

Floating Power

July/August 2012



**Honorary Life Members of the
Traction Owners Club**

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard



**TRACTION
OWNERS
CLUB**

Published bi-monthly since 1976
Floating Power is the official magazine
of the Traction Owners Club Limited

Registered Office:

58 St. Augustine Road, Griffithstown,
Pontypool, Gwent, NP4 5EZ

VAT Registration No. 993 2444 92

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Missing magazine?

Please contact John Oates
01629 582154
membership@traction-owners.co.uk

The closing date for input
for the Sep/Oct edition
of **Floating Power** is Sunday 15th July

**Welcome to the following new Members
who have recently joined the TOC**

2270 Mr. David Turner, Newmarket, Suffolk
2271 Mr. Brian Wilson, West Molesey, Surrey
2272 Mr. Sam Wilkes, Farnborough, Kent
2273 Mr. Philip Radcliffe, Shepperton, Surrey
2274 Mr. Paul Dabinett, Limousin, France
2275 Mr. Lance Wearne, Queensland, Australia
2276 Mr. Philip Cotter, Auckland, New Zealand
2277 Mr. J.P.G Queffelec, Plouventer, France

welcome

It is my sad duty to report that Ian Middleton has passed away. Ian had been a member of the TOC since 2003. Our condolences go to his family.

Liz and I took one of our Tractions on the West of England section Drive it Day run. Thanks to Noel Hutchinson for organising a very enjoyable day out.

Unfortunately due to a serious illness in the family I was unable to take part in the telephone conference committee meeting on the 16th May. You can read a summary of the meeting on page 5.

Elsewhere in this issue, as well as the usual favourites, you will find information on what is required to get a Vehicle Identification Certificate from the Conservatoire Citroën, an update on the Club Shop situation, reports on what the sections did for Drive it Day, in TOCtech 7 pages on replacing the front torsion bar silentblocs on a 4 cylinder Traction and also some information on antifreeze, a report on the first ever Traction Avant Safety and Reliability Run and a further article on the first ever Drive it Day held in Cologne, Germany.

Den Hewitt

Classic and Historic Vehicles MoT Exemption

**Classic and historic vehicles are to be
exempted from yearly MoT tests.**

See FBHVC news on page 6

Membership

Have you paid your renewal fees yet??

**Please do so as soon as possible or
this could be your last Floating Power.**

COVER IMAGE:

Dave Hackett's Slough Big 6 pictured outside
Westwells Farm House in Neston, Wiltshire

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TOC Committee

The members of the committee of The Traction Owners Club are volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

PRESIDENT Bernie Shaw

Silvertrees, 2 Hardwick Close, Wellingborough,
Northamptonshire, NN8 5AE
01933 274382 email: president@traction-owners.co.uk

CHAIRMAN Bev Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP
01629 582154 email: chairman@traction-owners.co.uk

SECRETARY

The post of Secretary is vacant. Anyone interested in taking up this position please contact Bev Oates.

COMPANY SECRETARY and TREASURER Tony Malyon

58 St Augustine Road, Griffithstown, Pontypool, Gwent,
NP4 5EZ 01495 763239
email: treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY John Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP
01629 582154 email: membership@traction-owners.co.uk

WEBSITE Mick Popka

151 Tadcaster Road, Dringhouses, York, North Yorkshire,
YO24 1QJ 01904 701005
email: webmaster@traction-owners.co.uk

SOCIAL SECRETARY Paul de Felice

Westfield Cottage, Nursery Road, Waltham Abbey, EN9 2JF
01992 890975 email: events@traction-owners.co.uk

HELPLINE Mick & Moira Holmes

35 Mays Avenue, Carlton, Nottingham, NG4 1AS
0115 911 8218/0115 911 0960/0870 012 2002/0044 115 911
8218/ 0044 115 911 0960 email: helpline@traction-owners.co.uk

CLUB SPARES Chris Treagust

98 First Avenue, Batchmere, Chichester, West Sussex,
PO20 7LQ 01243 511378 email: spares@traction-owners.co.uk

CLUB SHOP Steve Reed

1 Terwick Cottage, Rogate, near Petersfield, Hampshire,
GU31 5EG 01730 821792 email: shop@traction-owners.co.uk

EDITOR FLOATING POWER Den Hewitt

Eastern Cottage, 62 Claverham Road, Yatton, North Somerset,
BS49 4LD 01934 834274 email: editor@traction-owners.co.uk

NON-DESIGNATED

Colin Gosling

Vanessa Plumpton

Tony Hodgekiss

94 Oving Road, Chichester, Sussex, PO19 7EW 01243 781040

John Ogborne

4 Whitegates, Bath Road, Wells, Somerset, BA5 3LP
01749 675312

Peter Riggs

6 Newton Close, Rushden, Northamptonshire, NN10 0HR
01933 419863

ADVISOR to the COMMITTEE

COMMITTEE ARCHIVIST & CHILD PROTECTION

Lynda Ogborne

4 Whitegates, Bath Road, Wells, Somerset, BA5 3LP
01749 675312 email: child-protection@traction-owners.co.uk

President's Ponderings



Photo courtesy of Keith Norris

So where did the last four months go ..?

I note Den very kindly made my excuses in the last issue. It is true we were taking a long holiday in the Antipodes but it is also true that I had started to prepare something for FP and, in all honesty, I actually forgot to send it to Den before we left. The holiday was fantastic and I did meet a Traction owner (non-member) with a very nice '37 Slough car, in Akaroa, NZ.



The main item from the forgotten report was Retromobile and the ACI AGM in Paris in February. The ICCCR team attended Retromobile in force and took a healthy number of bookings. At the AGM we learned that the Conservatoire is being re-branded as "Citroën Heritage" but meanwhile Automobiles Citroën is suffering (unsurprisingly) in the current economic climate. There were a number of changes to the ACI Board with the retirement of the President and Treasurer and election of three new members (representing Spain, Norway and Netherlands). The board is therefore back to full strength and under the direction of new President, Canadian John McCulloch. I was re-elected and shall continue to be involved with "events".

On the international events front, a group from the Netherlands proposed a Dutch ICCCR in 2016 and it was suggested that the following ICCCR almost certainly had to be in France in 2019 – preferably in Paris. Greater detail of the Dutch proposal is still awaited and, assuming it is available in time, the ACI delegates present in Harrogate will vote for its acceptance during this year's event. In the meantime the ACI will support a Spanish event next year and Poland has made a proposal for 2015.

Back at home we were just back in time for DiD when the Mid Shires joined the Eastern Section to enjoy a splendid lunch in Leighton Bromswold – thanks to both area organisers. More recently we spent a great (but tiring) weekend taking part in the "First TOC Reliability and Safety Run" organised by Graham and Wendy Handley. With the journey there and back we covered 1,120 km in the three days and all without a hiccup (apart from a reluctance to start one cold morning which was overcome with the starting handle – thanks John Oates). As there is a full report from the youngest participant in this issue I shall say no more about the actual event and simply thank Graham and Wendy plus Graham's brother, Mike, sister-in-law, Bev and member Chris Naylor all of whom helped to make the weekend so successful.

The Picasso died a couple of weeks ago – broken rocker arm. It should be back on its wheels again shortly but in the meantime the Traction is my main transport and is getting a good airing in readiness for the summer. We plan to take it to France for a couple of weeks in early June before the annual in Shropshire. Thereafter it will be all hands to the pumps for Harrogate. By the way, the Harrogate organisers would still like to hear from anybody who can spare some time to help over the weekend. As little as a couple of hours are all that is needed so, if you would like to help, please contact Mick Popka as soon as possible. The more volunteers there are the more the organisers can relax and enjoy the event themselves.

Meanwhile, in the garage the Cloverleaf continues to make progress. In fact I have now virtually ground to a halt until I get the body back from the trimmer. It did not make DiD but is still on stream for my main (31st July) deadline and then, of course, Harrogate.

Meanwhile, see you in Shropshire

Bernie Shaw



I want to start my Chat this time with a few thank yous.

At the time of writing this (May 25th) 350 members have paid their membership renewals – this is wonderful - thank you. It makes life easier for John & me if we get early payments. We lose about 55 members per year so it means there are still about 200 of you to pay. *Please* do so as soon as you can – if you don't then this will be your last Floating Power – and you don't want that do you?

My second lot of thanks goes to Graham & Wendy Handley and the other people who helped with the Reliability Run. It was fantastic – the scenery was beautiful and it was certainly a challenge as we drove on quiet roads with lots of hairpins and climbs – for more detail and photographs see pages 25-27. A particular thank you to Ben – our youngest contributor to FP.

My third lot of Thanks is going to the members who have been in touch following my appeal in the last issue of FP for new Committee Members. Hopefully five members will be joining us at our meeting in July. There is still time if you wish to come along as well.

So now for my latest appeals for help.

In August you may be aware there is a Citroën meeting taking place in Harrogate. The TOC is sharing the Cerizay building along with the Citroën Car Club and 2CVGB. The idea is to be open for a few hours each day so members can get together, buy new items from the Club Shop and also hopefully welcome new people to join us. Can you spare some time to help us achieve this? If so just email me and let me know please.

The other event I am helping to organise at the ICCCR is a ride in a Citroën for a local charity. The TOC offered this at Arras and it was very popular. The hope is to have a variety of Citroëns available from the 3 Clubs plus the local Citroën Dealer showcasing new models. Mick Popka has sorted out a short route we can use. Would you be willing to give someone a ride – not a drive – in your Traction? If so please let me know.

I look forward to meeting old and new friends in both Shropshire and Yorkshire.

Bev Oates

In Committee

Conference Call – Wednesday 16th May at 8.00 pm.

14 committee members participated in the call with 3 apologies for absence.

The next issue of Floating Power was reported as well in hand. A member has expressed an interest in taking over as Editor and will discuss it further with Den Hewitt, who will be relinquishing the editor's job at the end of the year. It was decided that TOCtech should normally be limited to four pages, although there will be occasional exceptions for articles that cannot reasonably be split up. The total number of pages in the magazine may in future be varied but not to exceed 40.

Another member has expressed an interest in the Treasurer's job and will discuss it further with Tony Malyon who intends to step down at the 2012 AGM.

Steve Reed gave a report on developments with the shop including new items for female members and new designs for T-shirts. Complimentary pens have been ordered as give-aways at events such as the NEC.

Chris reported that spares sales are booming with £20k turnover since the beginning of March. Price changes and new stock items will be added to the web site shortly.

Paul de Felice said that the annual rally, which is being organised by Martyn Baker in Shropshire, is attracting plenty of bookings and promises to be an excellent event.

Interest in the 2013 proposed Chateau du Ludaix weekend has been brisk with 26 cars and 46 people showing an interest; the event itself is still to be confirmed.

Mick Popka gave an update on arrangements for the ICCCR in August at Harrogate. Numbers are continuing to rise and, with a huge range of activities and entertainment, this will be a memorable event and achievement for the three UK Citroën clubs. The entry fee will increase from £80 to £100 from 21st May.

Bev was pleased to report that five members, including those interested in the posts of Treasurer and Editor, have requested that they be considered as members of the committee; they will be invited to attend the next meeting in mid July as observers.

Mick Holmes said that five cars have been identified so far for the NEC Show stand and others were identified during the conference call. The theme is "Oldest to Newest".

John Ogborne asked if there was still a call for the Technical DVD; Mick Popka said that all Floating Powers are now being scanned and will be available on the web site. Search facilities as on the DVD are not currently available on the web site but will be added in due course. Therefore the Committee decided no further DVDs will be produced.

John Ogborne

UK LEGISLATION

Classic and Historic Vehicles Exemption from MoT

Mike Penning, Parliamentary Under Secretary of State for Transport, has announced the results of the Historic Vehicles MoT Exemption Review. The DfT is in favour of exemption for pre-1960 vehicles and it is proposed this will take effect from 18 November 2012. Owners of exempted vehicles will be able to take them for a voluntary test under the new regulations.

The FBHVC's initial response is a guarded welcome to a result that matches the wishes of the majority of respondents to the Federation's MoT survey. We hope to get more information about the detail of the proposals from the DfT in due course, in order to make a proper assessment – particularly about passenger carrying vehicles in commercial use which we were surprised to note are also to be exempt from MoT testing.

In general historic vehicle owners are law abiding and safety conscious and are aware that they have a duty to ensure their vehicles are in a roadworthy condition and accept the exemption from MoT testing is not an excuse for poor maintenance.

Targeted Consultation on Proposed Amendments to the Biofuel (Labelling) Regulations 2004

The DfT response to this consultation, which closed in October 2011, has now been published.

The document says:

We proposed to implement article 21 of the RED by amending the Biofuel (Labelling) Regulations 2004 (as amended) to introduce a labelling requirement for biofuels containing over 10% biofuel.

Consultation responses have raised genuine concerns regarding how useful the new biofuel label would be to consumers. In addition, similar labelling is already taking place as a result of existing domestic legislation and industry self-regulation.

After careful consideration and taking into account comments received during consultation, we have decided we do not need to legislate further to give full effect to article 21(1) of the RED. As such we will not introduce the draft regulations proposed in our consultation.

The Department for Transport has indicated that UK targets for biofuel uptake are set at 5% for the 2013/14 financial year as an average across all petrol and diesel. It is believed that the oil industry has no plans to introduce petrol containing 10% ethanol before this date. Most 95 octane petrol sold in the UK now contains 5% ethanol by volume, but at this concentration, there is no requirement to display a label advertising its ethanol content. The requirement for labelling only exists if ethanol content rises above 5%.

The issue of pump labelling is currently under discussion, and will be the responsibility of the British Standards Institute. The time-frame for the arrival of petrol containing 10% ethanol looks to be about 2 years in the future, so discussions are in their early days. However, it is believed that there are two key issues which will apply to pump labels:

- A desire for harmonisation across Europe (petrol containing ethanol at 10% may be designated E10, for

example), as in some continental European countries.

- The inclusion of a statement about the suitability of the fuel for road vehicles. One option being considered is the use of a list indicating models which manufacturers have stated are compatible with the fuel. Vehicles not on the list would be regarded as not compatible. This category would include almost all, if not all, historic vehicles, (unless their owners had taken steps to ensure compatibility).

These topics are currently under consideration, and it is expected that a clearer picture will emerge later in the year, when definitive proposals come up for discussion.

FUEL NEWS

Fuel Stakeholder Meeting, 17th March 2012

The Department for Transport invited FBHVC member clubs to a Fuel Stakeholder meeting to discuss ethanol in petrol. The meeting was well attended by FBHVC club representatives. In addition to three members of the Federation of British Historic Vehicle Clubs legislation committee, two of whom were representing Riley Register and Vincent motorcycles respectively, representatives for Jaguar, Sunbeam, Morgan, Bristol, Triumph, MG, military vehicles and the VSCC were present. The AA was also represented, and the meeting was well attended by oil company representatives who were generally helpful and sympathetic. DfT will issue formal minutes to all representatives, and will also arrange for the exchange of representatives' email addresses.

One of the key messages which DfT were keen to put across was that E10 is not mandated for introduction in 2013. It was widely believed that E10 would be a reality in 2013, but this was stated to be an error or myth. It is now believed that E10 introduction is more likely from 2014. Some 4 million vehicles in the UK vehicle parc are currently not compatible with E10.

It emerged that much, but *not* all, super premium petrol (i.e. octane quality of 97(ROn) or above) does not contain ethanol. However, it is not always easy to know exactly which forecourts are selling ethanol-free super premium, and which are selling this grade with some added ethanol. This grade still represents the best chance of minimising or avoiding ethanol, albeit with a cost penalty.

The FBHVC are looking into the suggestion the Federation should collaborate with the oil industry to try to establish a more detailed and accurate picture of where ethanol-free super-premium petrol could be obtained for those interested in buying it. This will only be a temporary respite as it is clear that ethanol is not going to go away, and that a sensible strategy is to learn to live with it.

The three-pronged approach advocated by the Federation:

Compatibility: move progressively to the use of compatible materials as this becomes necessary.

Corrosion: employ a proven corrosion inhibitor in the fuel tank as a precautionary measure.

Combustion: adjust mixture strength to counteract the leaning effect of ethanol in the blend and re-route fuel feed lines and/or employ baffles or other thermal barrier devices to reduce heat transfer from the engine to the liquid side of the fuel metering system on the vehicle

remains a valid and common-sense approach to the potential problems of the use of fuels containing ethanol.

The Federation would also like to emphasise that it does not recommend the use of kerosene in those engines that have not been specifically designed to use it.

As reported in the last FBHVC newsletter, FIVA has submitted views to the European Commission on a consultation on the future infrastructure requirement to ensure the increased use of alternative fuels in the EU. The submission stated FIVA's view that both traditional fuels and E5 must remain available on the market to ensure the continued use of historic vehicles because experience has also shown significant technical problems for historic vehicles by the use of E10 - with vehicles most likely to be affected being vehicles ten years old or older, carburettored vehicles and first generation direct spark ignition vehicles. For more detailed information please see the bio-fuel page www.fbhvc.co.uk/bio-fuels

Fuel Stability Additive Test Results

The FBHVC is pleased to announce the results of its fuel stability additive test programme. This research was designed to test the anti-corrosive properties of proprietary additives claiming to provide a high level of protection against potential corrosion of fuel systems, including tanks, pipework and fuel metering equipment on historic vehicles caused by the addition of ethanol into petrol.

VSPe Power Plus, VSPe and EPS from Millers Oils; Ethomix from Frost A R T Ltd; Ethanolmate from Flexolite all received an 'A' rating in the research which enables all these products to carry an endorsement from the FBHVC. The endorsement is in the form of the FBHVC logo and the words: 'endorsed by the FBHVC as a fuel additive for protection against corrosion in metals'.

All additive manufacturers and suppliers were approached in 2011 to provide test samples for this research which was designed to simulate storage in a vehicle's fuel tank for a 12 month period.

The FBHVC's conference last October majored on the effects of ethanol in petrol with presentations from industry experts. It identified three issues to be considered: corrosion, compatibility and combustion. The Federation has been represented at a Fuel Stakeholders meetings with the DfT.

For details of the products please contact:

Millers' Oils – email: enquiries@millersoils.co.uk;
website: www.millersoils.co.uk

Frost A R T Ltd – email: order@frost.co.uk;
website: www.frost.co.uk

Flexolite – email: sales@flexolite.co.uk;
website: www.flexolite.co.uk

DVLA

Photographic Evidence

When submitting a claim to DVLA for an original registration number, there should be recent photographs of the vehicle, and detailed legible photographs of the chassis/frame number and the engine number. However, if the primary pre-1983 documentary evidence which links the vehicle to the registration number is only a period photograph, (as distinct from, for example, an old style

logbook) you would need to explain what unique features on the period photograph link it to the present day vehicle. It could well be the same model of vehicle, but is it the actual vehicle? If that can't be established, then it could well be more realistic to go down the age-related number route.

Appropriate vehicle club

The FBHVC know that there are still some unregistered vehicles out there which on the surface look like an historic vehicle but in their current condition don't fit the criteria to be registered as such. Two examples come to mind.

Example 1: In an earlier Newsletter mention was made of a 1920s light commercial where the original registration was unknown. To be registered it has to fit the 'Reconstructed Classics' criteria and consist of original period components. This vehicle had been fitted with a modern diesel engine, so it was suggested to the owner that, before it could be registered, a period petrol engine would need to be installed. The vehicle was sold on in its unregistered condition, and the new owner contacted another vehicle club. This club, quite correctly pointed out the same problem. Human nature being what it is, it would not be surprising if the owner now approaches a non-specialist club to promote the application.

Example 2: A handsome looking sports car described as 'manufactured using the original tooling and many period parts'. This would not fit the Reconstructed Classics criteria because 'manufactured using original tooling' implies recent manufacture of the elements produced by the tooling. If the many period parts come from a single vehicle that is already registered with DVLA, then it could take on the identity of that donor vehicle. However, the assessment of the appropriate specialist club was that the vehicle was a recently constructed 'continuation car'. Because the vehicle misses the various pigeon holes, it could well end up with a Q plate.

Normal practice is that vehicle applications are processed by the appropriate vehicle club. If the vehicle falls outside of the club's area of expertise, it is perfectly reasonable to enquire why they have approached a non-specialist club. It could be that the application has been rejected by the appropriate specialist club, and the owner is hoping that a non-specialist club won't spot the problems. A quick call to the specialist club might highlight some revealing facts about the vehicle.

Chassis numbers

When registering an historic vehicle, DVLA quite reasonably needs to confirm the identity of the vehicle and a chassis number is an essential part of that process. However there are occasions where the chassis number is missing.

If there is no doubt that the original chassis number is known then a replica chassis plate can be installed. If there is doubt then the vehicle must have a chassis number allocated. There are various ways in which this could be done, depending on the circumstances.

To ensure that the application goes smoothly, so that DVLA do actually offer an age-related plate, as distinct from a 'Q' plate, it is suggested that the application is run past the Federation prior to submission to DVLA.

Conservatoire Citroën News

Vehicle Identification Certificate

The Vehicle Identification Certificate (Attestation de Date pour Vehicule de Collection) which used to be free a few years ago now costs 50 euros.

You will need this certificate to know more about the identity of your Citroën vehicle for reasons such as:

- Verification of the various identity marks and features (chassis, body, coachwork, motor), the original body, the number of seats
- To correct errors between the identity plates and the registration document
- To find the original exact date of sale by Citroën for administration purposes or for a historic record
- To obtain a historic vehicle registration

The research for this certificate is done by the Conservatoire on a case by case basis using the chassis and coque numbers that you supply to them. You will now also need to send them:

- A copy of the registration document or its cancellation document to prove that you are the owner
- A copy of the MOT or other certificate of roadworthiness
- A photo of the vehicle
- Photos of the chassis number plate or body stamp as well as numbers on the body, coachwork, motor, etc. if you want these to be confirmed

You will receive:

- An official certificate confirming the data in the vehicles' file
- A copy of the certificate of conformity of the model

Personalised Folder Complete with Documentation

The Conservatoire also has available a personalised folder in Citroën colours which holds the personalised documentation of your vehicle.

This folder (Coffret Légende) contains :

- The certificate of date of manufacture
- A scanned copy of the Certificate of Conformity
- A file of documentation relating to your model of the vehicle
- A photo CD of the model
- A diploma recognising you as a Citroën Collector
- A book about the Citroën Conservatoire
- The DVD on the history of Citroën (optional at extra cost)

To order this folder you must provide the same documents needed for the Vehicle Identification Certificate previously mentioned. The cost is 100 euros and the optional DVD on the history of Citroën costs 15 euros.

Other Publications

New publications are also now available from the Conservatoire Citroën which include Les Traction Avant at 40 euros, La 7 Traction Avant at 40 euros, La 11 Traction Avant at 45 euros and La 15 SIX Traction Avant at 40 euros.

Other publications include: Type A, B2, B10 et B12, C3 5 HP, La Croisière Jaune, Les Autochenilles, Les Croisières, C4, C6, Utilitaires et Poids Lourds C4 C6, Rosalie 8 cv, Rosalie 10 cv, Rosalie 15 cv, De la TPV à la 2 CV, 2 CV 4x4 Sahara, Ami 6, Javel Factory, Levallois Factory and a book about the technical evolution of the 2CV.

Order and Payment Details

Order from

PSA PEUGEOT CITROËN
Conservatoire Citroën – CC AN81
Bd André Citroën – BP 13
93601 AULNAY SOUS BOIS CEDEX – FRANCE

Telephone (English/French):

tel : + 33 1 56 50 80 22

fax : + 33 1 56 50 80 23

email : conservatoire@citroen.com

Payments to be made by a cheque drawn on a French bank or by bank transfer in favour of "Automobiles Citroën"

Mme. Catherine Jeannin
Conservatoire Citroën

TOC Club Shop Corner

We have spent some time looking at tops, hats and bags specifically for the ladies and have selected a few items. There is a new stock of pens on their way, we are restocking with the metal grille badges and have ordered new blue and yellow umbrellas.

I am in discussion with a professional cartoonist to produce some artwork for T shirts, subject to costings of course.

Thank you to Patrick Russell-Jones for his artwork and his suggestions for merchandise.

And thank you to Walter and Noëlla for their suggestions.

I promise I will give them all serious consideration.

Has anyone any Traction related images, publicity, photographs etc. we are able to use on our merchandise without any copyright issues?

It has been brought to my attention that anyone thinking of producing any artwork depicting the Olympics, please don't.

Apparently the Olympics Committee have put a world-wide ban on anyone, other than the official sponsors, from using the Olympic Rings logo or any reference to the Olympics in any commercial enterprise.

Can I please have more feed-back, especially from the ladies.

Right! Getting back to existing stock, time for a bit of a clearance. We have some 30 TOC mugs that desperately need new homes and so they are on sale for only £1.00 each + p&p. We also have a Traction pin badge, stocked in three colours: red, white or black which have been reduced from £6.00 each to £4.50 each + p&p.

Please contact me by email at shop@traction-owners.co.uk or by 'phone on 01730 821792

Steve Reed



Traction Mug (blue on white) £1 plus p&p



Traction pin badge, red, black or white £4.50 plus p&p



Grille badge £20.00



Hi Vis Vest £6.00



TOC Umbrella (blue and yellow) £25.00





























Baseball Cap £6.99

Section Scene



 **Section Co-ordinator**

 **Club Tools Holder**

S	Scotland	 	Ian Smith - 43 Stoneywood Road, Bucksburn, Aberdeen, AB2 9HT Tel: 01224 715221 email: smithy777@btinternet.com	LB	Lakes and Border	 	Bob Cuppage - Low Park, Skelwith Bridge, Ambleside, Cumbria, LA22 9NP Tel: 01539 433391
NE	North East England	 	Graham Handley Tel: 01661 843493 email: grahamhandleyhandley@btinternet.com	P	Peak	 	Bev & John Oates - 55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP Tel: 01629 582154 email: peak.toc@virgin.net
SM	South Midlands	 	Simon Saint - Snigs End, Danes Green, North Claines, Worcestershire, WR3 7RU Tel: 01905 454961 email: janeandsimonsaint@hotmail.com	E	Eastern	 	Jasmin Gagen - Little Home Farm, Bury Road, Thorpe Morieux, Bury St Edmunds, Suffolk, IP30 0NT email: jasgagen@btinternet.com
MS	Mid Shires	 	Stephen Prigmore – Brambles, Lower Street, Great Doddington, Wellingborough, NN29 7TL Tel: 07759 372242 email : stephenprigmore@hotmail.com	WE	West of England	 	Terence & Jane McAuley 7 The Normans, Bathampton, Bath, BA2 6TD Tel: 01225 466939 email: mrsjane.bear@toucansurf.com
L	London	 	Peter Simper - 215 Whitton Road, Twickenham, TW2 7QZ Tel: 0208 560 3267 (weekdays) 0208 891 1093 (evenings & weekends)	SHS	Surrey Hampshire and Sussex Borders	 	Helen Shelley or John White Tel: 02083 307216 or mobile 07790 530383 email: helenshelleym@msn.com
SW	South West	 	Walford Bruen – Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD Tel: 01395 568909 email: kembu@btinternet.com				Steve Reed - 1 Terwick Cottage, Rogate, Nr. Petersfield, Hampshire, GU31 5EG Tel: 01730 821792 email: stevereed@aol.com
I	Ireland	 	Richard Sheil - 23 Baymount Park, Clontarf, Dublin 3, Republic of Ireland Tel: +353 1 833 7731 email: richardsheil@eircom.net	RoW	Rest of the World	 	Walter & Noëlla Callens – Belgium Tel: 0032 50 425 836 (weekends only) email: walternoellacallens@hotmail.com

Scotland

Spring Weekend Break and AGM

Some 13 Traction owners, some with their Tractions had a very enjoyable weekend get-together, meals and dance at Perth, and all are hoping to do the same again next year.

Drive it Day

It was very, very wet up here and only 2 Tractions took part along with another 100 cars in drive organised by a local vintage club.

For details of future planned activities contact:

Ian Smith Telephone: 01224 715221

email - smithy777@btinternet.com

North East England

Drive it Day

Regrettably, not everyone was available for Drive it Day. But James and Joanne Geddes, Tim and Denise Pickard, Ray and Margaret Andrews and Wendy and I met up for Sunday lunch at one of our favourite meeting places The Walworth Castle Hotel near Darlington. Two Tractions came, mine and James.



Ray's 6H has a crack in the block (now repaired) so they came in their sweet 2CV Beachcomber and the Pickards their everyday car because their totally refurbished Traction still needs a few problems ironing out.

15th July - Newby Hall. We always put on a good display for this. If you haven't put your entry in please contact me and we'll see if we can sort something out. Otherwise we'll see you all there.

9th - 12th August - ICCCR - over to you Mick!!

30th September - Beamish

For details of future planned activities contact:

Graham Handley

Telephone: 01661 843493

email: grahamhandleyhandley@btinternet.com

West of England

Drive it Day

A big thank you to Noel Hutchinson for once again organising a splendid trip to the pub! The pub in question was on the way to Abergavenny, so the half dozen Tractions and a smattering of 2cvs had to drive a bit to get there, via the Newport transporter bridge and the Wye valley, to be precise.

The return trip took in a visit to the Forest of Dean railway (a very enthusiastic bunch who are even laying new track to make the steam go further!)

Sept 2nd The aforementioned Nic Shaw has volunteered to organise a trip to the Helicopter Museum near Weston-super-Mare. More details to follow but I gather that this is a proper

route/convoy job and will be based on an event that Nic has organised previously.

If anyone would like to organise anything else, please feel free and I will include it in the programme. If there are any comments or observations on the above please let me know.

Jane & Terence McAuley

email: mrsjane.bear@toucansurf.com

Telephone: 01225 466939

Peak

Drive it Day

In the end 9 Tractions and 21 people took part in our planned Drive it Day event.



Unfortunately Barrie & Carole broke down on their way to the starting point and were taken home on a trailer!

Also Bob Duncaif who organised the Run was unable to be there - but Thanks to Bob as we all enjoyed the lovely route.

We started off with coffee in the Traveller's Rest which was a chance to meet friends old and new - a particular welcome to Alistair Carter and friends as it was their first Peak meeting.

It also gave us time to wait for the weather to clear up a bit.

The route was not without drama - John & I were at the rear and watched a lot of the Tractions disappear off to the left rather than go straight on at one point so we were suddenly in the lead.

We managed to regroup and were merrily driving down a B road when ahead the road was closed due to a major accident with Police and Air Ambulance in attendance.

We had to quickly rethink the route which was not easy as I hadn't bothered to put a map in the car - thankfully Marg had one. We all did a U Turn and set off again but we were not driving close enough together so it wasn't long before we were spilt up and we ended up with just 3 Tractions in our convoy.

Luckily everyone made it back to the Traveller's Rest for lunch - all happy and just pleased no one was involved in the accident.

John & I were unable to stay for lunch but have had reports back that the meal was excellent.

Sunday 5th August Our meeting will possibly be at the Cromford Steam Rally but we are still awaiting details.

Sunday October 7th will be our annual pilgrimage to the Yew Tree at Cauldon.

For details of future planned activities contact:

Bev & John Oates email: peak.toc@virgin.net

Telephone: 01629 582154

Surrey, Hampshire & Sussex Borders

Drive it Day

The Surrey, Hampshire & Sussex Borders section. joined with the London section - see report by Pete Simper in the London section

We have been having very good, and well supported meetings so far this year.

Section News

20th May - We have ten cars booked for our outing to Standen, in Sussex.

17th June - is our picnic to Margaret and Michael Rolfe's .

15th July - We will again be at Clandon House, near Guildford supporting the Macmillan Charity. There will be a charge for a Cornish pasty and cider.

19th August - A drive to Longstock Water gardens and nursery, is planned, owned by John Lewis, where tea and plants will be available. This event will be supporting St. Michael's Hospice.

Extra events to our third Sunday meetings are:

24th July - War on the Rails at the Mizens Railway near Woking

21st July - Ripley and Send Classic and Vehicle Meet and Fete in aid of Surrey Air Ambulance

Please contact **Helen Shelley** or **John White**

e-mail: helenshelley@msn.com

Telephone: **02083 307216** or mobile **07790 530383**

London

Drive it Day

The day started with fine weather, most met at The Fairmile, Cobham (the meeting place of the TOC Surrey, Hampshire & Sussex Borders group) for coffee and tea, with the intention of leaving at 11am. Nine Tractions left to convoy to Petworth House and Park in West Sussex, which is a National Trust property.

I was leading with mew member Brian Wilson as one of the passengers but the conversation of his car purchase meant that I turned off the planned route too early but it did mean that we took a more picturesque drive through country roads with charming cottages.

Arriving later than promised we met up with Helen and John who took the planned route, plus Michael and Margaret Rolfe who brought along their H van pompier vehicle as well as their Traction.

We were allowed to park on the grass alongside the house; as it was the National Trust's Open Day it meant that there were perhaps more people who were very interested in the display.



Once at Petworth the rain fell but we did our own thing, some having lunch first, whilst others looked at the house which was overflowing with paintings, sculptures and furniture and the servants quarters and kitchens which were across the courtyard, all was very impressive.

Despite the rain a good day was had.

Peter Simper

Peter and Sue Simper would like to remind everyone that a very warm welcome awaits all members of The Traction Owners Club at the London Section meetings which are held from 8pm at The Rose of York, Petersham Road, Richmond, Surrey, TW10 6UY (020 8948 5867) on the last Tuesday of EVERY month, (EXCEPT DECEMBER). FOOD SERVED UNTIL 8.30pm.)

Pete & Sue Simper

Telephone: **0208 560 3267 (days)** **0208 891 1093 (evenings)**

Mid Shires

Drive it Day

The Green Man at Leighton Bromswold proved to be an excellent choice of venue for the Mid Shires and Eastern sections to meet up for Drive it Day,

Good company, excellent beer and roast venison; what more could you ask for.

Even the weather stayed sunny until a heavy shower on the way home reminded me that I hadn't fixed the windscreen wiper mounting and Tina had to operate the wiper by hand.

A nice selection of Paris and Slough built Tractions together with a trio very good looking DS's and a BX made up the gathering of Citroën cars.



The gathering at The Green Man pub.

KOP HILL Climb Sunday 23rd September 2012

Originally run from 1910 – 1925 this hill climb for classic cars and motorcycles was revived in 2009 and increases in popularity every year.

This year TOC member Bob Street has entered his Traction and I'm sure he would appreciate some support, if only to pick up the bits that fall off. So I'm suggesting a club picnic on the Sunday to cheer him on.

Kop Hill Road, Princes Risborough, Buckinghamshire, HP27 0LB. www.kophillclimb.org.uk

For details of future planned activities contact:

Stephen Prigmore & Tina O'Connor

telephone: **07759 372242**, mobile **07759 372242**

fax **01933 277737**, email - stephenprigmore@hotmail.com

Eastern

Drive it Day

Eight Tractions gathered at The Green Man Leighton Bromswold for the Eastern and Mid Shires joint event.



It was good to meet up with some new faces and catch up with other members. The Green Man had cordoned off its car park in readiness, and the line up of cars looked very impressive in the sunshine (this being the only sunshine of the month so far!).



We were joined by a trio of DS and one BX, to make a very good Citroën display.

Lots of chat enjoyed over lunch, The Green Man is a Good Beer Guide pub so the ale proved a hit and the lunch well worth the journey. The meeting gave me the opportunity to receive the updated Club Tool Kits, many thanks to Tony Hodgekiss for all his hard work in amassing these for members' usage. We have planned another Technical Weekend but we need to know if you will be attending, see following details.

Air Show June 24th 2012

Local member Frank Button has brought this event to my attention. Looking on the web site it is going to be pretty amazing. They offer two free entry tickets with each exhibit. Frank is staying the weekend and will be displaying his 1952 Big Six, hope some of you can join him.

Old Buckenham Air Show, Old Buckenham Air Field
Abbey Road, Old Buckenham, Norfolk, NR17 1PU
Tel: 01953 860 806 email: info@oldbuckenhamairshow.co.uk

Technical Weekend September 1st - 2nd 2012

I am pleased to say we will be offering an end of year Technical Weekend to all TOC members. Graham Bradley has kindly

offered his time and experience as our technical advisor. Last year we achieved great results on the suspension of Dixi my 1955 Light 15 and Marcus Lasance's 1934 Roadster (proud new owner Mick Popka)

The weekend is a very relaxed social affair, with copious tea, coffee and cake available, finishing off Sunday evening with a run to Hawkedon Queens Head for dinner. We have a workshop with hoist, club toolkit and general tools on site. Please let me know what jobs you would like to do to your car to give me a rough idea of numbers attending, we kick off each day from 10am.

For details and suggestions of future activities contact:
Jasmin Gagen. Telephone: 01284 827039
email - jasgagen@btinternet.com

South Midlands

For details of future planned activities contact:
Simon Saint Telephone: 01905 454961
email: janeandsimonsaint@hotmail.com

Rest of the World (RoW)

In the last few months, 10 new members joined the T.O.C., Rest of the World-section.

We are happy to announce the RoW-section now has 100 members

International TOC-gathering "Resistance Tours 2013

There is a good amount of interest for this event taking place May 4th-6th 2013 in Marcillat-en-Combraille, Auvergne. By May 5th already more than 60% of the available places have been reserved.

The organiser David Morton will be happy to note your name too ... the more the merrier!

The accommodation and the program look promising, don't miss it.

Accommodation: Chateau du Ludaix www.chateauduludaix.com
and Chateau du Courtioux www.chateau-du-courtioux.com

80 years Citroën Traction Avant



The celebration of 80 Years of the Traction Avant has been announced for 2014 and is to take place in Dunkirk, France, to be organised by Club Dunkerque and Torpedo, with the support of the Belgian Old Citroën Club.

Hope to see you all at the ICCCR.....

Walter & Noëlla Callens

Due to work obligations we can only take phone calls at the weekend. You can contact us by email:
rest-of-the-world@traction-owners.co.uk or fax
0011 (00)32 33 255 214 or phone **0011 (00)32 50 425 836**

Correspondence

Please send your letters and emails to:

Den Hewitt, Editor - Floating Power, Eastern Cottage, 62 Claverham Road, Yatton, North Somerset, BS49 4LD
email: editor@traction-owners.co.uk

The deadline for the Sep/Oct 2012 issue of Floating Power is Sunday 15th July

Hello Den,

I am having a clearout and found these pictures I took in London, end of 60's beginning 70's.



NXT 675 was clearly in better cosmetic condition than VPL 283.

I also found other pictures of my Familiale.

I bought my first car in 1965, a Familiale, that's me next to it, opening a door, to show that it had the strapontins.

The other picture of the car is taken in Berlin (Brandenburg Gate in the background).



Take care and kindest regards,
Wim Bloemendaal, Bussum, Netherlands

Dear Den

I read Roger Gullen's letter (FP May/June 2012) with a chuckle as it was my Traction which was the imposter referred to, and Roger's wife was spot on with the registration - RSU 116.



My wife is a compulsive knitter, and she often meets up with her knitting buddy from Hertford at the knitting shop in Walkern. This particular day (28th March) it was decided that husbands would be included as well, and we arranged to meet at the Tearooms for lunch before the ladies wandered down the road to drool over the wool. It was a lovely day, and a perfect excuse to use the Traction and so ended up parked opposite the Tearooms.

After a while it was drawn to our attention that someone was perched on a stool, busily drawing an old black car on the other side of the road. Having finished our meal, we went out and confronted the artist, Rod Shone, who indeed thought it was the car belonging to the man in the village who had said he was welcome to draw his car.

It turned out that the artist's daughter ran the knitting shop, so once he had finished we headed in that direction chatting about art and artists, mainly David Hockney, whose exhibition I had seen at the Royal Academy only the day before. Perhaps next time Mrs Harvey needs some particular wool only available in Walkern, Roger and

I could meet up and compare Traction!

Best regards, Ian Harvey (Shillington, Hitchin, Herts)

Hi Den,

I took the attached photo at Powerscourt, Co Wicklow, Ireland, which shows my 1949 Paris-built Traction Normale, which I bought from Steve Southgate in 1992 - along with my recently acquired 1926 Slough-built Type 12/24 (one of the first cars produced in the newly-built Citroën factory opened in that year).



The 12/24 underwent a superb ground-up restoration some 20 years ago by Citroën guru Maurice Bailey of Orpington, Kent, and has been featured in John Reynolds' two books: "Citroëns A-Z" and "Eighty Years of Citroën".

Best regards, Anselm Aherne

Hi Den

Attached is a picture of my late father-in-law's Light 15 Traction taken in 1960 with one or two mods like the running boards which were hand made and did stop a lot of dirt coming up the sides of the body, the steel sun visor was I think from a Austin big saloon and the signpost lamp which was very useful and lastly the air horns.



All work was done by himself.

Regards, Mick Holmes

Hello Den,

Please cancel my car wanted advert for an 11BN at your earliest convenience as we have successfully concluded a Traction shopping spree in Switzerland and are now indecently proud owners of a dark green 1949 Forest (Belgium) (but I suspect 1950 Paris), Légère.



Incidentally, the formalities this side are nowhere near as simple as in Switzerland, we have temporary insurance on our Swiss export plates and an MOT courtesy of Darrin at Citroën Classics but after a visit to the DVLA we are in the hands of Dover customs waiting to hear about possible import duty and needing customs clearance before the DVLA can proceed.

I have a nagging feeling that it may be some time before we see our age related registration and the clock is ticking on our cover note to drive on Swiss plates.

Steve Reed was not aware of the process for importing from Switzerland, it's a non-EU country and we should have passed through the red channel and declared the car. The suggestion is that we are not liable for VAT but 5% import duty may be levied. I'll let you both know how I get on.

Incidentally, Darrin says he's going to post a video on his blog of a little bit of post MOT trouble we ran into.

Best wishes, Mike Wilcock

Correspondence

Hello Den,

Getting our 1953 Découvrable out for a ride after a month of terrible weather, we noticed a big sign along the road, indicating a Beatle exposition. Hard turn to the left and we entered a parking lot of a former campsite, now called "BISART".

Nicolet and Jan Bernard Weenink, from Rotterdam the Netherlands, welcomed us with a big smile. Something to do with Citroën in general we found out later.

The couple had transformed a former campsite into an art exposition site, including a pub type restaurant. Over 20 French artists are present to show there know how in many areas. On the first floor of the main building the first Beatles Museum in France. The four famous Beatles, often comic types, are present in many forms.

I invited Sir Paul and his music friends to join me for a photo session in our Découvrable. The result is there: the four Beatles in Lego outfit (made in China) enjoying that special occasion to discover a French built Citroën.



After the session, Jan Bernard showed me a stunning collection of comic strips in Traction Avant style. So if you are going to visit the Perigord area this summer, don't forget to visit: "BISART" at Coux, just North of Siorac and the Dordogne River.

Regards, Ronald Knoth

Hi Den,

Reference the April Fool letter in Floating Power from Malcolm Platt, (FP March/April 2012); I recently came across this very interesting article in the French "La Vie de L'Auto" magazine. This is a weekly magazine filled with adverts, sales, calendars of events and masses of articles on all types of "Voitures de Collection".

In 2011 in the Vosges a passionate Citroën collector found a Citroën 8 Rosalie that had not been uncovered since 1956. It was built in 1933 for a Driving School. It had two steering wheels connected by a chain and two sets of pedals (see attached photo courtesy of LVA), and a mass of paperwork, first aid kit, flagon of wine, driving school codes and the complete history documented in many books. The car finally stopped work in 1956 with 49,922 km on the clock.



Photo © La Vie de L'auto

It is an amazing article and can be found in full in the 10th November 2011 edition No. 1480 LVA (www.lva-auto.fr).

Cheers, Nigel Dent

Hi Den

Regarding the letter from Andy Burnett about cars in the Shetlands, for many years I owned a 1938 7C Popular 12. This car had, I believe, been first registered in Sutherland in the Highlands and originally bore the registration number NS 1769. Unfortunately this number had been sold on before I acquired the car and I wasn't able to retrieve it as enquiries to the DVLA at the time revealed it to be in use on a modern car.

I know Sutherland isn't in the Shetlands but it's as far north as you can go on the mainland and forms part of the Islands and Highlands area. I was always intrigued as to who would have had the foresight to purchase something like a Traction so far north in the 1930's. I like to think that it might have been a titled landowner!

I was never able to uncover any further information though as no previous owner history or the original logbook came with the car and it seems that records for that area have long since been lost or destroyed.

Regards, Nigel Webb

TOCtech forum – issue 65

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, omission, or inaccuracy that it may contain.

TOCtech is compiled by:
Dennis Hewitt
Eastern Cottage
62 Claverham Road
Yatton
North Somerset
BS49 4LD
toctech@traction-owners.co.uk

The majority of the following article and photographs appeared in the French magazine Gazoline, volume 8, number 84, November 2002. My thanks to Walford Bruen for bringing it to my attention and for his help in the translation and particular thanks to Jean-Jacques Dupuis, Editor of Gazoline, for permission to reproduce the article and photos. Additional photo's and text by Walford Bruen, John Ogborne, Tony Hodgekiss and Den Hewitt.

Replacing the Front Torsion Bar Silentblocs on a 4 Cylinder Traction

Provided that its torsion bar rubber mountings (silentblocs) are in perfect condition, the Traction has a magnificent ride. If this is not the case, they should be changed; not an easy task.



This is one of the four front torsion bar silentblocs; this one is to be found along with another on the back of the cradle and there are another two on the front of the cradle. Removing these from the torsion bar splines will not be an easy job as years of muck will have made sure that the splined shaft of the torsion bar will be very well secured in the rubber mounts and suspension arms.

Politely, this job is a pain! On paper it seems easy to change the silentblocs and if you borrow the TOC toolset you will have the special tools needed; but patience doesn't come with the tools.

When all goes well, we must allow fifteen hours for this operation. However in this case no such luck, Alain Dumas struggled like crazy before choosing a radical solution.

Alain Dumas who is carrying out the work in this article on his post '52 11B warns us: "Few tractionnistes dare to do this as the entire front axle/drivetrain has to be removed to get to the silentblocs. These silentblocs are actively engaged in the handling of a Traction. There are four of them, coupled in pairs on each side of the cradle, joined by a slightly conical splined shaft (if Citroën had avoided this taper it would have saved a lot of headaches!). The rear end of the torsion bar is engaged in a splined lever on the hull; this adjusts the ride height." Dry rubber (maybe porous or cracked), worn splines on the short shafts that are bolted to the torsion bars, broken bolts or loosened nuts, any of these will mean that the torsion bar does not fulfill its role or only partially. Or worse, as was the case on Alain's Traction, you end up with two independent front wheels, but perhaps too

independent since one tends to tell the other to go elsewhere! At one time or another in the life of a Traction replacing these silentblocs is therefore essential.

TOC spares have complete silentbloc units; the part numbers are H22a for the 7 and 11L and H22b for the 11B. These silentblocs are located on a short shaft with a spline at each end. This shaft is fixed to the torsion bar by a long bolt and very often this shaft has worn splines and if this is the case it will also need replacing. This shaft is also available from TOC spares; part number H32a. Please be aware that when ordering these parts from TOC spares and in the unlikely event you do not need the splined shaft that you say so as the silentbloc units for the splined shafts carried by TOC spares do not fit an original splined shaft (but the part numbers are the same). Both types of silentbloc are available.

Removal of the Front Brake Drums

1) Remove the bonnet. Disconnect the positive cable from the battery. Disconnect the wiring to the head and side lamps, indicators, horns and junction boxes/terminal connecting strips. Check to see if any wiring is likely to be affected by removing the cradle; if so move it out of the way.



2) Then drain the coolant and the brake system. Disconnect the radiator hoses and the flexible front brake hoses. Then remove the two front wheels.



3) Remove the split pin from the castellated hub nut.



4) Stop the rotation of the drum, then undo and remove the castellated nut. The left hand nut has a right-handed thread and the right hand nut has a left-handed thread. and this nut is identified by the indentations on its faces.

One way to remember this for those of us in the UK (where we drive on the left) is "Nearside Normal, Offside Odd"



5) This is the first specific tool to use, there will be more!



This is a brake drum puller. Without this tool, it is not even worth trying.

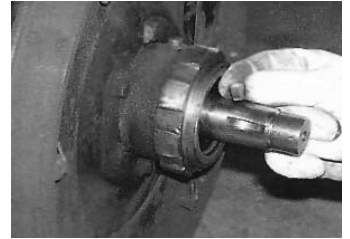
6) Left hand side, right-hand thread, a quick heave on the lever and off it comes!



7) Remove the brake drum.



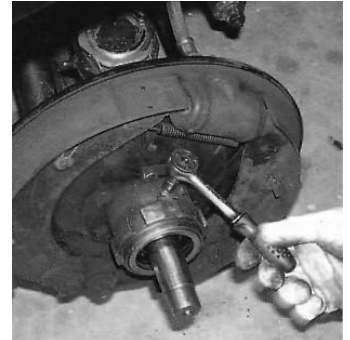
8) Remove the woodruff key from the driveshaft hub and put it in a safe place.



9) Next undo and remove the nut on the track rod end, and using a small ball joint splitter/breaker remove the track rod end. It is a good idea to put the castellated nut back on upside down as shown before using the splitter as it gives more support to the thread. The centre photo shows the splitter on the joint just after the joint has released.



10) Remove the lock tab and bolt that secures the large front bearing castellated retaining nut.



There are metal and rubber dust barrier cups on the joint which may get damaged, Replacements are available. The splitter/breaker shown on the right is a Sealey VS3801. The jaw thickness around the 'u' is quite thin, about 2-3mm. It is included in the TOC toolkit.

11) There is a special tool for undoing this large castellated retaining nut but gentle use of a blunt edged chisel and a hammer will loosen it.



12) To remove the outer bearing, use a mallet and a screwdriver. Engage the flat blade into the notch of the bearing and gently lever. By repeating this operation moving around the bearing it will gradually come out. However the TOC toolkit has the proper outer bearing puller which fits the groove in the bearing! – a mallet and screwdriver should not need to be used if you have the TOC toolkit.



13) Although a sealed bearing does not have to be greased, Alain found traces of grease and in large quantities. It must be cleaned off.

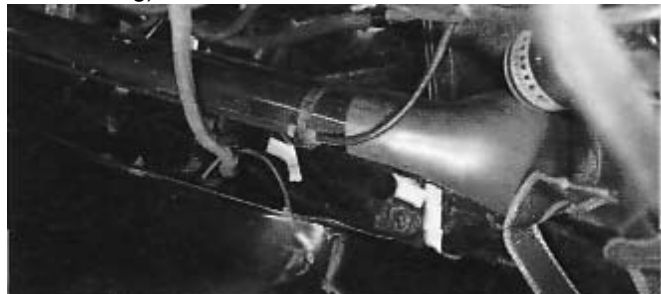


14) As with the castellated nut securing the brake drum, the nut securing the inner bearing has a right hand thread on the left hand side (nearside) and a left hand thread on the right hand side (offside) and once you have removed the 4 bolts securing the cardan to the gearbox flange, you can tap on the stub axle, remove the driveshaft and tap out the inner bearing.



Removal of the Front Cradle/Drivetrain

1) Remove the wings, after noting their positioning in relation to the jambonneaux. Remove the radiator (again noting its positioning). These positions are both very important for correctly aligning the bonnet when reassembling).



2) Remove the grille



3) Remove the radiator



4) Now support the engine with an engine crane positioned to the side, or a hoist.



5) Undo and remove the 4 large nuts (2 on each side) securing the cradle.



6) Remove the front bumper



7) At the front of the torsion bar inside the rubber silentbloc mounting is a long bolt which secures the short splined shaft to the torsion bar. It needs to be removed.



8) Now that we have supported the engine and gearbox we can remove the 4 nuts securing each cardan to the gearbox output shafts and move the cardans away.



9) And now the front drivetrain is out, but the two torsion bars are held solid in the rear silentblocs. That does not bode well. And this is only the beginning of the story, even though it's taken two full hours to get the drivetrain off.



The Torsion Bars Won't Come Out!

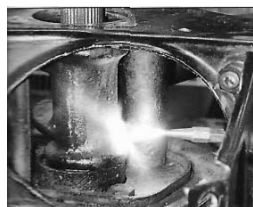
At this stage, although fairly straightforward so far, Alain had to face the facts. The Traction refused to cooperate willingly. But, more precisely, he found himself facing one of these problems that make restorations, shall we say, interesting. In this case the inability to withdraw the torsion bars.



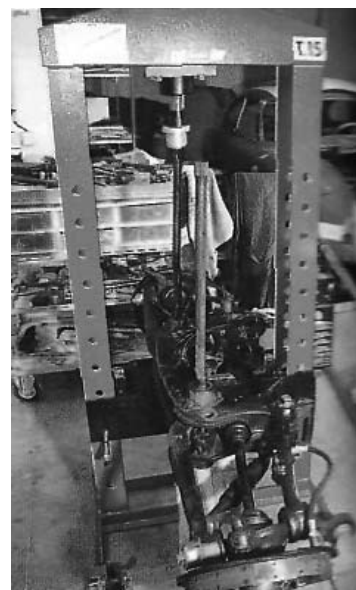
Alain first tried brute strength (unsuccessfully), then used twelve litres of penetrating oil and attempted to loosen the silent-blocks by tapping them (it was hoped that the vibrations would break the oxidation and aid their removal, but again no joy).



He even tried 100 lb's pressure with a press! After all, if he followed the manual the next step was to push out the short splined shaft. He tried three times – but no joy. Then using heat whilst under a pressure of 10 tonnes – but nothing!



Then he tried using heat whilst under a pressure of 10 tonnes – but nothing!



Finally Alain decided to break up the rear silent blocks.

First of all cutting with a hacksaw and then using a grinder.



At last he got the torsion bars out without damaging their splines.

Do make sure that the torsion bars are marked with white paint; the convention being 2 white lines for the left one and 1 white line for the right.

By now it was time for bed but Alain knew that the rest would not be a cakewalk.

Dismantling of the Lower Suspension Arm

In retrospect Alain could have avoided the three-day hassle that followed by not stubbornly following the manual which states that "it is possible to drive out the short splined shafts using 100lbs of pressure with a strong press."

You can be sure that it works when working with new parts, but not on a front axle that has spent part of his life in a slurry pit. Nor, generally, on a drivetrain that is anything upwards of 50 years old. The advice given by Christopher David of Depanoto was:

"We extract the splined shafts using a brazing torch flame and a sledgehammer. If it works, you win. If it doesn't, there is nothing you can do! "

Had Alain known, he would have called him earlier.

The splines being totally stuck in the rubber mounts and lower suspension arm meant there was therefore no alternative but to sacrifice these arms and replace them.

Luckily Depanoto had lower suspension arms with their spline holes in perfect condition for 53 euros each. So Alain bought a pair.

1) To extract the arm, first dismantle the ball joint and remove the pivot. Start by removing the three screws holding the balljoint cover.

2) Remove the split pin from the nut. Here we have the later system that uses a ball and shims, much more convenient than the early type which used a tapered bearing and washers.



3) Remove the outer cup

4) Remove the nut.

5) Remove the copper wire from the boot on the arm.

6) Remove the ball joint grease nipple.



7) Unscrew the castellated nuts holding the telescopic dampers and prise the dampers off.

8) Using a balljoint breaker remove the bottom pivot pin.

9) Remove the ball, spacer and shim.



10) We now cutting the splined shaft in order to extract the arms. Long live the grinder!

11) Tap out the retaining cup.



Fitting the Torsion Bar Rubber Mountings (Silentblocs)

1) Meanwhile, the arms bought from Dépanoto are sandblasted and phosphated before being painted.



2) Lightly grease the inside of the balljoint (swivel bearing) housing.



3) Introduce the upper swivel bearing cup by hand but seat it properly with the aid of a hammer and a drift the same diameter as the housing. You may find a socket of the right diameter.



4) Using a suitable press, fit the splined shaft into the splines of the rear silentbloc having first lightly greased them.

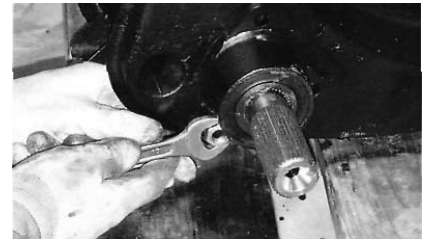


Note: the splined shaft is slightly tapered, the larger diameter being indicated by a countersunk hole or 'chamfer'. This end should be at the rear i.e. the splined shaft is introduced from the other end, the end without the chamfer.

5) When reassembling, do not forget to replace the shims between the cradle and the silentblocs.



6) Position the rear silentbloc on the cradle and temporarily tighten the bolts. Please note, the hexagon heads of the bolts are chamfered and a split washer must be used under the head of the bolts.

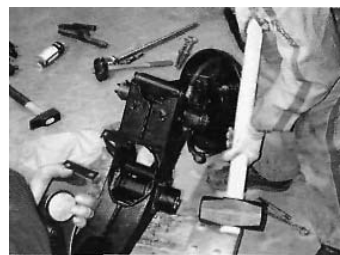


It's done! But only after changing the lower arms!

7) Use a gauge (325 mm in length between the centre axis of the damper top and the bottom axis of the arm) to adjust the position of the arm.



8) Set up the arm and tap the splined shaft until it passes through the other side.



9) Position the front silentbloc on the cradle and provisionally tighten the bolts and then measure the distance between the back of the silentbloc and the lower link arm. Strictly speaking, this should be between 0.4mm and 2mm! and the centreline of the lower link (suspension) arm should be 4mm forward of the cradle centre line! In practice however you should normally obtain the correct tolerances by replacing the shims found during the dismantling process.



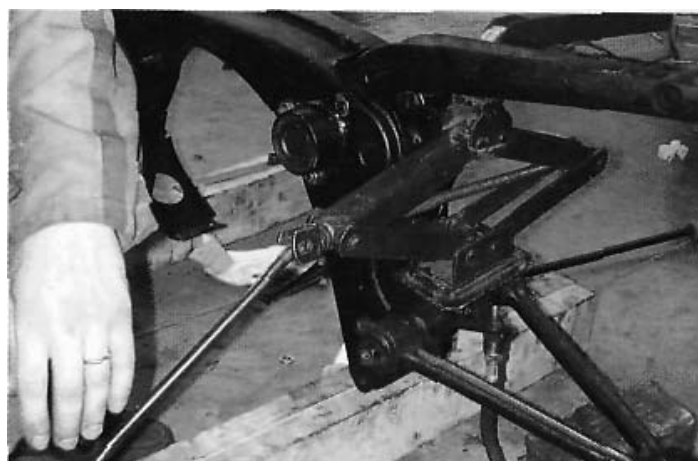
10) Having tightened up the front silentbloc, use a drift and hammer to tap the splined shaft into the front silentbloc so that the disengaged portion of the splines in the rear silentbloc is 33mm for the Twelve & Light 15 (7 & 11) and 36.6mm for the 11 Normale (Big15). This is to accommodate the end of the torsion bar!



11) Finish tightening the bolts on the silentblocs to a torque of 4.5 mkg.



12) To reassemble the shock absorbers, support the lower arm using, for example, a jack, insert the mounting pin for the shock absorber then replace the shock absorber.



13) Reposition the torsion bars, making sure that the left bar goes on the left and the right bar on the right! The right hand torsion bars are identified by one paint mark, the left hand bars by two.

Now it only remains to reassemble all the parts in reverse order. Now an important detail. When you reposition the front axle on the car the torsion bars must be under torsion.

To do this, with the front of the car supported under the cradle and the torsion bar adjustment levers firmly in contact with their ball-headed adjustment screws offer up the rear end of the torsion bar to the adjustment lever and get someone else to force down the lower suspension arm with the end of a lever until it has turned 3 splinesworth. At this point, engage the torsion bar in the adjustment lever and do the same for the other side before finally adjusting the ride height of the car – using the adjustment levers.

Phew! Time taken + 40 hours to two, three or four days. If Alain had asked the pros he would have saved 25 hours ... and a lot of adrenaline ... What a job that was!



After reading this article you may think that it would be easier to replace the front cradle and the good news is that an exchange reconditioned cradle complete with the lower suspension arm and the silentblocs already fitted is available from TOC spares; part number H34 for the 7 and 11L and H34a for the 11B. The current price difference of £120, before the 15% spares levy discount, may well be worth it. However it does not come with brake back plates, driveshafts and the spacer arms that secure the top wishbone to the cradle and the removal of these was not covered in this article.

Antifreeze

TOC member Roger Fry has a 1949 Light15 and is contemplating flushing out the radiator and adding a fresh water/antifreeze mixture.

He can only find ethylene glycol antifreeze and is concerned about the toxic dangers. Not only does he keep 4 dogs but his step-daughter runs a dog grooming business within 20 metres of his garage. There is always a possibility of spillage or leakage and he presumes that his current coolant contains ethylene glycol antifreeze. However if he is to replace it he would prefer to use a non toxic antifreeze.

Roger has read an article on the web by Derek Harris, a classic car owner who is into Rolls Royce and Bentley vehicles. You can find this article on www.ivcc.ie and it sings the praises of the antifreeze used in central heating - Fernox Alphi 11. This is propylene glycol based and non toxic. Derek Harris has used it in his classic cars for some years. It's available locally from Screwfix in 5 litre containers.

Roger would appreciate the TOC's thoughts, especially if we can see any reason why he cannot use this Fernox product.

I read the relevant reports Roger had highlighted and have to say, I too was totally ignorant of just how toxic some antifreeze is.

So I spoke to Adrian Dyer, Technical Director at Fernox and he confirmed that they have sold tens of thousands of litres of Alphi 11 to classic car owners and that to his knowledge, there have never been any concerns raised about its use in classic car engines. Fernox 11 is an IAT (Inorganic Additive Technology) based product and is totally non toxic, although Adrian would not recommend drinking it!.. and as it says on the tin, it is a combined antifreeze and rust inhibitor, suitable for all engine constructions including aluminium; so appears to be an ideal product for the Traction.

Steve Reed

IAT (Inorganic Additive Technology) is the chemical composition for the traditional antifreezes that are blue in colour in UK and green in color in the USA. An IAT can be used with either ethylene glycol (EG) or propylene glycol (PG). In the USA antifreeze with IAT is called "conventionally inhibited".

There are 3 other types of antifreeze:

OAT (Organic Acid Technology) which can be either EG or PG but is mostly EG based).

HOAT (Hybrid Organic Acid Technology) which is a combination of IAT and OAT with nitrites added) and

NOAT (Nitrated Organic Acid Technology) which is an OAT with nitrates added.

The colour of antifreeze is no longer an accurate indicator as to whether it is an IAT, OAT, HOAT or NOAT formulation.

There are currently at least two oranges, two reds, green, dark green, yellow, blue, blue-green, clear and pink dye colours available. Further, some antifreeze manufacturers market a "universal" antifreeze they say is compatible with all OAT, HOAT and NOAT formulations. These "universal" formulas are not for use with IAT and they will not convert an IAT to a long life or extended antifreeze.

All the vehicle antifreeze I knew appeared blue (e.g. Bluecol), and contained ethylene glycol. Its characteristics:

1. Ethylene glycol is very toxic.
2. As little as 30 ml of ethylene glycol can be fatal in adults, 4 ml kills a cat. I will not have it on my property, in case children or animals get to drink it.
3. Ethylene glycol damages the paint.
4. 1/2 to 1% of Ethylene Glycol in the oil causes rapid main bearing failure resulting in the shutdown of the engine.

The solution: use propylene glycol, and also be environmentally friendly.

Derek Harris

tocspares hotline

01243 511378

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



First Traction Avant Safety and Reliability Run

Organiser's Report

On Sunday May 6th 2012 15 Traction (plus a 2CV Beachcomber) participated in the first 151 mile gruelling Traction Avant Safety and Reliability Run from Chester-le-Street through County Durham to the Yorkshire Dales up to England's highest pub at Tan Hill (1,732 feet) and back through the Durham Dales to Chester le Street. The route required the participants to have a co-driver/navigator and they drove on minor roads often up and down inclines as steep as 1:4 and through rugged single track roads. The weather started clear and sunny and remained that way throughout most of the day although a flurry of snow occurred at Tan Hill (and this is May!!).

The cars left between 8.30am and 9.00am arriving back between 5.15pm and 5.45pm. It was a full day's drive and tested participants driving skills and navigation skills; and the Traction Avants were put through their paces.

The Traction lived up to their renowned reputation and all 15 cars (plus the 2CV) returned without too much mishap. Askrigg Bank to Tan Hill proved a challenge to a few but they all made it. They demonstrated that the Traction is a Safe and Reliable vehicle even if 60 or more years old!!

We set them off with three questions. Nobody got all three right and only two knew the shape of a particular sign. Everyone knew what "traction avant" means.

Recorded distances travelled by each car varied between 155.34 miles (250 kms) and 167.15 miles (269kms). So some did go off route. As the "sweeping up" marshal at the tail end of the run, covering breakdowns and lost cars, I became superfluous to requirements.

I forgot to mention that the Nick Hopkinson team and Richard Sheil's team jointly won the lunchtime petrolhead quiz. These were marked by everyone at the end and the winners were awarded Blacksheep Beer Bottles or a flagon of cider. As I said to Rich it was a long way to come from Dublin to take home a bottle of beer!!

I would like to record my thanks to Derek Cansfield, Keith Kennels and the other starter Derek from the North East Club for Pre-War Austins for their kind assistance and support in helping put this run together, also Ian Canavan and friends in Bainbridge for marshalling and allowing the cars to park on the village green. In addition the Bowes Museum who gave us permission to park in front of the building and finally my brother Mike and Chris Naylor for marshalling at the checkpoints. It all came together well and everyone seemed to enjoy the run.....will this become an annual event in the TOC calendar, perhaps somewhere else in the UK?

Graham Handley

A Marshal's Perspective

After a week of almost constant rain, Sunday 6th May dawned clear, bright and sunny, though the biting icy wind must have been a shock to those who had made the journey from the more temperate climes of Southern England!

Fortified by coffee and a full English breakfast to combat the inevitable side effects of a pleasant evening at the hotel bar catching up with fellow Tractionistes, the car park soon echoed to the sound of 15 Traction being simultaneously coaxed into life.

Overnight temperatures had been as low as -5c which perhaps accounted for a couple of cars having to be push started. As one owner put it: 'I know all the books say you shouldn't, but what else can you do?'

The start of the run proper was from the Riverside Park at Chester-le-Street where drivers and co-drivers/navigators affixed their rally plaques and were quizzed by the marshals before setting off at 2 minute intervals on a testing 151 mile route over the hilly back roads that criss cross County Durham, the North Pennines and the Yorkshire Dales.

Having seen the last of the cars depart, heading towards the fine chateau style building that houses the Bowes Museum, I set off for Bainbridge in the heart of Wensleydale, where it had been arranged to rendezvous for lunch.

Having expected to have to make some preparations to facilitate parking on the village green, I arrived to find that everything had already been taken care of by the enthusiastic Ian Canavan and his team who organise the same facility for the Beamish Run each year. Thanks guys!

There was nothing for it then other than to grab a bacon butty and a coffee from the excellent Tea Room and await the arrival of the first cars.

Bernie and Pearl Shaw were the first to arrive at 12.20pm with all other entrants parked up on the green and enjoying lunch within 30 minutes. The display of Traction, and Ray Andrews immaculate 2CV, attracted plenty of interest and admiration from passing walkers and motorists.

After lunch I tagged on to the end of the run as participants headed off in the direction of the Tan Hill Inn and Stainmore.

The road on this section climbs over 1,500ft in just 7 miles giving a combination of long 1:4 gradients and hairpin bends that present a challenging drive in a modern car.

A little drama was provided here by one Traction having to reverse down the foot of Askrigg Bank for a second attempt.

Continued on page 27

First Traction Avant Safety and Reliability Run

Driver	Navigator(s)	Model	Year
Paul De Felice	Barry Williams	Big 15	1954
Bernie Shaw	Pearl Shaw	11BL	1939
John Oates	Bev Oates	11BL	1953
Laurence Acher	Teresa Acher	Big 15	1953
Mark Cooper	Peter Cooper (Mark's father)	11B Cabriolet	1939
Steven Wright	Bridget Wright	11B	1954
David Gardner	None	Light 15	1957
Sean Hellett	Alan Holden & Ben Hellett	Big 15	1953
Stephen Prigmore	Tina O'Connor	11B	1953
Richard Sheil	Ian Harrison	11B	1955
Nick Hopkinson	Dave Murphy	11BL	1948
Pete Simper	Sue Simper	RHD 11B	1951
Ray Andrews	Chris Andrews (Ray's son)	2CV Beachcomber	1983
Peter Fereday	Duncan Bremner	11B	1955
James Geddes	Joanne Geddes	11BL	1950
Adrian Church	Eileen Church	Light 15	1949



Ben Hellett, the youngest navigator

Being asked the 3 start questions



The start at Riverside Park, Chester-le-Street

Over the Yorkshire Hills and Durham Dales

En-route over the Dales



Going over the Buttertubs Pass

Bowes Museum Barnard Castle

On display at the lunch stop at Bainbridge



Graham watches as they leave for Tan Hill

Descending from Askrigg Bank to Muker

Parked outside The Tan Hill Inn

First Traction Avant Safety and Reliability Run

Continued from page 25

Another needed to be towed all of 300 yds after the driver was forced to stop on the steepest section of bank and found they were unable to restart.

Happily though, all the drivers and their cars proved up to the task, all safely arriving at the Tan Hill Inn for a well deserved pint in front of an open fire as a flurry of snow fell outside.

We pressed on from Tan Hill in mid afternoon with 60 miles still left to cover. After passing through the market town of Brough we took the back roads up through the North Pennines towards Stanhope.

This area north of the A66 and west of the A1 is still relatively undiscovered. Most people speed past on the main roads rushing to get to the Lake District or Durham City which is a shame as the landscape is ruggedly beautiful, with spectacular views opening up at every turn of the road. It must be one of the few places left in England where it's possible to drive for miles without seeing another car!

Of course a TOC event just wouldn't be the same without a few cars deviating slightly from the planned route (i.e. getting lost!) The last 10 miles saw a fair bit of navigational ingenuity from the co-drivers as nearly everyone seemed to take a slightly different approach to the task of getting back to base. Whichever route was taken seemed to make little difference to the arrival time, as all cars converged on the hotel within a few minutes of each other.

For me the highlight of the day was seeing two of André Lefèbvre's finest creations, the Traction Avant and the 2CV, being put through their paces on the same event.

Thanks to Graham and Wendy Handley for organising a memorable day out and to all the drivers and navigators for supporting the run, many of whom travelled very considerable distances to participate.

Hopefully this can become an annual event. Who knows by next year my own Traction might actually prove reliable enough to get to the starting line!

Chris Naylor

A Participant's View

I would like to tell you about a rally I did on the weekend of the 5th of May.

The event was based on a historic reliability trial called 'The Beamish Run'. It was a 150 mile route over some of the lovely countryside of Yorkshire and Cumbria. The journey up to Washington from Surrey was 300 miles. It was such a long journey we stopped 3 times for food, drink and a rest! When I say it was long I mean it was long; it took seven hours to get there.

We eventually got there at about five in the afternoon. We unloaded the car from the transporter and checked into the hotel. We then met some of the

other drivers and the organisers and had dinner. After dinner we got our rally plates and final instructions!

In the morning we got the car ready and drove down to the riverside in Chester-le-Street (where the starting line was); we were put into 8th on the grid. We got out of the car and watched the first 5 cars start then we got ready to set off.

We got to the first roundabout and went wrong! We turned left instead of right, but we soon got our place back though because one of the cars had to fill up with fuel!

In the next section past Annfield Plain we met several cars coming towards us but we were confident we were now headed in the right direction for our first run into the hillside. This was great fun as we passed close by a wind farm. Our first stop was the Bowes Museum. All the cars lined up against the entrance – 15 Traction Avants and a 2CV that looked quite spectacular. We had a quick snack and a drink before passing the checkpoint and continuing on our way. There were lots of people admiring the cars and taking photos.

We were climbing some steep hills and one of the cars couldn't get up the Buttertubs Pass. We passed by but stopped at the top to make sure they were not stuck. The car that couldn't get up had rolled down to the bottom and got going again and made it to the top.

We entered Bainbridge for lunch; we parked the cars on the green and went into a tearoom. The cars parked on the green were a lovely sight. We were the last to leave.

In the afternoon we had to climb Askrigg Bank and then Silver Hill to get to the Tan Hill Inn - the highest pub in Britain! At the top there were flurries of snow and rain - really exciting. On the way down the steep descent into Stanhope there were several hairpin bends, which tested the brakes and steering!

Towards the end most of us missed a signpost to Rowley but we soon found the staggered crossroads further down the A68. Convinced we were back on the route we then met several cars coming the other way. However, we ignored them and carried on back into Burnhope and Chester-le-Street where the rally finished.

We were all very tired but it had been a fantastic day. We saw some amazing scenery and made a lot of new friends. The cars were awesome and we were thrilled that all these old Tractions made it to the finish, proving they are reliable and safe to drive on the most difficult roads in Cumbria. The organization was excellent. Graham and his crew had put on a really good rally and I can't wait until next year!

Ben Hellett (age 11)

First Cologne Drive it Day

On Sunday, 29th April 2012 with around 15,000 visitors to the Museum of Applied Art in Cologne (MAKK), thousands of individuals around the museum's forecourt, about 2,000 cars in the middle of the historic center of Cologne; the first "Drive it Day" in Germany held in the city of Cologne was a resounding success.



Citroën also established itself as a brand that has always stood for exceptional design; a sponsor of the very well staged event.

Citroën impressively presented the enormous power of the brand in the past, the present and in the future. With numerous historical Citroën models, with the two concept cars REVOLTe and SportLounge as well as the range of current models the manufacturer showed an impressive overview of the brand along the tag line "Citroën yesterday, today and tomorrow."

"Citroën had once more a good nose for an event where you can get in touch in a relaxed atmosphere with prospects and customers to join the brand," said Bettina Schulze Vowinkel of Citroën Marketing. "The inner city centre was a great combination of families, car and classic car enthusiasts – truly a success."

The exhibition of historical models had been compiled in cooperation with Amicale Citroën Deutschland and the Citroën clubs. I confirmed the great success of the event: "The first Drive it-Day in Cologne showed the variety of vintage and "Youngtimer" classic car scenes. The visitors were all very enthusiastic and rediscovered their childhood and youthful memories alongside the Citroën cars. It was a big family reunion and we look forward to 2013."

The decision for the 2nd Drive it Day next year is already taken. Romana Breuer from MAKK said: "The overwhelming response by the many visitors and the great atmosphere of this day has inspired us. We will organize another Drive it Day next year, that's for sure. Also we'd like to thank our sponsor Citroën for their perfect cooperation."

Special thanks to those of the Citroën club members who supported the event with their presence – and their cars.



Stephan Joest - Amicale Citroën Deutschland

Mass Production – What it Really Means

There are two widely held misconceptions about mass production.

The first is that a line of cars in a factory, stretching into the distance in various states of déshabillé equals mass production.

It is not; it is an example of an assembly line.

At its simplest, an assembly line is used to bring together two or more items that have to be “assembled” in a particular sequence. They may be organic items like eggs or tomatoes that go into boxes and then, into bigger boxes. Alternatively, a manufactured item such as a ball bearing race will require a particular sequence of operations to assemble it. Frederick Winslow Taylor⁽³⁾ is the man generally credited with the idea of breaking a task down into discrete stages; while Henry Ford, credited with the concept of the assembly line is said to have lifted the idea from a meat packer’s yard in Ohio where carcasses were of course - disassembled!

The second misconception regarding mass production is that it is frequently assumed to mean “the production of an item in large quantities”.

The confusion seems to partly derive from the French expression “en mass” - meaning “in large numbers”.

That also is not true; however it is true that where products are produced in large numbers, it should be possible to achieve “economies of scale”.

The precept that defines mass production is interchangeability.

For pretty much any manufactured items you can think of, e.g. new pistons and cylinder sleeves for your engine, they are supposed to be readily interchangeable one with another i.e. identical. You assume (and require) that they will be but it only happens because they have been manufactured to very close tolerances, but it was not always so. We can trace these ideas right back to 1798.

From "Automotive Engine Design" by William H. Crouse⁽¹⁾ we see that....

Mass production can be traced back to Eli Whitney, the inventor of the cotton gin; he stood before a group of high dignitaries including President Adams and Thomas Jefferson. On a table before him were 10 disassembled muskets. He picked up pieces at random and assembled the muskets, proving that the parts could be so nearly alike that they would fit together without additional work. Before that time each part was made by hand and no two parts were exactly alike..... Whitney's factory produced tens of thousands of muskets for the government - particularly during the American Civil War 1861-5.

There were many other men who further developed the concept of interchangeability.

By the turn of the century, this concept was commonplace in American industrial plants. At the same time, the interrelated idea of mass production was developing. The basic idea was simple; if all parts were interchangeable, it was not necessary to stop to fit each part. All that was required was to break down the total assembly procedure into small segments.

The late 19th C was the time when the “Machine Tool Industry” was born with machines making machines etc.

The Industrial Revolution in England (1749-1914) made a significant contribution to progress in this respect through famous names such as: Joseph Whitworth (standardised thread forms), Henry Maudsley (the screw cutting lathe), Richard Roberts (high precision machine tools).

The early 20th C was the time when mass production took off⁽²⁾.

Tooling for mass production was (and remains) extremely expensive. Therefore to amortize the enormous outlay Citroën was - through the innovative design of the Traction - planning for a long production run with concomitant economies of scale.

In 1934, the notion of unitary construction in motor engineering was an enormous conceptual leap; to produce it using the principles of mass production was the only way and so far ahead of any other motor manufacturer as to be revolutionary.

As we fully appreciate, it firmly established André Citroën as the principle automotive engineer of the early 20th Century.

(1) McGraw Hill ISBN: 07-014671-3

(2) http://www.willamette.edu/~fthomps/MgmtCon/Mass_Production.html

(3) <http://www.horology-stuff.com/more/time-motion.html>

Holiday Photo Album



Den Hewitt Collection

2012

July

- 8 Darling Buds Classic Car Show Pluckley, Kent. Details www.darlingbudsclassiccarshow.co.uk.
 12-15 Brittany Rally Golfe de Morbihan - see page 32 for details
 Details Martin Nicholson - vicmarnic@gmail.com
 18-22 50 Years of the Finnish 2CV Guild Säkälän Säpinät, Finland. All Citroën models are warmly
 welcome to join the event - see page 32 for details

August

- 9-12 15th ICCCR Yorkshire. Details from Mick Popka or register at
www.icccr2012.org.uk - see update on page 32
 19 Wervik 12th Intl. Classic Car Meet Wervik, Belgium-for details <http://oldtimersengels.in.wervik.be/>
 26-27 Dunsfold Wings and Wheels Dunsfold Park, Surrey- tel 01843 542226
 for details see www.wingsandwheels.net/tickets.html

September

- 8-9 Citronnades 2012 Saint Marie la Mere, France
 for details <http://citronnades.voila.net/>
 8-9 Technorama Oldtimer-Teilemarkt Hildesheim, Germany-for details <http://www.technorama.de/>
 14-16 Circuit des Remparts Angoulême, South West France – for details and videos see
www.circuit-des-remparts.com

October

- 12-14 Wartime Weekend 1940s weekend based around the North York Moors Railway.
 Details from Mick Popka
 21 Bourse d'Echange, L'Aigle – Basse- Autojumble
 Normandie

November

- 11 Remembrance Sunday Parade Elvington, Yorkshire
 16-18 Classic Car Show NEC, Birmingham - see page 33 for details
 24 TOC Dinner & Dance Stratford Manor Hotel, Stratford-upon-Avon
 25 TOC AGM Stratford Manor Hotel, Stratford-upon-Avon

2013

May

- May 4-6 Resistance Tours-2013 Marcillat-en-Combraille, France - see page 34 for details

Sept

- tba Proposed Spanish Rally La Rioja and Cantabria Tour - see page 34 for details

2014

June

- tba 80 Years of the Traction Avant Dunkirk, France - see page 34 for details

Send details of future events to: events@traction-owners.co.uk or by post to the Social Secretary

The 2012 Brittany Rally - Golfe de Morbihan" area of Brittany 12th – 15th July

The 2012 Brittany Rally will start at the "Salle Polyvalente" (parking available) in the town of "Le Grand Fougeray", 35390, Ile et Vilaine at 09 30 on 12th July 2012.

Le Grand Fougeray is just off the main dual carriageway between Rennes and Nantes.

The rally will be based at the "Camping des Menhirs"- Le Net- 56730 -SAINT GILDAS DE RHUYS for the nights of 12th; 13th and 14th July. The rally entry fee, (including camping fees for the 3 nights, as well as breakfasts, evening meals and visits to places of interest, rally plaque, road book, etc.)... will be "approximately" 180 Euros, per person.

Hotels, if required, are at your own expense and must be booked and paid for direct by yourselves.

The Citroen Traction Avant Club of Brittany (CTAB) has provided a link to the hotels in the area, but you may wish to check out the local town's website or the usual searches, such as Expedia, Logis, etc.

<http://www.viamichelin.fr/web/Cartes?layers=0001&strLocid=32NDJvYW11NTY3MzAxOGNORGN1TkRrNU5UWT1jTFRJdU9ETTRNeIU9>

Don't forget that it will be the French national holiday weekend and therefore a lot of hotels may be full.

Even at this late stage I would be very grateful if you could let me know if you are interested as the organisers have asked for numbers.

I regret that Vicki & I will not be participating this year, but I will be happy to continue to pass all messages on to the CTAB.

In the meantime, if you need any further info, or help (NOT financial!), I'll be pleased to assist.

All the best, Martin & Vicki Nicholson

50 Years of the Finnish 2CV Guild Welcome to Sätälän Säpinät 18th - 22nd July 2012

Founded in 1962, the Finnish 2CV Guild is one of the oldest 2CV clubs in the world, it's time to celebrate our first 50 years! We want to invite YOU to party in a unique meeting site right in the middle of the best Finnish nature.

Finland has a long tradition of organising international 2CV events: 1st International Meeting of 2CV Friends in 1975, 10th World Meeting in 1993, 10 x Raid Laponie, 3 x Raid Mosquito... Our jubilee meeting will follow the traditions of those events. **Website:** <http://www.2cv.fi/> **email:** fin2cv@2cv.fi

ICCCR 2012 - August 9th - 12th - Harrogate, Yorkshire - Update

Current Bookings at 30th May 2012: Vehicles: 1,435. Participants: 2,892

After almost six years of planning and preparation, the 15th ICCCR is now just weeks away. This will therefore be perhaps the last magazine bulletin that you will read before the event takes place, and so it seems appropriate to step back for a moment and consider what the Rally represents. Even before the ICCCR was last held in the UK in 1984 – with the close involvement of the TOC – each event has been created through the work of many enthusiasts, irrespective of individual club memberships.

Twenty-eight years later, ICCCR2012 is no different – every aspect of the event is the result of the commitment and indeed passion of its organisers. This bulletin focuses on just one of these – the ICCCR Museum – but there are so many others. You simply cannot afford to miss this Rally!

We have always said that everything to do with Citroën will be present at the ICCCR, and one of the major features will be the Museum. Marcus Carlton, Tony Stokoe and Hans Staartjes are putting in a great deal of effort to make this a truly memorable display, and in this update Marcus provides more detail of what is in store, and how you may be able to help:

"Organisation for the ICCCR is now very well advanced and I must say that I am getting increasingly excited at what I feel will be one of the best ICCCRs yet. Advance bookings are running at an impressive rate showing that many others share my conviction.

In my capacity as one of the organisers of the Museum I have visited the site twice now and been party to many of the discussions and planning of this event. The venue is so impressive on many levels, Harrogate and the surrounding countryside is wonderful, with many diverting attractions, so much so that even my wife - a staunch avoider of anything Citroën-related - is actually looking forward to her few days there.

With particular respect to the Museum we are very fortunate to have as part of the organising team Tony Stokoe who is a professional exhibition designer and Hans Staartjes who brings a professional photographer's eye to the proceedings.

Our Museum is conceived on a grand scale, and we already have commitments from many owners and the Conservatoire collection, adding up to a stunning range of cars depicting all facets of UK ownership, naturally including Slough-built cars and important milestones in Citroën's UK history. I anticipate that this museum will be larger and more impressive than anything seen at an ICCCR in recent memory.

The Museum will comprise two parts: some forty cars displayed in a unique setting within one of the main halls, plus, outside on the avenue leading up to the Museum will be the 'Honour Guard'. This is one of the most prominent locations in the site and the Honour Guard concept allows us to display cars which need to remain mobile at some times during the course of the event.

Honour Guard cars can be displayed on a day-by-day basis and we already have many exceptional cars scheduled for this flexible display area. We still welcome your proposals for the Honour Guard; it's not too late so if you have a special vehicle for inclusion we want to know about it.

I don't want to give too much away here obviously, but it's all looking good!

There is no financial incentive to do this, in fact it will probably cost you money to get involved and will certainly take up your time, and you won't even get a free ticket to the event! All the organisers are paying their own way and incurring expenditure. We are clear though that if the ICCCR meets its financial targets (and it is already well on the way with just the advance bookings), we will look to reimburse, at least partially, the expenses of those who have contributed to the event.

This event is unlikely to come around again in our lifetime, we have visitors coming from all over the globe, Finland, Malaysia, Hungary, Australia, Russia, the US, Potters Bar and everywhere else between. It's one of those situations where members of all the UK clubs are pulling together to show the world what we can do, it's all shoulders to the wheel and joining together in the spirit of community to put on the best damn Citroën show anyone has ever seen. Sorry I have to pause here to wipe away a tear, so as 'Land of Hope and Glory' fades into the background - "Ask not what your Rally can do for you but what you can do for your Rally".

As you can tell from Marcus's enthusiasm, the Museum will be yet another reason not to miss this unique event! The dedication that is so apparent here is reflected in every other facet of the Rally – entertainments, trade stands, catering and bars, arena displays, graphic design, the event workshop – to name but a few more. It is well worth re-reading the previous bulletins... We have 1,422 cars and 2,873 participants currently registered, but there will be many more by the time that you read this. Everything - and everybody - is being brought together with just one aim – the creation of the most memorable ICCCR ever; so join us for the event of our lifetimes!

Turning finally to the practicalities, the current Advance Whole-Event rate is £100 for a car and driver, plus £10 per adult passenger, but this will increase to £120 on 1st August and on the Gate at the Rally. We'd like you to spend less now rather than more later, so be sure to take advantage of the advance booking discount and save £20!

Single-Day tickets will be available on the gate, and also in advance (at the same price) from 1st July. In all cases, registering in advance will speed your admission on arrival. Go to www.icccr2012.org.uk to register, or contact us by any of the means listed below.

Finally, there is still time to volunteer to join the Organising Team, so if you would like to help, have any questions, or any suggestions to make a great event even better, simply contact us at:

<http://tinyurl.com/ICCCR-Contact>, Email: info@icccr2012.org.uk, Phone: 07766 785563

Post: ICCCR2012, 151 Tadcaster Road, Dringhouses, YO24 1QJ, UK

See you in Yorkshire for ICCCR2012 – the 'Great British' Citroën Event!

Nigel Wild

Classic Motor Show – NEC Birmingham 16th – 18th November 2012

The Classic Car Show will soon be here again and we would like a few early Tractions to show. They do not need to be concours but nice interesting cars, we already have cars from 1920s and want to display vehicles through the years up to 1956, so please contact me and offer your car.

They will be needed to be at the NEC on Thursday 15th November to be setup ready for the opening this is three days from Friday 16th to Sunday 18th, and complimentary tickets are available to all exhibitors, and stand volunteers so make early contact.

If you plan to attend the show as a visitor you can book in advance by phone or via the show's website and the tickets will be far less than at the door on the day; then if you bring your prebooked ticket to the club stand we will then be able to claim a club commission for each one handed in.

Contact Mick Holmes for any details on 0115 9118218 or email me at m.holmes1@ntlworld.com



Proposed 2013 International Gathering of the TOC at the Chateau du Ludaix Marcillat-en-Combraille, the Allier, Auvergne, France Bank Holiday Weekend May 4th-6th 2013

We are pleased to report that 46 people and at least 20 cars have expressed an interest in joining me (a 1952 Citroën 11) and my owner David Morton at Chateau du Ludaix over the long weekend of 8th – 13th May 2013.

This means that David and his team will be moving into the detailed planning phase over the next month or so and then you'll receive an email with details of the plan, clear prices and a booking form with a request to send a deposit to confirm your reservation.

I and my owner are thrilled with the response so far but don't worry - there is still room for more to come and join the party and enjoy this special part of France.



www.chateauduludaix.com

To register your interest contact either Paul de Felice on 01992 890975 or email him at events@traction-owners.co.uk or email David Morton at david@rapport-online.com

Proposed Tour - La Rioja and Cantabria, Spain 2013

Only three couples have registered an interest in this proposed tour and, as a result, the tour may not take place. Any of you that are interested please contact Paul de Felice on 01992 890975 or email him at events@traction-owners.co.uk expressing your interest and then we can see how the numbers go and make a decision on whether the tour goes ahead.

80 years of the Citroën Traction Avant



The celebration of 80 Years of the Citroën Traction Avant has been announced for 2014 and is to take place in Dunkirk, France. It will be organised by Club Dunkerque and Torpedo, with the support of the Belgian Old Citroën Club.

Classified Adverts - Current Members

1. Small adverts are free and are for the disposal of vehicles and parts that are their personal (private) property.
2. Adverts for accommodation are charged at £6 per insert plus VAT at 20% = £7.20.
3. Advert submissions should include your membership details or payment.
4. Adverts may be edited or refused, and the Editor cannot guarantee insertion into any specific issue, although every effort will be made to publish an advert in a specific month if requested.
5. Please write legibly, and if you email your advert please only use plain, unformatted text and no colours.
6. The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes.
7. Adverts for VIN plates, V5 documentation etc. will not be accepted.
8. Adverts received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.
9. Members must advise the Editor that publication is no longer required.
10. Adverts are only accepted by post or email and must be sent to the address below. If ads. are sent to any other address they will be delayed and may even fail to appear at all.

Classified Adverts – Non-members

Lineage adverts cost £12 per insert plus VAT @ 20% = £14.40. There is a cost for photo's dependant upon size.

Trade Display Adverts

Trade display adverts cost £240 per full page; pro rata rates apply for panel advertisements less than one page. Other trade adverts cost £5 per column centimetre. VAT at 20% is applicable to trade display adverts.

Payment

Please make cheques payable to 'The Traction Owners Club Ltd'.

Warning

Unless members specifically request otherwise all advertisements that appear in the 'Cars for Sale' and 'Parts for Sale' sections of this magazine will be displayed on the **TOC** website approximately one week after the magazine is published.

In the past advertisements on the **TOC** website have attracted attempted 'phishing' and 'cash back fraud' attacks on **TOC** members. Members should therefore maintain the utmost vigilance when dealing with responses to their advertisements.

If in any doubt check the following websites for advice on what to look out for:

<http://www.met.police.uk/fraudalert>
<http://www.binary.co.uk/chequescam>

Please send advertisements to the Editor:

Den Hewitt, TOC Adverts,
 Eastern Cottage, 62 Claverham Road, Yatton,
 North Somerset, BS49 4LD.
 email: editor@traction-owners.co.uk

CARS FOR SALE

Due to his forthcoming retirement Kenny Cocker is offering for sale the following Tractions:

1957 11B Normale, midnight blue,



original 11D engine [rebuilt 2007]-unleaded head, new valves, guides, seats, springs, pistons and liners, timing chain & tensioner, clutch pressure plate and release bearing. New silencer and tailpipe. Converted to 12volt with alternator, halogen lights and heater.

New carpets and headlining. Underside Dinitrol treated

Comes with service history back to 1985. This car has been used by me for ten years and has covered 26,000 kms in that time. Prior to that it was in a private collection in France for 17 years.

Available for purchase from 1st October - £10,500

1956 11B Familiale, midnight blue.



New floor, sills, etc. stainless steel exhaust system. [2000]

Fitted ID19 block, crank, 11D flywheel, new clutch, pistons & liners, timing chain and tensioner, unleaded traction head (new valves, springs, guides, seats etc) new water pump and 11D oil pump [2005] Gearbox replaced [2007]. CV joint drive shafts.

Converted to 12volt with alternator, halogen lights, heater and CD radio. Stainless steel bumpers. New carpets and headlining.

Underside is waxoyled. Comes with a service history back to 1985.

Used by me for 10 years and has covered 34,000 kms in that time.

Available for purchase from 1st September. - £12,500

1940 Slough Light 12 RHD Small Boot



Burgundy. 22,000 miles since full restoration was completed in 1998. This was one of the very last cars to be built at Slough before production ceased in 1940

CARS FOR SALE Continued

All the usual Slough features – sun roof, burgundy leather upholstery and complete interior [by Southbound]. Very rare 3-piece walnut dashboard (1940 models only). Pilote wheels. Driver operated rear window blind.

New floor, rear wheel arches, inner & outer sills etc. Full photo history of rebuild available. Underside is Dinitrol treated.

Perfo engine with new pistons & liners. Stainless steel exhaust (1998). Replacement gearbox with 9x31 CWP and CV joint drive shafts [2004].

Fitted heater, radio, front inertia reel seatbelts, stainless steel bumpers.

Comes with a service history since 1998 rebuild.

Used by me for 14 years. Can be viewed at Harrogate ICCCR.

Available for purchase from 1st August. £16,500

All three cars are used regularly and are fully maintained. All three carry long MOTs and are located near Perth, Scotland.

Contact details: Tel: 01821 650436 Mobile: 07802 350622

E mail: ken@hillfoot.fsnet.co.uk

FOR SALE: Light 15 1955 RHD, Black,



good bodywork, excellent engine, MOT, Pilote wheels, new Michelin radials, restored leather front seats, new spot lamps, excellent chrome. Used regularly by me last 26 yrs. Only 3 previous owners. (I have the original logbook). Extra wheels and tyres. **£7,500 ono.**

Keith Boyes, Swanland, close to Humber Bridge, East Yorkshire, Tel: 01482 631088 or 07752 851161

FOR SALE: 1953 11BL Big Boot. Black. First registered in the UK Feb 2001. Previous owner Mark Harding. Very original car. Engine and gearbox overhauled by Mark. All bills and history. Unused last 4 years. Reluctant sale due to lack of space.



£5,200. Danbury, near Chelmsford. Tel. Harvey Hoar on 01245 223940 or email to nightingales.charity@virgin.net

Classified Adverts

CARS FOR SALE

FOR SALE: 1954 15/6 Familiale (with 3 foldaway seats) in perfect condition only 111,000 kms (engine 13,000 kms).



Everything is new; paint, tyres, brakes, chrome etc. Inside original mohair in excellent condition. I have owned the car for 30 years. **The car can be seen near Paris. Contact Thierry Grès by email tgres@noos.fr or phone +33 (0)6 14 46 28 83**

FOR SALE: 1948 Light 15 Slough built,



black with beige cloth interior, unleaded conversion, alternator, electric fuel pump, MOT August 2012, **£15,000 ovno. Please call Rodney on 01303 278116, or mobile: 07767 480983**

FOR SALE: 1955 Commerciale. UK registered with new MOT.



Bluegreen in colour with black wings, body sound with good sound panels. 11D engine, crank ground, new shell bearings, new pistons and liners, new clutch and sound gearbox. Converted throughout to 12volt (alternator), fitted with latest modern cv driveshafts, stainless exhaust system, 4 inertia seat belts and Clayton blower heater. Has recently been recarpeted with correct carpeting, new doorcards and headlining and the upholstery, while not immaculate, is without cuts or other damage. It drives well and all works as it should.

£10,500. Located in (Aberdeenshire) Phone Andy on 01339 886290 any time or email sheilandyb@btinternet.com

BODY SHELLS FOR SALE

FOR SALE: Repaired body shells or we can restore to your requirements:-
1955 Light 15 with sunroof, 1955 Light 15, 1950 11BL, 1953 11BL, 1953 11F.
Contact Classic Restorations 0207 358 9969 (24 Hrs)

CARS FOR SALE

FOR SALE. Paris built 1957 11B Normale. Imported from Holland by me in 1981. Only cosmetic metal work was needed before bare metal re-spray in original Navy Blue. All mechanical work done by a well known club member who maintains it still. Including exchange low mileage unleaded engine & gearbox from then club chairman's car, new 12v wiring, silicone brake pipes, stainless exhaust, electronic ignition and much else. Depanoto upholstery kit fitted but carpets still to do.



There is a full photo history with videos of this handsome car that turns many heads. It is for sale due to an age related shift in interests. Can be seen Wimbledon. Taxed to Sept. 2012. 11mths. MOT. **£8,500 o.n.o. Tel. Bob 0208 788 6621. email: mechanalia@gmail.com**

FOR SALE: 1955 French built, black 11BL



(big boot) owned and garaged by me for 20 years. Engine has replacement pistons and liners and is powerful and reliable. Recent 12V conversion with halogen headlights, otherwise the car is very original but with new bright work and stainless steel front/rear bumpers. Bodywork is very good with minimal welding and the car was recently used for both my daughters' weddings. Interior is re-upholstered in grey. **Offers around £6500. Mike Peacey 01473 723663 (Ipswich) or 07816475604**

CARS WANTED

WANTED: Pre-war 11BL with current MOT. **Please call Julian on 07957 291888 (London)**

WANTED: Small boot Traction Avant. Must be lhd and black and in nice condition. **Please phone Mark Buckley on 02392 755990 or email profpropren@hotmail.com**

WANTED: Long term TOC member wishes to purchase a Traction Normale. Looking for a car which is ready to use and in reasonable to very good condition.

Please contact John Cresswell on 0208 560 3261 (home) or mobile: 07540 426451 or email: jcress23@aol.com

WANTED: Traction Légère or Normale - LHD, dark colour preferably black, in good condition and ready to use. Sensibly priced.

Contact Alan 07956 527090 or email alancroft9@aol.com

PARTS FOR SALE

FOR SALE:

Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars.

130/140X40 and 150/160X40

Michelin SCSS for early

cars. Official Michelin Distributors for the UK.

Mention you are a TOC member.

We also balance traction wheels for free. www.longstone.com 01302 711123 sales@longstonetyres.co.uk



FOR SALE: Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, fit a modern fuel filter to 'catch the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+.

Email: Mick@popka.co.uk. Tel: 01904 701005. Next day despatch.

FOR SALE: Nearside front wing for early Traction with the circular hole for the horn grill. Totally solid with only surface rust.

FOR SALE: Nearside rear wing for Traction (not the narrow type) very good and ready for paint.

Might be able to deliver.

Phone Dafydd Evans 01654 700289

FOR SALE: Robri rear wing embellishers - pair of 216's for all models before 15/1/1938. £35 plus postage. Pair of 216-GS's for 11 and 15CV after 15/1/1938 but prior to 1953 £25 plus postage. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email DenHewitt@1550.fsnet.co.uk**

FOR SALE: Pair of Marchal TP478 headlamps. Complete and in very good condition except that they are grey in colour so will need re-spraying to match body colour. £50 plus postage. Located near Bristol.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: New 11B, C or F 50 litre fuel tank for cars before July 52 with the large filler neck. This is unused and complete with fuel inlet pipe, banjo and copper washers, drain plug with strainer and copper washer, inner and outer filler pipe rubber seals and flexible filler extension for 11C or 11F. £200. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

LARGE COLLECTION OF TRACTION PARTS FOR SALE:

Engines (3) Gearboxes (3) (all dismantled/checked and full description given), Doors (10), Front wings (10), Rear wings (9), Boot lids (4), Bonnets (3), Front closing panels (9), Front grilles (8), Driveshaft's (30), plus various other body and mechanical parts. Many panels stripped, repaired and etch primed ready for colour. Come and choose your needs!

Phone Andy on 01339 886290 any time or email on sheilandyb@btinternet.com Located in (Aberdeenshire)

FOR SALE: Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and telltale lenses. 235mm diameter. Will convert Marchal TP436 headlamps to the type of lens and reflector bar seen on 15CVs. Very rare item. £300 plus postage. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

PARTS FOR SALE

BIG6 PARTS for SALE

(1) Bare cylinder head in need of refurbishment. Sound casting, good combustion chambers, etc. A good spare to have. £50

(2) Complete O/S driveshaft, right hand,-3 piece- outer double yoke, bibax coupling and splined inner shaft No lift or wear detected on any of the crossheads or splines - A very good one! £80

(3) Big 6 bumper, 120mm wide, 1560mm long, heavy steel 3 rib design, needs re-chroming or repainting, but sound and solid. £30

Phone Andy on 01339 886290 (Aberdeenshire)

FOR SALE:

1-Big 6 wheel (Rubery Owen) 185x400 - £30

1-Rubery Owen wheel 165x400 (with 4 slots & 3 studs for hubcap) - £20

1-Michelin France wheel (1949) 165x400 - £20

1-Post 52 big bootlid (for resto) - £25

1-Pre-war (34/35) Light 15 bonnet pair with flaps (good condition) - £250

1-Pre-war (37/38) Light 15 bonnet pair with flaps (poor condition) - £100

1-Post war Light 15 bonnet pair (vgc in primer) - £100

2-Légère back doors good condition in primer but minor perforation in bottom corner - £70 each

2-Light 15 back doors (poor but restorable) - £20 each

2-Pre-war (narrow) back wings (poor condition) - £30 the pair

2- Back wings (post-war) both left hand side (good condition) - £60 each

1-Light 15 dashboard (with 4 round holes - £30

1-Perfo block,crank and liners, with sump (bottom end ok) - £80

1-Perfo block,crank and liners for spares - £40

1-Set of ID 19 pistons & liners, slightly domed, (used) - £40

1-11D block, crank and liners with 4-11D conrods, rocker cover and alloy sump - £250

Various Light 12 and Light 15 cylinder heads, crankshafts etc.

May be possible to bring the less bulky items to ICCCR. All items can be seen near Perth, Scotland. Some photos are available.

Kenny Cocker tel. 01821 650436 mobile 07802 350622 email: ken@hillfoot.fsnet.co.uk

FOR SALE: Garage Clearout, mostly Light15, some Big15, Brake back plates and drums, Front hubs and wishbones, Complete sub frame/front cradle, Rear arms for back suspension, Steering rack, Radiator, 6 and 12 volt dynamos, Light15 and Big15 driveshaft's.

Tel Mick, evenings 01939 220254

FOR SALE: Four hub caps, outer parts, for Pilote wheels. These have a very slightly larger hole which fit the original chromed brass centres, possibly earlier type? I have one brass hub cap centre in excellent condition but needs re-chroming.

£40 for the outers and £10 for the inner.

Phone Steve Hedinger on 07961 556538 or email hedihog@tiscali.co.uk

PARTS FOR SALE

FOR SALE: from ex member's garage.

Standard oval air filter bought by mistake for my 11BL. New, and still almost oval in shape. CTA brake centring tool. I think it's for the rear brakes. Used once!

1956 11BL drive shaft oils seals new (x2)

1956 11BL rear torsion bar silentbloc bushes (x4), new but now a thin coat of rust on the steel parts

Marchal headlamp lens red tell-tales (x2) from 11BL, original glass ones.

1956 Paris-Rhone 6v starter motor, in pieces, was working but pinion worn out.

1956 11BL 3 front torsion bar silentbloc bushes as removed from my car. I kept them in case they could be re-bushed. Also one empty outer case and worn pin

I would prefer the whole lot to go as one and be collected in person. £50

Please contact Dave on 01634 271654, Kent

FOR SALE: 1 x Marchal Equilux lens only No TP479 - 128mm diameter - £30 ono.

2 x Marchal Virages Brouillard

(Fog lights) Lens No 640

1 x Marchal Grande Portee (spot lamp) Lens No 642

1 x Marchal Grande Portee (spot lamp) Lens No 672/682

All the above have a lens diameter of approximately 118mm.

All are complete and are undamaged.

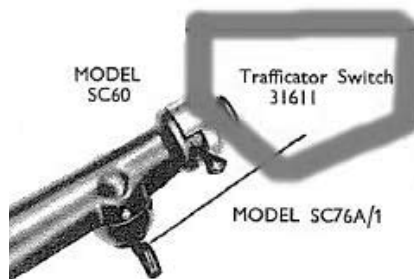
Not Grade'A' but in useable condition.

£ 50 each or near offer.

Contact Steve Reed email: stevereed@aol.com or tel: / 0044 (0)1730821792.

PARTS WANTED

WANTED: Either Lucas Indicator Switch Part No. 31611 - that mounts onto the control arm (Indicator/Dip switches and horn button),



or complete control arm with all switches - Lucas part no 31129.



Please ring Mick Popka on: 07766 785563 or email: mick.popka@gmail.com

WANTED: Pre April 1952 (no slots) French road wheel for 165 x 400 tyre,

WANTED: Post April 1952 (with slots) French road wheel for 165 x 400 tyre,

WANTED: Long slot Normale grille

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

PARTS WANTED

WANTED: Marchal ABTP 346 lens for pre-war headlight - 205mm - must be in good condition.

WANTED: Marchal headlamp bulb holders 48mm diameter, must be in good condition.

WANTED: Marchal 520 lamp complete, was used as a reversing lamp? or an indicator? the lens is only 80mm in diameter.

Contact Steve Reed email: stevereed@aol.com or tel: / 0044 (0)1730821792

ACCESSORIES FOR SALE

FOR SALE: Two original Lucas SFT 700S - 7" Spot / Fog-light shells with bezels. (1950/60s era). Re-chromed; very good condition. Lucas 7316, or similar, lamp units (not included) will fit. £100 the pair. Photos on request. Can post from Normandy, France at cost.

For further details: Martin Nicholson: Email vicmarnic@gmail.com Tel/fax 0033 233 610 015.

MISCELLANEOUS FOR SALE

FOR SALE:

1. Catalogue des pièces détachées Camionettes 850kg -1200kg, 1500kg. Traction Avant. Modèles 1948 -1959 (the so called HY) July 1959 edition, very good order, illustrated. £85

2. Pièces détachées 10CV 3rd edition, early 20's (showing no front wheel brakes) (also for commercial types as Normande, Boulangère, Coupé de Ville etc.) cover dirty, interior great, illustrated. £125

3. Pièces détachées de 8, 10 et 15. July 1933. C4, C4III, C6, C6III, C4F, C6F, C41X, C4G, C8G, C4MFP, C8MFP, 1800Kk 2T. (not illustrated but shows all factory part numbers (cover a bit water stained) £45

4. Repair Manual for Twelve and Fifteen Models from 1938. English edition, reprinted Oct. 1959 Slough. (Water stained red cover, but interior in good order) £75

Contact Wim by email: wrotter@hetnet.nl

FOR SALE: "Long Live the Traction" a 39 page coloured booklet brought out in 1984 to celebrate the 50th anniversary of the Traction Avant.

FOR SALE: "Running in your Citroën" a 19 page booklet dated 1948 by A.H.Stuart Ph.D., Bsc.

Both items in good condition and make fascinating reading. They are both in English.

£28 the pair including postage

Tel. Mike Wortley on 01509 502708

FOR SALE: Repair Manual for Twelve and Fifteen Models 1938-1950. English edition, reprinted Oct. 1956. £30

FOR SALE: Repair Manual for 6 Cyl Models. English edition, reprinted June 1956. Excellent pristine condition. £50

Tel. Bob 0208 788 6621. email: mechanalia@gmail.com

TYRE SERVICE KIT

"A serviced tyre is a happy tyre!"

As the only contact a car has with the road, tyres are perhaps the most critical factor in road safety and they are also a big investment, so it is worthwhile getting the most from them. With this in mind, Vintage Tyres have created this unique tyre service kit as part of their 50th celebrations.

The kit contains all you need to help keep your car or motorcycle tyres in top condition; a traditional analogue gauge calibrated from 0 to 100 psi, together with a tread depth gauge, valve cleaner and chrome valve caps, all neatly fitting inside a period tin that would grace the glove box or tool kit of your pride and joy!

These beautifully presented classic tyre service kits are available exclusively from Vintage Tyres for £15 each which includes post and packaging.

For further information visit www.vintage tyres.com or call 01590 612261



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Steve Reed

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email : shop@traction-owners.co.uk



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