a quick turnaround on the May/June edition of FP. I apologise again for the lateness of March/April but I think we're nearly back on track.

In this issue we see the final part of Melvyn Ford's super article 'An Odyssey Part II', an excellent write-up on the Scottish Malts Rally courtesy of David Baird, and a very interesting piece on the 'ghost car', kindly sent in by Walter and Noella Callens. My grateful thanks to all who take the time to send in letters and articles etc - I really do appreciate it: if nothing comes in, then there's no magazine for me to produce. I'm sure there are plenty of 'outings' coming up now that we have at last got some good weather, so please write something and send in your photos! Paul and I have been on two excellent classic car tours recently: the Mosel Valley over Easter and Laon last weekend. Its nice to have the Traction out now that the nice weather has arrived.

I've sent a few '12 questions' to various committee members which I will be putting in over the next few issues - just a fun way to get to know the committee a little better. I've filled one in for myself, but obviously the Traction-related questions relate more to Paul than me.

Well, I'm now off to the committee meeting and I hope you all enjoy this edition.

Copy date for the next issue is 7 July.

Pat

Editor:

Patricia De Felice
2 Oxford Gardens
Winchmore Hill
London N21 2AP

Tel: 020 8360 6837

Email: toc_editor@btinternet.com

Chairman's Message

On behalf of all concerned I am sorry the last issue of FP was so late. As we say so often, all Club administration is on a voluntary basis and there are times when, no matter how hard we may try to achieve targets, we simply cannot. I am afraid this was one such time. However, it is my strong belief that this was a blip and we are already well on the road to recovery. (If I am right you are reading this and not even thinking about the timing behind it!)

One of the major effects of the delay was the late distribution of renewal notices. Despite this, Peter Riggs has now had about 60% back but I do ask those who have not yet responded to do so without further delay. You will also notice Peter's new address on the second page (in case you have lost the form and need to contact him for another!).

I did manage to attend the excellent 30th Anniversary convoy drive and Celebration Lunch at the Rainbow Inn. There will be a separate report on that but I should like to personally thank Helen Shelley for her efforts in getting so many new and old faces together for such a memorable event.

Mick Popka is doing a grand job of keeping us informed about the York Annual Rally. In fact, those who watch the website will see registrations from the UK have finally overtaken those from Mainland Europe! One change that will come into force at York will be revised rules for the Concours d'Elegance. The judging criteria will remain unchanged but the eligibility for prizes has been reviewed. The aim is to prevent one vehicle from regularly sweeping the board and thus permit a wider spectrum of cars to (deservedly) win prizes.

There have been no recent changes to this year's social programme other than re-scheduling of the NEC Classic Show to late October. Mick Holmes is at the helm for that and would appreciate any offers of help with preparation and/or stand manning. Meanwhile, James Yeats has now got his feet well under the Social Secretary's table and already has some ambitious proposals for 2007.

I know we are only halfway through the year but the AGM is only a couple of FPs away so I shall take this opportunity to remind anybody who might be interested that we are always looking for "new blood" to help run the Club. Enquiries from possible "volunteers" to join or assist the committee, with or without portfolio, will be very welcome.

Finally - just in case anybody should be interested - I am still waiting to pull out my engine and investigate the "drumming". I can't blame the weather this time. There have simply been other priorities, very few of which have been Traction biased. I now plan to see if it will get round France - sadly the TOC will not be so well represented in Brittany this year - before deciding if I need to schedule the job before going to York.

Happy Tractioning to all and may all your troubles be little ones. If not, may they be readily resolved by a call to Chris Treagust or Mick Holmes.

Front Cover

Cover: Traction outside Dyrham house
by Terrence & Jane McAuley



Scottish **Malts Rally** 2006

This was our 8th Scottish Malts Reliability Trial - indeed our 1954 Onze Legere "Edith", my wife Jacqueline and myself are the only crew which has competed in, and finished, all the "Malts" since the first one in 1998.

It is a combination that suits us: a nice mixture of Regularity Sections and Driving Tests. The Regularity Sections require one to maintain a specified average speed varying between 15 and 30 m.p.h. points are lost at secret checks along the route for seconds early or late at that particular location. Not as easy as it sounds, given the quite often demanding nature of the terrain (1 in 4 hill) and the possibility/probability of being "balked" by the ubiquitous slurry tanker, school bus or bin lorry!

The driving tests are against the clock and consist of manoeuvring around obstacles in a specified order: stopping astride lines and then continuing on: reversing into "garages" and slaloms. The main difficulty is remembering the route when the "red mist" comes down after the start!

We do approximately 200 miles each day, staying in good hotels with a number of evening functions provided. This gives us a good chance to get to know our fellow competitors.

The competing cars cover a very wide range: in the 8 events we have done we have come across 3-wheeler 30's Morgans to Ford Galaxy's and Oldsmobiles with everything in between from pre-war to the late seventies.

The "star of the show" this year, in our opinion, was a 60's ID 19 Ambulance complete with nurse's seat behind the driver and beside the stretcher - fortunately no patient present!

Much of the pleasure of these events is taking what many people would consider as unsuitable cars and testing them and their owners in competition.

Certainly in earlier events, our Onze Legere raised a few eyebrows, but as we all know the Traction is a modern car conceived in 1934 and still way ahead of its time when production ceased in 1957.

On only two events have we had the company of another Traction. It would be great sometime to have three of us

so we could put in a "team" entry.

The photograph was taken by fellow Traction owner Maurice Millar (Onze Legere 1957) who is one of the dedicated band of heroes called marshals without whom there would be no events. This picture was taken mid week in blazing sunshine when you might envy Maurice his job. By the Friday morning we were motoring in - and the marshals were standing out in - a howling gale and horizontal sleet. What's more, they all seem to enjoy it and return again and again. Many thanks Maurice to you and all those like you!

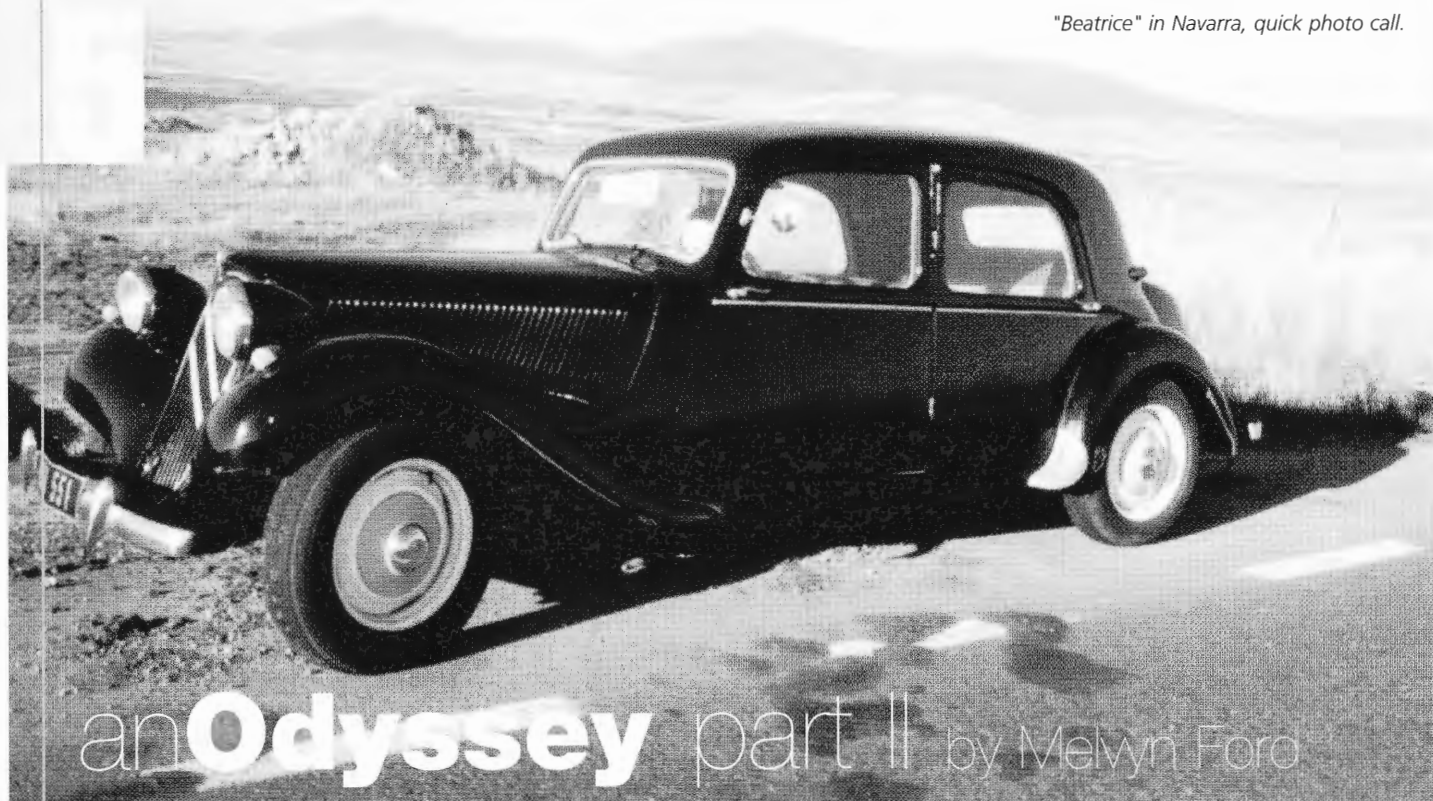
David Baird

Member No 1183



12 questions John Ogborne

- 1. What was your first ever car?** 1948 Ford Prefect (£15)
- 2. What car(s) do you drive now?** Citroen C3; Ford Ka
- 3. What is your dream car?** I don't really have one but I would very much like a Traction Roadster. I've never hankered after a "supercar" such as a Ferrari.
- 4. When did you first become a Traction owner?** 1993
- 5. What is the furthest you've driven in your Traction?** 350 miles in one day
- 6. What was the most awful moment in your Traction?** When I allowed it to run away downhill and it parked itself sideways on my neighbour's garden.
- 7. What was the most hilarious moment in your Traction?** Driving round that racing circuit on one of eth Brittany Tours or when we were in France (on another Brittany Tour) when they won the World Cup.
- 8. What is your favourite food?** Seafood - ideally crab or lobster.
- 9. Which country could you see yourself living in?** Certainly France, maybe Switzerland or, further a-field, New Zealand
- 10. What book are you currently reading?** "Untold Stories" by Alan Bennett
- 11. What's on your CD player at the moment?** Ravel Piano Works
- 12. What's your favourite children's book?** Now you're testing my memory and it depends on the age range you have in mind. I have to confess that I read just about all the Blyton books probably accompanied by "lashings of ginger pop".



an **O**dyyssey part II by Melvyn Ford

You will remember that in the first instalment of Melvyn's story, he managed to test, buy, prepare for the return journey by road, contract insurance and get he, Ingi and their new found friend, a 50 year old 118BL to the docks in an incredibly short time, measured in hours rather than days.

We left them, having successfully completed the first stint of the journey and gazing in awe at the sheer bulk of the Pride of Bilbao which was to take them home to Spain, and being aware that there was still a further 900 kms to go by road before they could relax with a drink. Melvyn's story continues:

We waited in turn in line on a cold dark December evening. Opened the window for some air but the wind was bitter cold and quickly closed it!

After about 15 minutes, the line of cars started to move forwards with the ones in front disappearing into the bowels of this huge car ferry. All the cars had been going into the lower deck but as we drove up to the gangplank, the chap in the yellow fluorescent jacket indicated that we should stop and then pointed me in the direction of the upper car deck. Why stop us? Could this be an omen for good or bad?

Anyway, I lead the line of cars up to this vast empty cavern hoping upon hope not to stall the engine and hold everybody up. I drive down the right hand side as indicated by another chap, with the clattering of the wheels on the deck echoing loudly and with the line of cars rattling along behind. Stopped at the end of the deck, turned off the engine and put on the handbrake. Meanwhile the line behind us had filled up and the next line of cars came rumbling down. We had started to get our cases out of the boot when one of the strangest things happened. The leading car, a Citroen Picasso stopped beside us with the driver getting out and greeting me like a long lost friend.

"How are you?"

"Fine", I said trying to be sociable.

"What the hell is this thing you're driving down to Spain?"

Well, I thought, being friendly is one thing but he is really pushing it a bit. Just then, his wife comes round "Hello, Melvyn, how are you keeping?" Is this woman physic or something? "I'm sorry, its been a long day for us but should I know you?" "Don't you recognise us?"

We're Peter and Pam, we rented the villa next door to you for a month last year and we are coming down for another month." The curtain of weariness lifted, "Yes of course, how are you both?" Hugs and kisses all round. Pam said "We saw your car ahead of us in the queue" and Peter said "Look at that great old car, I'd love to have a closer look at it. We could hardly believe our eyes when we pulled up alongside and you got out!"

I have since, in a quiet moment on the terrace sipping a glass or two of the old vino tinto, given some thought to the odds of this meeting. Being on the same boat would have been high, being on the same deck a lot higher. To have been parked in the same line of cars enormous, but to end up parked alongside each other must be a million to one chance!

We left Peter and Pam to unload and with a fond look back at that big black French beastie, we went upstairs to sort out our cabin.

For those of you who have travelled on the Pride of Bilbao or indeed for those intending to do so in the future I must say I was impressed. Apart from relieving the obvious tedium of hacking through France, the facilities on board are first class. Excellent restaurants and bars, a cinema and disco. All a bit pricey but I suppose the overheads of running this boat must be frightening.

Crossing the Bay of Biscay can be hell on earth at times but we were fortunate with the weather. We did the mandatory dolphin watching but after ten minutes of standing on deck getting your head blown off with the spray in your face we decided "blow this for a game of cards" and came below to find the nearest bar!

Wandering through the lounge one evening, I passed a chap reading a classic car magazine and with several scattered on the table. A kindred spirit, I thought, too good an opportunity to miss, so I took three quick steps backwards and asked him if he was into classic cars. "Not really", but his friend back in the UK was and had given him them to read on the journey. I told him that I was driving a Traction down through Spain. "Just a minute" he said rapidly thumbing through each magazine, "I have just read an article about them". After a while he found it and let me take it away to read which was just what I needed. The more info the better. The article was superbly produced and really interesting.

After two days and three nights we berthed at Bilbao at 7.30 in the

morning. We took our luggage down to the car deck which was already a hive of activity with engines being started and revved up, doors and boot lids being slammed and with people shouting across to each other. Moment of trepidation, here, would the old girl start after two days? Perhaps the battery was flat? Before starting the car, I opened the bonnet and gave the fuel pump a good prime. Back in the driving seat, here goes, retard the spark, and pull out the choke. Foot on the clutch, turn ignition, pull on the starter and BINGO away first time. A quick chat with Peter and Pam who would be hacking it down to Benitachell to arrive, they reckoned, by late afternoon. We told them we expected to be at least a couple of days and would be delighted if we managed to reach Zaragossa by nightfall.

We drove out of Bilbao looking for road signs for Vittoria or Logrono but couldn't see any. Probably because we didn't now, how would we, that Vittoria is now called Gasteiz! Ingi was, after a brief discussion, nominated to act as navigator, first engineer and cook. First road sign we saw was to Santander. I felt uneasy, but navigator said it was correct to follow it so off we went in that direction. After driving along for some while with a doubt in my mind and not seeing any other traffic from the ferry belting past with GB stickers on their boot lids, I decided to stop and check! Lucky move, as we were driving due west, completely in the opposite direction to where we were going. Ingi was immediately stripped of her navigation duties; she was not just plain cook and first engineer (she didn't know that the latter meant pushing the car should it break down).

So onwards we trundled and pulled into the first garage to fill up and as we stopped we saw that the vehicle in front was being driven by the guy who had lent me the classic car magazines. Another strange coincidence. We both had a chuckle that we had gone wrong agreeing that obviously the road was badly signposted. The fact that seven hundred or so other motorists had gone off in the right direction wasn't mentioned at all! Of we set again, found the first roundabout and turned back for Bilbao where this time we had no problems in picking up the road for Vittoria and Logrono.

It was still early morning and a cold overcast day. The drive up to Logrono was up hill all the way. I kept the speed at a steady 70 kph and the car seemed to be running nicely with a good healthy hum from the engine.

Climbing as we were, it was gradually getting colder and we had no heating! The heater on the Traction is a tube-like contraption that bolts on to the radiator to conduct hot air into the car. Unfortunately, we didn't have it and it was probably laying somewhere back in James's garage in distant Wiltshire.



"Celeste" at home in the sunshine.

I told Ingi that all this fresh air was much healthier than sitting in a warm stuffy car for hours on end but she wasn't really convinced. We carried on climbing but after a while Ingi's lips began to turn blue so I pulled over and got her to put on her jacket and, absolute gentleman that I am, I wrapped my own jacket round her legs, I know, call be old fashioned but that's just the way I am!

So, off we set again, me driving and Ingi in her cocoon. I was perishing cold but I didn't let on and prayed quietly for the clouds to break and allow the sun to come shining through.

Up to now, the motor had been running beautifully, just purring along when I suddenly became aware of a rhythmic tapping and clattering noise that began to get louder and louder. This sounded serious!

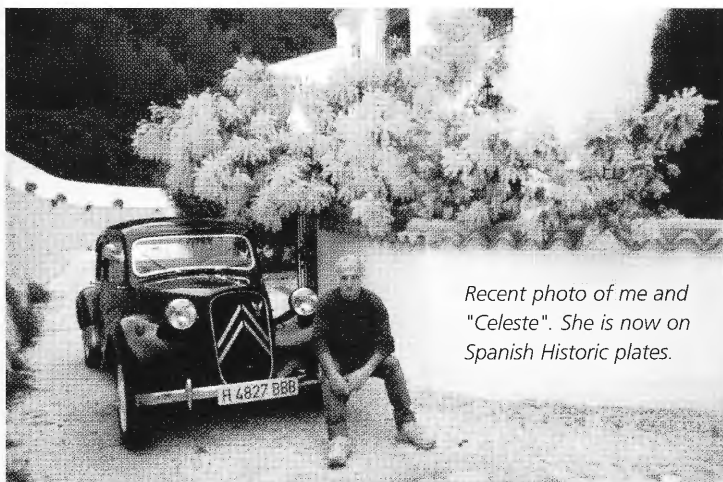
It was either the tappets or the dreaded camshaft about to seize in its bearings.

By now, the noise was becoming unbearable and I was expecting the engine to seize at any second, so I turned to Ingi to tell her that I would need to pull over. I was amazed to see that she had now turned deep blue and that her eyes had a fixed distant gaze. Most important of all, it was her teeth which were chattering away uncontrollably and making the noises that I thought were coming from my lovely engine!

Thank God, no need to worry after all! These women from Teuton stock are pretty tough so I reckoned she'd be all right for a while and true enough, after a few more miles hauling up the mountains, the sun broke through and warmed us up. The colour gradually came back to her rosy little cheeks, the clattering noise stopped after her teeth slipped back into neutral and she was none the worse for her experience.

We came to our first garage shortly after and tucked into bocadillos and cups of coffee. Quick top up of fuel and we were on our way again. The Big Black Beastie kept up a steady 70kph and we were making good progress. Vittoria and Logrono were well behind us and the terrain had levelled off. We now started seeing our first signs for Zaragossa, still hundreds of kilometres away but it gave us something to hear for.

So we came out of Aragon and into the wide open plains of Navarra.



Recent photo of me and "Celeste". She is now on Spanish Historic plates.

We were now really motoring and after a few hours reached Zaragossa skirting round the city to the south and picking up the road for Teruel. We had been travelling for about six hours. Back in late December the days were short but as we were going well, we decided to hack on as far as we could.

So it went on for hour after hour, car working perfectly and all the time a continual hooting from approaching truckers. I didn't carry any spares, a split hose or a broken fan belt would be a disaster. If we had broken down out there in the wilds we would have had to wait for ages for any one to find us and the chances of getting any repairs done at a garage this side of Barcelona were remote.

I kept these fears to myself as Ingi was really enjoying the ride. We were now well south of Zaragossa and heading for Teruel. We had been this way previously when driving down from the UK three years ago. We drove past familiar names, Carinena, Burbagnera, Daroca and Calamocha. Teruel was now achievable but it was beginning to get dark.

Perhaps I was tempting fate in assuming that if anything was going to go wrong it would have happened by now. After Teruel, the light faded rapidly and it eventually got dark and I do mean dark. The N234 was not the best road to be driving in the pitch black in a 50 year old car with 6 volt electrics, but we soldiered on!

The car has no modern goodies like hazard flashers. So if we broke down at the side of the road, I doubt if any half awake truck driver would have even noticed the warning triangle. But we didn't break down, the good old 1911 cc, long stroke engine just kept on humming away for hour after hour and then eventually we picked out the glow of Valencia in the distance.

It was now about 8.00 pm and there didn't seem to be any point in stopping. We would try to make it home in one hit. We didn't think for a minute that we would get this far in a day and we were now within striking distance of home and it didn't really matter what time we got there. So, on we drove, picking up the Autopista at Sagunto and skirting round Valencia which seemed to take an eternity.

Then came a moment of panic when I looked at the fuel gauge which was still registering half full and I was sure it was hours since we last took on fuel. The gauge must obviously be faulty and James had

forgotten to tell me that it would show half full when there was only an eggcupfull swishing around at the bottom of the tank. On the way down, I had asked in several garages for a spare fuel can but none of them had one. What a nightmare to run out of fuel on the motorway in the dark. We passed a sign showing the next garage to be 34kms further on. Now that's a long way to drive believing you are just about to run out of petrol at any moment. Talk about stress! I dropped the speed to save petrol and after what seemed an eternity we reached the services at the Area de la Zafor where we tanked up and had a hot meal which charged out batteries and, suitably refreshed, we climbed on board for the last leg of the journey and headed on down the Costa Blanca.

James had said that something must go wrong but up to now nothing had and we had driven across Spain without a hitch. The old car was really running well, perhaps it was the higher oxygen content in the air at night but the engine tone was just a quiet purring. We really were making progress, Cullera, Gandia, Oliva all behind us. On past the lights of Monte Pego up in the hills to the right and then Denia and Ondarra were behind us as well. Pitch black with very little traffic we drove on in our fifty year old time capsule.

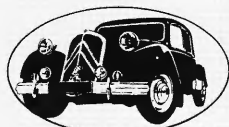
We pulled off the motorway at the Benissa exit at junction 63 and ten minutes later we were in our driveway and turned off the engine. It was not about 10.30 pm and some fifteen hours had passed since we had set off from Bilbao. We had chanced our luck and it had paid off. We had driven some 1000 kms since leaving Broadchalk with the old car performing perfectly, a fitting testimonial and a tribute to Andre Citroen and his team of engineers who conceived her so long ago. A word of appreciation also to the skills of the garage mechanics both in France and in the UK who have maintained her over the years.

They would have been proud of her.

A few days after getting home we named the car "Celeste" but on reading through the papers James had given us we realised that he had called her "Beatrice", which strangely enough is my mother's name. But "Celeste" she stays.

Melvyn Ford

New Members



**TRACTION
OWNERS
CLUB**

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

1924	Mrs S Mayall.	Llanrhaeadr, Denby, N. Wales
1925	John Muldoon.	Larbert, Scotland
1926	Len Goldstone.	Taunton, Somerset
1927	Nigel Dent.	Milton Malsor, Northants
1928	Ian Harvey.	Shillington, Herts
1929	Masayuki Egawa.	Tokyo, Japan
1930	Paul Davis.	Mersea Island, Essex
1931	Michael Simpson.	Llandrillo, Denby, N. Wales

Anniversaries

- 1 May 1751** America held its first cricket tournament in New York.
- 4 May 1715** The folding umbrella was patented in Paris.
- 5 May 1921** Chanel No 5 was launched (named after the 5th day of the 5th month)
- 21 May 1906** The spare wheel was patented in New York.
- 1 June 1935** Driving Tests and L-Plates were introduced.
- 3 June 1944** The bikini was unveiled in Paris.
- 12 June 1934** Sixty experimental pedestrian crossings were created in London.
- 30 June 1894** Tower Bridge was opened.

toc correspondence

Special Characters

Hi All

This is just in case you don't know the trick to print special characters on your keyboard.

Hold down the left Alt key

Type **4 numbers** on the **key pad on right**

Release the Alt key

0189 will give ½ (half)

0223 will give é (e acute)

0128 will give € (euro) - but this can also be achieved by pressing 3 keys bottom left (Ctrl + Windows + Alt) and 4

Sometimes a computer has been set up for American English or perhaps the character set offered by an IPS may not be what you want with the result that ½ (half) gets lost and replaced by _ or a square.

Kind regards

Robin

toc website

Dear Sir,

I have just visited the TOC website and feel compelled to advise I shall definitely NOT be attending the annual rally in York.

I cannot believe that Mr Popcorn has been foolish enough to give so much detail in such a professional presentation. Having viewed it twice I now know the programme so well there is no reason to divert time (and funds) to actually attending!

I heartily recommend all members to visit the site at once with a view to saving, not just the enrolment fee, but the additional fuel and accommodation costs as well!

I also apologise if my last letter - which you were kind enough to publish - caused any problems in terms of the scheduling of FP. I must say really had not expected you to delay the magazine on my behalf. Of course I am not complaining but my barber actually made a surcharge because my hair was so long when I did finally attend. Nevertheless, I thank you for your kind consideration.

Kind regards,

Tyrone P-Lott

Model a-traction

Hi All

Below is a photo of the latest in the series of Traction models by "Editions Atlas". Richard Hooley mentioned these in FP a couple of issues back. This one is No 16 in a series of 11 - Er Yes! (I just wonder how many I have committed myself to?)-*

Anyway, this one is of particular interest, as not only is it a Light 15 (and the same year as my car!), but how many models can you find of a Light 15?

The registration is SPJ 420; it would be interesting to know who the "original" belongs to?

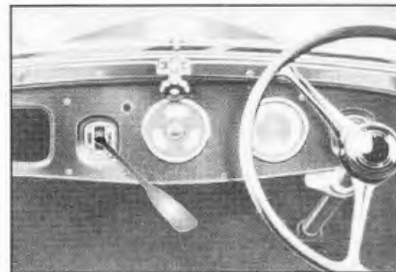
Best Wishes

Martin & Vicki Nicholson

Paddle-operated Gear Change

I am replacing my incon-sequential gear change with a paddle operated system

Boy Racer (Robin Dyke)



kunt u het
Nederlands
lezen?

(Can you read Dutch?..)

Hi

Thought you might like to know that there is an article in this month's CITROExpert about the Big Six which might be of interest to any members who can read Dutch.

<http://www.citroexpert.nl>

Regards

Julian Marsh

<http://www.citroenet.org.uk>



tocorrespondence

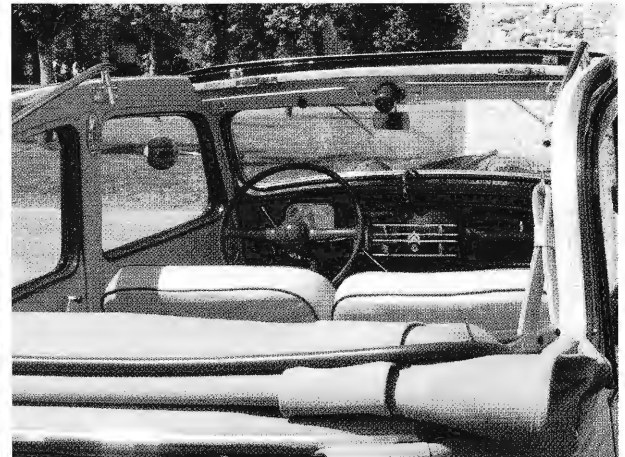
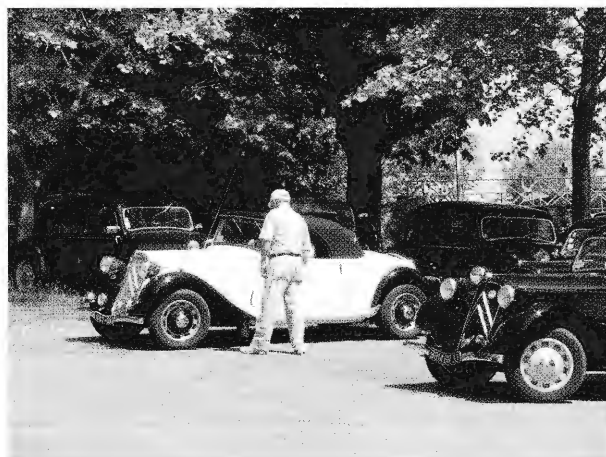
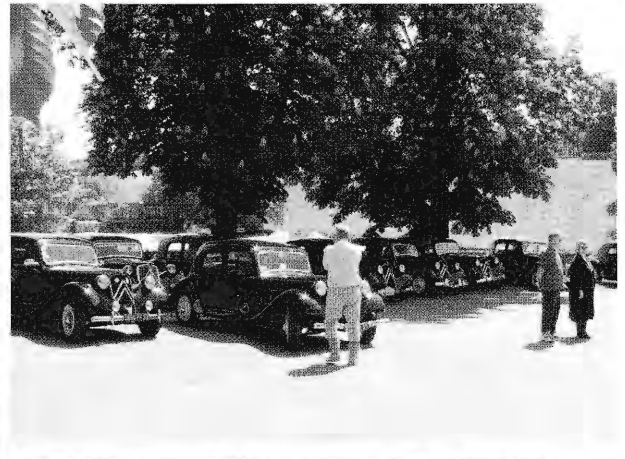
Restoration Project

I have found this in a French vine field and would like to restore
Could you help in identifying it - no front grill - where will I find
the numbers of the type and model

Alan Roffey



Beautiful Bourdeilles Tractions



A friend of a friend spotted these beautiful Tractions on a trip to Bourdeilles near Perigueux in the Dordogne in May. I don't know the event or any more info I'm afraid, but quite a good turn out.

Regards, Tom Evans.

Note new email address - tiger.tom@zen.co.uk

toc correspondence

New Traction Database

Unfortunately my computer has eaten my old database of tractions. It had taken some 5 years to collect data on over 2,000 tractions from all over the world. However all is not lost, I have still have about half the original records on various scraps of paper. Because of the volume of data it was a most useful tool in identifying and dating members' tractions. So I have re-designed a new database, which I hope will be easier to use and should provide better enquiry facilities.

If any of you could send me details of your cars (again), I should be most grateful. You can see in the example the sort of information which would be useful - chassis, coque & engine numbers, dates, colours, history, etc. The database is intended to be just about the cars rather people, but if there is a really interesting history please let me know.

The screenshot shows a form titled "Traction" with the following fields and values:

- Registration No: NYM200
- Model Code: TICL
- Model: Light 15
- Body Style: Baloon
- Body: Big
- Chassis No: 9 - 030895
- Body Code: BPVSM
- Cocque No: 1257
- GB
- Name: Nimpkr
- Colour: Maroon
- Make: Slough
- Advert Date: Thu 30 Apr 53
- Build in: Slough
- First Reg: 01/08/53
- Model Year: 1953
- Engine: Perfo on 1965 DW
- 1911 or 12
- 0164028713
- Engine No
- Pre-Engine: AB25796
- AM15831
- 10:31
- 3 Gears
- Source of info

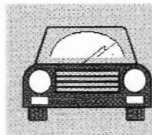
Notes: Imp rebuilt by PS 2002. g/box rebuilt with 10:31 by JH 2003. RW shafts & MT wbone rubbers fitted by JH 2003. elec fan & sills fitted by JG 2004/6. doors re-skinned by MR 2006.

Robin Dyke

tel: 01865 858555 robindyke@btinternet.com

18 Henfield View, Warborough, Oxon OX10 7DB

Slough Wiper Motor & Drives



Does anybody have any technical information about the 12v wiper motors and drive mechanism fitted to Slough cars in the 1950s? An exploded parts diagram or a wiring diagram would be most useful. I have just replaced mine. It was dated 2nd April 1953, so it probably was the original equipment (I think my car came off the lines in late April 1953). The reconditioned unit that has gone is dated 12th April 1953, so I feel very confident with my much newer part.

Robin Dyke 01865 858555
robindyke@btinternet.com

We are sad to report that Jake Breugelmanns from Biggin Hill passed away recently. His membership number was 231 so was one of the very early members of the TOC.



toc helpline

0870 012 2002

from abroad

0044 115 911 0960

email: toc.helpline@ntlworld.com

12 questions Pat De Felice

- 1. What was your first ever car?** 1963 Mini (715 EXF)
- 2. What car(s) do you drive now?** Hyundai Amica and Honda Accord
- 3. What is your dream car?** Triumph TR4 in red – and I just know that Paul is going to surprise me with one at some stage, and I promise to be very surprised when he does!!
- 4. When did you first become a Traction owner?** Paul bought his first Traction in 1991
- 5. What is the furthest you've driven in your Traction?** We were in Germany over Easter so I would imagine that's the furthest
- 6. What was the most awful moment in your Traction?** When we were driving to the rally organised by Walter and Noella Callens in Belgium and the car broke down at exactly the same spot in Calais as the previous car did a couple of years before! I recognised the bush straight away.
- 7. What was the most hilarious moment in your Traction?** When Barry Brick took out Paul's seat and replaced it with a bucket - all of which was caught on video
- 8. What is your favourite food?** Italian
- 9. Which country could you see yourself living in?** France, Germany, Italy, South Africa, Australia !!
- 10. What book are you currently reading?** Deception Point by Dan Brown
- 11. What's on your CD player at the moment?** Ancora - Il Divo
- 12. What's your favourite children's book?** Miss Pickering Goes to Mars! I found it in the library when I was quite young and loved it. I tried to find it again but never could. One day, fooling around in the library I tripped over a mat and fell against the books and my hand landed on that book - spooky!!

CITROËN

toctech



volume 1

Maintenance **29**

TECHNICAL

Transmission Troubles

1001 cures for a mis-firing Traction

Brakes again...!!

The information given in this section represents the opinions and advice given by each contributing author. Neither the TOC, nor its officers and members, accept liability for any error, omissions or inaccuracies that it may contain.

Transmission Trouble

Mike Tebbett had the misfortune to suffer what appears to be a very rare failure. He shares his experiences with us with the hope that it is a unique event.

On my way one last October Saturday morning to do the shopping, in the Traction of course, I just got to the top of my driveway and paused to check the traffic before pulling out. Gently lifted the clutch (in first gear of course) and I heard a slight click and found I had lost drive. Further investigation was puzzling, as all gears could be selected as usual with the usual slight resistance on the gear lever, and in each gear the speedometer was also working normally – but no drive was reaching the wheels! There was no graunching from the gearbox, unlike a year earlier when a tooth on the pinion broke which resulted in a split gearbox – very noisy and messy!

When I stripped the gearbox I was surprised to discover that the layshaft, the lower shaft in the gearbox that carries the pinion on the end, had snapped in two – see photograph below. I am told this is a very rare occurrence, and even Roger Williams has never heard of this happening before. I have now invested in one of Roger's 10x31 crown wheel & pinion sets in a gearbox totally rebuilt for me by Jonathan Howard. My word what a difference this has made to the car, nice quiet high speed cruising with 100 kph easily attainable. As my car was originally a 7 "Eco" it would have had this final drive ratio originally, though not with its 1911cc engine I admit!



Puzzle corner

Remember the puzzle from the last issue?

There was an excellent response from members with a wide range of suggestions on the cause or causes. I have included a brief summary to remind you of the problem and followed this with the nine responses. The answer may or may not be here but, regardless of the outcome, there is a lot of valuable advice that applies to all our cars. The "answer" will be published next time (assuming that the problem is solved) and many thanks to all who responded. Incidentally, it is not my car!

A 1953 Light 15 with the standard, unmodified 1911cc engine and 12V Lucas electrics. The origins date back several years to when there had been intermittent misfiring, but insufficient to warrant serious investigation. The assumption was that it was probably dirt in the carburetor, dirty plugs, or maybe a condenser on the way out. However, matters came to head on the way back from a trip to the Le Mans Classique event a couple of years ago when the misfiring came close to a re-enactment of the battle of the Somme. Having attempted the usual roadside repairs every 20 or 30 miles with the assistance of the other members of the party, the car limped home back-firing all the way.

Mike Tennant - Mike suggested that the culprit may be the braided and sleeved lead that connects the moveable base-plate in the distributor to the body of the distributor. This wire is subject to a huge number of flexes in its lifetime as the vacuum advance/retard mechanism moves the base-plate and will eventually break. The sleeving hides the break but may nevertheless still give intermittent contact giving rise to the symptoms experienced. Some contact is afforded by the leaf

spring under the base-plate but this is likely to be very unreliable and covered in grease and dirt.

Just for the record, the correct distributor for this model is the CJ33 (stamped on the side, followed by 4 figures denoting the date of manufacture e.g. 0448 – April 1948). Earlier models were fitted with the CJ32 which has a "D" shape on the side of the cap where the condenser is fitted; it doesn't have vacuum advance/retard.

Jonathan Howard - Jonathan had similar problems with his C4 (not the latest C4!) with difficult starting, lumpy, erratic tick-over, backfiring when pulling away and brief periods of smooth running.

The problem turned out to be due to valve timing. When the timing cover was removed, (not as easy on the Traction!) the nut retaining the larger of the two timing gears driving the timing chain was found to be loose. Although the key was still in place, there was sufficient rotational play to allow an angular variation of about 20 degrees, resulting in up to a 40 degree error in timing due to the relative speeds of the camshaft and crankshaft. A similar problem could be occurring in the Traction, possibly even allowing the timing chain to jump a tooth.

A simple way of testing for this would be to remove the plugs and the distributor cap and turn the engine over on the starter. Any erratic behaviour in the rotor would indicate play in the timing. The bent push-rod mentioned in the puzzle could have resulted in a valve meeting a piston due to faulty valve timing.

toctech forum

Mike Wortley - Your puzzle is a bit of a head-scratcher but, having given it some thought, I reckon it's got to be an air leak. It could be an inlet manifold gasket, carburetor to manifold gasket, or even the fuel drain down from the inlet manifold. Hairline cracks in the manifold cannot be discounted. Is the throttle spindle worn? Try a "Colortune" kit - this will show up any air mixture imbalance.

Richard Heskell - With reference to your request in the latest Floating Power, perhaps a problem I experienced with my 11B Normale, which I outlined briefly in my article in March/April 2005, might just be of interest.

"...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 occasional stalling (this was not occasional!). Over the next year the carburetor, distributor and petrol pump (converted to electric at the suggestion of an RAC breakdown engineer who subsequently helped to fit it) were changed. The radiator was re-cored 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 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 into 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 the problem, especially odour, as the ends of the V tunnel had been well sealed. Problem resolved except that very occasionally when in very hot weather it splutters, but this is most likely due to vapourisation..."

To expand a little on the problem the engine just died, occasionally back-fired, went in fits and starts etc. I must have phoned at least a dozen owners obviously including our help line, Dennis Ryland and a good friend who is the RAC patrolman, but all failed to suggest the fuel line. As I mentioned in the article, there was absolutely no hint of the fuel line being the problem with no smell of petrol in the garage whatsoever as the V tunnel had been very well sealed. The problem was only under load - i.e. when accelerating, which must have allowed some air to seep into the tunnel. The engine re-started after stopping for a few seconds or sometimes a little longer.

Incidentally, about a year later I was speaking to Martin Ryland who asked me about it as they had another car with a similar problem. Finally I have, I hope, resolved the slight vapourisation problem by ensuring I top up the tank when it is still two thirds full but unfortunately have to suffer some odour problems as the breather system on my tank is too efficient.

I hope this information may be of use to our member. He can phone me if he wishes.

David de Saxe - Most misfire problems are ignition-related - perhaps as many as 90%, with only 10% arising from fuel problems. However, to get the 10% out of the way, -

Is your petrol tank rusty - are you drawing particles of rust through the fuel lines to the pump and onward to the carburettor? Do you have an in-line filter fitted that would show whether this condition applies? You do say that you cleaned your carburetor several times - but you don't say whether the jets were blocked with a reddish sludge. Frankly, the best thing

to do if the tank is delivering rust is to fit a new tank, having first thoroughly cleaned the fuel lines by forcing lots of clean fuel through. Don't forget to clean all parts of the pump, too.

As an alternative, you can take the tank off the car, shake it thoroughly (the tank, I mean, not the car!) so as to get as much rust out of it as you can. Then fill the tank with one of the special tank slosh sealants available on the market, thoroughly agitating this around once it's inside the tank (with the filler cap on!), then leaving it to form a protective skin. I don't know what a new tank costs to make, but if you can afford one, prefer that option to the slosh sealant.

I'm assuming that when you removed the cylinder head, you checked the valve timing on replacement.

Now to the ignition issues:-

Can I assume that your misfire was irregular? (Yes) Can I further assume that your 12v Lucas electrics include a Lucas distributor? (Yes) I suspect that either (1) the distributor base plate could be wobbling about - i.e., it may look properly secured but isn't; or (2) you have intermittent earthing of the L.T. (low tension) circuit wires anywhere from the ignition switch via the coil and onward to, or inside, the distributor.

To save time mucking about, can you borrow a similar distributor that you know to be in sound working order, with clean and correctly set contact points and a non-suspect condenser, etc? (I'd gladly lend you mine, but it's the Ducellier type - although it would work in your car). Anyway, whether you can or can't borrow one, first remove your plug/coil leads and take out the existing distributor, having first made sure that not only the pinch bolt but also the bolts securing the distributor to the block were tight. (Although it shouldn't be possible to replace it 180 deg. wrong, mark the distributor body or cap against another mark made on the cylinder block so as to ensure you put it back as was).

Examine carefully the gear teeth to see if any are chipped or otherwise damaged. If so, they will not be meshing properly with the drive from the shaft, and this will cause uneven firing. If there's no apparent damage, you may be able to spot unusual marks on the gear teeth indicating that the gear on the shaft itself is damaged, causing the same problem. In this case, you'd have to renew the driving gear, obviously entailing an engine strip-down. This seems to me a pretty remote likelihood, but it makes sense to check all the same.

If you've been able to beg, steal or borrow another (good) distributor, just replace yours with it, and fire up the engine, making the necessary timing adjustments. If the borrowed distributor results in normal engine running, I suggest the fault may lie in one of two places in your own distributor:-

(1) the base-plate: this may look secure, but possibly isn't. You said you checked the operation of the advance bob-weights, but are you sure the base plate is not free to move, however slightly, within the body of the distributor? If it's at all wobbly, it'll play havoc with the ignition timing. (I assume that the base (fixed) plate of the contact set is also properly secured, and that its securing screw can't move). It is possible to get a clear plastic distributor cap - if you can get one of these and fit it in place of your standard cap with your own distributor body on the car, you might be able to see looseness in the areas I've described above when the engine's running.

(2) I think you've probably checked this, so forgive me for teaching my grandmother to suck eggs, but it's not always obvious that the L.T. wiring is intermittently earthing somewhere along its course. For the cost of a few pence, why not renew the feed wire from the coil via the insulating thingy that lodges between the distributor body and cap, and then carries on inside the distributor to the contacts post (from which it is insulated) to make connection with the + spark contact. If this wire is bared anywhere and, with a vibrating engine, potentially free to earth inside (or outside) the distributor, bad news.

The same goes for the contact wire from the condenser: can vibration cause this feed to earth anywhere within the distributor? Remember this is also a + wire, and should sit insulated on the contacts post below and making contact with the L.T. feed wire from the coil.

Do the distributor insulators insulate properly? There are two half-bobbin-shaped ones at the top and base of the contacts post, which normally don't give trouble. However, the third - the thingy I mentioned which carries the L.T. coil feed can cause trouble. It may look o.k. but may not be. Replace it if you can find one.

Finally, are you sure the feed wire from ignition switch to coil is sound? Why not test that along its entire length? If it's got a connector in it, check the integrity of the connector. It may have gone rusty, or the female bit could be poking out of the rubber insulation and earthing intermittently against the car's body, etc. While you're doing that, why not check the contact on the back of your ignition switch to which the L.T. coil wire is attached. Is the contact and its connection being intermittently affected by the car's vibration? Sometimes an engine misfire can be traced to a dodgy ignition switch - so perhaps you might start there, rather than with my earlier suggestions!

I suppose all the above are statements of the obvious, and if your misfire was regular, none of it will help you at all! Good luck, anyway.

Rik Blote - Nice Puzzle - One thing springs to mind - Lucas distributors vacuum advance works by moving the distributor base plate and to ensure a good earth for the points there is a tiny earth wire connecting the base plate to the inside of the distributor. When they get old they can fail causing intermittent contact resulting in an irregular misfire.

I had a misfire on my traction a few years ago which led me the same merry chase you describe, though my misfire was more an annoyance than a major problem. I even changed the distributor and the carburettor, changed all the gaskets and even tried another manifold, all to no avail.

A compression check showed all was well but I took the cylinder head off anyway and then I found the valve guides were worn. This caused irregular seating of the valves as the revs rose causing a misfire on light throttle but not when under load. Learnt something that day!

I was then still affected by slight irregular running on light throttle at low speed which was eventually cured by changing the main jet for one the next size smaller. I wonder if this is because modern petrol is more thermally efficient, meaning the old jet settings are really richer than they need to be?

Paul Cox - Sorry to read about the most frustrating problems which you have experienced. I have had a not dissimilar issue in the last 2 weeks.

I keep my Light 15 in France and, on the way to the ferry, my nearly new C8 had its clutch collapse. I was towed home.

Dug my 54 Traction out of the neighbour's cellar and returned to UK in it.

I got home fine and was using the car as a runabout. Unfortunately it expired with a similar fault as yours i.e. intermittent loss of ignition.

The car was recovered to John Gillard of Classic Restorations who immediately experienced the same problem. He put his finger on the problem immediately. An intermittent breakdown in the low tension circuit within the distributor. He rewired the circuit between the condenser pick up pole and the points. Problem solved. Give it a try and I will keep my fingers crossed!

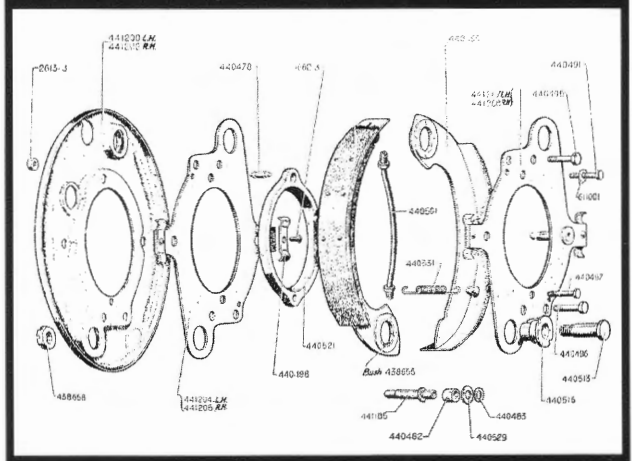
Simon Crewe - I'm sure you have a sensible answer by now, but when my 11bn did the same thing, (starting after a special trip with the boot loaded) I asked Martin Vickerstaff's advice. He suggested I have a look at the rubber connection leading out of the top of the fuel tank to the metal fuel line, often overlooked when renewing rubber fuel lines (Part No 595376). Far too mean to purchase the correct part, I used a short length of ordinary fuel line. Instant cure. The symptoms returned on one occasion, when I was carrying a 1600 VW engine in the boot (don't ask...).

The theory is that air is sucked into the rotten fuel line, resulting in a weak mixture, misfiring, backfiring etc. The second scenario would probably have shown low fuel pressure, but I decided it was quicker to shove the VW engine to one side, rather than check the fuel pressure.

Stuart Bullas - The owner may find the problem is a worn distributor. I blew two pistons in my engine as I thought the cause was lead free/ low octane fuel but when I had the distributor checked it was o.k. at low tickover but then went straight to full advance. I bought a brand new distributor from C.T.A. had it checked and that was 8 degrees out, as the shaft was out of line! It may cost about £35 to get it checked but it's money well spent. With the C.T.A. item, on the rolling road the car performed better without the vacuum advance fitted as this at higher engine speeds advanced the ignition way to far.

Brakes again...

As a foot-note to the ever-fascinating topic of brake shoes, Mike Wortley has sent an extract from the Spare Parts Catalogue for the "6" dated 1948-9 showing two fully-lined shoes, both leading. Comments please from the brakes and Big 6 fraternity.



EuroCitro 2006

This year the theme will be "Citroens made outside France" and will feature a certain Slough built 2CV among others.

I am happy to answer any questions that members may have.

Best Wishes

David Conway

CITBOOKSANDDVD@Bigfoot.com

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Will the **ghost**car soon appear?



22 CV Berline - 1935

Anyone with a passing knowledge of Citroën will have heard of the 22 CV, the "Super Traction", which was displayed at the 1934 Paris Salon.

Publicity and sales material were produced but the car never went into production.

The 22 CV was a "double 11" fitted with a V8 engine of 3.822cc capacity.

The 11 CV body shell was used, but with a restyled front end incorporating phased-in headlamps. It would have been available as a decapotable, berline and familiale.

Top speed in excess of 140 kph or 87 mph...

It is not clear why this vehicle was never manufactured - perhaps it was felt that the familiale versions of the Traction met the needs of large families or perhaps the world wasn't ready for the 22.

A number of prototypes were constructed... what ever happened with those cars?

Rumours abound that a couple of V8 equipped cars were sold although this has never been confirmed. There is another rumour that refuses to die: apparently a 22 CV stayed locked up in a barn for a very long time...

The rumours continued at the...

CIRCUIT DE CHARADE in Auvergne, July 2005

The word was spread around that, during the Charade-weekend, the real 22 would appear... and that after being a ghost-car for over 70 years...

But unfortunately, for those who exclusively went to see the renowned prototype, this weekend was a disappointment.

However there was of course the really splendid replica of the Dutchman Bouwe De Boer...

But after its première on the ICCCR 1989 and appearance in Dunkerque 2004 during the happening '70 years Traction', it can hardly be called a surprise.

It seemed that - on relatively short period - it was not possible to get the car to the Tractionades at Charade. According to the same rumour Citroën started negotiations with the current owner, to become in possession of this unique model.

Although unique: according to even stronger tales meanwhile in the village of the proverbial hay mount -the name as yet scrupulously kept secret - 2 coachworks emerged, with a complete stock plate work and - this may come as a shock - a few boxes with technical and commercial documentation.

Of such bulletins Traction-lovers sometimes awake in cold sweat.

Again according to unconfirmed reports, the almost complete 22 (motorcap and mudguards are lacking) would be officially shown soon... somewhere in Paris in the next few months ???

At present no more news is available.

Wait and see...

Walter & Noëlla Wenduine, Belgium

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LA

7

MAI 1934



100 km/h
900 cc
100 cc

LA

11

SEPTEMBRE 1934



110 km/h
1.050 cc
110 cc

LA

22

OCTOBRE 1934



140 km/h
1.200 cc
160 cc

8 CV EN V
78 x 100

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useful information



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USEFUL SERVICES

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

COMPANY DETAILS

Armortex 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

G. W Findly & Sons

262 Alma Road
 Enfield
 EN3 7BB
 Tel: 020 8805 0575
 Evenings: 020 8482 5453
 Mobile: 07931 521 377

Ashby Chromium Plating

Based in Hatfield
 Will pick up work and deliver back
 in North London and surrounds
 Tel: 01707 258 607

SERVICE DESCRIPTION

Powder coating for wheels etc.

General welding repairs to bodywork

Re-silvering of headlamp

Welding Specialists

Chromium Plating

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.

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,
 Brownhill,
 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@groups.com

The Federation of British Historic Vehicle Clubs

The FBHVC works on behalf of vehicle owners/lovers like ourselves and, as a subscribing Club, the TOC is kept informed of their activities. The interests of the Clubs represented are wide ranging so there are some items that are of little or no general interest to the average Traction Owner.

However I think the following extracts from the latest issue are likely to affect some of our members and therefore worth reproducing here:

DVLA Fee Consultation

In August 2004, DVLA consulted on proposals to charge an administration fee for all Vehicle Excise Duty transactions. FBHVC's response to the consultation strongly objected to the proposal and pointed out that government agencies were DVLA's biggest customers so DVLA should be funded from general taxation. The consultation triggered a campaign against the proposals that culminated in the presentation of a petition to 10 Downing Street.

At the end of April 2006, DVLA published a summary of the responses to that consultation plus new proposals for future funding arrangements. This document can be found at <http://www.dvla.gov.uk/public/Consultation.pdf> and this new consultation period ends on 21 July. Although annual fees of around £3 (in addition to existing taxation) are again being considered, DVLA has made it clear that it will not charge for SORN. This removes the very worst element of the original proposal. The new consultation seeks views on whether or not any administration fee should be collected alongside VED transactions, or with the MoT fee. It also proposes a possible exemption from such fees (if they are collected with VED) for those with nil-rate licences. FBHVC would welcome written views from readers by 1 July: e-mail to admin@fbhvc.co.uk is preferred as this simplifies the process of sharing comments with colleagues.

DVLA

The issue of age-related marks remains at a considerable volume due principally to the continuing practice of transferring ageless marks from pre-1963 vehicles. One wonders how long this can continue as the supply of these vehicles is not infinite.

A consequence is that the current series of replacement marks (xxxUXA - xxxUXY) is almost exhausted and a new series commencing xxxXUA - xxxXUY has been set aside for issue. These marks are allocated also to newly imported pre-1963 vehicles so do not assume that your prospective purchase has been 'asset stripped'. The series BSxxxx is allocated to pre-1930 vehicles and will also become exhausted in the near future; we will advise the replacement series in due course.

VOSA

There have been some well-reported computer system problems with the MoT testing process in the last month and reports that some Post Offices have refused to issue replacement VED discs without a computerised MoT certificate. Refusal in these circumstances is wrong. When the system is 'down' MoT examiners must obtain a special authorisation code to enable them to issue the relevant certificates by hand, and in the case of a pass this is a VT20 ET. This certificate is valid for all relevant purposes including purchase of a VED disc and to indicate the validity of MoT status in the event of a roadside check. The testing station enters the details into the system once it is operational and then the 'proper' certificate may be printed out. A potential problem is that this certificate may only be obtained from the testing station that issued the VT20 ET, an inconvenience if the test was conducted while away from your normal area.

As I stated earlier this is only a brief overview of some topics which I believe could be of interest to FP readers and I thank the FBHVC for permitting us to reproduce them. The full Newsletter is 8 pages and also has interesting photographs. For those interested the FBHVC newsletters – past & present – are available to all at the website www.fvhvc.co.uk and may be downloaded in .pdf format at no cost.

tocshop

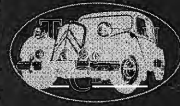


ITEM	PRICE £ sterling
Enamel Traction Lapel Badge	£2.50
Floating Power Binders	£6.50
Greetings Cards (pack of 5, without envelopes)	£1.00
Mugs with Traction Decoration	£1.50
Poster Les Traction	£2.50
Poster 3D Traction	£2.50
Poster Traction Avant (bas relief)	£2.00
Spare Parts Manual UK to 1949 Repro	£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
TOC Technical CD	£11.10 inc p&p
MODEL	
Autosculpt Traction (pewter like finish)	£4.50
Please allow 28 days for delivery.	
POSTAGE & PACKING	At cost.

Please send orders to:

STEVE SHINEBROOM
 2 Fallow Fields, Loughton
 Essex IG10 4QP
 Tel: 0208 532 0813
 Email: steveshine@btinternet.com



123 High Performance Electrical Distributor

Traction Avant, Citroen ID and HY.
6 and 12 Volt Negative Earth.

New from Club Spares

123 ignition keeps the look under the bonnet 'original', but makes the engine run like a Japanese sewing-machine! And you don't have to sacrifice your mechanical distributor.



- Simple installation with no mechanical alteration.
- Better starting.
- Better fuel consumption.
- No maintenance – ever again!
- Smoother engine torque curve.
- Variable dwell angle prevents low speed overheating of ignition coil and gives a better spark at all speeds.
- Better emissions.
- No burning out of the ignition coil (after stopping the engine, power is cut to the coil).
- Built in LED for simple static ignition timing.

Price £230 (Non-Lexy)

Contact: Chris Treagust.

Tel: 01243 511378 Email: chris.treagust@tesco.net



Replacement of Round Gauge Decals on Slough Traction

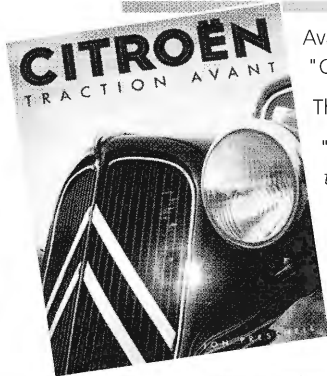


Most round gauges on Slough built Traction's have yellowed with age. The cause is the deterioration of the plastic decal disc due to sunlight.

These can easily be renovated with a kit available from the T.O.C. The kit consists of instructions, a round glass to replace the plastic disc, decal transfer and new seal. Two kits are available, one for the speedometer and one for the Fuel/Ammeter gauge, priced at £14.99 each.

Ring T.O.C Spares on 01243 511378

Citroen Traction Avant



Available from the Club Shop is the fantastic new book "Citroen Traction Avant" by Jon Pressnell.

This is the first great book on the Traction in English!!!

"This authoritative and highly readable history looks at all aspects of the Traction, charting the car's development over its 23 year life, in all its many guises, with the help of nearly 400 illustrations"

Contents include:

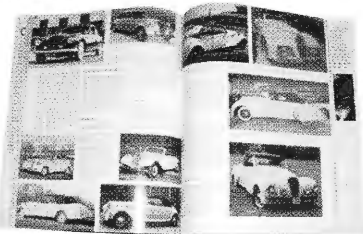
- The mythical V8 powered 22CV model
- Full history of the British built Traction Avant
- Weird and wonderful accessories
- Special bodied Traction Avants
- Traction Avants around the world
- The Traction Avant in French culture
- Detailed buying advice

Contact me to reserve your copy. Price £29.95

Postage and packing if required £6.25

Regards

Steve



tocspares hotline

01243 511378

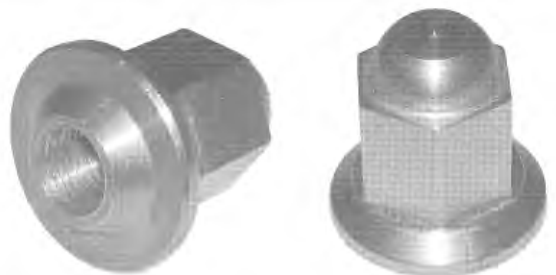
Chris Treagust, 98 First Avenue, Batchmere, Chichester, W. Sussex, PO20 7LJ Email: chris.treagust@tesco.net

Are you NUTS about Slough cars?

Newly manufactured brass wheelnuts.

Limited Availability.

Ring T.O.C Spares on 01243 511378



tocsection scene

South Midlands

Sunday 23rd July - Peugeot National Rally

Please note that the date is the 23rd July not the 25th as I said in the last edition of Floating power. I am still looking for cars to make up a club display so if you are interested please contact me. I gather from the information that I have received that this is mainly a one day event but there is a treasure hunt on the Saturday to which non Peugeot club members are invited and there is nearby camping organised for the Saturday night for those who may wish to make more of a weekend of it. If you would like more details of this please contact me.

Sunday 15 October - Arley Estate Arboretum, Kidderminster

As I was only able to give short notice of the visit to Arley Arboretum on the 23 April the magazine arrived after the event, consequently Jane and I celebrated the inaugural meeting of the reformed South Midlands Section on our own! The arboretum is a lovely place, very peaceful with fine views of the Severn Valley, we really enjoyed ourselves. We think it is well worth a return visit so we propose to meet there again on the 15th October when hopefully we will benefit from the autumn colours. All the relevant details were set out in the March/April edition, please do come and join us.

Finally, please note that the section news is also posted on the club website.

Simon Saint (01905 454961),

E-mail:- janeandsimonsaint@hotmail.com

London Section

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

Even months - From 8pm at Ye Old Cherry Tree, 22 The Green, Southgate London N14 (020 8447 802).

For further information please contact Paul De Felice on 07778 053 873.

Odd months - From 8pm at Cafe Dysart, Petersham Road, Richmond, London TW10 Tel 020 8940 8005). For further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (eve).

Surrey & Hampshire Borders

For details phone Helen or John
020 8330 7216 or mob 07790 530 383
email helenshelley@msn.com

Peak News

We are still meeting every 2 months at various pubs and events. Our next 2 meetings are:-

Sunday August 6th - Cromford Steam Rally

Sunday October 1st - return visit to the Yew Tree Inn in Caudon, near Ashbourne.

For more information on any of these events please email us or telephone - details on inside cover of FP.



Our Epic Journey

Those of you who know us will know that in June 2003 John agreed to restore a Traction - Light 15 1954 - for a friend as John was unemployed and had time on his hands. This Traction had been sat in a Barn for 9 years so its owner felt it was time to try and get it back on the road. John took on the task of rebuilding the engine, total rewiring, new brake pipes, exhaust etc etc.

During this restoration period John was offered work so had less time to spend in the garage. Anyway by November last year it was ready to go back to its owners. However they had moved from Bury to Bergerac in south of France and asked us if we would drive it over to them. For various reasons this didn't happen until 1st March. We had a super journey setting off from Derbyshire in beautiful sunshine - I was following in our Citroen C3 and was getting 85 miles to the gallon - slightly more than John was getting out of the Traction! The journey went well until about 30 miles north of Rouen when the snow came down thick and fast and the Motorway down to one lane - a row of cars all following the Traction with its super efficient wiper blades. The photos show the amount of snow we had.

We were pleased to see the snow had more or less cleared up by the next morning and we continued our journey south with no further problems.

Thankfully our friends were very pleased with the car and happy to get it back in time to enjoy driving it this year.

This means space in our garage for the next project - restoring a 1957 Belgian 2CV...

Love & best wishes

Bev

tocsection scene

West of England

West TOC Section had its first proper outing of the year on April 24th when we went to see Dyrham Park and the annual "Tulipmania" show. This event recalls the 18th century craze in Holland for Tulip bulbs. For a brief time they were worth more than your house but, as with the dotcom boom, the music stopped and those holding the bulbs and a big loan to buy them felt a bit daft. As you can see from the picture, this tulip thing is still affecting some people!

Anyway, Dyrham house and church were all decked out with grand displays (although, ironically, their two Delft tulip vases shaped like chinese pagodas were too fragile and valuable to have tulips in) and very pretty it looked. As a special treat, we were able to bypass the normal car-park on the hill (and shuttle bus down) and drive down to park in front of the house. We had seven cars to hand, which was just enough and seemed to interest lots of folk. Beforehand we all met for lunch at a friend of ours who was raising money for the Duke of Edinburgh scheme, so we raised a couple of hundred quid and had a jolly good feed. We now have picnics in June and August to look forward to. All pretty serious stuff in the west! - but it gets us out and about.

Love T & J

SECTION EVENTS 2006

June 11th We have been invited to have a picnic chez John and Lucy Verity. They have an 50 acre equestrian farm near Micheldean and have kindly suggested we meet there and then perhaps go on to look at the Edwardian Gardens at How Caple Court. Like all the best people, John and Lucy have a website (www.churchfarm.uk.net) so you can see where they are. The idea is that it will be an idyllic summer day (it probably should have got a bit further above zero by then), and you bring a picnic.

July 13th to 16th Brittany Rally.

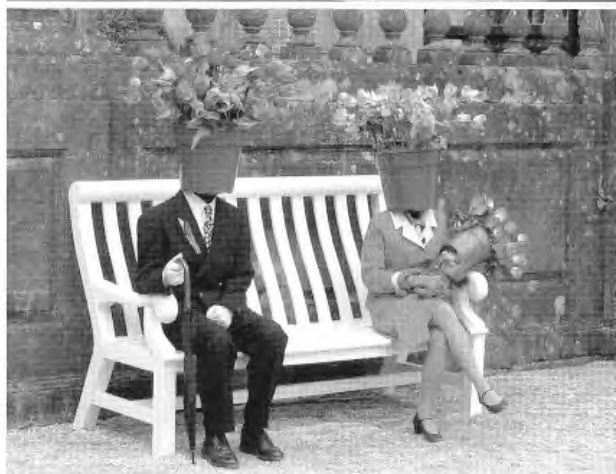
July 24th Club Peugeot Rally, Burford.

August 20th You are all invited to a lunchtime B.B.Q. in Derek Fisher's garden. This is at Westwood near Bradford on Avon. Details nearer the time. This is for anyone not going to Norway.

September 15th to 17th Annual rally, York. Also Tredgar House on the 17th

October 22nd There was a suggestion that we might go up to see the Autumn colours at Westonbirt. However, this is not set in stone and it may be that as the other events this year have a "north-ish" tendency, something further south may be better. The solution will emerge as the year unfolds.

January 14th 2007 Tunnel House planning meeting. It will come round sooner than you think!!



Forthcoming Attractions

We are now finalising our plans for the tour to visit our Norwegian friends for their 35th Annual Rally in Oslo.

One group of at least 4 or 5 tractions will take an overnight DFDS ferry from Newcastle (Monday 21 August) to Kristiansand in Norway. Then with 2 overnight stops in hytters or hotels they reach the Linne Hotel in Oslo on Thursday 24 August.

Another group of probably 2 tractions will take an overnight DFDS ferry from Harwich (Sunday 20 August) to Esbjerg in Denmark. Then with 1 overnight stop they reach Copenhagen, where they may stop for 1 or 2 nights. Then across the new bridge over the Oresund to Malmo in Sweden. Then either drive (2 or 3 stops) or by ferry to Oslo.

Most people will be staying at the Linne Hotel and leaving on Monday morning. Then touring to Bergen with 2 overnight stops in hytters or hotels. This should be a scenic route, and may include Lillehammer - so pack your skis.

The last night (Wednesday 30 August) will be in an hotel in Bergen, as the FjordLine ferry sails at 11 am (Thursday 31 August). It then visits Haugesund and Stavanger (mini sea cruise) en route for Newcastle, arriving 11:30 am (Friday 1 September).

This return route could be extended by another 2 days.

There could be an alternative route back, taking a Sunday evening ColorLine ferry from Oslo to Frederikshavn in Denmark, then driving with 1 stop to take the Tuesday DFDS ferry from Esbjerg arriving at Harwich at 11:30 am (Wednesday 30 August).

There is still time to join the party.

Contact Mick Holmes m.holmes1@ntlworld.com
or Robin Dyke robindyke@btinternet.com

Robin Dyke

tocclassifieds

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.

Thank you - Peter Riggs

CARS FOR SALE



1936 Citroën 7C. - Paris built. Fully restored in 1980's and winner of several concours events including B&H. Still in excellent condition and running really well. Only three owners with history back to original French owner. Black with red pilotte wheels. £7750 Call Derek Swan. dellinda@hotmail.com or 01268 710 478 (Essex).



Light 15 small boot 11BL Paris built. I have enjoyed this vehicle for the last 18 years. It was already in the TOC in the 1970's. Its had a complete ground up, bare metal restoration, rustproofed (Dinitrol), complete new interior, rebuilt engine, lead free conversion, Roger Williams gearbox with new long ratio differential plus his lightened flywheel and diaphragm clutch conversion plus his modern CV driveshafts. It also has stainless steel bumpers and exhaust, a new wiring loom, 12 volt conversion, halogen headlights, rare Robergel period accessory wheels etc. The list is long so, if your interested, give me a call and I can email you a complete description and pictures. £7,800 ono. Call Rik Blote 0033 565 249052

Rare 1952 Paris built black Traction Avant Big Six, Reluctant sale, further details Email: rb@sanderum.com Richard Boughton, Henley, Oxfordshire

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.



1954 Traction 11BL. Paris Build. Big Boot. Respray Black/cream, new heading, carpets, exhaust, master cylinder, bumpers, leather seating. MoT to Dec 06. Historic tax. Michelin. Regular dry usage. Very good mechanical. £7,600 - Call Bruce on 02380 463 568 (Southampton)

1938 7C POPULAR 12. An interesting winter restoration project. Paris built but RHD. Chassis number 208717. Single dial metal dashboard, pilote wheels, etc. Original and very rare. Only one other known surviving example. First registered in Sutherland. *Serious offers to Nigel Webb on 01458 831821*

1955 Traction Avant 11BL. 11D engined version. Black. One owner since date of import (1989), steadily restored ever since. Work includes respray, 12V conv., new headlining & doortrims, total brake o/haul, new Michelin tyres, s/steel exhaust - too much to list! Photos & more details sent on request. £6500. Call Jon Fraser on 01379 870434 or email jf_motobi@yahoo.com

1953 Slough Light 15, originally bought in 1956. Regal red with red interior. Generally good condition, mechanically and appearance. Last used in 2003. Original buff log book. This car has been everywhere, the Arctic Circle, Iberia, the Pyrenees, the Alps, Venice, Vienna, Dubrovnic, Quai de Javel, Cannes etc!! Some spares. Reluctant sale due to age and ill health. £2,900. Contact John Cliffe on 01780 720 911

Citroën Light 15, 1949, small boot, Slough built. Has been restored and is mechanically good. New wiring and updated electronics, new chrome, but needs to be re-trimmed, and final adjustments made. It carries the original registration and has a current V5 - £3,500. Contact D R Shepherd on 01243 527727 or 07946 141078

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: rdnw@steam-car-dev.karoo.co.uk

RUBBER COMPONENTS

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

INSURANCE

Heritage
Tel: 0121 246 6060

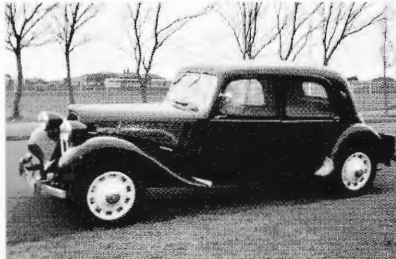
WWW

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

tocclassifieds

CARS FOR SALE

1951 11 BL - Black. Small boot, pilote wheels. Very reliable and very attractive. Owned by me since 1992. *Sensible offers to Allan Calvert on 01253 735 377 (home).*



2 Light 15s for restoration. Both French built one 1940. 7 cco. All welding professionally done. Engine re-bored, new pistons, white metalling, cylinder head inserts, some paintwork done. 1952 11BL. Body shot blasted-in primer. Good. Engine can be heard running. Please phone for more details. £2,500 for the pair (engine rebuild costs) all duties paid. *Call G Aherne on 01728 605 747.*



1955 Slough built light 15. RAF squadron blue, reg GAS 321. A genuinely straight car bought 2 years ago. Since then it has benefited from replacement sealed for life drive shafts, 4 new Michelin tyres, new water pump, reconditioned radiator, unleaded conversion, additional indicators, stainless steel rear bumper and a new headlining. Runs nicely and starts on the button. The seats are very tatty as I never got round to having them retrimmed. No rot or gob; at worst a little bubbling on the o/s door bottoms. £6000 ono. *Richard 07899912486 - Essex.*



1949 (Small Boot) Slough Built Citroën Light 15. (First registered March 10th 1950 in Blackpool). An excellent example of the "English Citroën". Professionally re-finished in black with cream "Easy-Clean" wheels. The immaculate interior has also been completely re-trimmed in red and beige. The sunshine roof is fully working and watertight. All Chrome is in first class condition and it has five new Michelin "X" tyres. The car is mechanically sound having been fitted with the later "11D" engine at some stage. Transmission is still original with the standard three-speed (9 x 31) gearbox. The original "Semaphores" have been retained but bumper mounted flashing indicators have been fitted for additional safety. This vehicle would make an ideal Wedding Car and is available with a current tax disc and MOT. Price: £8,250.00 o.n.o. - or would consider a "scruffy but driveable "Normale" for everyday use in part-exchange. Contact: Keith Norris on 01536 202207 (work)

PARTS FOR SALE

48 copies Floating Power - 1996 - Jan 2004. Original 1938/39 Traction Avant Citroen Catalogue. Profile publications, TA 1934/35. French Lt 15 TAV 34/57 key ring. 8 copies Autocar/Classic & Sports Car (Light 15 articles) £55 lot. *Tel: Bailey 0208 642 7808 (Surrey)*

Parts for sale - New:

Dynamo pulley (French) - £10, M Tennant W/screen rubber - £10, Front brake shoes x set - £45, Fan belt - £4. All plus post. *Phone Martin Vickerstaff - 01209 821 979 after 6pm for full details*

Parts for Sale - Secondhand:

Fan belts x 3 - £6, French speedo cable - £10, N/S locking curly hands new lock & key - £15, Pre war 10" front hubs, backplates/shoes - £80, FP Vol 2 - No. 3,5,6 / Vol 4 - No. 1,2,4 - Lot £18, Clutch pressure plate - £10, Set of flaps for pre war bonnet ex cond - £50, Lucas 12 volt dynamo type C39 PV - L-O - £25, Lucas cut out pre war type, long type - £10. All plus post *Phone Martin Vickerstaff - 01209 821 979 after 6pm for full details*

Front chrome bumper for Lt 15 in reasonable condition - £35. Rear bumper in need of re chroming but solid - £20. Damaged rear bumper, no overriders - Free! *Keith Boyes 01482 631 088 (Swanland Yorks)*

Parts for Sale:

- 1 off c. 1956 ID block complete with crank, pistons, liners, camshaft, oil pump etc.
- 3 off 1956 Alloy ID/DS type cylinder heads.
- 2 off 1954/55 Slough bumpers complete with backframe mounting irons and front type with hole for starting handle.
- 1 off second-hand radiator, suitable for all types of Light 15.
- 2 off ID 4-speed gearboxes, casings and all gear clusters differentials etc.
- 1 off ID/DS type flywheel,
- 2 off ID/DS clutch assemblers.

All the above parts are suitable for upgrading a 3-speed Traction into a 4-speed car. *Contact: Alan Smith on 0117 924 9821*

For Sale: Citroën 2 part factory manual for Traction Avant (Slough) - £35. André Citroën (The Man and the Motor Cars) by Reynolds - £8. Citroën Traction Avant 1934-1957 by Clarke - £9. All plus postage. *Contact: Clive Hoskins on 01726 813207*

Free to a good home (or anybody those's interested!) A year or two's copies of Citroënian 1972/3. Light Fifteen corner and all that. Some of the ads are quite interesting, if only I'd had the space!!! Will throw out if no interest. (I must clear some stuff out!) *Tom Evans (Norwich) 01603 628668 or tiger.tom@zen.co.uk*

WANTED

Vol 1 No.3 of FP (photocopy acceptable) *Call Martin Vickerstaff - 01209 821 979*

Original French brochure for 1950 11BL. Also, pair period French spotlights for 1950 11BL. *Telephone: 01726 813207 - Clive Hoskins*

Wanted - 6V dynamo to fit 1955 11BL. Must be complete and capable of reconditioning. *Please ring John Barnes 07796 337691 or email mjoh.n.barnes@btinternet.com*

Wanted: 11D head and 11D flywheel. *Steve Shinebroom 07798 841 005*

MISCELLANEOUS

Difficult starting after standing or when hot? Our simple addition to the fuel system overcomes these problems and saves bonnet open pump priming in the rain! Easy to fit and many satisfied customers. Send **£15** (includes P&P) to: *David Boyd, 'Tanglewood', 114 The Ridgeway, Astwood Bank, Redditch, Worcs, B96 6NA. Tel: 01527 894599 TIC*

Quality B&B in the Highlands of Scotland. Visit the wonderful north west highlands of Scotland and enjoy a stay at Easter Badbea, situated on the shores of Little Loch Broom. We have one twin-bedded and two double rooms with full facilities and a spacious guest lounge with panoramic views of the loch and the mountains. Ideally situated for hill walking and bird watching. B&B £25 per person, based on 2 sharing one room.

Discount given if you turn up in your Traction! Like to find out more?

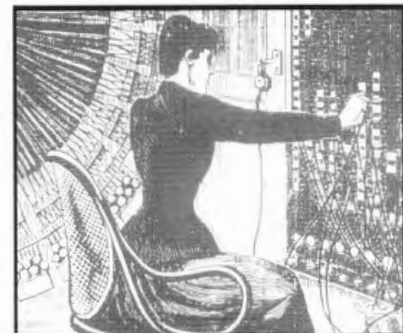
Call Paula or Phil on 01854 633 704 e-mail: philandpaula@easter-badbea.co.uk for further informaton.

1/1

EXCELLENT B&B & SELF-CONTAINED SELFCATERING in idyllic farmhouse in pretty hamlet in Poitou-Charente (second sunniest region in France).

Bring your traction or simply visit mine! Poitiers 40 mins & La Rochelle 1 hour with cheap Ryanair flights. Well behaved children & dogs welcome. Stabling & garaging also available. Double, twin & single B&B rooms from £25 pppn. Breakfast from organic home produce, continental or Full English. Vegetarian option available. Self catering sleeping up to 6. Also Expert bilingual house-hunting assistance offered in this wonderful region. Just let me know your requirements in advance & I can arrange viewings & accompany you if required.

Further details email: carla.perry@wanadoo.fr or call 0033 549 27 91 82



tochelpine

0870 012 2002

from abroad

0044 115 911 0960

email: toc.helpline@ntlworld.com

