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Floating Power

volume 31 issue 4

Editorial

Welcome to the July/August edition of *Floating Power*, which has again managed to appear on time despite my having only returned from the Gibraltar Tour less than two weeks ago.

So now you know that the panic before the last edition was to get my Traction ready for the 4500 mile trip through France and Spain to Gibraltar and back. Unfortunately just over 1200 miles into the trip, near Burgos in Northern Spain, a noise suddenly developed in the engine and the car had to complete its journey on the back of a truck.

I cannot speak too highly of Heritage Insurance, whose adverts we carry on the last page of the magazine. The service their agents provided was first class and there was absolutely no quibble when I explained that as I was on a 5-week touring holiday I would require a hire car for the remaining 4 weeks of the journey.

As it happens I didn't need the hire car for the whole journey because my wife saw a 2CV van for sale in Gibraltar - which we bought to come home in. The Traction is safely home now but I haven't yet had time to strip the engine to see what broke.

In this edition of *Floating Power*, which is again 32 pages long, you will (finally) see my first attempt at producing the services directory I have been promising since shortly after I took over as Editor.

This first attempt isn't that easy to use - because suppliers are listed alphabetically - but if you think it would be useful to develop the idea, and to reprint it from time to time, I'll think of a way of presenting it in a more user-friendly way. Please let me know what you think.

Finally - a number of readers have sent me articles which I have not been able to publish yet due to lack of space. Thank you very much for all your hard work. If your article hasn't been printed yet it will be, please accept my apologies and be patient.

As you know, since I took over as Editor, the magazine has increased in size from 24 to 32 pages but I need to know that I can sustain a bigger magazine on a regular basis before I increase it in size again.

So please keep sending me your articles, photographs and reports - they will get printed - and if there is sufficient input on a regular basis I will increase the magazine to 36 pages as soon as possible.

John Barnes

toc_editor@btinternet.com

**NB: Last input date for Sept/Oct issue
- Tuesday 14th August -**



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Contents

4 - 5	TOCnews
6 - 7	TOCletters
8 - 9	TOCcommittee
10	TOCtribute
11 - 14	TOCmember reports
15 - 18	TOCtech
19	TOCrestoration
20	TOCmagazine review
21 - 23	TOCsection scene
24 - 26	TOCevents
27 - 29	TOCservices directory
30 - 31	TOCclassifieds

Chairman's chat

Sadly I must report the premature passing of Malcolm Siggers, who died suddenly on the 3rd June. His obituary is published in this issue. On behalf of the Club I offer condolences to his family and friends.

On a brighter note I would like to thank Peter Riggs, who after a record 16 years, has retired as our Membership Secretary. Peter will continue as a committee member and also take on a new role as the new Mid Shires representative. I am pleased to announce that committee has decided to award him "life membership" for his outstanding contribution to the club.

It's not too late, there are still a couple of spaces left for the Annual Rally, 3rd to 5th August, so if you want to join us in Surrey, please return your completed application forms, which were in the last issue of *Floating Power*.

Those who braved the Gibraltar Tour have now all returned safely, from what I understand to have been a very eventful journey, especially for our editor! I look forward to reading the whole story soon.

I am off shortly with six other members to join our French friends for the Brittany Club Rally, which this year will visit the town of Le Mans.

Happy Tractioning

Steve Shinebroom

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Front cover

Olivier de Serres has very kindly allowed us to use this photograph of his 1951 Découvrable Légère (and his daughters). The car is an original AEAT conversion based on the 11BL saloon. Besides the folding roof, the car has the AEAT boot extension with customised suitcases. The first owner in 1951 was a restaurateur in the Lyon area and Olivier is the fourth owner.





Welcome

The TOC extends a very warm welcome to the following new members:

1979 **J F Murphy**, Roslea, Co Fermanagh, N Ireland
1980 **M Wheatley**, Riverside, Tasmania, Australia
1981 **K C Punter**, Beighton, Sheffield, South Yorkshire
1982 **A Beauchamp**, SE15, London
1983 **N Lake**, SW15, London
1984 **T Pearson**, Vale, Guernsey, Channel Islands
1985 **J C L Parker**, Prestbury, Cheshire
1986 **A Hannah**, Sandhurst, Camberley, Berkshire
1987 **D Weller**, Wrotham, Kent
1988 **B Whittaker**, Arcos de la Frontera, Cadiz, Spain

TOC membership Secretary

After a record spell of 16 years as Membership Secretary Peter Riggs has handed over the TOC member records and the responsibility for their maintenance to John & Bev Oates.

For John & Bev taking over responsibility for all the membership records represents an extension to the job of maintaining the computerised mailing list, used for the distribution of *Floating Power*, that they have been doing for several years.

Sending out the 2007/8 membership renewal forms, and processing them on their return, was a bit of a 'baptism of fire' for John & Bev but they coped admirably, and we thank them very much for taking on this important job in the Club.

TOC annual Rally

Entries for the annual Rally, which this year will be held from Friday 3rd to Sunday 5th August in Surrey, continue to flow in to our Social secretary, James Yeats.

Some members have queried the costs of this year's annual Rally so James has provided a breakdown of the costs in a letter which is printed later in this edition of *Floating Power*.

If you haven't already sent your entry in to James you can remind yourself of the details by looking at pages 26 & 27 of the last edition of *Floating Power* where you will also find an entry form to use.

2008 TOC calendar

More entries for the 2008 calendar competition arrived during May and June but the selection committee (Bernie Shaw, John Osborne and the Editor) still need your Traction photographs in order to be able to produce a quality calendar.

Don't forget that the competition closes in the **middle of October**.

Eagle-eyed readers will notice that this is earlier than stated in the Mar/April edition of *Floating Power*. The close date has been bought forward to allow for earlier production of the calendar because several members have ordered additional copies that they would like to send to friends and acquaintances for Christmas.

So don't forget to pack your camera for your Traction trips this Summer and to look for the interesting/unusual photo shots that will ensure your car appears in the 2008 TOC Calendar.

FBHVC says 'check your tyres'

And by that, it doesn't just mean checking the tyre pressures and making sure there is enough tread, but making sure the side walls are in good condition and the tyres not unduly old.

Her Majesty's Coroner for Manchester has written to FBHVC with details of an accident that took place last year in which the driver of an H registered MG B lost his life when a rear tyre burst on the M56.

Evidence shows that the driver was a skilled mechanic and a careful and experienced driver who was not travelling particularly fast at the time. The car was described by police as being maintained in an excellent condition.

The surviving passenger said that just before the accident the driver had commented that a "tyre wobble" had developed and he was going to "drive through it". The wobble went briefly, but then the tyre burst, causing the car to spin, clip a kerb and flip over.

Subsequent investigation showed that - although hardly used - the tyre was 25 years old.

It was one of a set of as-new tyres and wheels purchased at an autojumble the previous year for use for show purposes. At the time of the incident the car was on its way to a show at Oulton Park.

Going Spare

During the April stock take we found that one of the French Ducellier dynamos was actually a 12 volt device and not the normal 6 volt type.

This dynamo has now been fully reconditioned and would be ideal for someone who has converted their Traction to 12 volts, but wants to retain the original French '6 volt' appearance.

If you are interested in purchasing this dynamo please contact Chris Treagust. The price is £150 for a straight sale, no service exchange on this, but if you have another dynamo that you would like to trade in Chris may be able to come to an agreement with you.

Also, if anyone has more of these French 12 volt dynamos lurking in their stock of parts ClubSpares may be interested in acquiring them. Again please contact Chris Treagust.

Insurance

David Boyd reminds members that, with the increasing number of us acquiring points on our licences, we must declare them to our insurance companies. If we do not there is a real danger that our insurance cover will be invalid.

Similarly, any modifications to the car that affect safety or performance must also be declared.

As an example our TOCtech editor, John Osborne, declares the fact to his insurance company that he has a high ratio crown wheel and pinion fitted in his Normale which is capable of giving it a higher top speed.

Whilst this has no effect on his premium he knows that his insurance company has all the relevant facts about his car and that his insurance cover will therefore not be invalidated because of this modification.

Norton Insurance - family fleet cover

On the subject of insurance - Norton Insurance has launched a 'family fleet policy' through its Heritage Insurance division which allows all of the vehicles in a household to be covered on one policy regardless of age or value.

Mark Wilkinson, a partner at Heritage Insurance, says: "Although this scheme is relatively new to us, we have found that it has been a great success with our clients and we are confident that this success will continue. This is due to the fact that we are working with a number of leading insurers to get our customers the most competitive quotes on our family fleet policies."

As an example Heritage recently covered a 39-year old from Essex with a Lambretta scooter, a Riley Elf, a Volvo XC90 and a Porsche Boxster for £1100 per annum.

Other benefits available can include agreed value on classic vehicles, a full breakdown and recovery service across the UK and Europe and the option of combining motor and home insurance policies.

If you have more vehicles than drivers Heritage Insurance family fleet policy might be worth exploring. For further details visit www.heritage-quote.co.uk, or call 0845 373 4748.

Happy Birthday

Continuing our series of acknowledging the probable 'birthdays' of Slough-built Tractions owned by TOC members we send best wishes to the following cars built during May or June.

Registration No	Model	Probable Build Date
DNH 433	Light 15	Wednesday 2 July 1952
AS 2220	Light 15	Wednesday 2 July 1952
UPF 816	Light 15	Thursday 2 July 1953
JSJ 738	Big 15	Thursday 2 July 1953
SVG 33	Light 15	Friday 2 July 1954
DST 569	Light 15	Monday 4 July 1949
JDG 193	15-Six	Tuesday 5 July 1949
859 HYU	Light 15	Wednesday 6 July 1949
WSL 311	Light 15	Wednesday 6 July 1949
VVK 612	Light 15	Wednesday 7 July 1954
ESK 785	Light 15	Wednesday 9 July 1947
CM 589 (NZ)	Light 15	Wednesday 9 July 1947
CAN 391	Light 15	Friday 11 July 1947
MA-19150 (Spain)	Light 15	Tuesday 11 July 1950
MLR 970	Light 15	Thursday 12 July 1951
PB 987	Light 15	Thursday 13 July 1954
PPP 275	Light 15	Monday 14 July 1952
SF 774	15-Six	Monday 17 July 1950
GES 539	Light 15	Tuesday 20 July 1954
XPL691	Light 15	Wednesday 20 July 1955
HER 729	Light 15	Friday 22 July 1949
PYT 779	Big 15	Friday 23 July 1954
RAD 186	Light 15	Tuesday 9 August 1955
CE 6486 (NZ)	Light 15	Friday 10 August 1951
JJB 495	Light 15	Monday 10 August 1953
HPN 508	Light 15	Tuesday 11 August 1953
GAS 321	Light 15	Tuesday 11 August 1953
MLO 750	15-Six	Tuesday 14 August 1951
BA 4108 (NZ)	Big 15	Monday 15 August 1955
7IB 085 (Australia)	Light 15	Monday 15 August 1955
STF 835	Light 15	Monday 17 August 1953
JSJ 739	Light 15	Monday 18 August 1952
RCR 549	Light 15	Wednesday 18 August 1954

Registration No	Model	Probable Build Date
FMO 78	Light 15	Friday 19 August 1949
KLD 540	Light 15	Friday 20 August 1948
VNO 550	Light 15	Friday 22 August 1952
MTR 819	Light 15	Monday 24 August 1953
HVG 659	Light 15	Friday 27 August 1954
OLDG 53H (Germany)	15-Six	Friday 27 August 1954
GSL 732	Light 15	Tuesday 29 August 1950
RT 9955 (Zambia)	Light 15	Wednesday 30 August 1950
OPP 311	Light 15	Friday 31 August 1951

TOC Gibraltar Rally

The five UK Tractions that took part in the Gibraltar Rally are all now safely back home. Just one car (the Editor's) suffered a mechanical fault that necessitated repatriation to the UK.

Graham and Wendy Handley's Traction clocked up 4978 miles on the journey from its home near Newcastle upon Tyne through France and Spain to Gibraltar, and back.

A report on the Rally appears on pages 12 & 13 of this edition.

www.traction-owners.co.uk

Under the able stewardship of our web-master, Mick Popka, the TOC web site continues to go from strength to strength with more content being added every month. The number of visitors has increased from an average of about 1500 per month in 2005, and about 2000 per month in 2006, to its present level of nearly 3000 per month.

Classic Motor Show - NEC Nov 9th to 11th

The TOC has now been notified by the organisers that it has been allocated an 11m x 17m stand for this years show - probably the largest stand at the Classic Motor Show that the TOC has ever had.

The theme for the show will be Firsts and Lasts (first car, first model, first race win, last off the production line, last place in a race, last time at the NEC etc).

Plans are currently being developed and offers of assistance on the stand during the event, and for the loan of suitable cars, are being sought.

If you have a very early, or very late car you would be prepared to lend and/or if you would be willing to help on the Club stand please contact the Editor.

If its not possible for you to help but you intend visiting the show in November please see page 25 for details of the significant savings you can make by booking early and how you can help the TOC by visiting the Club's stand during your visit to the show.

TOC membership renewal

If you are one of the small number of members who hasn't yet returned your membership renewal form and paid your 2007/8 subscriptions this could be the last edition of **Floating Power** that is delivered to your home address.

If you have forgotten to send the completed form back, or pressure of work has meant that you haven't yet got round to completing and returning it, may we please ask you to do so as soon as possible.



TOC letters



Dear John

I just wonder whether the lady wife, navigator or whoever may be the travelling companion is to be consulted as to her space requirements if the foreign travel kit suggested in the article on pages 18/19 of the May/June issue FP were actually going to be packed into the Traction's boot.

For example, is she to consider as a luxury the inclusion in what (if any) space that may remain of any luggage for her own needs? Is she to be allowed her make-up case, hair dryer and travelling iron? What about the travelling kettle - from which the driver himself may well benefit, since everybody knows that it's quite impossible to get a decent cup of tea outside the British Isles.

Exhaustive your list may be, but barely practical or practicable, surely. I have always worked on the basis that what you need are the parts, tools and consumables that will enable any repair that can be carried out at the roadside to be effected without recourse to the fourth emergency service.

If it really can't, then that's when your breakdown cover comes into play.

It's some of the suggested tools you'd pack which I consider O.T.T. For example, would you really bring a hub/bearing puller, a set of ball joint breakers, a bell housing spanner and a grease gun (you should have used that before you set off). And would you really bring a drive shaft or a dynamo?

Have you worked out the amount of space required by two 5 litre containers to carry petrol and water? And try finding converters for our type of headlamps!

Of course my list includes many of your items, but I've never had to deny my wife (or, when rallying, navigator) the space she needs to make herself pretty for the evening.

And my list includes - which yours doesn't- Araldite, battery booster cables, 2-metre length of HT cable, distributor cap, rotor arm, circuit tester (small probe/crocodile clip with integral lamp), multi-meter, selection of electrical connectors and grommets, flasher unit, fly squash remover, tube of silicone RTV, tyre pressure gauge and, finally, under the passenger seat, the manufacturer's parts book and workshop manual and Depanoto's latest catalogue.

Now then, how's that for sticking my head above the parapet?

David De Saxe

David

As I said at the time the list wasn't mine - it was a compilation of items actually carried by other TOC members.

I do know for a fact that one member was forced to change a drive shaft halfway through last year's Norway Tour, that another member suffered severe dynamo problems in France a couple of years ago and now always carries a spare and that I suffered starter motor problems on the Brittany Rally two years ago that were only solved by fitting a spare motor purchased from a member of CTAB.

Although slightly embarrassed about the fact that my car broke down last month in Spain and was repatriated on the back of a lorry - I have to say that I did at the time have in my boot many of the items on the list (and incidentally most of those on yours as well).

In addition I also had 2 chairs, a folding table and 10 litres of oil (as on the 4,500 mile journey the plan was to change the oil once and to have supplies to replenish the losses caused by a small leak).

This all fitted comfortably into the boot of my car (with room to spare for waterproofs and overalls etc) and my wife was certainly not denied her hair dryer, travelling iron or kettle.

In fact the 7 bags of luggage for the 5 week trip that my wife had packed proved to be such an embarrassment when the Traction broke down that we were forced to buy a 2CV van in Gibraltar in order to be able to get it all back home!! Editor

Dear members

As the cost of the 2007 Annual Rally has raised concerns within the membership I feel that I should share with you the latest budgets.

We now have fixed prices for most items, and we can therefore reduce the Sunday cost to £15.00 per person. This covers the entry fee into Hollycombe Steam Fair (£8), the Rally plaque (£5) and various sundries.

The Saturday costs cover :

- the 3 course meal in the Epsom grandstand jockey room,
- a 3 piece live music band,
- hire of a 70 seat double deck bus
- a bar licence extension till 11.30pm

The total cost of the above, £3,175, divided amongst the 70 members we anticipate will

attend the Rally, is £45.36 per person.

The full weekend cost per person is therefore £60 (£45 for Saturday and £15 for Sunday).

The financial aim is to break even - the main aim however is to have as much fun as possible.

So don't delay, send me your booking forms as soon as possible.

James Yeats.

Dear John

As a rejoined overseas member may I thank Peter Riggs for the membership pack he sent me which included some copies of **Floating Power**.

Whilst those magnificent drawings have gone, the artwork of the covers and general presentation is first class. To overseas members this is often the only club contact we have, so well done Mr Editor!

My first recollection of Traction's was visiting the 6th ICCCR at Knebworth (also celebrating 50 years of Traction) in my 2CV and admiring the PARIS - MOSCOW - PARIS cars.

I swore to do one of these trips someday and ended up doing Raid Canada and Raid Australia some years later.

Now, with 75 year celebrations coming up in Arras, I have the perfect excuse to bring TA1948 back home!

I hope I can count on the TOC organising a run there in which I could join.

Mark Wheatley

PS I enjoyed reading Ralph Drouin's letter and well remember the Sharknose!



Mark's 1948 Slough-built, Australian Lt 15

Dear Sir

Could you let me know if you have ever carried an article on restoring the side windows on a Slough-built Light 15?

In particular I'm interested in how to fit the external rubber seal to stop water entering the side panels. I can be contacted at richard@catherinehams.f9.co.uk or on 01483 224059

Richard McClean

Dear Sir

Here's an anomaly that I've only just spotted after all these years: the filler cap on my Traction's rocker cover specifies 20SAE (or 20/20W) grade engine oil - quoting the brands from the major manufacturers of the day such as Wakefield's Castrol, Price's Energol, Shell, Mobil and Esso's Essolube.

The driver's handbook, however, recommends the use of lubricants from the same manufacturers, but indicates that any of the viscosities 20, 30 or 40 will be satisfactory.

It could be that my filler cap, not being the original, is from some other vehicle - but does anyone out there have any comments? I've been using Duckham's (now part of BP/Burmah/Castrol) 20W50 for years.

David De Saxe

Dear John

Firstly may I say how much I enjoyed the last edition of Floating Power.

I recently re-discovered a copy of 'The Motor - Coronation and Commonwealth Supplement' from May 20th 1953 which at the time cost one shilling - a lot of money for a teenager!!

With the post-war car shortages finally ended and the three year wait for a new car a thing of the past in this one edition there were 21 Traction's for sale at prices ranging from £965 (1953 Light 15) to £320 (1939 super modern 12 saloon) to £195 (1936 super modern 12 saloon).

Originating from the area I was particularly interested to see the Worthing Motors advertisement as it was the first Citroen dealership in Britain (and is now the oldest).

I recall that at the time there was a good display of Traction's on the forecourt at Worthing Motors and that in about 1958 John Poxon, the son of the founder, kindly allowed me to 'test drive' the new DS19 - which made my day.

Kind regards

Richard Heskell

Dear Members

For this year's rally, we would like to delve into the font of untapped knowledge which

is within the TOC membership.

We would therefore like to invite all Tractionists, or their better halves, to give a short talk at the Rally on any Traction related subject which they feel would interest the rest of us.

For example: How to fix..., recollection of an event..., discussion on best..., how my husband couldn't/could..., how not to...etc

If you have knowledge that you believe other members of the TOC would benefit from sharing please contact me with your name and subject matter.

Regards

James Yeats

Dear John

I should be pleased if you would pass on a message for me to all TOC members living in the North Wales, Shropshire, Cheshire and Merseyside areas.

Having recently joined the TOC I am interested in gauging the level of interest amongst TOC members in this area in forming a new social Section that I would be willing to co-ordinate.

If you are interested in meeting from time to time with other local TOC members on a social basis please give me a call on 01490 440481 so that we can discuss various possibilities.

Michael Simpson

The end of an era

When production of the Traction Avant ceased on 25 July 1957 no less than three-quarters of a million cars had been produced and, for a whole generation, the car had come to symbolize France in the same way as the Eiffel Tower and the Moulin Rouge.

Yet its birth in 1934, which required the modernisation of the factory at Quai de Javel for the production of this revolutionary car with its new body, engine, gearbox, suspension, etc., swallowed André Citroën's fortune, destroyed his company and finally drove him to his death on 3rd July 1935.

By March 1934 the firm was short of 150 million francs to meet its short-term commitments. Citroën tried hard to raise the cash and, in desperation, arranged a demonstration of the new TA 7CV for interested financiers which went well until the de Lavaud automatic box fitted to the car fell to pieces before their horrified eyes.

With no cash, sales of Rosalies plummeting, a run of bad luck at the gaming tables and the residual effects of a long and bitter lockout at the Citroën plant in the previous year, the financial situation was critical.

The public authorities stepped in and Michelin, as Citroën's largest creditor, was invited to take over the running of the company.

Yet fifty years after the last car was built the Traction Avant goes from strength to strength with old (and not-so-old) men still recalling with affection the car which, at a stroke, gave the marque its reputation for audacity, innovation, eccentricity, performance and value-for-money which it still enjoys to this day.



Saint-Malo Citroën dealer M. Dufour, who's agency sold the first Familiale in 1934, collecting the very last Traction Avant from Quai de Javel on 25 July 1957



TOCcommittee

Meet the TOC committee - part 3

Tony Piper - committee member and Club Shop proprietor

Who is to blame for my atTraction? That question is a really easy one to answer. If it wasn't for our beloved Chairman, who happens to live across the road, then my love affair with the Citroen Traction-Avant would never have happened.

A few years ago I walked over to see Steve and there it was. This strange looking thing that could have been from another planet.

Having ascertained from Steve what it was I was really none the wiser. Racking my brain through childhood memories I could not place this car. Hillman Minx, Ford Poplars, Morris Minors I could remember but I had no recollection at all of the vehicle that stood larger than life in front of me. If my brain was a little larger then I would have recalled many happy hours spent in front of the television watching Rupert Davies in Maigret.

It didn't take long for me to replace the word 'strange' with the word 'beautiful' as I viewed Steve's lovely Light 15 from every angle. Over the following couple of years Steve and Hazel kindly transported Jeannie and myself on various Club outings and I joined the Club, never expecting to one day own such a timeless vehicle myself.

Steve sold his Light 15 and in its place arrived something called a Big 15. To my mind the Light 15 looked a much prettier car but the more I saw of Steve's car I realised that the word 'majestic' was replacing the word 'beautiful'.

Having been a member of the club for a few years, it seemed that the next step would be for me to own such a car but I was concerned about my total lack of mechanical knowledge or ability.

For those of you who don't know me I have never changed a tyre or a spark plug in my life (my old Mother-in-Law would have had more idea than myself and she never drove a car).

However, I digress. Thanks to Steve and Paul deFelice, who contacted Martin Rylands, a virtually new car was constructed by Martin who lovingly restored a Big 15. So last year I became the proud owner of a gunmetal grey Traction-Avant.

Having the Chairman across the road is not all bad. Steve has shown me a few things and although I haven't had to change a tyre, or a spark plug, at the age of 57 I changed the oil of my new found friend. Even my Mother-in-Law couldn't have done that!!

So, now that you know that the Club Shop is in the hands of a very competent mechanic, please give Jeannie and myself a call on 020 8532 1468. We would love to hear from you.

Mick Popka - committee member and TOC Webmaster

I joined the TOC in 1985 (or thereabouts), when I was looking for a car, and I quickly made contact with the Northern Area Section Representative, who at the time was John Howard, in Bradford. .

At the time I was on two wheels and, as I used my motorbike as my main means of daily transportation, I was able to think of buying something "interesting" that I wouldn't need to use on a daily basis.

After waiting months for John to get a car in for me to "test drive", during which time I visited him frequently and discovered the wonders of "Timothy Taylor's Landlord", he eventually told me about a car that was for sale in London at some place called "Classic Restorations".

So, one day when I was down in London on business, I travelled over to Waterloo station and eventually found "The Arches". To cut a long story short I agreed to buy the 1949 11BL, which I still own, and since that date have covered over 100,000 miles in it (well it was 20 years ago!).

I think the most memorable part was the day we collected the car. Having never driven a LHD vehicle (let alone one with no synchro on 1st) I managed to get Bryn Hughes to agree to deliver the car to Golders Green Tube station where a brown envelope was swapped for keys and we were away up the A1 and A15 with a minimal amount of traffic but many strange looks as we headed North.

Trips in the car to the ICCCR at Lorely in 1987 and at Chevotogne in 1998 were an experience but unfortunately I no longer have the time to spend on long trips so the ICCCR in Interlaken (2004) and Citromobile in Utrecht have been visited by plane rather than driven!

I have been involved in the organisation of the TOC Annual rallies at Ripon in 1993 and York in 2006. I still get my leg pulled over the route I



...arranged for the 1993 rally which had a couple of "1 in 3" hills – I didn't even think about it!

My car has featured in a Discovery Channel re-enactment of the Great escape (filmed in 1999) and more recently as a "Teenage Kick" on ITV 4's Used Car Roadshow (which will be transmitted late July/early August 2007).

I took on the role of Webmaster at the beginning of 2006 and this has given me the opportunity to develop my skills in Microsoft FrontPage.

It's very rewarding to see the results of my work reflected in the increasing number of visitors to the site and in the queries I receive.

The Tech Torque Section now has all sorts of brochures, diagrams and articles – but I'm always on the lookout for more!

Slide shows and video's of various rallies (Norway and York) can also now be viewed on the site and there are a whole bunch of Links to other clubs and individuals whom share our common passion!



Peter Riggs - Committee member and Mid Shires section coordinator

In the late 1980's, looking for some weekend stress therapy, I decided to buy an 'old' car. I met some TOC people at Classic Shows, and then at a rally that I think may have been at Stratford, I first met Stan Barker his wife and son Paul. Stan was covered in oil and grease and looking very hot and bothered. I seem to remember he was changing a head gasket but he still made the time to talk to me about Tractions. Still being keen I bought a Legere direct from a contact in Chamonix and shortly afterwards visited 'the Arches' where John Gillard introduced me to the TOC.

In 1990 I took over the role of Membership Secretary from Steve Reed and did the job until two months ago when I passed the responsibility into the very capable hands of John and Bev Oates.

In May 1991 we did a tour of Belgium in the Legere with a group from the TOC which was memorable because of the gales, rough channel crossings and the RAIN, despite all of which we had a great time.

I sold the Legere and bought my current, very original 1952 small boot Normale complete with documentation indicating that the distance covered of 60,000Kms indicated by its odometer was probably correct.

Both Sue and I love France so the 'three' of us were soon heading south on traffic-free BIS routes towards Dordogne. En route we took the Traction back to its first registered home at Cosne Cours sur Loire, then on to visit our special friends Helené and Ronald Knoth near Bergerac. I think we may have played a part in them becoming Traction owners. Ronald joined the TOC and I joined La Traction du Perigord where Ronald served as President.



Together we have enjoyed tours 'French style' to the Pyrenees and Aquitaine and, in 2004, Ronald and Helené's own rally Pertrac Tulipe to Holland, their homeland.

Since 1990 these old black cars, the TOC, Traction du Perigord and La Belle France have made a lasting impact on my life. I have made some great friends and acquaintances over these years and been to some truly memorable places and events.

One simple pleasure that gives me a real buzz is rooting around a rural Bourse d'Exchange. Dirty hands, a couple of plastic bags of what Sue calls junk (Traction parts and period accessories) - WOW, anyone know the feeling?

Sincere thanks and best wishes to you all.



Malcolm Saggers



It is with great sadness and regret that I have to inform members of the TOC of the sudden death of Malcolm Saggers (Dr Diesel) on Sunday 3rd June 2007 at the age of 60

Malcolm collapsed and died at the Bressingham Steam Railway Museum where he had been driving one of his beloved steam locos.

Malcolm was one of the finest engineers I have ever known. He developed the Citroen Traction Avant diesel which he coupled to a Skoda 5-speed gear box in a combination that works fantastically well.

Malcolm completed four of these conversions—including his own car SVT 162 which, being his only car and used on a daily basis, must be the most used Traction in the Club.

His other passions were steam trains and motor cycles.

He built at least three miniature steam locos from scratch and, four years ago when they were stolen, he was totally devastated. A few weeks ago, after they turned up in an auction house, they were returned to him. He was so pleased.

Malcolm lost the lower part of his leg in a motor-cycle accident many years ago but this did not stop him from working on and under Tractions, steam locos and motor bikes.

Malcolm leaves a wife, Susan, and a son, plus the many, many friends and associates from his many clubs. My friend and yours Malcolm (Nobby) Saggers will be greatly missed by us all.

Malcolm Saggers and I first met by chance in October 1998 when I overtook him and his friend Linda on a motorcycle in my Commercial. The light show from the surprisingly powerful headlamp on his motorcycle was so impressive that I had to stop for a chat.

He was fascinated by my Traction, the more so because of the D engine and 4 speed box. I was fascinated by his motorcycle, the likes of which I had never seen before as it was largely created by him.

Within a month he had joined the TOC and bought a very rough Light 15. Within four months this car was back on the road having been structurally welded and fitted with a BX diesel engine driving the front wheels through a Skoda gearbox.

This was a tremendous achievement and a real testament to Malcolm's energy, ingenuity and ability, especially as this car has since covered some 350,000 miles.

The term 'conventional wisdom' was unfamiliar to Malcolm but he had a plentiful supply of 'unconventional wisdom' allied to helpfulness and the ability to entertain with accounts of adventures and improbable anecdotes. This combination made Malcolm renowned and well-liked in the steam world, the motorcycling world and the Traction Avant world.

I was very moved by Malcolm's generosity and great compliment in bequeathing me his car.

Thanks Malcolm

Barry Longden

Jonathan Howard

Drive-It-Day

22nd April 2007

Historic Vehicles on the move

The aim of Drive It Day, which was an idea originated by the FBHVC in 2006 and now an annual event, is simply to increase public awareness of the extent of the historic vehicle movement in this country.

Drive It Day, 2007, which took place on 22nd April, built on the success of last year, and reports of different events across the UK made news in the national press as well as the specialist magazines.

The TOC was one of the many clubs supporting the FBHVC's Drive It Day initiative with runs organised by the London, Peak, Scotland, South Midlands, Surrey Hampshire & Sussex borders, and West of England Sections.

Surrey Hampshire & Sussex borders section

Led by Alec Bilney on his trusty 1942 BSA motorcycle, five Tractions and a DS rendezvoused at Dorking before venturing onto the A25 heading east.

After their convoy drive the group had lunch at a wayside inn and motored home in the mid afternoon.



Alec Bilney leads the convoy on his 1942 solo BSA M20

London section

Nine members of the 'Essex' contingent of the London Section, with six Tractions, met at Half Way House on the A127.

After their convoy drive via Southend seafront to the Hawke public house at Battlesbridge for lunch the group returned home in the mid afternoon



Tony Piper leads the 'Essex' convoy

Peak section

TOC members in four Tractions, a Picasso, a BMW and a Mercedes carried out a convoy drive in the beautiful Derbyshire countryside, stopping for lunch en-route at a country pub for lunch.



Mick Holmes' car climbs Winnats Pass

Scottish section

Over 30 TOC and other Traction drivers, families and enthusiasts met at the Baiglie Inn, Aberargie to celebrate D-I-D. Six Tractions and a DS were on display.



Henry O'Hara's Big 6 on display at the Baiglie Inn



TOCmembers report

Gibraltar Y Espana

13 - 20 May 2007

Sometime during 2006 James Yeats, a Gibraltarian, suggested to the London section that he would be willing to arrange a tour of interested people in a drive across Spain to his home country. He then took on the role of TOC social secretary and broadened his offer to everyone in the club. Towards the end of 2006 he providing an outline itinerary and six cars and crews committed to the tour.

At the very last minute Peter Marley had to drop out for health reasons so James Yeats (1955 Paris Familiale), Alec & Carol Bilney (1953 Paris 6-Familiale), Lin and Ethel Richardson (1955 Slough Light 15), Graham and Wendy Handley (1951 Slough Light 15) and John and Barbara Barnes (1954 Paris Normale) set off via various routes to rendezvous in Bilbao on 13th May.

Of special attraction to many was the fact that all accommodation in Spain was to be in Paradores, which are hotels - backed by the Spanish government - whose job is to protect Spain's national and artistic heritage while promoting quality tourism. Each of the Paradores we stayed at (Lerma, Plasencia, Carmona and Arcos de la Frontera) proved to be a splendid building, centuries old - but sympathetically modernised - with a restaurant that drew on the culinary wealth of its particular region.

The Parador at Arcos de la Frontera was the most memorable of all as it is situated at the very top of the town, on the edge of a sheer cliff face, fronting onto a small square accessible only by roads through gaps in houses no more than inches wider than our cars.

The majority of the roads that we travelled on had splendid surfaces and were often as straight as an arrow for long distances. However hills in central Spain are Hills. Not only are they long and comparatively steep but they generally make the assault more or less head on, using hairpins to lessen the gradient only when absolutely necessary.

Outside the major towns traffic density is very low. Our tour did not coincide with any special holiday period yet we often found ourselves on otherwise empty roads and we rarely met more than one or two trucks together. Our maps were generally very accurate but on one occasion they showed a bypass round two villages which had not been finished and we ended up in an industrial suburb. On another occasion the road we were using simply stopped, forcing us to backtrack five kilometres to a motorway junction.

Of course, not all roads are good. One road we used was so old that the repairs to the patches on the repairs to existing patches needed repairing.

The tour that James had devised was interesting and varied but conducted in a decidedly 'Spanish' way - ie timings were approximate, routes were subject to amendment in flight and itineraries changed on a regular basis.

Day 1 - Sunday 13th May

James, Alec & Carol were met by members of the Arabo Car Club at the Bilbao ferry terminal and drove out of Bilbao in convoy past the Guggenheim Museum straight into Basque country. The ten members of the Spanish club were cheerful and friendly people who were proud of their Basque heritage and their beautiful countryside and they introduced James, Alec and Carol to lunches that last from 4pm to 7pm.

Meanwhile Lin & Ethel, Graham & Wendy and John & Barbara, who had all driven down through France to Spain, decided to take a more leisurely drive to Lerma to meet up with the other crews. Mid-way through the journey, and about 1200 miles from home, following the ascent of a 7km Spanish 'hill' John & Barbara's Traction suddenly developed a 'machine gun' type rattle near the top of its engine. A truck and taxi ride later they joined Lin & Ethel and Graham & Wendy at the Parador de Lerma, where the Aston Martin Owners Club (with about 28 Astons of various ages) were also staying for the night.

About 9pm, after their long lunch and just in time for dinner, James, Alec & Carol arrived to complete the group.

Day 2 - Monday 14th May

A short journey of about 60 miles took us to a lunchtime rendezvous with John and Diane Kiddell and members of the Madrid Classic Car Club (in four, gleaming Tractions) at Segovia. After a tour of Segovia, and an excellent lunch in Avila (which John Kiddell embarrassed us all by insisting he paid for - thank you again, John), we emerged from the restaurant at 6pm for group photos. With some 90 miles still to go our four Tractions and a Skoda (John & Barbara's hire car) hit the road for Plasencia.



TOC members report



Day 3 - Tuesday 15th May

This was a day off for sightseeing, for some TLC for the cars, and for adopting more Spanish customs like a mid-afternoon siesta, late dining and people watching in the square at midnight.

Day 4 - Wednesday 16th May

A long 260 mile journey south to get past Seville. With the heat increasing and the air conditioning on (i.e. windows open), we enjoyed a magical journey through the heart of Spain and watched the increasing frequency of storks nesting on churches, electricity pylons, road signs and advertising hoardings. Late in the afternoon we visited a Roman ruin, but there was no doubt that everyone was flagging in the heat and refreshments in the shade of a vine-strung trellis at a roadside bar were given at least as much attention as the ancient stones. So a comparatively early arrival at the Parador de Carmona was welcome.



Day 5 - Thursday 17th May

Another day of leisure for us and, as it turned out, for the town because it was the first day of a three day (night?) fête. At 7pm. James led the Tractions onto the site of the fair and arranged for them to be displayed, effectively under police guard, while we had a stroll round and visited a dance hall where the flamenco dancers would be judged later. During our visit it was full of writhing figures and deafeningly loud amplified rock music. After another late dinner the (younger!!!!) crews decided to walk the several miles back to the fête to see what it was really like in full swing. The noise was unbelievable and no prizes are available for guessing who was the only TOC member still enjoying the fête after midnight.

Day 6 - Friday 18th May

After a short but hot drive to Jerez, where we toured Gonzales Byass's bodega and enjoyed tapas and Tio Pepe sherry, we had an appointment in Cadiz at the home of Doctor Manuel Lopez - a true enthusiast. Dr Lopez owns 68 old vehicles including, in addition to his Tractions, every variant of the BMC mini ever made. We were able to stroll at will amongst them all and amongst the other 6 or so Tractions and other Classic cars that his friends from the 'Friends of the Traction Avant Club' had assembled to meet us. Before we left we were asked to form up for a photograph for the local newspaper. We then enjoyed another late evening run to Arcos de la Frontera and another spectacularly situated hotel.



Day 7 - Saturday 19th May

This was the day we arrived in Gibraltar. After being escorted the wrong way through the one way system by the local police out of Arcos de la Frontera we joined the motorway towards Malaga and, as we topped one of the mighty ridges the road traverses, 'The Rock' was suddenly in front of us. Fortunately James was in the lead because the Spanish road exit signs completely ignore Gibraltar until, at the last moment - on the slip road itself - there is a single sign.

After queuing for customs we entered Gibraltar, filled our petrol tanks at 43 pence per litre (the currency in Gibraltar is pounds sterling) and then joined members of the Gibraltar Classic Vehicle Association to display our cars in Mackintosh Square. We then took part in a treasure hunt designed to introduce us to the history and sights of Gibraltar, which had been devised and tested by James's brother Albert - in a Mini. We discovered that five-point turns are necessary in a Traction to negotiate Gibraltar hairpins and that in one place the route took us down a 1 in 4 hill with little more than a Traction's length between hairpin bends.

At the dinner at the Rock Hotel mutterings were heard from some quarters about throwing Albert into the harbour and, as a finale to the tour, prizes were awarded to Lin & Ethel for winning the treasure hunt and to James for all his hard work in organising what had been an amazing and thoroughly enjoyable trip.

Day 8 - Sunday 20th May

A final day at leisure before the cars and their crews started their homeward journeys on Monday morning. Graham & Lin spent most of the day in the workshop of Christian Debono (one of the members of the Gibraltar Classic Vehicle Association) servicing their cars and preparing them for the journey home (another 2700 miles in Graham's case). The majority of the rest of the group took the opportunity to explore some of the 34 miles of man-made tunnels within the Rock and to further explore Gibraltar itself.

On Monday morning the journeys home began with John & Barbara Barnes setting off homewards in the 2CV van they had purchased in Gibraltar. Overall problems with the cars were minimal, and mostly overcome. Without exception the Spanish and Gibraltarian enthusiasts we met were jovial, friendly and immensely proud of their countries and their cars. If the tour is repeated in the future there are nine TOC members who would commend it wholeheartedly.





TOC members report

La Vie en Bleu

Prescott Hill Climb
26-27 May 2007

The Bugatti Owners Club organises a series of speed hill climbs each year at Prescott Hill near Cheltenham, and this year they held a special weekend with the Sunday advertised as a French Day to which they had invited a variety of French cars and clubs.

In the Lower Paddock there was a static display of 50 memorable cars, from a 1901 Panhard to the latest Citroën C6. The star cars for me were the Bugatti Veyron, the Renault 2007 F1, and Jonathan Howard's Citroën Rosalie with its elegant Sical coachwork.

I made a rough calculation of maximum speed against purchase price and there was no doubt whatsoever that the Rosalie was the best value. The winners of the concourse were 1st a Facel Vega, 2nd a Voisin C3, and 3rd a Citroën DS.

The hill climb course is 1127 yards long - rising over 200 feet - and the fastest cars on the Saturday were climbing the hill in less than 50 seconds.

On Sunday the weather was so bad that times were much slower. David Boyd did well in his first run in his 1939 Light 15 roadster, Emily, but the track was barely safe. I am pleased to report however that by my timings David was only slightly slower than the Bugatti Veyron.

Unfortunately the weather got worse and worse as the day progressed and, as few drivers had thought to bring water wings, the racing was called off in the late afternoon.

The TOC had an excellent position in the Orchard Paddock with the club marquee, fluttering banners and a good display of Tractions and enthusiastic members (more than 12 Tractions on the Saturday and more than 16 on the Sunday).

In the fine weather on Saturday we had a steady stream of visitors - it was almost like an outdoor version of our stand at the NEC - but with the terrible conditions on Sunday the visitors we had were mostly sheltering from the rain.

With hindsight it's a pity we didn't take the club shop - we could have sold dozens of umbrellas.

Thanks are due to Mike Tebbett, Simon Saint, David Boyd and Steve Southgate for doing so much to make the event a success.

The weekend ended with a minor drama when the wind got under the club marquee. Luckily there was no damage but our thanks go to Mick & Moira Holmes for holding the fort (literally) until help arrived.

Other French clubs were dotted through the field - Peugeot, Facel Vega, Amilcar, De Dion, Panhard and Renault - and credit must be given to Renault for supporting the event and their clubs.

I am told that attendance over the weekend was approximately 4,200 and that one spectator wrote to the organisers after the event to say that he had been enjoying himself so much he had not noticed the rain.

Our congratulations to the Bugatti Owners Club who we hope will repeat the event in the future.

Robin Dyke



Top to bottom: Dr William Sellars in his 11BL roadster and John Ward in David Boyd's 11B both taking part in the cavalcade, the Bugatti Veyron, Jonathan Howard's Rosalie

TOCtech forum

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.

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Gearbox Rebuild

Richard Shield of Dublin, Ireland has been busy rebuilding his gearbox and has provided this comprehensive and practical account. I am grateful to Richard for sharing his experiences with us and for providing a wealth of practical guidance.

As some TOC members may know my car broke down fairly significantly during last year's Annual Rally in York, necessitating an engine rebuild. However, I had noticed that the gearbox had become rather noisy and so decided to recondition it as well during the winter of 2006 / 2007.

Having never done this before I soon began to realise that there was a fair bit of mystery attached to the Traction gearbox and set about understanding what was required.

The following notes are a description of what I did to my gearbox although I am sure more experienced people may have other views.

They don't describe every action but are summaries of my experience and attempt to describe things that I would liked to have known before starting out on this project.

The manual that I have is very clear in listing each step of activity required.

What it lacks however is a clear overview of what each of the steps is intended to achieve, without which I think you are operating blind.

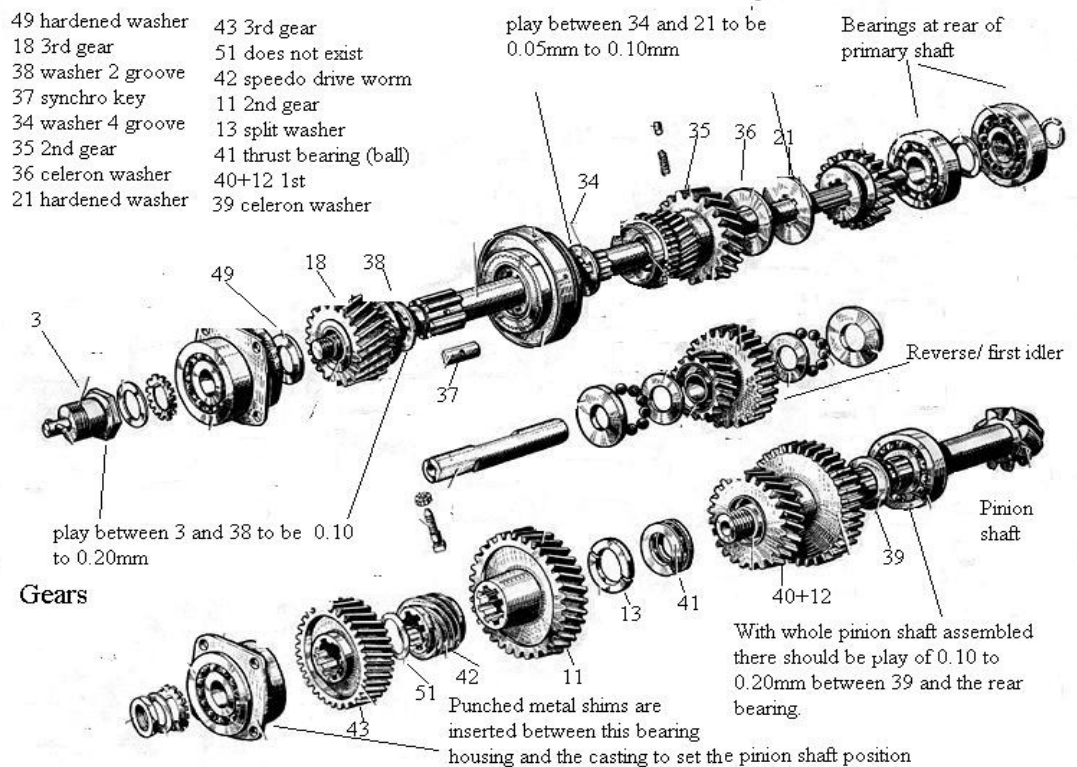
In my view, the main objective of a gearbox overhaul is to replace all bearings and bushes, to inspect and, where necessary, replace gears and shafts etc and to set clearances to specification.

I modified the drawings from the parts books to reference the numbers that are used in the manual to make it easier for me to ensure that the parts were reinstalled correctly and to understand what was happening.

Having disassembled the gearbox to its constituent parts and,

having thoroughly cleaned and laid them out in order on the bench, I proceeded to:

- set the second gear axial play (between 34 and 21 on Gears drawing) to between 0.05 to 0.10mm by choosing the thickness of the celeron washer (36).
- set the 3rd gear axial play (between 3 and 38 on Gears drawing) to between 0.10 and 0.20mm by adjusting the thickness of washer (49).
- set the play between the 1st gear (40+12) and the bearing on the pinion shaft to between 0.10 and 0.20mm by choosing the thickness of the celeron washer (39).



- set the play for the reverse / first idler to between 0.05 and 0.20mm.
- remove as much backlash from the planet gear / satellite gear assembly of the differential (see Differential drawing) as possible by setting the position of the satellite gears correctly by means of the adjustment washers.
- reinstall the pinion shaft in the gearbox followed by the differential and to set the axial position of the shaft such that the clearance between the end of the shaft (pinion end) and the differential housing is to specification. This is known as the pinion to crown wheel setting and is done by means of the



TOCtech continued

metal shims (see Differential drawing). The specification is engraved on the end of the pinion and on the crown wheel.

- reassemble the gearbox and then recheck the pinion to crown wheel setting checked once more.
- set the tangential or rotary play or backlash of the pinion to crown wheel to specification. The manual says that this setting is engraved on the crown wheel but this was not the case. In my case by asking the question on TA-L discussion group I was able to determine the specification to be between 0.19 and 0.23mm.
- verify that, with the complete gearbox reassembled, the synchromesh unit overlaps third gear when third is selected and second gear when second is selected. In the event that this is not correct then the axial position of the whole primary shaft may be adjusted by means of paper shims (see Casing drawing)

Replacement

I replaced all the bearings in the box. The only quirk worth noting is that the rear bearings for the primary shaft were not available so instead of replacing two bearings with a spacer between them I used a single bearing held in place with circlips.

I had to grind down one of the circlips by a small amount to allow both clips to return into their associated grooves in the shaft.

I replaced all the bronze bushings in the gears as they were allowing each gear to rock slightly in relation to the shaft.

I replaced bushings in gears 18, 35, 40 and the reverse / first idler. A hydraulic press is needed to carry this out and the bushing in gear 18 had to have oil holes drilled once installed.

The bushing in gear 35 consists of two bushings which are pressed in from each end. I understand that they can have a tendency to migrate towards the centre of the gear so I installed them with Loctite Bearing Fit.

Reassembly of the Differential

This was quite fiddly as it was necessary to repeatedly trial fit each satellite pinion and washer to the cross shafts in the differential to determine the correct washer thickness for each satellite pinion (see Differential drawing).

Once this was done the whole differential was reassembled repeatedly with different thickness celeron washers behind the planet gears until minimum backlash but no binding was achieved.

In my case the satellite pinion washers were not available in the thickness that I required so I compensated for this by increasing the thickness of the washers behind the pinions to tighten the mesh.

I used new bolts to clamp the crown wheel to the differential housing and fastened them with lock tabs and Loctite.

Setting axial clearances on shafts

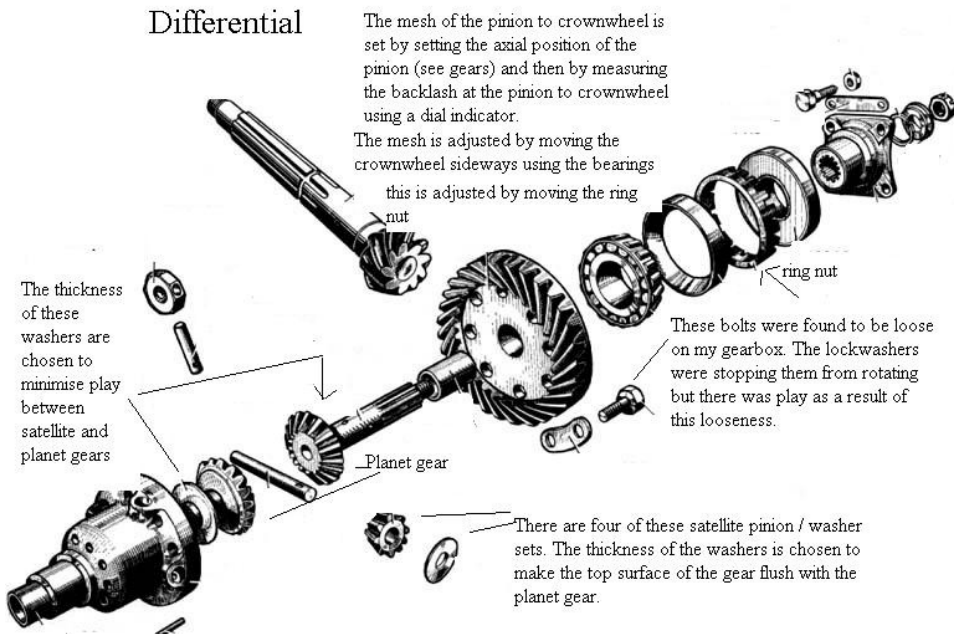
Parts 34 to 21 were reinstalled on the primary shaft and held in place with the locking pin and spring that can be seen on the Gears drawing.

This was done with the shaft removed from the gearbox. The pin and spring were reinstalled using some grease to stop them flying across the workshop and a bent piece of wire to push them home.

I used a pop rivet with the end bent at 90 degrees to make a thick hook. The thickness of the washer 36 (made of a fibre-like material called Celeron) was chosen to make the required clearance as listed above.

In my case having bought washers in myriad sizes I still did not have what I required so had to adjust the thickness of the washer by rubbing it on a flat surface with emery paper.

Differential



Disassembly

Disassembly of the gearbox is relatively straightforward if the manual is followed. However I broke the casting supporting the reverse gear idler shaft as I tried to drive the shaft out with a punch. If I had extracted the plug which inhibits removal of this shaft by pushing it in toward the gearbox this would not have happened.

I found all the gears to be in excellent condition but there was significant play in the differential caused by the crown wheel not being properly fixed to the differential housing and by significant wear in the planet / satellite gear area.

Given that I was going to reset everything to factory settings I did not measure the existing settings however others may wish to do so for completeness.

To remove the large nuts on the end of each shaft, using a large socket, the gearbox must be stopped from rotating - which I did by selecting 3rd and 1st gear at the same time.

Once again this was a case of multiple trial fittings until a suitable clearance was obtained.

The third gear axial play was checked between 3 and 38 and found to be acceptable. If it had not been then the steel washer 38 would have had to be ground to size.

The pinion shaft was also assembled on the bench and when fully tightened the clearance between 39 and the bearing was checked.

I am confident that the part listed as 51 (see Gears Drawing) does not exist on late gearboxes.

Once again the celeron washer 39 had to be made to the required thickness on the emery paper.

I then measured the reverse/first idler play. It was more than the specification but as I had no means to change it, and as the bearing races and hardened washers showed no evidence of wear I deemed the settings not to have changed since the gearbox was first built.

On consideration I was confident that this was one of the least important clearances in the box and reassembled it unadjusted.

The pinion shaft was then disassembled and reassembled into the gearbox casing.

The differential was reinstalled to the casing with the ring nuts tightened fully (see Differential drawing) so that there could be no wobble of the differential housing relative to the casing.

In my case the number etched on the pinion and crown wheel was 56.70mm. Given that the diameter of the housing is 55 mm this indicates a clearance of 1.70mm between the end of the pinion and the housing.

This was set by means of multiple trial fittings of punched metal shims between the bearing housing and the gearbox casing.

At first I did not install the cover over the bearing housing and discovered to my disappointment that the pinion could move towards the front of the box thus making all my work void.

I then repeated the task with the cover on the housing to achieve the correct clearance.

Once the pinion setting was completed the differential was removed and the reverse and primary shafts reinstalled in the box. The reverse shaft was refitted before the primary shaft.

The primary shaft was installed paying particular attention that the synchro key (37) was engaged firmly between washers 34 and 38. If

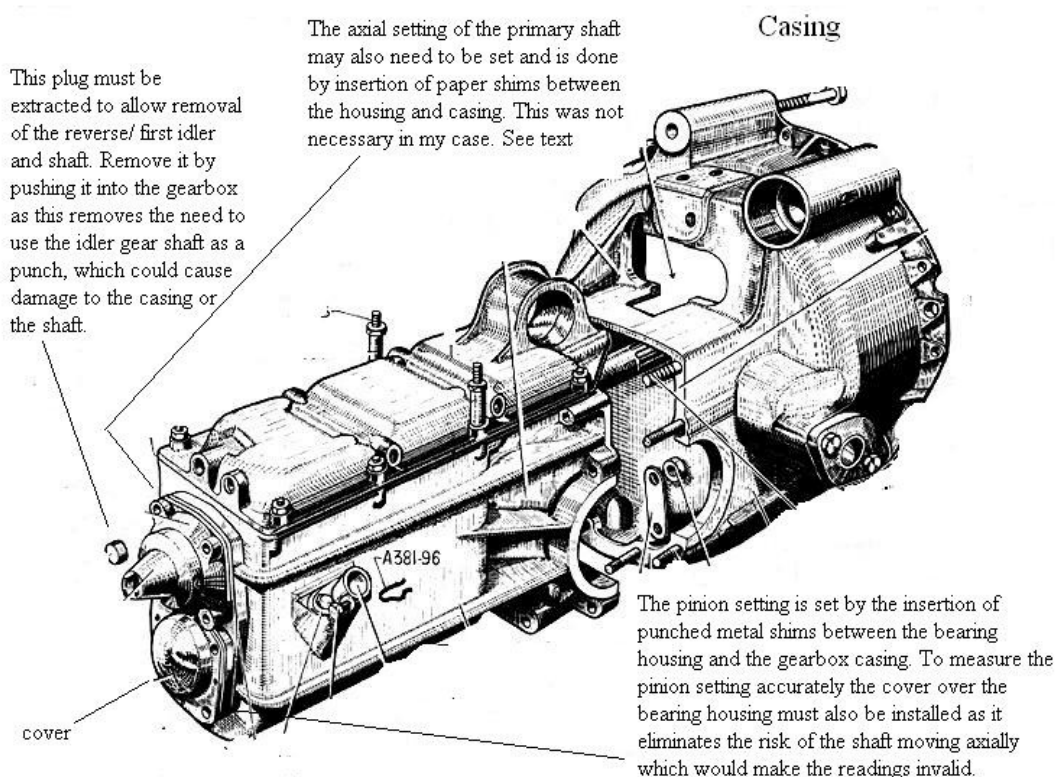
this is not done correctly it will chew itself to bits in moments.

Apparently a common cause of failure in these gearboxes is for the nut on the end of the primary shaft to come loose.

To guard against this happening I used Loctite on both nuts on the end of both shafts and I tightened the nuts as tight as I could using an extension bar on the socket drive and a wooden pole wedged into the gearbox housing to provide leverage.

Once all the gears were reinstalled I refitted the differential and rechecked the axial clearance.

The ring nuts on each side of the tapered differential bearings were adjusted successively so as to bring the crown wheel into mesh with the pinion and a dial indicator was used to check that the free



rotation of the crown wheel was between 0.19 to 0.23mm at the outer diameter of the crown wheel.

This was done with the pinion stopped from rotating by a block of wood so that the movement was purely the play between the meshing teeth at the pinion to crown wheel.

Once this was achieved the ring nuts were backed off slightly to allow the play required by the tapered bearings.

With all of these settings rechecked I temporarily reinstalled the top cover of the gearbox and activated the selectors so that third gear was engaged.

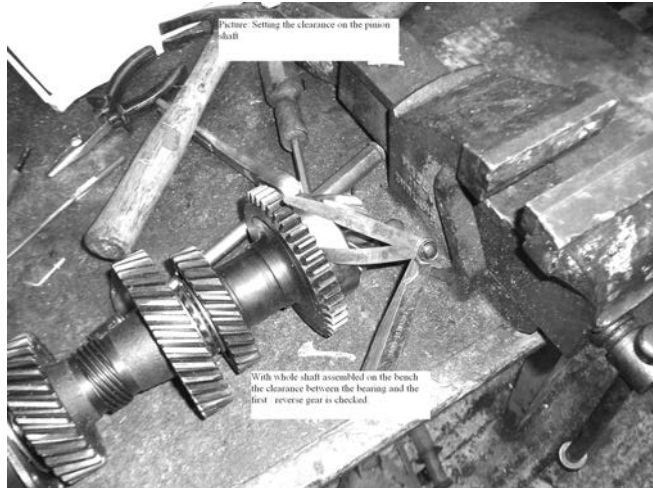
The cover was then removed to confirm that the synchromesh unit overlapped the teeth of third gear. This same test was repeated for second gear.

With the unit overlapping third gear when pushed forward and second gear when pushed rearwards I was confident that the axial ...



TOCtech continued

location of the primary shaft was acceptable. There is a more complex procedure in the manual but after careful consideration I was confident that this was enough.



Testing

I reinstalled the box in the car together with the newly rebuilt engine and took the car for a drive. Sounds easy! Once I got over my fears that the whole thing would grind to a halt I was amazed at the difference in feel. The gear change was more positive and while it is early days I am confident that the overall noise level and howling from the differential are much reduced. It just feels a whole lot more pleasant to use.



Conclusion

I would recommend anybody with some mechanical experience and the limited special tools (dial indicator and feeler gauges) to take this on. You won't regret it.

Finally I would like to thank the people on the TA-L discussion group as they were a wonderful sounding board for me and provided guidance every step of the way.

Richard Sheil

When Richard submitted his article I asked him if he would be happy if I asked for comments from other members and he gladly agreed. Roger Williams has

added the following points that complement Richard's write-up so that together they make an excellent pair of articles on a subject that many of us know little or nothing about.

In support of Richard's article the following points may be of general interest.

1. The 'end float' or free play on the gears must be measured when everything is clean and dry. The truest reading is usually obtained by mounting the gears on their respective shafts and putting them 'between centres' or in a lathe and using a DTI to check the free play.
2. I am surprised that Richard had to thin down any washers to get a correct fit. As most parts are well worn it is usually the case that oversize washers have to be made.
3. The commercially available bushings for the gears are usually made to the original size and in my experience there is far too much clearance to them when fitted. I make blanks that are approx 0.50mm undersize and a very tight fit in the bore of the gear. I then chuck the gear in soft jaws in a lathe and true the gear before boring to suit the shaft it is to run on.
4. I always push the plug in the front of the gearbox out with the 1st/rev idler shaft - I have done well over a hundred gearboxes and never had a problem with this method.
5. The problem with the differential is that there is no restraint to the satellite gears - which are free to move away from the outside of the housing to the centre. The worst case occurs when the car is at rest and one of the cross pins is vertical thus allowing the satellite gear at the top to move towards the centre - this gear then takes all the load on starting. The solution is to make the central boss keep the side gears in their correct position, which Citroen did on the later 11D models by providing a bearing area in the middle of the side gear and a matching one on the central boss. The satellite gears need to be kept in contact with their thrust washers in the housing and this requires machining flats on the central boss and fitting spacing washers to achieve this.
6. The backlash is a fairly precise operation and the firm mounting of the DTI is essential. Richard's photo shows it clamped via a magnetic base to the aluminium cap/anchoring stud which I doubt would give sufficient rigidity to give a positive reading for the backlash.
7. After stripping and cleaning a gearbox and its component parts the first thing I do is to check the bearing caps/housings that fit into the front of the gearbox. The new bearing is fitted into its housing and the amount it protrudes carefully measured with a depth micrometer - say this dimension is 'X'. The recess in the bearing cap is then measured and this depth plus the thickness of the gasket must equal 'X'. If there is no recess in the bearing cap, as on the pinion shaft of the early gearboxes, then the bearing must protrude the thickness of the gasket. This is very important because if the bearing sticks out too far there will not be a proper seal but far worse if there is too deep a recess in the cap the shaft can move back and forward which is disastrous for the pinion shaft and not much better for the top shaft.
8. Richard refers to a 'howling' from the differential - this is not quite true but it is a term that lots of people use. It is the crown wheel and pinion that cause the 'howling' - the differential is 'at rest' unless negotiating a sharp corner.
9. Regarding the setting of the speed equaliser hub - usually referred to as a synchro unit - the key is to get the hub centrally between 2nd and 3rd gears when in neutral. You then check to see that it fully engages with the gears. There is no adjustment on the selector rods so the top shaft has to be moved to suit the fork position - I make washer 49 of a size that will achieve this but packing out the front cap with gaskets is an alternative I must admit I had not thought of!

NPN 7492 1946 Slough Light 15

In the mid-1970s NPN 7492 was found in a very sorry state, in a scrap yard in Johannesburg, by a person called Nigel Atherstone who is a collector of various makes of old cars. Nigel thought it may be worth restoring and bought it.

The old Citroen was transported to Durban and was stored waiting for the day restoration would commence. The day never came for Nigel and it was sold to Noel Wium, a keen Citroen fan and a former member of TOC.

The Citroen was transported to the coastal city of East London where Noel undertook the restoration work, and few years later it was on the road albeit not in original condition.

Noel then purchased a Big 6 and put all his attention into the restoring of the Big 6. Consequently NPN 7492 was neglected and after a few years was again in a very sorry state.

Geoff Brown then purchased it from Noel Wium and decided that he would restore the car to its original condition. Geoff is retired and has lots of time, he is also an absolute perfectionist and went into great detail to get the car back into top, original condition.

A lot of searching was done to establish the original specifications. Every nut and bolt was renewed, the body was sand blasted and re-sprayed and the engine, gearbox, suspension etc were all reconditioned. This process took him 4 years to complete.



He completed two Milligan vintage rallies and then decided to sell the car. At the time I had a 1947 Light 15 Slough and a 1955 2CV slough.

I was very keen on Geoff's car but space, finances and wife did not allow me the privilege to purchase the car from Geoff. I advertised my 1947 Light 15 and after some months found a buyer. With the money from the sale buying Geoff's car looked more realistic so I begged, borrowed and stole to make up the difference to purchase the Light 15.

It is a joy and pride for me to own such a beauty. We have not done too many memorable outings with her as yet, but those that we have done have been an absolute pleasure for me and my wife Jeanette.

I use the car on a regular basis and at least once a week take her for a run. At the beginning of May we took her on our longest trip, a weekend away to a game reserve, a trip of about 500km.

Robin Dyke has dated the car. It is one of the first cars to come off the assembly line on Monday the 6th May 1946, when Citroen recommenced production after the war. Many of these early 1946 body parts were stored in underground tunnels during the war years, hence the pre-war body style.

My love for Citroens started way back in about 1968 when I purchased a 1961 2CV and had a lot of fun with her. I still have my 1955 Slough 2CV which is also a lot of fun.

I live near the city of Durban and here in the area we have about 10 Tractions running (ranging from 1938 to 1955) and we often go on short day trips. In South Africa there are about 50 to 60 Traction owners and we all try to get together once a year in either Tractions or 2CV's.

The classic car scene in South Africa is fairly active, with many wonderful cars of various makes and vintage, and at least one event somewhere around the country every month.

In May there is an annual gathering called "Cars In The Park" at which there are approximately 1,500 old timers on display. As you can see from the pictures below we Citroen fans have our own area and we try to get as many cars as possible together.



Reg Taylor



TOC magazine review



CITRO EXPERT

Citro Expert is a high quality, Dutch commercial magazine with interesting reports and information about old and new Citroëns.

2007 n° 1 75 pages with reports on:

Rétromobile which describes the *Chevron-stars* - a perfect HY, James Bond's 2-CV, the French president's DS & SM, a lovely Rosalie and the 'last' Traction Avant Familiale.

A French coupé 'for sale' at the Reims-fair in March for €70.000 (£ 47,325) with a lot of work still to do!

The failed negotiations between Citroën & Fiat in 1972, the CX 4X4 (called the *desert-devil*) in the 1983 Paris-Alger-Dakar rally, how to meet high demand for 2CVs in 1950 they were produced at Panhard and at the Italian 'Isothermos' factory 1983 and a story about 15-Six's being used as stock cars in the early 1960's.

2007 n° 2 72 pages in length features:

"Fête de la Propulsion" in October 2007 to celebrate the 75th anniversary of the Rosalie.

Special reports on the Rosalie detailing all models & types etc., on the Citroën HY 1958, as used by the police in Paris, on the "Citroën 11F" Fourgonnette 1937-40, which were vans only made and delivered on demand, based on a TA 7, 11 or 15. and on the Citroën 2-CV Sahara in 1964.

Finally there was a reprint of hush - hush 1962 DS-sales-instructions for internal use by Citroën-salesmen only.

Walter & Noëlla Callens



TRAXION

Traxion is the club magazine of Traction Avant Nederland (TAN). It is published every month except August.

Pages (2007) 26-122, published during February, March, April and May contained, in the News section, reports on Rétromobile, Citromobile, Biotreck Africa and the planned 2009 75th anniversary celebrations, plus a report about 2 new TAN members who were sold a Traction with a massive oil leak concealed by a plastic cover, the same colour as the sump, attached to the engine.

The Events section contained a report of the AGM in April, confirmed that the 2007 annual rally is fully subscribed (despite the location not having been announced) and announced the 2007 Annual National Gathering on 9th September in Deventer.

The Reports section contained details of posters, photos and write ups of the Tractions in the movies plus two reports on 'La SuperTraction' - part I (6 colour pages) about the Rosengart, and part 2 (again 6 colour pages) about 2 Rosengarts, a cabriolet and a coupe, bought and restored by a TAN-member.

There was also a report on the Reims-fair and one on a 1939 Belgian 11B 8 seater TALimousine.

The technical section dealt with repairing the Traction dynamo windscreen wiper motor of the screen-wiper and an endoscope of the inside of a Traction-engine.

The History section contained 16 photo's of a Traction that collided with a tree on Sunday 30th May 1937 plus 4 pages of investigations into the accident.

Walter & Noëlla Callens



TRACTION AVANT

Traction Avant is the magazine of La Traction Universelle (TU) our sister organisation in France which is produced quarterly.

The latest issue of *Traction Avant* (72), has a splendid cover photograph taken on their rally last year in Corsica.

There is a good report of the Rétromobile 2007, and the TU are justly proud that their stand boasted an immaculate Familiale which looked identical to the last Traction built in July 1957.

Patrick Roussillon describes in detail the total restoration of this car, called Lucienne, which he bought in 1974 and completed last year.

There is an interesting report explaining that three out of four Tractions did well in the Historic Monte-Carlo Rally, finishing 156th, 186th and 240th.

At the Historic Rally at Charbonnières-les-Bains 79 out of 80 vehicles finished with 2 of the 7 tractions taking 2nd and 3rd places.









Olivier de Serres continues his revues of other clubs' magazines with coverage of 2 Floating Powers, a Front Drive (Australia), and a Traxion (Netherlands).

The previous issue of *Traction Avant* (71) had an article on 1934 and 1935 headlights.

This issue continued with 6 pages detailing everything you could want to know about Ducellier, Cibié and Marchal headlights from 1936 to 1957.

Robin Dyke

Section Co-ordinators

Eastern	Tony Latchford	2 Inchbonnie Road, South Woodham Ferrers, Essex, CM3 5FG	Tel: 01245 328 009
Ireland	 Norman Moore	69 Killane Road, Limavady, County Londonderry, Northern Ireland, BT49 0DT	Tel: 028 7776 3755
Lakes & Border	Bob Cuppage	Branthwaite House, Caldbeck, Wigton, Carlisle CA7 8HB	Tel : 01697 478301
London	 Peter Simper	215 Whitton Road, Twickenham, TW2 7QZ	Tel: 020 8891 1093
Mid-shires	Peter Riggs	6 Newton Close, Rushden, Northamptonshire, NN10 0HR	Tel: 01933 419863
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
Scotland	 Kenny Cocker	Hillfoot Cottage, Collace, Perth, PH2 6JB	Tel: 01821 650 436 email: ken@hillfoot.fsnet.co.uk
South Midlands	Simon Saint	Snigs End, Danes Green, North Claines, Worcestershire, WR3 7RU	Tel: 01905 454 961 email: janeandsimonsaint@hotmail.com
South West	 Walford Bruen	Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD	Tel: 01395 568909 email: kembru@btinternet.com
Surrey, Hampshire & Sussex borders	 Steve Reed	No 1 Terwick Cottage, Rogate, Nr Petersfield, Hampshire. GU31 5EG	Tel: 01730 821792. For details of section events and regular meetings please contact Helen or John on 020 8330 7216 (open all hours)
Welsh borders		New Area representative required. Please contact Bernie Shaw for details of what's involved.	Tel: 01933 274382 Email: bernie-pearl@lineone.net
West of England	 Terence & Jane McAuley	7 The Normans, Bathampton, Bath, BA2 6TD	Tel: 01225 466 939 email: mrsjane.bear@toucansurf.com
Rest of the world	Robin Dyke	18 Henfield View, Warborough, Oxon. OX10 7DB	Tel: 0044 1865 858555 or email johnrobindyke@btinternet.com

London Section

The London Section meets 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 01992 890975.

Odd months - from 8pm at The Rose of York, Petersham Road, Richmond, London TW10 (020 8940 8005). For further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

Peak Section

The Peak section normally meets on Sundays every two months in different hostelrys around the region. The next meetings are:

August - no section meeting due to Annual Rally.

7th October - Annual visit to the Yew Tree in Cauldon.

The Peak section had a tour of the beautiful Derbyshire countryside to support the Drive It Day campaign in April. We had four Tractions a Picasso, a BMW and a Mercedes as not all Tractions were back on the road in April after their winter overhauls.

In June we took part in the annual High Peak Run organised by the High Peak Historic Vehicle Club. There were 7 Tractions alongside a wide variety of interesting cars and motorcycles from the 1920's upwards.

For further information please contact John or Bev as above.

Scotland Section

The first of a series of meetings to bring together the Scottish section of the TOC and other traction enthusiasts took place on National Drive It Day at the Baiglie Inn, Aberargie. Encouragingly over 30 drivers, families and enthusiasts enjoyed a drink, a meal and a lot of chat!! with six tractions and a DS on display.

Unsurprisingly, a number of Tractions are "off the road" for a variety of reasons – so some useful exchanges of information, contacts and parts were made to help the restoration and repair process – some are going to take quite some time !!



TOC section scene

National press coverage helped to unearth three new enthusiasts – two looking to acquire Tractions and one looking for help in restoring a recently inherited, poor condition, French BL in Buckie !!! - so hopefully there will soon be some new names on the TOC “new members” list.??!!

Everyone who attended seemed very enthusiastic about meeting up regularly so we are hoping to see more cars, drivers, families and enthusiasts at our next meetings:

On 30 April David & Jacqueline Baird in their 11BL took part in the Scottish Malts reliability trial at Glenshee Chairlift car park. This must surely rank as one of the highest altitude tests in Great Britain !! Their sterling efforts resulted in 2nd in class - well done.



Future events:

Sunday 29 July - Cramond Brig Hotel, Cramond Bridge Edinburgh (between Edinburgh and Forth Bridge). This should be a convenient location for most Scottish members (and possibly even some members from other areas who may be holidaying in Scotland). Just turn up around lunch time.

We are looking at the prospect of beautiful Cromarty on the Black Isle north of Inverness as the venue for the last Sunday in August – for further details please telephone Kenny or Hugh.

All TOC members have, as usual, been invited to join the CCC Scottish Section at their Annual Rally 20 – 22 July 2007. This will be a first visit to the heart of the Scottish Borders at Galashiels. The venue will be: Netherdale, the home ground of Gala Rugby Club where there is a full range of amenities similar to those enjoyed at Stirling in past years. There's the usual Saturday night ceilidh and included in the concours is a “Best Traction” award

Although not running the event Andy Burnett (01339 886290) will be happy to provide more details if you are planning to attend.

Here's hoping for good turnouts and fine weather.

Kenny Cocker & Hugh Macrae

Surrey, Hampshire Sussex Borders Section

The section visit to Prescott for ‘La Vie en Bleu’ was disappointing due to the atrocious weather. Everyone and everything, including the inside of our tent, got soaked, but Mick and Moira braved the elements to cook a BBQ helped by sausage-snipper Bev Oats.

Fortunately the weather was kind for the car show and fete in aid of Woking Hospice the following weekend, where the TOC was represented by Andrew Rolph in his Light 15 and our 5hp Cloverleaf.

Tim Dodds took his ‘Raid Australia’ Acadiane, Stephen Rolph showed his DS Safari (the car that appeared in the TV series Heart Beat) and other friends arrived in their Llomax.

The section programme for the remainder of 2007 is:

- July 15 The Fairmile
- Aug 19 The Fairmile.
- Sept 16 Surrey Classic Vehicle Club show, Rural Life Centre, Tilford, Surrey. Please phone 020 8330 7216 for a carentry form, or more information, otherwise go direct to Tilford near Farnham.
- Oct 21 The Fairmile.
- Nov 18 The Fairmile
- Dec 16 Christmas Lunch at The Barley Mow, West Horsley. This is also a pre-booked event so please contact us in good time if you plan to attend.

We have also had a reminder that the ‘Wings and Wheels family day out’ will be held at Dunsfold on 26th August. The show will feature The Red arrows and there will be three 1/2 hr flying displays, trade villages, classic cars, race cars, motor cycles and military vehicles. Pre book and you could win FREE BEER for a year.

Helen & John

South West Section

If you have two Tractions, neither of which is quite on the road yet, then the sensible thing is to try to get everyone else to come to you. Thus it was that a small gathering was held at my place on Sunday 3rd June for ‘Tea and Tractions’. The total turnout was similar to that of the April meeting but this time a completely different selection of members arrived. This time it was the Big 15's of Simon Crewe and David Morris and the Light 15 of John Wain. Clive Hoskins came from Cornwall but (apologetically) in a Volvo Estate.

After an hour or so of looking under bonnets and inspecting various dust-covered ‘projects’ awaiting restoration the Tractionists and their wives (and one Mother!) took tea in the garden.

Our next get-togethers will hopefully be at the following events, where any members of the TOC who are in the area on holiday will be welcome to join us:

- 7th & 8th July - Historic Vehicle Gathering, Powderham Castle. Event co-ordinator Haydn Ryder—01647 253377
- 8th July - Wheels 2007, Royal Cornwall Showground, Wadebridge. Event organiser Paul Brocklebank 01208 813124
- 29th July - Branscombr Air and Classic Car Show. Event organiser R Cox 01297 680392

5th August - Vintage, Classic and Summer Fayre, Mount Edgcumbe Country Park, Nr Torpoint, Cornwall. Organisers Mrs Tindsley 01752 822850 and Mr Blakey 01752 823992

26th & 27th August - Honiton Hill Rally, nr Honiton. Organiser Alison Mutter 01395 516484

Walford Bruen

West of England Section

The Section meets on occasional Sunday's. The meetings planned for the rest of this year are:

- July 8 A pique-nique chez Nigel & Mary Webb near Glastonbury, followed by a compulsory march to the top of the Tor.
- Sept 2 Picnic at Julian Taylor's near Bridgewater, followed by visit to Westonzoyland pumping station (which will be "in steam") - this is one specially for the ladies!
- Oct 7 Possible visit to Tyntesfield Manor (NT) near Nailsea - to be confirmed so watch this space.

More details will be added as time progresses

Jane & Terence

News from the rest of the TOC World

Gerry Propsting from Victoria, Australia has sent this old photo of the dashboard of a 1935 Super Modern Twelve. Slough was still assigning the model code 7A to these cars, even though Paris were by then calling their equivalent car the 7C. Note the central position of the speedo, combined lighting / ignition switch, twin glove lockers and twin butterfly knobs to open the two scuttle vents.



Mark Gluck has sent us this photograph (top right) of his 1951 15-Six which was taken this year in Branch Brook Park, New Jersey



The Norwegian Traction club have invited us to join them at their summer rally in Sandefjord from Friday 24th to Sunday 26th August 2007. Sandefjord is in the south west of Norway not too far from Oslo. If you would like to fly out to Torp airport (near Oslo) they will arrange lifts in Norwegian Tractions. If you want to drive I have suggested routes and ferry details if you contact me.

The Danish club have their rally a fortnight earlier - Friday 10th to Sunday 12th August at Svendborg at the south end of the island of Fyn. I don't have any more details of this event yet but if you are interested I can investigate further.

Robin Dyke

75th - Anniversary of the Traction

The Amicale Citroën Internationale (ACI) has awarded the event that will mark the 75th anniversary of the Citroën Traction Avant in 2009 the status of "Event of the Year".

The organising team and their Clubs would like to express their grateful thanks to the ACI and all its delegates for this honour

The ACI is the assembly of all Citroën Car clubs worldwide that liaises with Citroën in France. "Event of the Year" means that the majority of Citroën enthusiasts around the world believe that 2009 must be the "Year of the Traction Avant".

It also means that Citroën is prepared to support this festive occasion. It will be a reminder of a turning point in the history of the entire automotive world, and not just that of Citroën. With the Traction Avant Citroën established its reputation as an innovative car maker overnight!

"Event of the Year 2009" also means that the four organising Traction Avant owners clubs who have taken this initiative now have to show the world what it means to celebrate the 75th birthday of the Traction Avant in the grand style it deserves.

The Traction Avant was sold widely throughout Europe; the 75th anniversary event will be "European" in every sense of the word and the 1000 car target should be easy to meet!

From now on, periodic bulletins will keep everybody informed about what will be happening in Arras from the 10th to 13th July 2009 so please check our website www.75heurespour75ans.com regularly for updates.

Bernie Shaw



TOC events diary

2007		
July	6 th - 28 th	Kosak 2007 Rally to Prague, Moscow and St Petersburg Full details of the routes, costs, and options can be found on www.globe-driver.fr . You can even hire a Traction if you don't want to take your own.
	13 th - 15 th	Brittany Tour Organised by the Club des Tractions Avant de Bretagne. Contact Martin Nicholson at vicmarnic@wanadoo.fr to register for more information.
August	3 rd - 5 th	TOC Annual Rally TOC 2007 annual rally at Farnham, Surrey. For full details see pages 26/27.
	11 th - 12 th	Annual Citroën GS/GSA & Ami Rally Rural Life Centre, Tilford, Farnham, Surrey. Details from Chris Salter email: simcauk@yahoo.co.uk , tel: 01252 697047 or 07834 620315
	24 th - 26 th	Sandefjord Rally The Norway Club have invited TOC members to join them at their 2007 rally in Sandefjord. Traction rides available for TOC members flying across to take part. Full details from Robin Dyke email johnrobindyke@btinternet.com
	31 st - 2 nd Sept	Goodwood Revival Goodwood House. Advance booking required see www.goodwood.co.uk for details.
September	1 st - 2 nd	CCC Midland - H van 60th anniversary event Stratford Race Course.
	8 th - 9 th	Beaulieu International Autojumble Beaulieu. The International Autojumble is the biggest outdoor sale of motoring items for European cars and motorcycles this side of the Atlantic. Details from www.beaulieu.co.uk/motormuseum/events .
	14 th - 17 th	Normandy Tour The 3 rd TOC tour to Normandy - again being organised by Pete & Sue Simper and Martin & Vicki Nicholson. For details contact Pete or Martin.
	22 nd - 23 rd	CCC event Blenheim Palace
October	6 th - 7 th	75 Years of the Rosalie To celebrate this anniversary there will be a grand « Fête de la Propulsion » at the famous Monthléry Circuit. The event will be open to Citroëns from 1919 to 1938. Further details from Jean-François Soyez, Automobile Club André Citroën, Tel: 00 33 1 30 93 97 34, Email: jfsoyez@wanadoo.fr
2008		
February	Retromobile	Paris Expo—for more information see www.retromobile.fr
20th April	Drive It Day	See Section Scene for details of local arrangements
July	Brittany Tour	TBA
15 th - 17 th August	14th ICCCR, Rome, Italy	For more information see main website: www.icccr2008.it
29 th - 31 st August	70th anniversary event for the 15-Six	70th anniversary event for the 15-Six at Fort de Seclin near Lille (77 miles from Calais). Further details from Robin Dyke email: johnrobindyke@btinternet.com
TBA	TOC Annual Rally	TBA
TBA	TOC AGM	TBA
2009		
10 th - 13 th July	75 HEURES POUR 75 ANS	75 th Anniversary event for the Traction Avant in Arras, Northern France. Details to follow

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£10 ticket offer: From August 1st onwards club members still benefit from a superb offer of just £10.00 per ticket.

Family £25 ticket offer: Admits 2 adults and up to 3 children (5 - 16 years)

Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission!

Offers apply exclusively to tickets for Saturday 10th and Sunday 11th November 2007, advance purchases only. Limited to two individual £8.00 or £10.00 offer tickets per club member, or one family ticket per member, subject to availability. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

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TOCcompetition

15th ICCCR Logo Competition

The 15th International Citroën Car Clubs Rally will take place in 2012. A joint proposal to host the event in the UK, backed by 2CVGB, CCC and TOC is being developed and will be presented to the ACI in February 2008.

The organising group needs your help to design a suitable Logo for the 2012 event!

The competition is open to all members of any of the above clubs. You don't need to be a graphic designer; you just need to use your imagination.

The prize for the creator of the selected logo will be free entry for you and your vehicle to the 2012 event!

Design brief for the Logo: this must incorporate the following elements:

- 15th ICCCR
- Citroën
- Great Britain
- Yorkshire
- 2012

You should also bear in mind that the event will be open to all Citroën models, old and new. The logo must be suitable for reproduction on all media (Clothing, Souvenirs, Stickers, Posters, Badges, Photos, Video, etc.,). Aim for boldness and simplicity in your design and the range of colours used.

Designs may be created on a computer or hand-drawn and scanned. Submissions should be made in a *.png, *.jpg, or *.gif format.

All submissions or enquiries should be emailed to 2012ICCCRBritishBid@bigfoot.com

**CLOSING DATE FOR SUBMISSIONS IS
FRIDAY 31ST AUGUST 2007**

Good Luck!

Examples of Logos for 11th – 14th ICCCRs:



Traction Avant Spares and Services Directory

This spares and services directory has been collated by the Editor using information supplied by TOC members and other sources. It is modelled on the directory issued by the Austin Seven Owners Club (London) to whom thanks are given for the layout ideas.

Thanks are extended to those TOC members who contributed information and to Tom McFadden at the Museum of British Road Transport in Coventry who loaned his personal records of service providers collated over nearly 20 years of historic vehicle preservation and restoration.

This directory is divided into two parts: 1) Traction Avant Specialist Suppliers 2) General Parts and Services Suppliers

The mention of a company or an individual does not imply that the goods or services provided by that company or individual are approved by, or endorsed by, the Editor or the Traction Avant Club merely that it is believed that the company or individual provides the goods or services described.

Whilst every effort has been made to ensure that entries are correct not all companies or individuals have been spoken to personally by the Editor therefore please notify any errors and/or omissions to the Editor at the address on page 2 of the magazine so that, should TOC members believe this to be a worthwhile inclusion in *Floating Power* it can be updated and extended before it is next published.

Version 1- July/August 2007

Part 1—Traction Avant Specialist Suppliers

Parts suppliers

TOCspares **Address:** 98 First Avenue, Batchmere, Chichester, W Sussex PO20 7LQ
Phone: 01243 511378
Email: chris.treagust@tesco.net
Products: one stop shop for all TA parts

CTA **Address:** CTA Service Holland b.v. Hogeweg 19, 5411 LP Zeeland, The Netherlands
Phone: + 31 (0)486 451666
Email: sales@ctaservice.nl
Products: one stop shop for all TA parts

Depanoto **Address:** 94 rue de la Malerie, 28400 NOGENT-LE-ROTROU, France
Phone: +33 (0)237 524 325
Email: info@depanoto.fr
Products: one stop shop for all TA parts

Jonathan Howard **Address:** 21 Market Place, Chipping Norton, Oxfordshire
Phone: 01608 643065
Email:
Products: stainless steel bumpers, brake parts, electrical parts

Mike Tennant **Address:** 49 Hollywell Road, Micheldean, Gloucestershire, GL17 0DL
Phone: 07930 754 879
Email:
Products: rubber products, gaskets, f/glass front/rear wings, brake parts

Renel **Address:** Rn 83, 01440 VIRIAT, France
Phone: +33 (0) 474 451 564
Email:
Products: one stop shop for all TA parts

Roger Williams **Address:** 35/37 Wood Lane, Beverley, North Humberside HU17 8BS
Phone: 01482 863344
Email: rdrw@steam-car-dev.karoo.co.uk
Products: transmission parts

Traction Services

Classic Restorations **Address:** John Gillard, First floor, 636 Old Kent Road, London, SE15 1JE
Phone: 0207 358 9969
Email:
Products: Traction sales, maintenance and restoration

Imperial Cars **Address:** Steve Southgate, Oxford Street, Bilston, WV14 8AA
Phone: 01902 495758
Email: steve@imperial-cars.co.uk
Products: Traction sales & maintenance

Jonathan Howard **Address:** 21 Market Place, Chipping Norton, Oxfordshire
Phone: 01608 643065
Email:
Products: Traction servicing, gearbox rebuilds

Roger Williams **Address:** 35/37 Wood Lane, Beverley, North Humberside HU17 8BS
Phone: 01482 863344
Email: rdrw@steam-car-dev.karoo.co.uk
Products: gearbox/transmission rebuilds, parts manufacture and refurbishment

Part 2 - General Parts and Services Suppliers

Argent Crash Repair Centre **Address:** Beachs Drive, Chelmsford, Essex CM1 2NJ
Phone: 01245 264233
Email:
Products: Bodywork repairs, restoration and paintwork



TOC services directory

- AUB** **Address:** 23 Solihull Road, Shirley, Solihull, Birmingham B90 3HB
Phone: 07973 471560
Email:
Products: refurbishment and rebuilds of classic and vintage starters, dynamos, magnetos, switch gear and motors
Phone: 2TX
Email: 01531 670204
Products: white metalling, crankshaft grinding
- Automec Equipment & Parts Ltd** **Address:** 36 Ballmore, Buckingham, Buckinghamshire MK18 1RQ
Phone: 01280 822818
Email: info@automec.co.uk
Products: Copper & copper nickel brake pipe sets
Feltham Radiators **Address:** Unit 14, Hampton Farm Industrial Estate, Hampton Road West, Hanworth, Middlesex TW13 5NG
Phone: 0208 898 0064
Email:
Products: radiator repairs
- Batteries 4U Ltd** **Address:** 33 Westley Grange, West Avenue, Wigston, Leicestershire LE18 2FL
Phone: 0116 288 4188
Email: sales@batteries4u.co.uk
Products: vintage & classic batteries
Gary McShane **Address:** The Old Yard Workshop, Vansittart Industrial Estate, Arthur Road, Windsor, Berkshire NW1 8QY
Phone: 07903 675980
Email:
Products: Bodywork repairs and paintwork
- Berkshire Radiators** **Address:** 266 Gosbrook Road, Caversham, Reading, Berkshire RG4 8EA
Phone: 01189 473501
Email:
Products: Radiator repairs
George Lodge & Sons Ltd **Address:** PO Box 61, 80 English Street, Hull HU3 2DX
Phone: 01482 329553
Email: sales@georgelodge.co.uk
Products: bearings and oil seals from the 1920s onwards
- BHM Compak Radiators** **Address:** Common Lane Industrial Estate, Kenilworth, Warwickshire CV8 2EL
Phone: 01962 511304
Email:
Products: Radiator repairs
J A Milton Upholstery Supplies **Address:** Ellesmere Business Park, Ellesmere, Shropshire SY12 0EW
Phone: 0870 777 8934
Email: sales@jamiltonupholstery.co.uk
Products: supply of all upholstery materials and upholstery tools
- Chalk Farm Tyres** **Address:** 66 Chalk Farm Road, London NW1 8AN
Phone: 0207 267 3296
Email:
Products: tyres and tubes supply and fitting
John Kirkby **Address:** 57 Lower Addiscombe Road, Croydon CR0 6PQ
Phone: 0208 688 2127
Email:
Products: white metal bearings
- Citroen Classics** **Address:** 2A Glenhurst Road, Brentford, Middlesex TW8 0QR
Phone: 0777 858 2522
Email: info@citroenclassics.co.uk
Products: repairs, servicing, rustproofing, restoration
Johnson's Engineers **Address:** 29 Church Street, Donnington, York YO19 5PP
Phone: 01904 780000
Email: harry@whitemetal.demon.co.uk
Products: white metalling, sleeving, valve facing, crankshaft grinding, cylinder head repairs
- Coventry Boring & Metallig Co Ltd** **Address:** 3 Coniston Road, Earlsdon, Coventry CV5 6GU
Phone: 02476 672372
Email:
Products: white metalling, crankshaft grinding & balancing, hardened valve inserts etc
Jolley Engineering **Address:** Milbank Gar Cradley, Malvern WR13 5NL
Phone: 01886 880101
Email:
Products: Design, manufacture and supply of electronic ignition systems for classic vehicles
- Coverdale (UK) Ltd** **Address:** Coverdale House, 6 Wetheral Close, Hindley Industrial Estate, Hindley, Wigan WN2 4HS
Phone: 01942 255535
Email:
Products: Carpet and interior trim
Kebrell Nuts & Bolts Limited **Address:** New Midland Works, Heath Road, Darlston, Wednesbury, West Midlands, WS10 8XE
Phone: 0121 526 6049
Email:
Products: high tensile nuts, bolts and other fastenings
- C S Restorations** **Address:** Coopers House, Monkhide, Ledbury, Herefordshire HR8

Longstone Tyres	<p>Address: Doncaster Road, Bawtry, Doncaster, South Yorkshire DN10 6NX</p> <p>Phone: 01302 711123</p> <p>Email: sales@longstonetyres.co.uk</p> <p>Products: tyres and tubes supply</p>	<p>Email:</p> <p>Products: batteries made to original pattern</p>
Microblast Services	<p>Address: The Old Yard Workshops, Vansittart Industrial Estate, Arthur Road, Windsor, Berkshire</p> <p>Phone: 01753 620145</p> <p>Email:</p> <p>Products: shot and bead blasting</p>	<p>Stevson Motors</p> <p>Address: Unit 1, 2A Harrow Road, Selly Oak, Birmingham B29 7DN</p> <p>Phone: 0121 472 1702</p> <p>Email:</p> <p>Products: Brakes & fuel pipes etc, & shock absorbers</p>
Paul Goff	<p>Address: 62 Clare Road, Prestwood, Buckinghamshire HP16 0NU</p> <p>Phone: 01494 868218</p> <p>Email: norbsa02@aol.com</p> <p>Products: Quartz and LED replacement bulbs 6V and 12V</p>	<p>Sussex Radiators</p> <p>Address: Stephenson Place, Three Bridges, Crawley, W Sussex RH10 1TN</p> <p>Phone: 01293 528225</p> <p>Email:</p> <p>Products: radiator repairs</p>
Peter Hepworth Components Ltd	<p>Address: Crayke, York, North Yorkshire YO61 4TB</p> <p>Phone: 01347 821340</p> <p>Email: enquiries@peterhepworth.com</p> <p>Products: manufacturers of pistons, liners and bearings</p>	<p>The Classic Bodyshop</p> <p>Address: Grove Lane, Marston Trading Estate, Frome, Somerset BA11 4AT</p> <p>Phone: 0207 485 2361</p> <p>Email:</p> <p>Products: Bodywork repairs and paintwork</p>
Pharon Services	<p>Address: Beech Road, Box Hill, Corsham, Wiltshire SN13 8HF</p> <p>Phone: 01225 743507</p> <p>Email:</p> <p>Products: powder coating</p>	<p>The Electrical Parts Company</p> <p>Address: Windy Nook, Uppertown Farm, Berrington, Tenbury Wells, Worcestershire WR15 8TH</p> <p>Phone: 01584 8111118</p> <p>Email:</p> <p>Products: suppliers of obsolete Lucas auto-electrical parts</p>
Plymouth Radiators	<p>Address: Unit 55 Holly Court St Modwen Road, Plymouth PL6 8LG</p> <p>Phone: 01752 666402</p> <p>Email:</p> <p>Products: Radiator repairs</p>	<p>The Wiring Harness Company</p> <p>Address: 102 Park Lane, Castle Donnington, Derby DE74 2JG</p> <p>Phone: 01332 810052</p> <p>Email: harnesco@btconnect.com</p> <p>Products: fabrication of wiring harnesses</p>
R & G Finishes (Stove Enamellers) Ltd	<p>Address: 73 Swaisland Drive, Crayford, Dartford, Kent DA1 4HY</p> <p>Phone: 01322 526723</p> <p>Email:</p> <p>Products: stripping, blasting, stove enamelling, plating, anodising, powder coating</p>	<p>Thomas Hamlin & Co</p> <p>Address: 64 Monmouth Street, Bridgwater, Somerset</p> <p>Phone: 0207 485 2361</p> <p>Email:</p> <p>Products: engine reconditioning, white metalling, crankshaft grinding</p>
Redditch Shotblasting	<p>Address: Units 6 & 7, Bartlett Road, Washford West Industrial Estate, Redditch, Worcestershire B98 0DQ</p> <p>Phone: 01527 529659</p> <p>Email:</p> <p>Products: shot blasting, bead blasting, metal spraying, stove enamelling, powder coating</p>	<p>Vintage Bearing Company</p> <p>Address: 15 Derby Road Industrial Park, Burton-on-Trent, Staffordshire</p> <p>Phone: 01283 500678</p> <p>Email: vbc@breathemail.net</p> <p>Products: obsolete bearings found, reconditioned or manufactured</p>
R T Coachworks	<p>Address: 16 Leybourne Road, London NW1 8QY</p> <p>Phone: 0207 485 2361</p> <p>Email:</p> <p>Products: Bodywork repairs and paintwork</p>	<p>Vintage Tyre Supplies</p> <p>Address: National Motor Museum, Beaulieu, Hampshire SO42 7ZN</p> <p>Phone: 01302 711123</p> <p>Email: sales@longstonetyres.co.uk</p> <p>Products: tyres and tubes supply</p>
Stanford Batteries	<p>Address: 4A/5A Stanford Road, Norbury, London SW16</p> <p>Phone: 0208 679 3962</p>	<p>Walkers Radiators</p> <p>Address: Unit 3, Slough Bridge Mill, Colne Road, Earby, Lancs</p> <p>Phone: 01282 843151</p> <p>Email:</p> <p>Products: radiator repairs, rebuilds</p>



TOCclassifieds

ADVERTISING

Charges for advertising in *Floating Power*

Tractions or other Citroen related items :

TOC members—no charge

Non-members/traders—£12 / issue

Accommodation or similar:

TOC members—£6 / issue

Non-members/traders—£12 / issue

Trade display advertisements:

Full page—£240 (pro rata)

Other sizes— £5 / single column cm

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 advertisements to the Editor (address on page 2) including your TOC membership number, payment (if applicable). Unless specifically requested advertisements will appear only once and repeats must be requested by the advertiser.

Cheques should be made payable to 'The Traction Owners Club Limited'.

TRACTIONS FOR SALE

1939 Light 15 (French built LHD). Abandoned project. Commandeered by the German Army in 1940 and spent its time around Marseilles until 1944, probably with either the 11th Panzer Division or the 19th German Army. After British and US landing in Southern France the German troops retreated north along the valley of the River Rhone and this Light 15 was found abandoned near Strasbourg. The car is intact (Pilot wheels) and the body is in a good state however the original paintwork has started to deteriorate and it will need a respray. The only sign of corrosion is the hinge area of the bonnet. I am moving to France to live with my family and therefore must sell the car for £2000. Please contact George Price on 01245 258 034 (Chelmsford)

1949 Light 15. Slough built. Good condition and in running order. New Radiator, Steering gear and Exhaust system. MOT. £7000. Contact Brian Hall on



0131 449 4114 or 07815 630 251 or by email brian@hall426.co.uk

1952 light 15. (French built LHD). I would like to sell my Father's (Keith Rhodes) Traction which I inherited when he died. He was a member of the TOC and I know that he would have wanted the car to go to an enthusiast. The car is original except for a re-spray and is in excellent running order other than requiring a new ball joint at the front. £8000.00 Please contact Simon Rhodes on 01620870238 or by email at simon.krhodes@virgin.net



1953 11BL Big boot Legere, Mot'd & tax exempt. Very original car, much work done including clutch, engine, brakes, tyres. All bills & history. Cherished family car, has been everywhere. We will miss her but new project forces sale. £4200 tel Mark Harding 01598 763241 or email to mark.harding2@homecall.co.uk



1953 Citroen 11B Legere with D engine. Many new parts including tyres . MOT April 08, This is a tidy usable car with all the wrinkles ironed out. It is rust free but could do with a bit of a tidy up. I would be happy to drive this car anywhere at buyers expense. £5000. Nic Shaw 01749 675384 (Somerset)



1971 Citroen DS super 4 speed manual. 70,000km from new LHD. Waxoyled from new and rust free. Came from south of France. Last owner used for show only. Further details at www.lucies-cars.co.uk or ring Ted on Bath 01225 849 199. Private sale £8950. No canvassers please.



TRACTIONS WANTED

WANTED; Commercial for restoration. A 'runner' in need of TLC would be ideal as I have more time than money. I'd like to have a car by the late summer so that I can use the long winter evenings to fettle. Anything considered. Roy Brooks Tel +44 (0)7793 650012

PARTS FOR SALE

For Sale: Pirelli and Michelin Classic tyres for your Citroen. Buy direct from the wholesalers at unbeatable prices! Remember to mention you're a TOC member when calling. Tel: 01590 612261 or visit www.vintage tyres.com

For Sale: Traction 3 speed Gearbox complete with Bell Housing (LHD) £350. Tel: Steve Shinebroom 07798 841005 or email steveshine@btinternet.com

Stock Clearance: 2 sets of Big 15/Normale driveshafts in very good condition + Carden Shafts + a pair of peacock shafts, Period Spotlight, some + square Slough instruments. Contact Tom Evans (Norfolk) 01603 628668 or tiger.tom@zen.co.uk

Too many Traction's, therefore for sale:

1. 1951 Slough RHD Light 15 with new V5C. Really past restoration but good donor car or spares (engine, gearbox, rack, front & rear axles, shafts, panels etc. Not dismantled. £250
2. Legere bodyshell (1957) with back axle & wheels in situ (towable). Completely sandblasted & etch primed but more work needed to make A1. Perfect for body substitution or conversion to RHD. £200
3. Large collection of engines, gearboxes & all mechanicals for LH and RH drive both wide and narrow body, plus various early 'D' engines, heads etc.

For more details call Andy on 013398 86290 (Aberdeenshire)

Tyres: 165R400, 185R400, 130/140x40, 150/160x40 and 135x45 all Michelin. Please call Dougal on 01302 711123 or email sales@longstonetyres.co.uk

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. Many satisfied customers. Send £15 (includes P&P) to: David Boyd, Tanglewood, 114 The Ridgeway, Astwood Bank, Redditch, Worcs. B96 6NA. Tel 01527 894599

TOC Club Shop - for details of the full range of the latest 'must-have' TOC regalia to update your wardrobe and to prepare your Traction for the coming season's rallies call Tony Piper on 0208 532 1468 or email anthonyrpiiper@btinternet.com



The CLASSIC CITROËN
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Benefits of our policy include;
Free club track day cover
Discounts on Limited Mileage
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Full UK and European Breakdown & Recovery £25

Classic Car Specialists established 1965
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The Classic Bodyshop

We pride ourselves on the
Quality and Finish of the work
 produced in our dedicated Body Shop



If you want to entrust the work on your Traction
 Avant to Classic Car owners who are as passionate
 about them as you please give us a call

The Classic Bodyshop
 Grove Lane, Marston Trading Estate
 Frome, Somerset, BA11 4AT
 T: 01373 473695
www.TheClassicBodyShop.co.uk

TOCspares hotline

01243 511378

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



PARTS WANTED

Wanted: 12v dynamo and 12v starter motor. Please contact Steve Shinebroom Tel: 07798 841005

Wanted: 6V dynamo for 1955 11B Normale. Must be complete and suitable for reconditioning. Please contact Richard Hutton on Tel: 02380 463 265

Wanted: The metal "F" plate for a French car (although it wouldn't matter if it had a "B" or "H" or "D" on it) that holds the round combined stop light and tail light. Please call Dennis Hewitt on 01934 834274

MISCELLANEOUS

Excellent B&B and 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 and La Rochelle 1 hour with cheap Ryanair flights. Well behaved children and dogs welcome. Stabling and garaging also available. Double, twin & single B&B rooms **from €25pppn**. Breakfast from organic home produce, continental or full English. Vegetarian option available. Self catering sleeping up to 6. Also expert bi-lingual house-hunting assistance offered in this wonderful region. Just let me know your requirements in advance and I can arrange viewings and accompany you if required. For further details email: carla.perry@wanadoo.fr or call 0033 549 27 91 82