

Floating Power

November/December 2006



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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 selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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Editorial

This very late edition of Floating Power proves that I really do have to pass on the hat to someone new as it has taken me literally weeks to finish it off as I have just not been around at all. Once again, I'd like to thank all of you who spare your valuable time to send in articles and pictures - without you the magazine would not exist. Also, many thanks to John Osborne for the tremendous job he does on the TocTech section.

It is with great sadness that in my last edition I have to put in the news of Patrice Crousseau's death. Bernie Shaw has written words from his heart but I'm sure he speaks for many of us, especially those who enjoyed many wonderful Brittany rallies. It is a very sad loss.

All the announcements from the AGM normally appear in the Jan/Feb edition of Floating Power but as this edition is going to press so late, I will announce that John Barnes will be producing the next edition. Please send any emails to me and I will forward them on to him and his details will appear in the next edition.

Merry Christmas to you all
Over and out !!

Pat De Felice

**Copy date for next issue:
30 January 2007**

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Chairman's Message

For me the highlight of the past couple of months was the York rally. It was the best attended ever and the variety of activities ensured there was something for everyone that attended. It was particularly encouraging to see so many overseas visitors and Mick Popka must be congratulated on his organisation. Unfortunately the programme was so busy (and the information pack so detailed) that few realised the rules for entering the Concours had been revised and so entries were very low. However, had there been many more, the task would have been impossible because we had so little time at the final venue. These are lessons learned and will be among the issues considered when planning future rallies. On that note we need volunteers to organise future events.

You may be aware that Mick Popka has now taken over as Webmaster for the TOC website (www.traction-owners.co.uk). He has many ideas for updating our site - which is, after all, our showcase to the outside world - and he has started by putting a number of pictures and movie clips of the rally on the site.

The Classic Car Show at the NEC went very well. Our stand, though simple, was striking with nine small boot cars representing the pre-war range. The success was due to the efforts of a small number of people who either supplied vehicles and/or helped prepare and man the show. Thanks to them all. However, I should like to thank Mick and Moira Holmes in particular for their effort in organising and co-ordinating this event for more years than I remember - especially as this was their last and they are now retiring and passing the baton on.

Looking forward, we now have more detailed information on the Spanish Tour in May and confirmation from Martin Nicholson that there will be a Normandy Tour later in the year. In addition there are a number of longer term events in planning. These including a French celebration of the 70th anniversary of the 15-6 in 2008 as well as a multi-national celebration of 75 years of Tractions to be held in 2009. There is also a proposal that the UK Clubs (CCC, 2CVGB and TOC) host the 2012 ICCCR.

Last month I appealed for new blood on the Committee. I won't go through it all again but, at the time of writing, we do not seem to have any new faces offering themselves for consideration at the AGM. It is beginning to look as if we may have to consider bringing back conscription.

Finally, I understand (from the grape-vine) we do have a new Editor ... I therefore think I need to clarify the situation. It is true we do have volunteers and these have been discussed. The full Committee has not met since the last discussion so no official decision has been made. However I am personally confident that the position will be settled when we meet prior to the AGM and an announcement will be made to the membership at the AGM.

Bernie Shaw



International Classic Motor Show

NEC BIRMINGHAM, OCTOBER 27TH, 28TH & 29TH 2006

The theme for the show this year was announced by the Show organisers in the middle of August this year, giving very little time to organise our stand at the Show. We were fortunate to be allocated a large stand again this year.

However, we thought that the launch of the Traction Avant in 1934 at the Paris Motor Show, was well suited to the given theme for the Show, "Design of the Decade" so we decided to replicate this at the NEC, with female helpers dressing up as elegant Paris ladies, and male helpers dressed in the period, to really get the feel of Paris in the 1930's. As it would not be possible to have a total selection of cars from 1934, we decided to display all "small boot" cars with as many pre-war as possible.

The selection of cars was as follows:

Ann Barnett's	1937 Rosalie
Bernie Shaw's	1939 Legere
Steve Reed's	1939 Normale
Barry Annels	1938 Faux Cabriolet
Richard Carlin's	1952 Normale
Graham Handley's	1951 Light Fifteen
Ray Barnett's	1952 Light Fifteen
Steve Southgate's	6 Cylinder Roadster
Keith Norris	1949 Light Fifteen

We also displayed our spare engine and gearbox unit on a stand.

The whole stand looked really smart, the banners done so quickly by Steve Hedinger were absolutely fantastic, the ladies looked the part, as did everyone helping on the stand, particularly Alan Large whose outfit was really great. Many thanks to all involved, without your help the show could not have gone on.

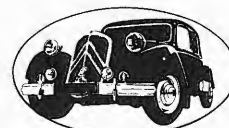
The pictures and photos displayed were courtesy of John Reynolds, Malcolm Bobbitt and also Anne Marie Michel of the Paris Conservatoire. Richard Carlin built an Art Deco bar which looked the part, and was really useful, and Alan Large contributed a model Eiffel Tower one metre high complete with flashing lights. Thanks also to Sheila and Peter Marley and Steve and Joy Southgate for their hospitality over the weekend.

There was a very good attendance to the Show, and our stand attracted a lot of attention, and new members were signed up, and quite a few membership application forms handed out.

All in all another very successful show.

Moira and Mick Holmes



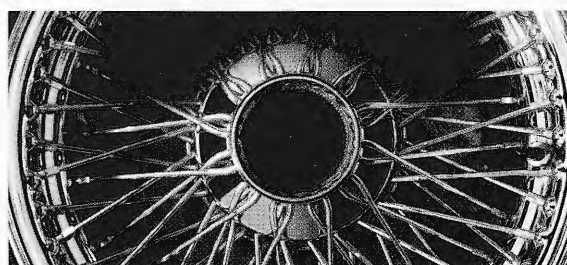


Happy Birthday

TRACTION OWNERS CLUB

to the following tractions

Reg No	Model	Build Date
GDD 931	Light 15	Fri 01 Nov 46
SH 813	Light 15 Rdstr	Mon 06 Nov 39
HSU 198	Light 15	Thu 06 Nov 52
GBH 585	Light 15 Rdstr	Tue 07 Nov 39
CJV 550	Light 15	Thu 08 Nov 51
FIK 629	Light 15	Mon 08 Nov 54
AOW 702	Light 12	Mon 09 Nov 36
ON 299	Light 15	Thu 10 Nov 49
CEC 734	Light 15	Thu 11 Nov 54
639 CDL	Light 12	Wed 14 Nov 34
ANV 883	Light 12	Mon 14 Nov 38
UMA 881	Light 15	Thu 18 Nov 54
GDT 375	Light 15	Mon 22 Nov 48
OBH 574	Light 15	Wed 22 Nov 50
YSK 245	Light 15	Wed 25 Nov 53
OOY 219	Light 15	Thu 25 Nov 54
WKX 153	Big 15	Fri 26 Nov 54
GRB 911	Light 12 Rdstr	Mon 27 Nov 39
VTR 769	Light 15	Wed 01 Dec 54
BRC 465	Light 15	Wed 07 Dec 49
MKM 366	Light 15	Wed 07 Dec 49
CFG 715	Light 12 Rdstr	Tue 14 Dec 37
SVS 918	Light 15	Mon 15 Dec 47
AE 1682	15-Six	Mon 20 Dec 48
ROK 205	Light 15	Mon 20 Dec 54
KYY 304	Light 15	Wed 21 Dec 49
TPA 575	Light 15	Mon 22 Dec 52
PSJ 283	Light 15	Wed 22 Dec 54
WMX 297	Light 15	Tue 30 Dec 52



toc correspondence

Overheating - help needed

I own a 1938 11BL, in June/July I attended a Traction Rally in the "Midi" of France (the very South).

I met several French Traction Owners at St Malo and commenced a two day journey arriving late the second day.

However, my journey consisted of a couple of enforced stops on both days due to the extremely hot conditions, the engine overheated, as did the other French Tractions.

I had fitted a new water pump and radiator prior to the journey.

All the French owners had a water temp gauge fitted therefore were made aware when it was time to stop for a "coffee". As we were in convoy, I benefitted.

I observed they had a crude system that involved vulcanising the sensor into the top water hose, although this system worked perfectly and did not cause any leaks at the connection, I was of the opinion that a more appropriate method was/must be available.

The only location that I could identify was to insert the sensor in the engine drain bung (situated adjacent to the distributor), however the sensor would have to be very shallow as not to touch/interfere with the (piston) liners.

I would be extremely grateful if any member has fitted a conventional water temp gauge, and would be grateful for all the information as to type etc.

Incidentally, I will next year be attending another rally in France, this time in July going along the French Mediterranean Coast, thus I would be grateful to have previously 'rectified this problem'.

Needless to say, I have never experienced any overheating on any previous rally, but equally have never been in such intense heat.

Thank you.

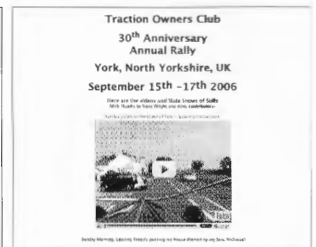
Brian Follain

L, Epinerie, La rue du Sud, St Ouen, Jersey JE3 2BF
Tel 01534 484 136



Traction Owners Club Website updated

Now that the evenings have drawn in and those long summer evenings seem a long time away you can re-live the best Traction events of 2006!



- Watch the slideshow of the "Tour of Norway" at <http://www.traction-owners.co.uk/Norway%20Tour%202006.htm>

- Watch the video's and slide show of the TOC 30th Anniversary Rally at <http://www.traction-owners.co.uk/Floating%20Power.htm>

If you have a video or photo's from your event that you want publishing on the TOC Website, please "drop them" onto a CD and send to the webmaster at 151 Tadcaster Road, Dringhouses, York YO24 1QJ

Don't have Internet?

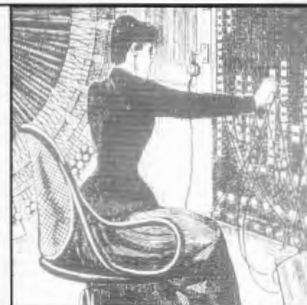
Don't worry, I can send you a CD which you can watch on a computer with a CD player or on a DVD player with Video CD compatibility.

Don't have a computer or a DVD player?

Don't worry, you know someone who has one... buy them a beer and take your CD round!

Questions?

Just email webmaster@traction-owners.co.uk



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0870 012 2002

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0044 115 911 0960

email: toc.helpline@ntlworld.com

toc correspondence

Proud Owners

Dear Pat

As some TOC members will be aware recently the much respected and excellent weekly French Motoring Magazine called "La Vie De L'Auto" commissioned a survey to identify the "Top 30" most favourite cars of all time.

The results were published in the magazine dated 14 September 2006.

Number one was a clear winner, CITROEN TRACTION

Number two was CITROEN DS

Number three was JAGUAR E TYPE

The full results are clearly identified in an attachment to the magazine.

Therefore all the owners of our beloved Traction can be justifiably proud of these results.

Brian Follain



Keeping up appearances

I read with great interest the Chairman's message in the Sept/Oct issue of Floating Power.

In para 2, Mr Shaw mentions that the new postage rates may have an effect in future publications of our magazine, and mentions options available, ie reducing the size of FP, or paper quality etc.

I would like to mention that I am also a member of two other "Old Car Clubs". They also produce quarterly magazines.

However, they do not equate to FP by a very considerable amount. Without any doubt whatsoever, FP is an outstanding magazine, it has quality from cover to cover, with quality paper used. Its contents are informative, well researched and extremely well balanced.

The magazine represents the club, therefore any deterioration in its presentation would, in my view, have an adverse effect on the Club and how it is perceived.

A possible solution would be to raise the subscriptions by, say, 10%; from my experience this would still be cheaper than most other Club dues.

Brian Follain



Father Christmas and the Big 15

On Monday, November 20th my wife Hazel had an appointment at the physiotherapist.

I had been working all week rebuilding the new engine of my Big 15, so thought this would be a good opportunity to try out the car.

When we arrived I realised I hadn't bought a newspaper to read while I waited. Hazel said "just wait in the car park and play with your engine". So off she went and I being the dutiful husband started playing with my engine. I was more than chuffed when a young lady came over to me (usually it's old men!) and asked if she could take a photo of the engine.

She looked for her camera but unfortunately she had forgotten it. I said "no problem why don't you come to my house and take the photos". I then gave her my telephone number and address. She said she would tell me what the photos were for when she came round.

When Hazel came out I told her what had happened. She asked why I had given our home details to a complete stranger. I suppose I was shocked that a young lady was interested in my "old car".

Monday afternoon she turned up with her camera and told us that she works for an advertising company and wanted the engine photos for a Christmas card competition. She sent me copies of the photos and will let me know if she has won.

What a change from "old men" who bought a Traction for a tenner!!



The natural inkling of the vast majority of the Hollanders is to head south in massive cohorts as soon as the holiday season starts. The farther the better and a holiday not spent on the Costa Brava or the Costa del Sol is a waste. You Brits should consider yourself lucky for not having half our population invade your country every time the sun gets out. You did well by keeping the Isles separate from the continent and consequently referring to "home" and "overseas", giving the impression that the crossing to Britain is a hazardous adventure. In fact it is; I will get to that a bit later. The opening of the Channel Tunnel posed a major threat to your peace but you made sure to keep the fare high enough to scare people off and for those who get across in spite of that, you introduced the close to impenetrable barrier of the M25. The few who manage to get past London are no longer a real threat. By the time they have reached Cambridge or thereabouts safely, they will have got used to keeping to the left and most of them will have lain off their nasty continental driving habits. The rest of the invaders will have been neatly taken care of by AAA who will ferry them back home with their miserable cars.



Those of us who have a more nautical background will look for other ways of exploring the unknown. Looking West on the map reveals no less than two additional ways of getting to Britain by way of sea. The 11 or 16 hour journey, depending on the crossing, allows one to adapt slowly and to anticipate things like left hand driving, endless roundabouts, beer without foam and the like. Reading "Astrérix chez les Bretons" a week or two



before departure sets the right mind for the adventure: Gosciny's humorous characterizations of typically British habits like the slightly complex use of language (it is, isn't it...), the notoriously good manners, the tweed clothing and the national custom to drink "black water" into which a cloud of milk is poured, are very amusing. Sailing off to Britain with a more or less obsolete French car makes you wonder what the Gallic adventurers of some 2000 years ago must have been expecting, apart from Romans who needed to be beaten of course.

For me the IJmuiden–Newcastle crossing was the most convenient and - I must admit - looked more adventurous than Rotterdam–Hull which everybody seems to take. Sailing from IJmuiden on a sunny mid-September late afternoon is a feast and the prospect of wining and dining, going to sleep and having a nice breakfast before leaving ship at 9 o'clock in the morning local time is most relaxing. The night of the crossing was bright and moonlit and the number of lights encountered under way that appear to be huge oil or gas rigs, entire fishing fleets, other merchant vessels and the like, is mind boggling. The North Sea is as crowded as a market square in mid-town and crossing it in safety without hitting anything seems to be sheer luck. Looking out into the darkness of the sea I wondered where the oil rig was where they forgot to turn the lights on. Icebergs seemed a minor threat compared to these monsters...

My first stop in the UK after leaving ship was at Hadrian's Wall. The Astérix story got me in the right mood for that. I visited two of the Roman forts, Chester's and Housestead. What a beauty



they are, the latter with its magnificent view across the valley as well! Most invaders leave behind at least one useful thing. In Holland, for example, we owe our Civil Register and our judicial system to Napoleon. With this in mind I wondered what the Brits might have kept from the Roman invasion in the second century AD, apart from the ruins of course. A closer look at the ingenious water management and sanitary systems the Romans built into their quarters, might have saved you from getting the expression "British Plumbing" mentioned the Encyclopedia Britannica. You might have to look elsewhere to understand what this means. Don't look at us; our country was under Spanish rule for 80 years and some of the waist water systems look as though they are straight from that period. Where else in the world does one find heated towel racks and tea and coffee sets in guest rooms?



Zigzagging southward through North Yorkshire got me to places like Whitby, Pickering, Helmsley, Thirsk and Ripon where I spent the night in a hotel overlooking the market square, by the promising name of "Unicorn". These places make you aware of the friendliness of the English people and the beauty countryside. Fountains Abbey and its surrounding gardens,

just outside Ripon, leave you with the impression that one half of the British people are walking around in gardens and the other half are making sure they are well kept.

As Friday, the gathering date of the TOC Annual Rally, came closer I had the opportunity to spend the best part of a day with Roger Williams at his home in Beverley. This man is a living technical encyclopedia of the Traction Avant. It is unfortunate that Roger was too young at the time to have much influence on the technical design of the Traction. Had he been around a bit earlier, the car would have looked different for sure, and we would still be using original gearboxes and drive shafts as if they were new...



Entries for TOC Rally included a number of fellow countrymen, a Belgian car and four Tractions from France. Mick Popka had done a fantastic job in keeping in touch with virtually every individual, making sure Saturday saw us taking off from Tesco's parking southeast of York, for a nice drive through the North Yorkshire countryside. Routes were smartly designed, allowing people to make shortcuts and still getting us all together at strategic places.



The pub in the picturesque village Hutton le Hole allowed for nice drinks, good food and nostalgic pictures. Eden Camp, next on our itinerary is a good example of displaying the horrors of wartime day to day life in an intense manner. Beautifully done! The evening party for which the dress code was "WW2-style" was exceptionally well organized, with bus transportation for all participants, allowing for the undisturbed consumption of a couple "de verres" and making sure everybody was delivered home safely.



Sunday started with a drive into York, where the cars were parked around the circle in front of the Castle. A visit to the National Railway Museum brought us face to face with a lot of technology contemporary to the Traction. Brits are railroad adepts and the magnificent way in which engines and trains, famous in national history, are displayed and cherished, makes you jealous.

Via a lunch stop at another roadside pub the itinerary brought us back to the Yorkshire Air Museum, the same place where the dinner had taken place the day before, only few people had noticed due to the darkness. That Sunday was Battle of Britain Day and the spectacular fly-by of a WW2 Spitfire fighter plane made me understand why you people are known for British Plumbing: ally your ingenuity and engineering power went into designing and building these magnificent machines. I had seen a RR Merlin engine on display in a museum a few times, but



actually hearing and feeling the 27 liter supercharged V12 engine with the airplane wrapped tightly around it roar by was stunning. What a magnificent conclusion of a very pleasant and superbly organized TOC Annual Rally!

Apart from visiting the nicest places in the course of the weekend, we had the opportunity to exchange views between

clubs on how to best promote the Traction. We all seem to be suffering from more or less the same problem and that is age; not so much of the cars, they seem imperishable, but of their owners. Looking at a fleet of some 2,000 cars in the Netherlands of which about two thirds are owned by members of TAN, the concern is what the ownership will look like



some ten years from now. New initiatives will be necessary to retain or regain the interest for the Traction among younger people. A number of good ideas were discussed, including an interesting proposal to celebrate 75 years of Traction Avant in the year 2009.

A word of gratitude and congratulations to Mick Popka for his relentless effort to make this a memorable occasion for all those who participated, is well deserved.

1 October 2006
Karel Beukema toe Water
Vice-President of Traction Avant Nederland



CITROËN

toctech



volume 1

Maintenance **31**

TECHNICAL

Brake Drum Grease on Rear Wheels

Front Suspension Knocks

Silicone Brake Fluid

Misfiring – Electrical Problems

Brake Hydraulic Pressure Limiting

Brake Hydraulic Pressure Limiting

Carburettor Fault-Finding Chart

Are Your Tyres on Back-to-Front?

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.

Please note that Lynda and I have moved. Our new address, telephone number and e-mail address are shown above, but also note that I have set up a new e-mail address for technical articles. This will help me to ensure that technical material does not get lost in the welter of other e-mails that seem to increase by the day. In future, please use the TOCTech e-mail address for technical articles and the other one for any personal messages.

Some members also seemed confused about whether to send contributions to me or to the editor. In general, if it's technical, send it to me. My job is to collate and, where necessary, edit the technical material, discuss it with the technical committee for them to add any relevant comments, and I then submit TOCTech as a whole to the editor. If there are any queries about the article, I contact the contributor before publication to make sure that we get it right. I appreciate that it's sometimes difficult for a member to judge whether a letter is for TOCTech or the editor – either way we will ensure between us that it ends up in the most appropriate place.

In the meantime, keep the technical articles coming – we always need more.

David Boyd Jottings

David has kindly put pen to paper again and provided us with some useful tips and techniques concerning brakes, front suspension and misfiring.

Brake Drum Grease on Rear Wheels

Grease sometimes appears on rear wheels through seepage of grease from the wheel bearings which finds its way out through the thread on the brake drum outer cap. It is usually evident through oil streaks on the the rear wheels moving radially out to the rim. A useful way of sealing the threads is to clean them thoroughly – i.e. the drum and inside the cap – and then smear the thread generously with plumber's boss white (from your local plumber's merchant, B&Q etc.) and refit the cap.

This provides a good seal and, as the boss white is non-hardening, the cap can easily be removed at a later date when required.

Front Suspension Knocks

Knocking from the front suspension is fairly common on Tractions. The usual causes are:

- Steering rack wear
- Track rod(s) wear
- Wishbone wear
- Top and/or bottom ball joint wear
- Driveshafts will often knock when word, especially on full lock
- Silentbloc wear

One of our wedding cars had severe knocking problems and checks on all the above found everything to be in perfect working order. In desperation we checked the height of the suspension only to find that it was much lower than recommended on the Normale. Correct adjustment was made bringing the steering geometry into it's correct line and the knock quietly disappeared.

Silicone Brake Fluid

Some years ago it was quite fashionable to move from "DOT" brake fluid to silicone fluid as the latter did not have the same corrosive tendency as the original fluid which is of course hygroscopic – i.e. it absorbs water over time. My brother Malcolm and I used the silicone fluid in our respective Light 15s and, although my car gave no problems, Malcolm's came to a juddering halt in the middle of France one day because the brakes had seized.

On stripping down the cylinders it was found that the rubber seals had swollen to the extent that they would no longer function properly. It was evident that the rubber seals were not compatible with the silicone fluid. Seals and fluid were changed to the original types and the brakes never gave a problem again. So, my advice is to be careful when using other than the original "DOT" specification fluid in Traction brake systems.

If you are worried about corrosion why not consider having the cylinders relined with stainless steel and seizing problems will disappear and will last many years (mine over 15 years!). Partparts Ltd – telephone 01284 750729 – will do this for you and save you a lot of money in the long term. They also reline master cylinders.

Misfiring – Electrical Problems

Do remember that over a period of time dust can build up on the distributor cap, which can eventually cause arcing across the terminals and giving rise to misfiring. Clean the cap regularly with alcohol (not gin & tonic please!) and reassemble when clean and dry. We have come across this problem several times and it is easily cured.

Brake Hydraulic Pressure Limiting

A letter from Jon Winter, a retired motor engineer from Kettering, points out a difference between modern braking systems and those of the Traction.

Regarding the rear brakes on the Traction, I have been a mechanic and garage proprietor for most of my working life and a glaring problem which no-one seems to have mentioned is that modern cars have a brake pressure limiting valve in the hydraulic system. This prevents inadvertent brake lock-up causing uncontrollable skidding possibly into the path of oncoming traffic. Traction's are particularly prone to this with all the weight at the front.

At the time when Traction brakes were designed, pressure limiting valves had not been invented for use in car hydraulic systems. The system of fixed pivots and a half lining on one shoe was the Citroën engineers' way of avoiding rear wheel lock-ups and the terrible consequences that they lead to. No attempt should be made to change the system unless a limiting valve is fitted too.

Brake Hydraulic Pressure Limiting

Following the item in the last issue about fitting a new spring to the Benada starter, the ever-resourceful Terence McAuley has found the solution to the problem himself. Here he describes a method that I failed to discover when faced with the same problem – but I haven't got what has become known as the "world's biggest spanner"!

For the uninitiated, the Benada starter has an inner collar which is locked on the shaft of the starter motor by a large grub screw, two very stiff intertwined spiral springs, and finally an outer collar attached to the pinion itself, free to rotate on the shaft. The inner and outer collars are connected via the springs by means of holes into which the bent ends of the springs are hooked.

So, when I had my Benada springs change rapidly from 2 to 8 pieces one morning, I sought out the advice of John Ogborne who set me the challenge of (to put it bluntly) succeeding where he had failed.

What I reckoned, having listened to John's tale of woe, was that the key trick was to separate the two springs. As John had discovered, trying to wrestle them into place with the two intertwined was impossible. So I attached one end of one spring to

the inner collar, which I then attached to the shaft, and one end of the other spring to the outer collar. The theory was that the two springs could then be "screwed" into each other and, once fully screwed, the remaining ends would have nowhere to go but into the waiting holes.

Getting the first two ends in was a bit of a bitch. I put the collar and spring in the vice, and once they had shot out sideways a couple of times - fortunately not in my direction - the first ends were levered into place (real brute force and ignorance). In the event, the screwing was a bit of an anti-climax (as the actress...). With the shaft in the vice and the inner collar and one spring attached, it was relatively easy to wind the other spring down and encourage the remaining ends into the holes. As John knows, I have possibly the largest adjustable spanner in the world, and this was just the job for winding the pinion and spring down.

There is probably a "proper" way to do this job, but the above method seemed to work and enabled us to go trundling round the Picos in Spain for a couple of weeks without any problems. However, please beware of flying springs, and don't blame me if they bite!

All I have to do now is let Dave Hackett have his borrowed, and now repaired, starter motor back!

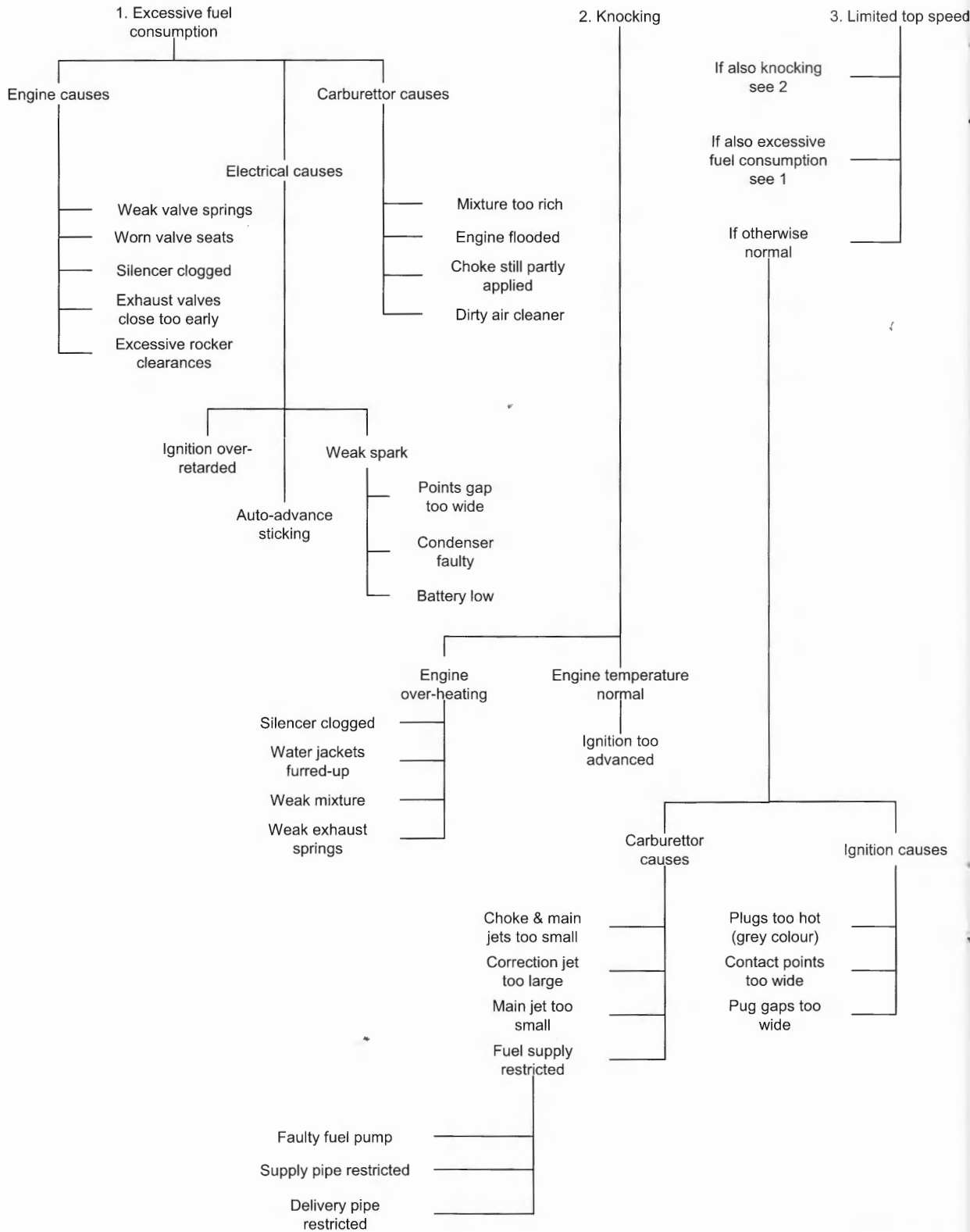
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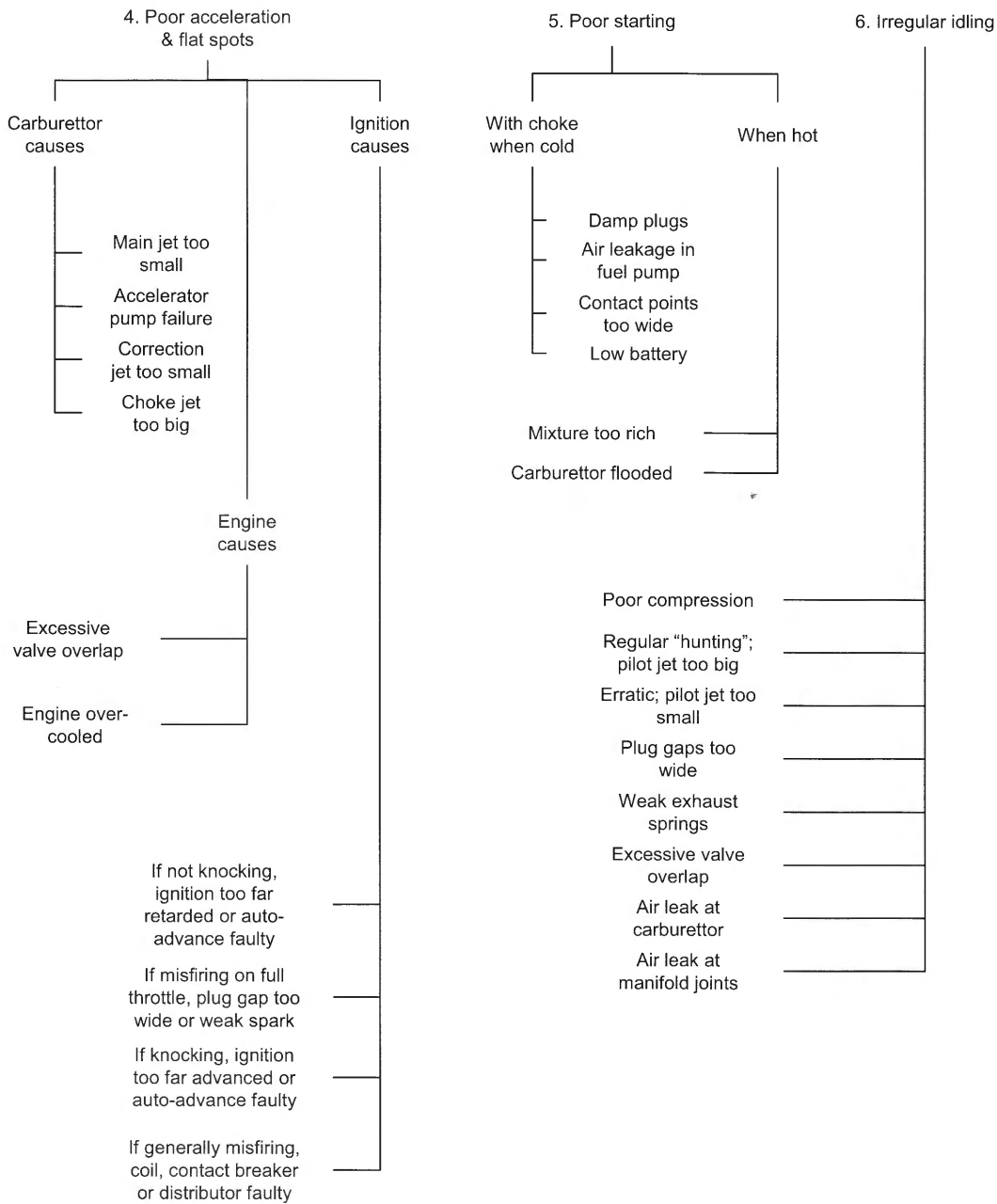
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Chris Treagust, 98 First Avenue, Batchmere, Chichester,
W. Sussex, PO20 7LQ. Email: chris.treagust@tesco.net



Carburettor Fault-Finding Chart





David Boyd has supplied this carburettor fault-finding chart which was originally published in "Practical Automobile Engineering Illustrated" by Odhams Press. However – and I hope David will agree with this – following discussions with Alec Bilney, I have edited it as some of the original wording was less than clear. I hope that the result is useful.

toctech forum

Are Your Tyres on Back-to-Front?

Robin Dyke has been busy again ferreting out those little known facts that have passed most of us by. The question is whether one should put a pair of new tyres on the front or rear of the car. Robin has been in touch with Citroën and Michelin and has finally come up with the definitive answer – at least for the next year or so when no doubt the accepted wisdom will change again! This is of course a general point for all cars and Robin is keen to know if anyone believes that Tractions should be an exception to the rule.

Our Citroën C5 estate is going to need two new tyres before the onset of winter. The front tyres have worn down to a tread depth of 3 mm on the near-side and 3.5 mm on the off-side, and are very slightly more worn on the outer edges. The rear tyres are only down to 5 mm and have a very flat profile. All of this is just as one would anticipate. Michelin and Citroën confirm that the front tyres will wear out more rapidly than the rear with front-wheel drive cars, and some slight wear on the outer edges of the front tyres is to be expected and does not necessarily indicate a tracking problem. In fact Michelin also say that near-side tyres wear a little faster than the off-side in the UK because of the way we go round roundabouts. Presumably the opposite applies in France.

I had taken the trouble to contact Michelin because my local tyre depot wanted to sell me tyres from a different manufacturer, and I didn't want to mix brands. Michelin were very helpful and explained all the codes on the tyres. My tyre type is still current, but an enhanced version is about to come out. They said I could mix these, but that I must put the new tyres on the rear axle. On the rear? Yes they said, always put the best tyres on the rear. But my car is front-wheel drive, the front tyres do all the work. No they said, front-wheel drive, rear-wheel drive, even four-wheel drive - always put the best tyres on the rear axle. Michelin have researched this in great detail, and they sent me copies of reports to confirm their views - here is an extract.

The reasoning behind this recommendation is to keep the vehicle with an 'under-steering' characteristic (of grip) on slippery winding roads, that is to say that the front tyres slide first when negotiating the bends. I am referring to the steady state balance of the vehicle, since any such balance can be over-ridden by aggressive use of the accelerator. This recommendation applies with all forms of transmission drive 'rear/front/all-wheel'. Vehicle manufacturers 'design in' an under-steering handling characteristic/balance to their vehicles, since it is far easier for the general public to control in comparison to an over-steering balance, where the rear end of the vehicle feels as though it is about to overtake the front – i.e. spin. Even 'sports' cars, often referred to as having 'neutral' balance are in fact slightly under-steering. It seems logical, therefore, to continue with this balance and maintain the vehicle manufacturer's setup. Practical demonstrations (wet track, front wheel drive vehicle) have, in the past, shown the wisdom of the 'new tyres to rear' policy and shocked the vast majority of drivers when experiencing the effects of 'new tyres to the front'.

One additional reason for 'new/deeper tyres to the rear' is as a preventative measure for punctures. Most punctures are related to rear axle tyres. Studies suggest that the nail/object is usually lying horizontal on the road, waiting to be 'flipped' by the front tyres & be 'trapped' under the rear tyres. Deeper tyres on the rear axle will, no doubt, still 'trap' the object, but we do know that they will better resist a complete puncture through the carcass of the tyre.

I also have a report by BRMA (British Rubber Manufacturers Association) headed New Tyres to the Rear. My copy is date June 2001, but it is a reprint of what they published some years before that. Here is an extract.

An analysis of technical enquiries received by BRMA members has confirmed the belief that many customers - dealers and users alike - are of the opinion that, when only two tyres are replaced on a car, they should be fitted to the front "axle". This was undoubtedly the case a number of years ago when it was felt that the retention of vehicle control was more critical with front wheel deflations and, therefore, that the new, and thus less vulnerable tyres, should be fitted to the front.



toctech forum

However, the current recommendation on the part of the Tyre Industry is, as a general rule: **NEW TYRES TO THE REAR**. This applies to both front and rear wheel drive cars.

Primarily, the justification is increased safety, particularly in the wet, where it has been demonstrated that, with the partly worn tyres fitted to the rear, their diminished water dispersal capability leads to a greater tendency towards oversteer and thus loss of control. Similarly, straight line braking in the wet can be adversely affected. It is also arguable that used tyres are more prone to punctures and since it has now been established that rear deflations are more likely to cause loss of control, this is another reason for fitting new tyres to the rear.

As a secondary benefit for the owners of low annual mileage front wheel drive cars, the switching of the partly worn rear tyres to the front, enabling the new tyres to be fitted to the rear, creates a cycle which helps prevent their deterioration due to ageing/prolonged exposure. The rear tyres wear relatively slowly and leaving them in their original positions for a prolonged period can result in the need to replace them before they are significantly worn.

Note: There are certain circumstances where the principle of NEW TYRES TO THE REAR does not or may not apply. For example:

- where the front and rear tyre sizes are different.
- where the two new tyres are of a lower speed rating.
- where the characteristic rear concave wear pattern has developed to an extent that moving rear tyres to the front would affect the stability of the car.
- where the "system" concept of directional front and asymmetric rear tyres is applicable.
- with certain combinations of winter and summer tyres.
- on certain four wheel drive vehicles where it would result in significant differences in tread depth.

So I am now convinced that I shall put my new tyres on the rear of the C5, and move the rear wheels to the front. The profile is flatish but not concave. This plan however raises another problem. The four road wheels on the C5 have mini radio transmitters in the tyre valves which send individual signals to the car's computer system to warn of low pressure in a specific wheel. I may have to have the program reset after moving the wheels around. Would you believe there are 19 computers in a C5? - thank heaven for tractions. Incidentally I also checked with two tyre depots, five main dealerships and two smaller garages, and almost all were aware of the current recommendation to put the best tyres on the rear. Regretably two main dealerships stubbornly stuck to the old school thinking, but they have now been advised that for safety reasons they must reconsider their position.

My reason for changing the tyres at 3 mm rather than the current legal absolute minimum of 1.6 mm, is that there is a now a move to change the regulations to 3 mm. I have a copy of a report by MIRA (commissioned by the BRMA in 2003) which studies the stopping and cornering abilities of tyres with various tread depths. They note significant deterioration in braking distances and cornering performance when the tread depth is below 3.5 mm. What I now want know is how all of this applies to a traction.



Going spare

Observant readers of my article on the Traction clutch in the March/April FP may have noticed that I made no mention of clutch release bearing A1b, which is listed in the parts list as a 'substitute' bearing. This was not an oversight on my part, but intentional at the time, as I will explain.

Several years ago I fitted an A1b to my car, in place of the original type and had some problems with it, so I wanted to obtain some more information on the subject first, before writing about this item.

The original bearing [A1a] is an offset thrust bearing where the overall thickness is 17mm. This is achieved by having each ring 14mm thick, but with the inner ring offset, relative to the outer ring by 3mm. Thus the effective width is 17mm, with a shoulder between the two rings. The typical bearing number for these is R&M [Ransome and Marles] 54LT35 (Picture 1).

Picture 1



A1- original type bearing

A1b or 6207RS1 – alternative bearing

Bearing A1b and 6207RS1, as used by Mark Lefley are both 17mm wide, but the rings are not offset and are the same width. There is thus no shoulder and the effect of this is to prevent the oil retaining cup [490372] from being fitted in its original location on the bearing housing [490886], as it is now covering an outer bearing ring 17mm wide, not 14mm. Therefore the cup sits 3mm closer to the face of the thrust washer [490371] than it would with the standard bearing, so that its face is almost level with the thrust washer. Because the cover locates in a different position, the original holes for the fixing rivets cannot be reused. I made new holes and used a small self-tapping screw, rather than the original tiny rivets (Picture 2).

Picture 2



With the thrust washer and oil cup now at the same level there is some risk that the clutch toggle levers can touch the cup when they are actuated. This is what happened to mine and the cover was badly scored by the rotating toggles. I would not have known this if I had not had to dismantle the clutch again for other reasons. I can only assume that when the thrust washer pushed the levers they arced to a position to contact the oil cup and reshape it (Picture 2).

To research this article I contacted John Oates and Mark, who have recently used this type of bearing, to check that they had not had problems with this issue. Both assured me that all seemed well and John sent some photos of his before assembly. (Picture 3) He acknowledged that he did 'modify' the oil cup, using a hammer to indent the centre and gain clearance for the toggles. Mark changed the bearing, but left the oil cup as it was, as this had already been modified. He did have to reposition on the rivet holes and used small screws instead.

Picture 3



As Mark described, he used a 6207 RS1 bearing which is a fully-sealed version of A1b. With this, there is actually no need to refit the oil cup, because the bearing does not need an external oil supply. It should be possible to discard the oil cup and gain toggle clearance in this way. In practice, it is not as simple as that, because the oil cup has a little tag on one side which anchors one end of the bearing return spring. I suggest that the answer here is to cut out the face of the oil cup completely, just retaining the outer flange, which will allow the original rivet holes to be used and retain the spring tag.

It may seem tempting to convert to a no-maintenance, sealed bearing here, but I personally believe that it is a part of Traction ownership to regularly use the oil can and get to know the intimate parts of your car. I would be quite happy to use the non-sealed A1b.

I am still not clear why I had problems with my A1b. I can only think that the oil cup was too close to the face of the thrust washer, as I did not indent the centre first and that the initial adjustment of the toggles was incorrect.

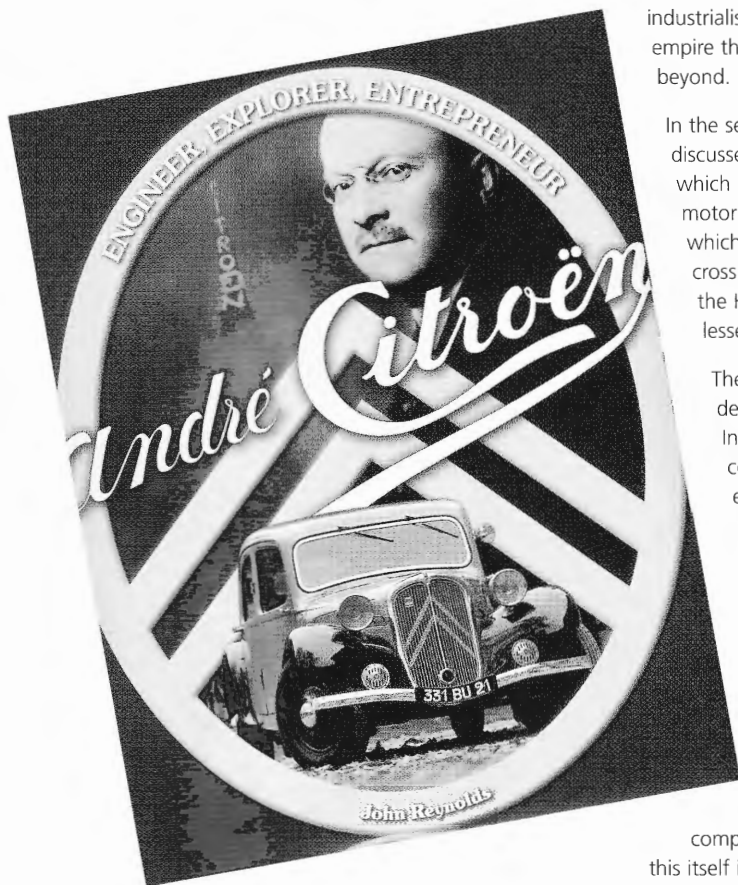
It seems that it is possible to use A1b, or its sealed equivalent, quite satisfactorily, as long as certain checks and modifications are made:

- The toggle levers must be correctly adjusted.
- The centre of the oil cup should be indented below the level of the thrust washer.
- The oil cup and rivets/screws will need to be repositioned on the thrust assembly.

As usual, we welcome other members experiences or comments on this subject.

Tony Hodgekiss

bookreview



A glance at the title page of this beautifully produced book will reveal that it was first published in 1996 as André Citroën – The Man and the Motor Cars. This edition, however, bears little resemblance to its predecessor in format, content, and illustrative material. It is, in effect, a completely new work and one that is highly recommended.

John Reynolds is recognised as the leading authority on Citroën, his previous books and many newspaper and magazine features on the subject having been well received. A Citroën owner and enthusiast for many years, his first car was a Traction Avant, the author is well placed to produce the definitive biography on the founder of this illustrious marque.

Citroën enthusiasts who read the first edition will find much that is new in this considerably enlarged work. Not only is the size of the book greater than before, the inclusion of additional chapters, extended text and an impressive number of new photographs, many of which have not previously been seen, makes this an essential title to be included in one's library.

The author has made a remarkable in-depth study of André Citroën's life, and in achieving this he has had the benefit of direct contact with the Citroën family. In fact, the foreword to this book has been written by Le Patron's grandson, Philippe Citroën, who provides a succinct view into the lifestyle of his grandfather and his legacy to the world's motor industry.

The book is comprised of three parts and these in turn contain a total of fourteen chapters. The first section, The Engineer and Industrialist, is given over to examining André Citroën's early life, his efforts during WW1 providing armaments for France, the

industrialist's move to motor manufacturing and the car making empire that spread from France to the United Kingdom and beyond.

In the second part, The Explorer and Pioneer, John Reynolds discusses at great length the Patron's pioneering expeditions which included the first crossing of the Sahara Desert by motor car. Then there's the exploration into darkest Africa, which is followed by the epic voyage, against all odds, crossing the Asian continent, a feat that included negotiating the Himalayas. Not least, the author guides us along the lesser known journeys to Canada and the Antarctic.

The final years of André Citroën's life are chronicled in detail in the third part of the book, The Entrepreneur and Innovator, in which the author explains the Citroën company's efforts to survive amidst declining world economy. Reynolds highlights Citroën's many achievements during this time, including the legendary performances of the double chevron cars at Monthléry when so many endurance records were broken. Not least, there is a blow-by-blow account of Citroën's efforts which were to culminate in the conception, development and premature birth of the Traction Avant. John Reynolds could have left the story at this point, but instead he essays the Citroën company's fortunes without Le Patron at the helm.

Aspects that help make this book such a compelling work is the contribution by the Citroën family, this itself indicative of the depth of research that the author pursued to achieve what surely be the most complete and accurate biography of France's most respected car maker.

In addition to providing a unique insight into the life of André Citroën, one of the world's greatest automotive leaders and innovators, this edition also takes a detailed look at the company formed by Le Patron. We have, therefore, a virtual tour of the Quai de Javel factory and a background to the vehicles that have become instantly recognisable owing to their double chevron trademark.

There is much more within the editions covers, such as the discovery of the double chevron gear arrangement, the work with French car maker Mors, the British assembly operation and Le Patron's generous contribution to exploration.

The picture quality throughout the book is splendid, as is the layout. In addition to the wealth of photographs, some of which have been loaned by the Citroën family, there are some seldom seen publicity items.

This book is not to be missed!

Malcolm Bobbitt

André Citroën – Engineer, Explorer, Entrepreneur

Author: John Reynolds

Publisher: Haynes Publishing, Sparkford, Somerset.

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TOC CLUB SHOP

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

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WWW

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

toc section scene

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 The Rose of York, 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).

West of England

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

Surrey & Hampshire Borders

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

Forthcoming Attractions

There is to be a 70th anniversary event for the 15-Six, at Fort de Seclin near Lille (77 miles from Calais), on 29-30-31 August 2008. Contact Emile Gossart, Traction Universelle, section Nord, or Robin Dyke johnrobindyke@btinternet.com

Patrice Crusson

It is with great sadness that we announce the death of PATRICE CRUSSON this morning at his home near Rennes.

Patrice will be remembered by many as the father of the "Tour de Bretagne" a tradition which he started in 1986 and to which there was always an open invitation for all TOC Members. In the following years, he and Stan Barker together probably did more for Anglo-French relations than most politicians and that legacy undoubtedly lives on in today's less chaotic Brittany Tours.

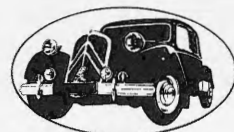
Despite having been ill with cancer for some considerable time Patrice had fought on bravely. We were all delighted that he and Nicole managed to attend our York Rally in September this year. Unfortunately, at the end of November, he suffered another set-back in the form of a pulmonary embolism from which he never fully recovered.

I have many fond memories of Patrice but they all blur into a single image of a typical Frenchman complete with cigarette in one hand and a drink in the other wildly attempting to spray-paint luminous direction arrows on the road surface as the main convoy of 30+ of the vehicles for which his passion was insurmountable loomed into sight a few hundred metres away.

All our thoughts go out to his wife Nicole and all of Patrice's family at this sad time.

Bernie Shaw

New Members



TRACTION OWNERS CLUB

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

- 1946** I Kingham, Chelmsford, Essex
- 1947** P Holmes, Carlton, Nottingham
- 1948** M Thompsett, Smallfield, Horley, Surrey
- 1949** C Daniel, Pratts Bottom, Kent
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- 1952** C Heracleous, Nicosia, Cyprus
- 1953** P Tullett, Cheddar, Somerset
- 1954** M Hill, Witherley, Atherstone, Warwickshire
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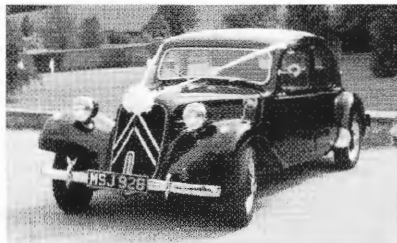
The Nympe crossing the Øresund Bridge into Sweden.
Courtesy of John Barnes.



tocclassifieds

CARS FOR SALE

1955 11B Normale. Midnight Blue. Was UFF 352, now on Spanish plates. 11D engine with an ID/DS 4-speed gearbox. There are a couple of minor niggles to sort out before the sale. Otherwise the condition is good, although the buyer may soon want to have the doors re-skinned. Negotiate around 9,000Euro or £6,000. Contact Aled Davies in Almeria by email daviesaled@yahoo.co.uk



1953 11B Normale. Black very tidy car inside and out. Has been seen in USA, Canada, France, Belgium, Wales, Scotland, Ireland and the UK including NEC Classic Car Show. For full details contact Graham Pitcher 020 8360 0847 hedleygraham@hotmail.com £6,700.

Two "Barn Find (Rusty)" 1950's Slough Built Traction Avants - One small boot, sun roof, leather seats, all glass intact, 5 wheels, minus engine and gearbox £300. One big boot, leather seats, all glass intact, 4 wheels, engine in pieces, no gearbox £300. Contact Keith Ramsden on 023 8087 9895 or ramkei@btinternet.com



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).

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Please send all adverts to the Editor (address on page 3). Automatically included for two issues, unless you instruct otherwise.

Rare 1952 Paris built black Traction Avant Big Six, Reluctant sale, further details.

Email: rb@sanderum.com
Richard Boughton, Henley, Oxfordshire



1954 Traction 11BL. Paris Build. Big Boot. Re-spray Black/cream, new headlining, 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)

1955 Traction Avant 11BL. 11D engine version. Black. One owner since date of import (1989), steadily restored ever since. Work includes respray, 12V conv., new headlining & doortrims, total brake overhaul, 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

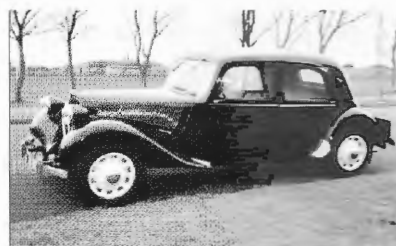
1953 Slough Light 15, originally bought in 1956. Regal red with red interior. Generally good condition, mechanically and appearance. Last used in 2003. Original buff log book. This car has been everywhere, the Arctic Circle, Iberia, the Pyrenees, the Alps, Venice, Vienna, Dubrovnic, Quai de Javel, Cannes 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



1939 Citroën Traction Avant 11BL (French Built LHD). As featured on Discovery Channel 'Classic Car Club' and used in many period productions and for Wedding Hire. Rebuilt engine, drive shafts, master cylinder and brakes. 12 volt conversion. Stainless exhaust. New headlining and more. Road tax exempt, MOT to September 2007. £7000 this to include about £1000 of spare parts. Contact: Keith Ramsden on 023 8087 9895 or ramkei@btinternet.com

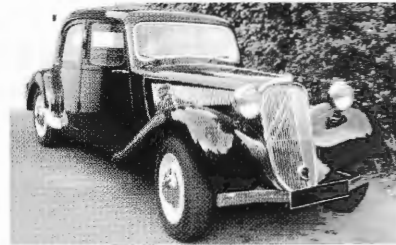
1951 11 BL - Black. Small boot, prote wheels. Very reliable and very attractive. Owned by me since 1992. Sensible offers to Alan Cartwright on 01253 735 377 (home).



2 Light 15s for restoration. Both French built one 1940. 7 cco. All welding professionally done. Engine re-bored, new pistons, white metaling, 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 a 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 head lining. 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)

tocclassifieds

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

RUBBER COMPONENTS

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

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

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

PARTS FOR SALE

Parts for sale - 11BL. (1) 2 rear doors with glass fittings - £60 each. (2) 2 new front chrome bumpers - £40 each. (3) 2 rear wings with spats - £50 each. (4) 1 bonnet complete - £35. All in very good condition. Contact: *David Boyd 01527 892134*

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 - 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*

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 assemblies.
- 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*

For Sale: Front hub puller - £30, ID19 4 speed gearbox - £350, ID19 Exhaust manifold - £30
Tel Paul De Felice 07778 053 873 or 020 8360 6837 (North London)

For Sale: 4 silver powder coated 4 slot road wheels with v.good tyres. £180 the set. Tel: *David Boyd 01527 89 2134*

Parts for Sale:

- 1951 Slough RHD 'Lt15' with new V5C document. Really past restoration and incomplete but includes engine, gearbox, rack, both axles, wheels, dash, doors, rear wings, boot lid etc. Good donor car or lots of spares. £300
- Legere body shell (1957) with back axle and wheels in situ, thus towable. Completely sandblasted and primed, but ore work needed to make A1. Perfect for body substitution or conversion to RD. £200
- Various engines, gearboxes, mechanical and electrical parts for RHD and LHD. Wide and narrow bodied models.
Give me a phone! Andy: 013398 86290 (Aberdeenshire)

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*

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:

One left rear door complete, locks window etc. Good no rust - £100.
One right rear door complete, locks window etc. Good no rust - £100.
One left front door, locks window etc. Bottom hinge broken and bent at hinge. - £100.
All doors Paris, may be pre-war. 2 of I65.14 Michelin tyres. New, old stock. X. - £50 each.
One copper honeycombe radiator made by gallay - £25.
One red grille Slough. Rusty but straight. - £25
All parts ono.
Tel Peter: 01366 388 235 (Norfolk)

Parts for Sale: 1956 Light 15 - Runner but no MOT. Mechanically ok but interior poor. £1,200.
Tel: 01939 220 254 (Shropshire)

WANTED

French registered, LHD, any age/model considered BUT must be in good running order. Departement 56. Contact *Chris Brown eckaf@wanadoo.fr*

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 mjohn.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 up 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 SELF-CATERING 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*

