



# Correspondence

Dear Bob,

Thought I'd drop you a line to let you know what's new from my end. I have been over to see Mick Peacock several times as he is not so far from me, and I took photos of the new 'Roadster' bodysells he is in the process of producing. Great news, I feel, as his enthusiasm is very much for making up parts that are sadly lacking. The driveshafts are a great step in the right direction and he has many other ideas, for example, the luggage carrier for small boot cars which he has already made the tools for, and which will soon be in production. He is also seriously thinking about making 'Pilote' wheels! The quality of his workmanship on the Roadster body has to be seen and for many who can afford to do it, gives them a chance to own one, albeit not an original, but in some ways a much better car. You do, however, need a 'donor' car.

Illustrated above is the first prototype with complete new floor pan, new inner and outer sills, and scuttle. It is planned to supply the car complete with new doors, boot lid and spare wheel cover, and hood frame. The front and rear axles from the donor car fitted perfectly as shown. I have a 1936 saloon that I've had thoughts of having done after my Big 15 Roadster is finished.

Cheers for now,  
**Fred Annells**



Dear Bob,

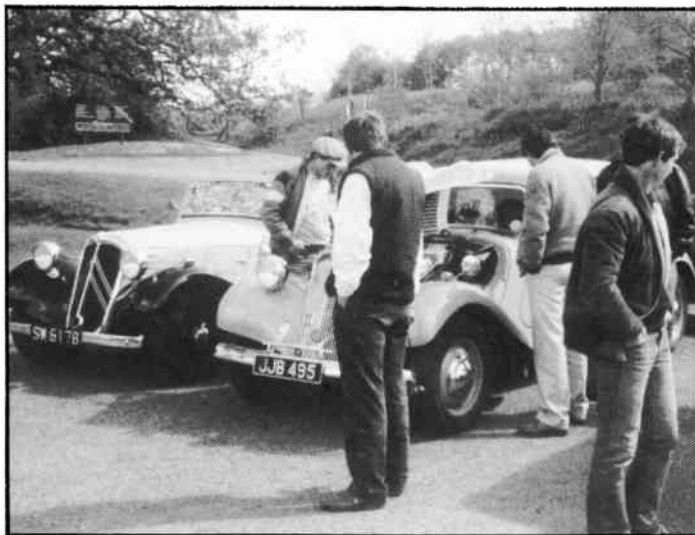
I am enclosing some prints of a car rally organised by The Devon Vintage Car Club on the occasion of their 'Twinning' with The Brest Car Club on 1st - 3rd May. TOC member Walford Bruen and myself took our Traction along creating a great deal of interest with the French Traction owners. Both Walford and myself are members of the DVCC, and Walford's car in particular was admired by the French who took it in turns to ride 'shotgun'!

I hope the prints will be of interest and can be retained for the archives.

Yours sincerely,  
**Jack Atkinson,**  
**Kingsbridge, Devon**



An impressive array of Traction in Devon.



French Traction owners showing an interest in Jack Atkinson's Slough Light 15 at Darlington.



Jack Atkinson's Light 15, Walford Bruen's Roadster and 1926 Model T Ford.

**Chairman**  
Roger, Dyer,  
Hill Top, Tuckey Grove,  
Send Marsh,  
Woking, Surrey

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David Shepherd,  
23 Longford Road,  
Bognor Regis, Sussex

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# Floating Power

Volume 12, Number 2

May, Nineteen Hundred and Eighty Seven

**V**EHICLE ORIGINALITY is another of those emotive subjects within the classic car movement and one which is invariably raised, debated or argued about whenever the topic of restoration is discussed. No doubt you all have your own thoughts on the subject with diverse and divided opinions ranging from the purists, the practicalists, the all-for-changeists and, no doubt, the could-not-care-lessists! To me, however, originality is of prime importance, for when I decided that I wanted a classic car the overriding reason was because I wanted to experience the thrill of driving, maintaining and owning a vehicle from a particular, and different, era. Looking back, I still cannot say why I chose a Traction as my classic, for I was ignorant then of its true historic and classic status, nor its famed roadholding qualities, or of its many other well documented attributes. As an aside, therefore, I assume it must have been the sheer beauty of those smooth, curvaceous wings attached to the lowslung body together with that distinctive sloping radiator grill with chevrons proudly displayed, that attracted me then, and still does today.

Having acquired my Traction I felt then, and still do now, that it was important to use the vehicle as it was intended and to keep it exactly as it was when it came off the production line, which was 1948 in my case. To that end I have ensured that it does not have flashing indicators or seat belts nor any other 'modern' aid. I do not want it to have the later DS/ID engine with 4 speed transmission any more than I would want it to have overdrive, quadruple carbs. or a four-foot high chrome plated rear suspension riding on Carlos Fandango super-wide slicks, nor for that matter a pair of large furry dice dangling on an elastic string in my windscreen! Personally, I cannot see the point of owning a classic car if you are going to uprate it with later, relatively modern, equipment which will undoubtedly change and probably lose the characteristics, the charm, the performance and the handling of the Traction in its original form. Surely the increased performance of a D-series engine and box is not that significant in a Traction?

One could argue that seat belts and flashing indicators are essential for safety's sake nowadays. Yuk!, or that altering a Traction to suit the requirements of the individual owner, regardless of the vehicle's original specification, is

a matter of choice and should not be condemned. But then it would be a boring old world if we were all the same, and I suppose there should always be room in our 'sport' for all points of view, but dammit, I do condemn it and cannot see the point in abusing a Traction in this manner. So, there you have it, the Editor's definitive views and the very last word on the subject! Unless of course, you know or feel different!

'Maigret shows up' - following the report in this column (Vol. II No. 6) of the theft of the Big6H Traction, the actual car used in 'Maigret' television detective series, I was pleased to hear that the car has at last come to light. The bad news, however, and as I warned about at the time, was that it was bought by an apparently unwitting fellow from a 'dealer' in the Bristol area. The car was owned by Rupert Davies' son when it was stolen and is now the subject of a complicated legal wrangle. Whilst hoping it is all sorted out soon, one cannot help feeling that it all adds a little more to the already chequered history of this famous Traction! It is also a little worrying to think that your Traction could be stolen and then sold to another 'innocent' enthusiast, and you could then have difficulty in getting it back! Any legal experts out there care to comment?

To finish on a lighter note, the story of the TOC member who pulled over on a side street one morning to have a nap in his Traction after a long drive through the night. No doubt he had been taking part and had got lost on one of Mike Wheals' infamous 'Nightjar' rallies! No sooner had our man settled down in the seat and closed his eyes, when a jogger rapped on his window to ask the time. Blear-eyed, he looked at his watch and proclaimed it to be 8 a.m.

Sleeping at last, he was soon awakened by another jogger rapping on the window and enquiring as to the time. Looking again at his watch, he told the man it was 8.30 a.m. At this rate he wasn't going to get much sleep, so he wrote a short note and stuck it one the windscreen for all to see. It stated: "I don't know the time."

Again our man settled down for his sorely-needed nap. A few minutes later another jogger came along and began rapping on the Traction window. "Hey, mister," he said, "it's a quarter to nine.!!"

Have a grand Traction summer,  
Bob Wade

# Restoring A Light 15

by CBA Marchal

## Part 2

### Drive-Shafts

Any movement on the double ball joints or damage to the taper will necessitate the removal of the driveshaft. This is only possible by having the special tools, one for the first or outer hub bearing and another for the slotted ring nut, plus a pair of stilson type wrenches.

The front or outer bearing has a 2mm. groove in which you must fit the extractor collets perfectly. If they are not correctly in this groove and you have the misfortune to break the front edge away from the bearing, you will really make a lot of work for yourself as the driveshaft cannot be extracted until the slotted ring nut behind this outer bearing has been unscrewed.

So, once having removed the outer bearing, the spacer ring, and the grease nipple in the driveshaft (the reason for removing the grease nipple is so that it does not get snapped off during the use of the stilson wrench), bend the locking tab on the inner ring nut up with a long slim lever, and fit the special tool into the slots of the ring nut. Hold the shaft with a pair of 14" or 18" stilsions, resting them against the upper wishbone. Sometimes a great deal of force is needed to unscrew the ring nut, but most important remember that the thread of the nut will undo the same as for hub nut on the outer thread of the shaft, i.e. LEFT HAND FOR THE OFFSIDE OF THE CAR.

Once the ring nut is removed the shaft can be driven out using a soft hide mallet, but be sure not to damage the thread. Now remove the rear or inner bearing, examine the seal and if it is in good order leave it unless you do have a new one to fit. When refitting a new seal make sure it sits down squarely in the housing. The new shaft is fitted later.

Check the inner cardan couplings and replace if necessary, these join at the gearbox flanges by means of four 17mm. nuts either side.

### Removal of ball joints

Deal with the bottom ball joint first and a special extractor is needed, plus a piece of soft metal i.e. copper, brass or aluminium, approx. 1/2" thick x 1" diameter to protect the threads of the part to be removed.

Remove the front shock absorber, track rod end from the swivel housing, the bottom plate with the three 12mm. bolts, the shims, bottom ball cup, spacer ring and split pin, and unscrew the large 29mm nut. Now fit the extractor with the piece of soft metal underneath the threaded portion of the swivel housing, and then "break" the taper between the ball and the stub of the swivel housing by progressively tightening the nut on the extractor. It will most likely take a lot of force and when it does part it usually goes with a bang! Look out for the small key from the slot in the ball and place it in a tin so as not to lose it, as it is essential that this is refitted.

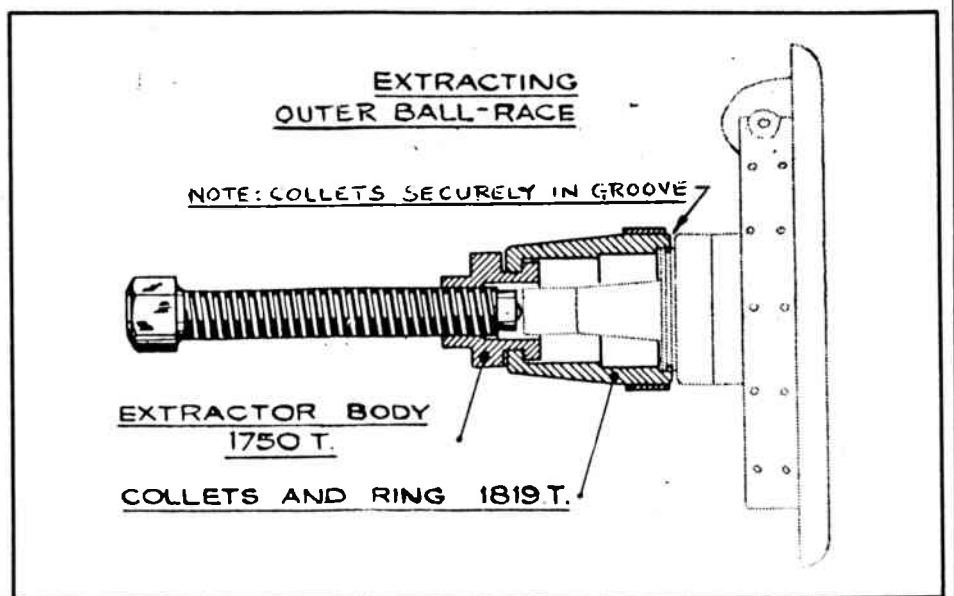
Swing the housing up by the wishbone and tie it to the strut under the wing.

No doubt the leather gaiter will be split but a really good part for replacement is a British Leyland drive shaft gaiter in rubber (part no. 18G.9028), with the first convolution only cut off, it is perfect. Alternatively the Club Spares now stock replacement rubber gaiters; see item F2. Knock out the remaining ball cup which is fitted in the lower link arm with a soft metal drift, and provided that the two cups and ball are not in too bad a condition, they can be lapped together and the spacer ring reduced slightly. I understand that new ones are available – at a price! If you have access to a lathe or grinding machine

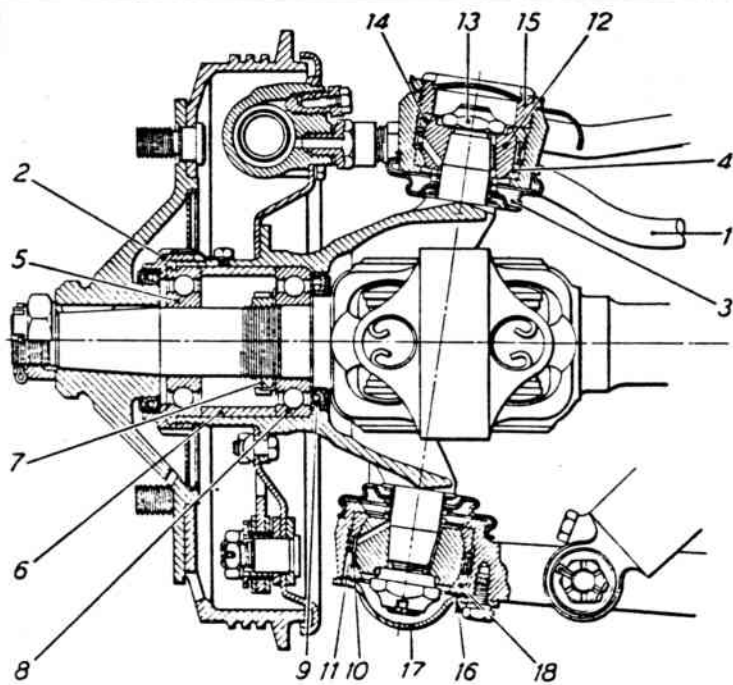
your job is that much easier, but remember, *make sure all traces of lapping paste have been removed and that the spacing ring is kept parallel, and do not change the position of the ball and cups.*

Replace the bottom ball joint before proceeding with the top one. With a piece of wood cut to space the distance between the lower link arm and the wishbone whilst the ball joint is being replaced, first fit the top cup in the lower link arm, making sure it sits squarely and is completely down.

Fit the rubber gaiter but leave the coil spring out, and make sure that all the parts are clean and free from grease, in particular the core of the ball and the stub. Engage the key in the ball keyway, and be certain that it does not move from position during fitting, push the ball onto the taper and tighten up the 29mm nut to the specified torque of 50 1/2 foot pounds, and then fit a new split pin. Smear grease onto the spacer ring and then fit together with bottom cup. Shims are then fitted to take up the space between the cup and the base of the lower link arm, which is machined flat. Do not place too many shims they should only come level with the link face, and too many will 'bend' the bottom plate and a gap will be created for water and grit to enter. When all is correct and the three bottom cap nuts have been tightened to a



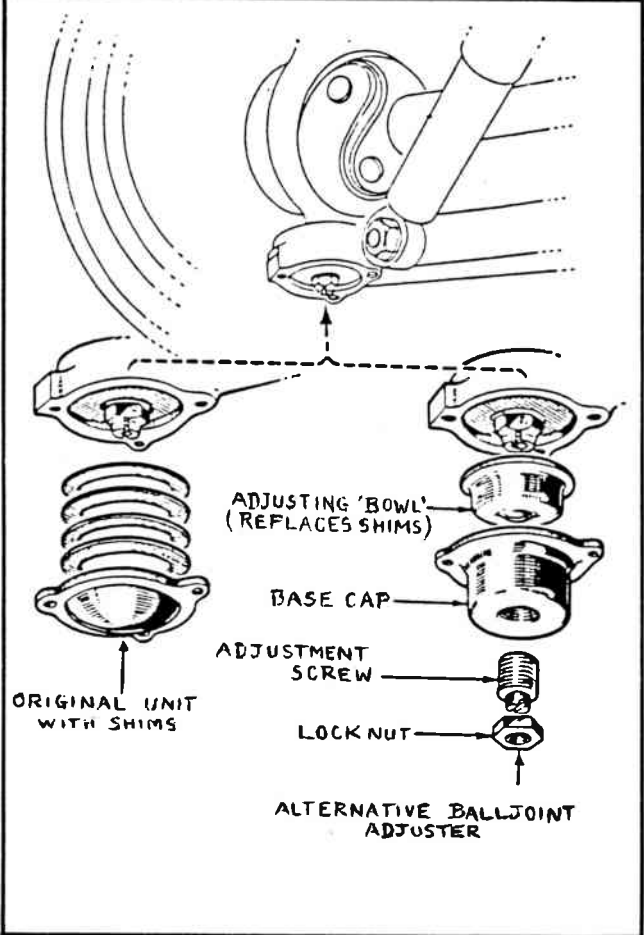




SECTIONAL VIEW THROUGH CENTRES OF FRONT-AXLE HUB AND SWIVEL

1, Brake hose. 2, Outer ballrace retaining ring. 3, Leather rings. 4, Ball caps. 5, Outer bearing.

6, Distance piece. 7, Inner-bearing ring nut. 8, Inner bearing. 9, Oil seals. 10 and 11, Shims. 12 and 13, Ball and nut. 14, Upper bearing. 15, Ring cap. 16, Shims. 17, Bearing cap. 18, Lower bearing.



ORIGINAL UNIT WITH SHIMS

ADJUSTING 'BOWL' (REPLACES SHIMS)

BASE CAP

ADJUSTMENT SCREW

LOCK NUT

ALTERNATIVE BALLJOINT ADJUSTER

tension of 10 foot pounds, there should not be any "lift" on the swivel housing and swivel rotation should take place under a load of 18 foot pounds, with both top and bottom ball joints fitted. An alternative and easier method of adjusting the bottom ball joints is to use a ball joint adjuster which is used in place of the bottom cap and does away with the need for shims. These are now available from the

Club Spares, see item H4. Wind two turns of copper wire (picture hanging wire is a good alternative) around the gaiter, twist off and bend inwards. Ensure that the gaiter does not rotate with the swivel, and finally grease the joint.

#### Top Ball Joint

This is easier than the bottom one and

another extractor is needed, but again, protect the thread on the top swivel when using it. The 26mm nut that retains the top ball does not have a split pin for locking purposes, but is punched in at the top into a groove in the stub portion of the swivel housing. The wear will not be as great as for the bottom one but deal with it in the same way, and if the wishbone has to be changed now is the time to do it.

#### DISMANTLING UPPER & LOWER SWIVEL BALLS

Fig. 1. - BALL EXTRACTOR 1850.T.

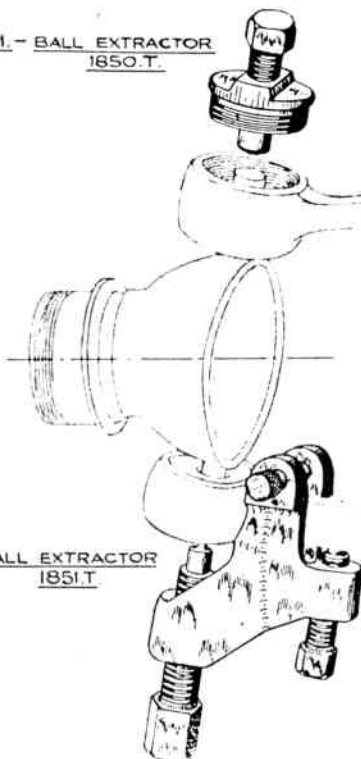
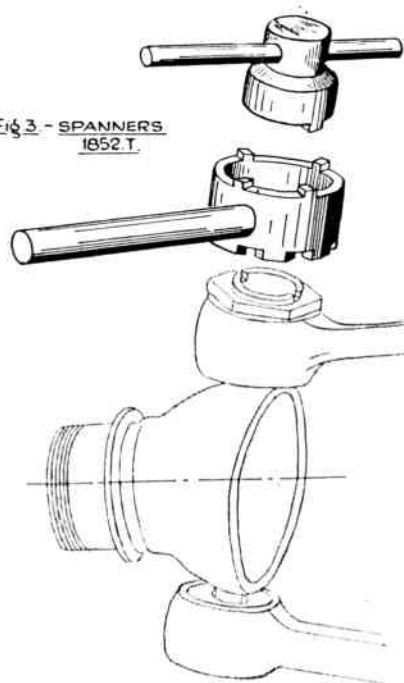


Fig. 2. BALL EXTRACTOR 1851.T.

Fig. 3. - SPANNERS 1852.T.

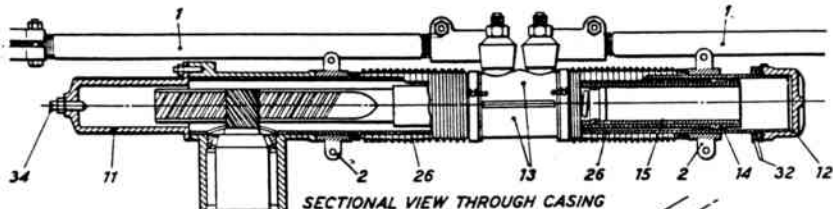


To check for wear on the wishbone, use a lever for both horizontal and vertical movement at the pin and bushes. Shims are fitted at both ends of the pin for adjustment purposes, but in my experience, if there is movement and it is excessive then the job needs doing.

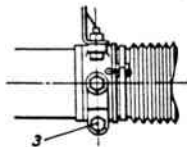
#### Changing the Wishbone

Remove the 23mm nut at each end of the wishbone pin, followed by the lock tabs, thrust washers and shims. Unscrew the slotted ring nut on the front bronze bush and then place the two 23mm nuts onto the front threaded part of the pin, locked together, in order to facilitate the easy removal of the pin. Slacken off the two 17mm clamp bolts on the cradle, and then unscrew the pin so that it is removed at the front of the unit and finally remove the wishbone.

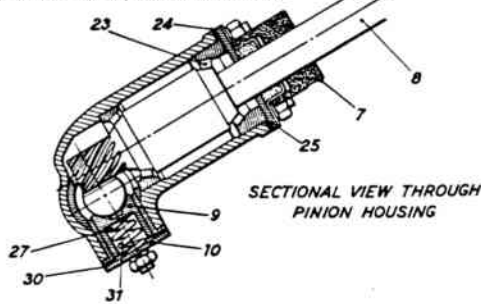
Refitting an exchange wishbone is straightforward, but remember to fit the cup of the top ball joint in the wishbone before doing so. The adjustment of the wishbone bushes and pin is by the small shims at either end of the pin, and when correct the wishbone should slowly drop under its own weight. Start with the rear bush and adjust



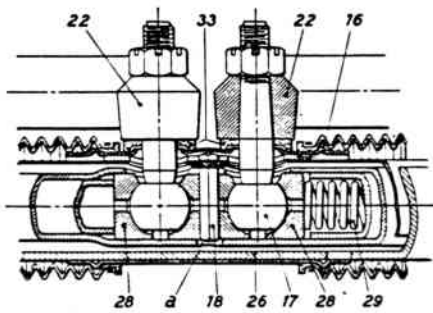
SECTIONAL VIEW THROUGH CASING



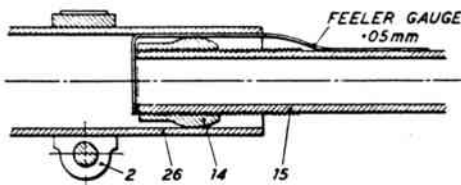
DETAILS OF FITTING OF CONCENTRIC RUBBERS



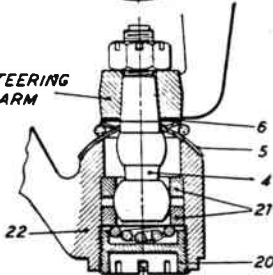
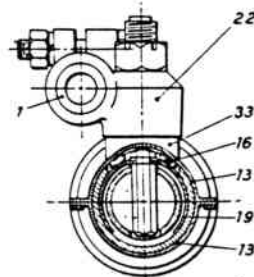
SECTIONAL VIEW THROUGH PINION HOUSING



SECTIONAL VIEW SHOWING BALL PINS



CHECKING TOLERANCE OF RING NUT



ASSEMBLY OF BALL PINS AT TRACK ROD END

**STEERING ASSEMBLY**

1, Track rods. 2, Brackets. 3, Bracket-clamp screws. 4, Ball pins. 5, Dust shield. 6, Packing shims. 7, Steering-column rubber bush. 8, Steering column. 9, Rack guide. 10, Retaining plate. 11 and 12, End caps. 13, Balljoint rubbers. 14, Guide ball. 15, Tube. 16, Sealing plate. 17, Left-hand ball pin. 18, Bolt. 19, Sliding protecting sheath. 20, Adjusting nuts. 21, Cups. 22, Outer adjusting sockets. 23, Upper bearing housing. 24, Shims. 25, Cover plate. 26, Steering box tube. 27, Washers. 28, Cups. 29, Damper spring. 30, Adjusting shims. 31, Spring. 32, End-cap nuts. 33, Protecting rubbers. 34, Stop screw for adjusting left-hand steering lock.

the lock tab and then refit and tighten the ring nut to a tension of 72 foot pounds. Bend the lock tab into a slot in the ring nut, pack bearing grease into the housing (about a handful), fit the spacer ring and then the outer bearing. It is *very important* to remember to fit the outer bearing with the extractor groove *outwards*, not inwards, to enable it to be removed at a future date. Fit the large outer bearing ring nut and tighten to a minimum tension of 108 foot pounds and finally fit the lock tab into one of the slots.

The brake overhaul can now be resumed by fitting the back plate in position complete with wheel cylinders. When fitted, the brake shoes will have to be adjusted using both top and bottom adjusters, but initial adjustment is made with the top cam adjusters in the right-off position. The eccentric bushes are turned so that the brake shoes just touch the drum at the base first, and an easy method of achieving this is to place a chalk line along the length of a shoe and then refit the brake drum without the key on the driveshaft. The drum can then be revolved and the shoes adjusted so that the chalk on the shoes is just rubbed off by coming into contact with the drum. Once set, fit split pins in the brake shoe locking nuts and then refit the brake drum with the key in position in the stub axle, ensuring that the stub axle and core of brake drum taper are both clean, dry and free of grease.

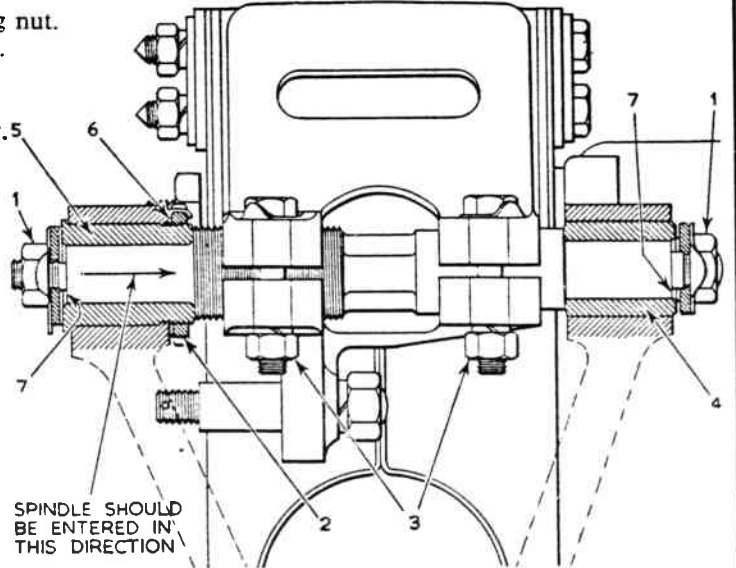
Place the large 38mm nut onto the drive shaft stub axle, but finally tighten to specified tension of 216 foot pounds once the wheels are back on the ground and then fit the split pin. The top brake adjusters can now be adjusted so that the drum is able to turn with just a slight resistance. You can now bleed the brake system of air and, with a friend to keep pressure on the brake pedal, check every joint for leaks, but be certain about every part of the braking system before moving onto the next item. Final brake adjustments can be done once the car is almost ready for the road, remember, you can get away with a few things being wrong on your car but *NOT* your brakes.

any lateral play by fitting shims as required. Tighten the nuts at either end of the pin to a tension of 65 foot pounds and turn back the tabs on the lock washers. The position of the pin relative to the cradle is usually so that about 3 or 4 threads of the spindle are visible between the rear face of the front bronze bush and the cradle. Now complete the top ball joint, and shims are not needed for adjustment as on the bottom joint. Assuming enough time has passed by for you to have got exchange drive shafts, now is the time to fit them but first check the inner and outer wheel bearings and if in any doubt, change them. *Make certain* that you fit the *correct drive shaft* to the appropriate side of the car i.e. *lefthand* thread for the *offside* of the car.

**Refitting the Drive Shaft**

Pass the shaft through the swivel housing and inner bearing, and utilise the ring nut, leaving the lock tab off, to pull the shaft home. Following this, remove the ring nut, fit

- 1, Nuts. 2, Ring nut.
- 3, Clamp bolts.
- 4, Rear bush.
- 5, Front bush.
- 6, Lock washer. 5
- 7, Shims.



SECTIONAL VIEW THROUGH UPPER LINK ARM

### Overhauling the Rack and Steering

For removal of the rack a two foot ground clearance is required to draw the rack and steering column forward away from the body of the car. Support the car under the body to the rear of the rack and make certain that it is safe to work underneath. **DO NOT WORK ON A CAR THAT IS PERCHED ON BITS OF WOOD OR BRICKS AS THIS CAN EASILY HAVE FATAL RESULTS.** The track rod arms can be disconnected at the centre of the rack, but when removing mark each side to be certain they are not crossed over when refitting. Remove the steering wheel (you may need an extractor), bend back the lock tabs on the four 12mm bolts securing the rack to the bodywork, remove the bolts and then draw back the rack down through the tube and bodywork.

Examine the rubber gaiters for splits and replace if necessary. Unless you are confident you can dismantle and rebuild the steering rack, I would suggest you fit a reconditioned unit. Only certain parts, to my knowledge, are available, however, the ball pins in the centre of the rack if not too badly worn, can be turned 90° and reused. New rubber gaiters are available and the track rod ends are adjustable, but do not over-tighten and you should be just able to move them. Once the steering has been disturbed, the car will have to be re-tracked.

*If any members have any questions or queries related to this article or to their own restoration, or if they have any additional hints, tips and advice that they would like to*

*pass on to other members, then please drop a line to the Editor.*

*Whilst every effort is made to ensure the accuracy of the information and advice published in this magazine, neither the TOC or the officers and members thereof, or the authors, accept any liability whatsoever for such information and advice.*

## The Club **SPARES** Scheme

**A**T THE AGM on 27th February, I assisted the Spares Secretary with his report by displaying a list of the steps followed in order to run the Spares Scheme. The purpose was to explain why more help was needed and at what stages. After the presentation it was suggested that a similar statement be printed in the magazine for the benefit of all members.

1. I'll start from when the Spares Secretary receives an order. The initial reading of the letter, and sorting out what is wanted, can take from two to ten minutes, the former if it is short, straightforward, written on the club order form with part numbers, membership number and levy number indicated, shows car details and has no questions to ask – the latter, however, if it is in manuscript, on plain paper, no car details, not sure what is needed and asking technical advice. Please set out your requirements in tabular form even on plain paper. It takes you a few minutes to dig out your membership number and levy reference – if takes us a few minutes too, but five times a week!

2. Parts must then be collected from the store or purchased if we do not have any in stock.

3. The parts must be packed. Only five words but they cover a huge job. A cylinder head gasket must be re-inforced and packed more carefully than furlflex door edging. Gearbox parts must be better protected than ball joint rubbers. If someone has ordered all of these then two or more parcels are probably needed. A tyre can be sent by Red Star with only a label on it, but a clutch pressure plate must be packed into a sturdy wooden case.

4. Invoices must be made out and answers written for replies to questions asked. 70% of orders need such a letter.

5. Parcels and letters have to be posted. Again it sounds simple, but the queue at a post office in suburban London has to be seen to be believed.

6. The money sent in has to be banked. If yankee greenbacks appear (which they do) or French francs, exchange rates must be notes and amounts checked.

7. Separate records must be kept of outstanding invoices – either for parts not held in stock which will be forwarded when available, for overpayment held as credit, or for underpayment awaiting further remittance.

8. Records of stock despatched (or bought) has to be sent to our computer wizard, Roger Waters, so that he can keep records up to date. (The hours he spent in front of the 'Toob' making the lists last summer defy imagination!).

9. Concurrently with all this, new stock is being bought, suppliers invoices are dealt with, and – the biggest lump of time – twice yearly an entire weekend for two people is used visiting Holland. These start directly after work on Friday driving to Harwich, overnight on the ferry, drive to the Dutch club stores at Leiden, all day sorting parts and writing invoices, back to the ferry for overnight crossing back, dump the boxes in the stores and home by late Sunday afternoon. Provided we buy enough stuff, the cost of the trip is less than the discount we get from TAN, so we can sell at the same price in England as the Dutch do in Holland.

10. There is a constant search for parts that club members have asked for, but which are not readily available. Quotes are requested,

manufacturers are sought, catalogues are read, and endless hours are spent at motor factors counters when a helpful assistant is found.

11. Finally, everything bought has to be individually labelled and placed in its correct bin, box or jar in the stores.

Then the whole process starts again.

Now the purpose of this article is not to induce you to cry into your beer for us. We are big boys and we do it willingly. We probably enjoy it, learning more about the cars daily.

What we do want is volunteer help. All owners can help in the search for parts.

**A** If you buy something locally that is not on our list, let us know. We may be searching too.

**B** If you live within an hour or so's driving of Twickenham your help with stocktaking once or twice a year will be invaluable. (Not only to us, just think what you may find out).

**C** If you are going to Holland and can carry stuff back, let us know in advance.

**D** Finally, re-read you next order before despatching it.

Is it clear what is wanted? (left or right hand, top or bottom unit, inner or outer bearing?).

Is it clear how many you want? (pair, set of four, both sides or one?).

Is it clear what car it is for? (year, origin, model?).

Is your membership number and levy scheme number clear?

Is the despatch address clear and does it include the postcode?

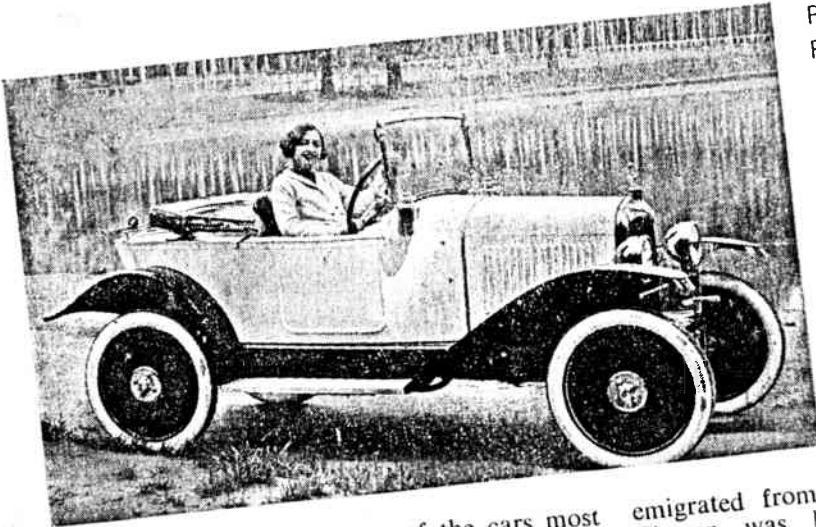
By you taking five minutes checking your order it will save us taking five minutes on every order.

Thank you for your help.

**Alec Bilney**

# TRACTION ARRIERE

Reproduced from 'The Model Maker', January 1956



PROTOTYPE  
PARADE No. 72

## CITROEN Cloverleaf

DESCRIBED

BY

CHRISTIAN TAYARD

THE 8-h.p. Citroen is one of the cars most typical of the between-wars period. It was revolutionary in its mechanical conception, and its shape both curious and diverting. It was the first mass-produced "popular car" made in France or, indeed, in Europe, and between 1922 and 1926 the Andre Citroen Works on the Quai de Juvel turned out some 60,500 machines of various types. Nearly 5,000 are still running, but have, for the most part, been modified by their successive owners, what with repairs, additions, fairings and so on, so that they have often completely changed in appearance. So, in spite of the solidity of its construction, and an almost indestructible engine compared with those on some more modern cars, it is rare to find one in its original state.

With its high body and pointed tail, which Parisians nicknamed what can only be decently translated as "the parson's nose," it is a car of character, and by now has achieved the distinction of being a true "collector's piece".

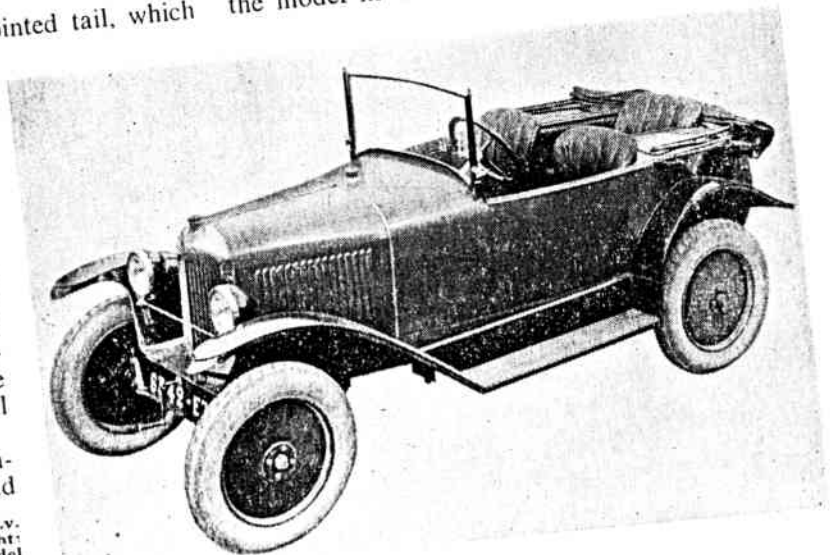
But before continuing the description of our Citroen, let us say a few words on the great industrialist whom certain people have been pleased to call the French Henry Ford.

Fifth son of Jewish diamond merchant, who had

Heading: Tornado de luxe, 5 c.v. 1922 model. (Photo: Citroen) Right: Three seater "cloverleaf" model with hood down, 1924 model. (Photo: Citroen)

emigrated from Amsterdam to Paris, Andre Citroen was born on February 5, 1878, in the capital, to whose title of the "Ville Lumiere" he added a substantial quota by having his name in lights on the side of the Eiffel Tower. A brilliant pupil, he entered the Polytechnic School at the age of twenty, and became an engineer. After serving in the army, he entered industry to found the first works in the world to use a corporal's stripes as a trademark (1901), thus originating the famous "double chevron" which has been displayed on more than 2,000,000 cars since that day.

In 1919 the Citroen factory launched the 10-h.p. model A, and in 1921 the B2, first production model to be constructed entirely on an assembly line; then in 1922 followed the model in which we are interested.





## MODEL MAKER



Left: Cabriolet, on door side. Below: Cabriolet on spare wheel side. Bottom: Cloverleaf, 1925 or 1926 again on the spare wheel side (Photos taken 1954/55 by the author)

was delivered to the customer complete, a state of affairs not common at that time.

General characteristics of the 5 h.p. (this is the French designation—our own h.p. rating based on cylinder capacity of 855 c.c. is 8/9 h.p.) Citroën are as follows:—  
Wheelbase: 7 ft. 4½ in. Track: 3 ft. 10¼ in.

Length over all: 10 ft. 3½ in.

Width over all: 4 ft. 4½ in.

Height with hood raised:

5 ft. 2¾ in. (Torpedo);

5 ft. 4¼ in. (Cabriolet).

Weight: 992 lb.

Motor: 4 cylinders in line, monobloc.

Bore: 55 mm. Stroke: 90 mm. Capacity: 855 c.c.

Normal r.p.m.: 2,100, giving a speed of 37½

m.p.h.

Cooling by thermosyphon water circulation.

Ignition: Magneto; electric starter. Automatic

greasing. Solex carburation. Single disc

clutch. Three forward speeds and reverse.

Brakes: On rear wheels and on differential.

Wheels and Tyres: Michelin 700 x 80. Body-work wood and sheet iron.

First to appear in May 1922 was the Torpedo, a two-seater with folding hood; some time later came the Cabriolet, a more luxurious design, furnished with wind-down glass side windows. Later several other de luxe models were produced. Then a third seat was added over the back axle. This 3-seater was called the Cloverleaf. The hood was naturally made longer, the spare tyre carried at the rear, and two luggage containers added on each side of the rear passenger seat.

The original tyres (as shown in the drawing) were replaced by pneumatics about 1925 and the rear part of the body made rounder. Then a banjo-type rear axle assembly was the final refinement of this tiny little car, whose manufacture ceased in 1926.

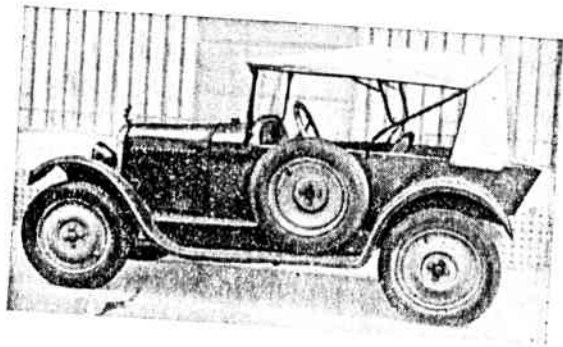
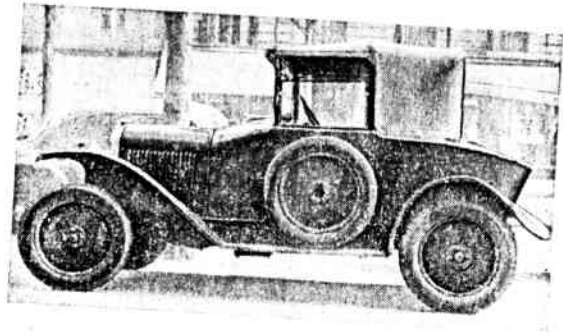
Usual colour scheme of the Torpedo was yellow, with chassis, wings and wheels in black, upholstery of leather, and hood of canvas. Some were also painted with bodies in Bordeaux red, chamois, or brown, and other parts in black.

For the Cabriolet, colours were black, brown and blue, again with other parts in black. Hoods were black or grey and tyres white.

Dashboards were in polished aluminium with an engine-turned decorative finish, while running boards were in plain polished aluminium.

One of the peculiarities of the Citroën was the single door on the right hand (offside) only—the left side normally carried the spare wheel. This single-door feature first appeared in the 1911 Zebra, a little car also designed by Jules Salomon.

Finally, the Citroën was one of the first cars to be fitted with an electric starter motor, and

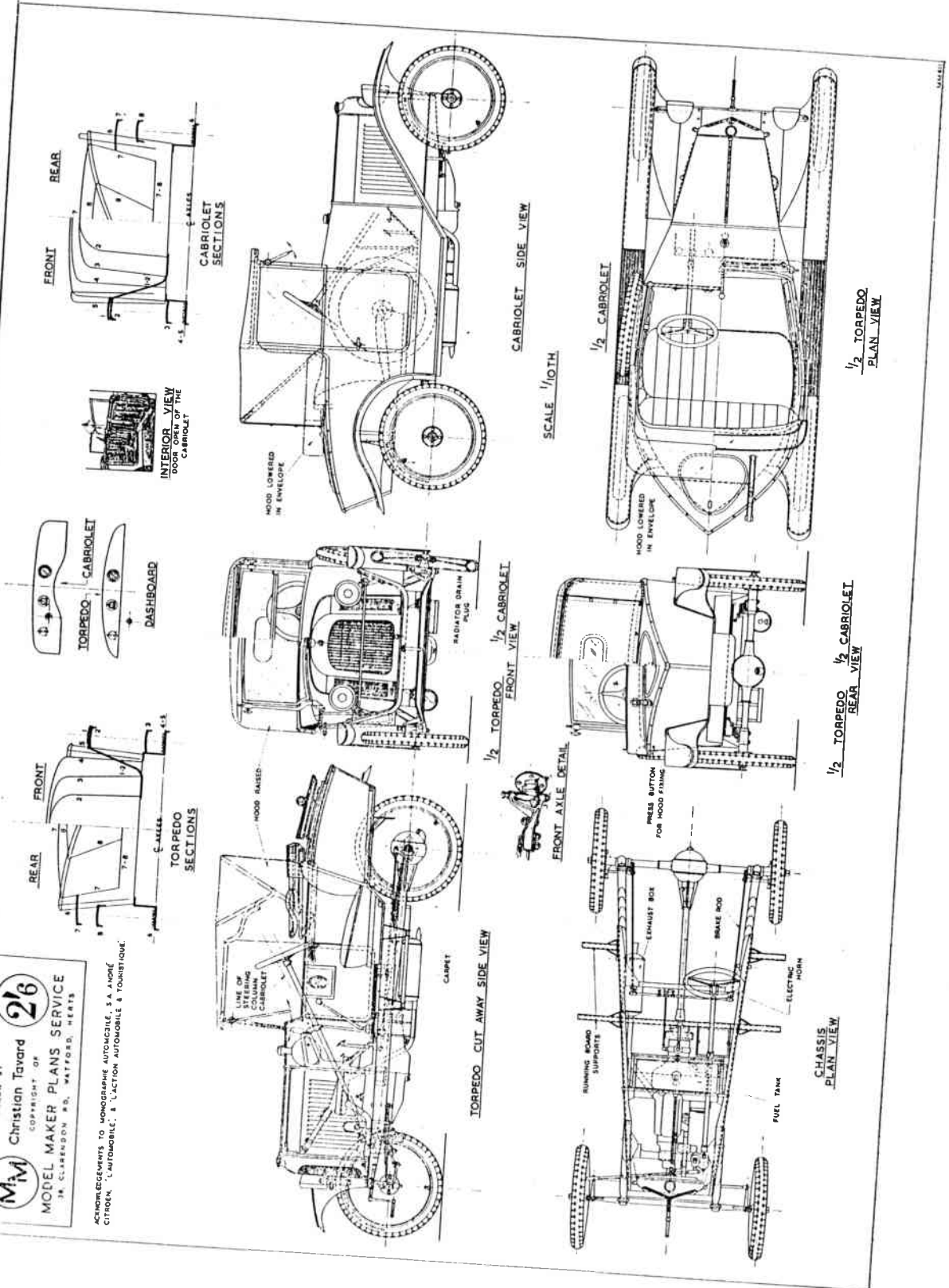


**MODEL  
MAKER**

**CITROËN CLOVERLEAF.**

DRAWN BY  
**MAM** Christian Tavaud  
COPYRIGHT OF  
**26**  
MODEL MAKER PLANS SERVICE  
34, CLARENCE RD., WATFORD, HERTS.

ACKNOWLEDGMENTS TO MONSIEUR AUTOMOBILE, S.A. AND  
CITROËN, L'AUTOMOBILE, & L'ACTION AUTOMOBILE & TOURISTIQUE.



TORPEDO CUT-AWAY SIDE VIEW

1/2 TORPEDO FRONT VIEW

1/2 CABRIOLET FRONT VIEW

FRONT AXLE DETAIL

CABRIOLET SIDE VIEW

1/2 TORPEDO REAR VIEW

SCALE 1/10TH

1/2 CABRIOLET REAR VIEW

1/2 CABRIOLET PLAN VIEW

CHASSIS PLAN VIEW

1/2 TORPEDO REAR VIEW

1/2 TORPEDO PLAN VIEW

11/11/11

# FORDING the LAKES *by Sam Wells*

**T**HIS EASTER, we had made plans to spend a week in what we hoped would be the calm and solitude of one of the remoter parts of the Lake District. Ideal, I thought, for a leisurely meander up the spine of England in the Traction, carefully eschewing the motorways in favour of the byways — perhaps taking two days to do the trip, spending the night at, say, Buxton or Matlock.

Alas, our Normale, as soon as it got wind of this totally unacceptable plan, promptly succumbed to a nervous breakdown — or, to be less anthropomorphic but more mechanically accurate, refused to work on more than three cylinders. A trip to the Arch, and Bryn confirmed my nagging fears — number four piston was out of commission, and the best remedy was to put another engine in. It was fairly easy (even gratifying) to say this lightly, since I had a rebuilt 11D engine awaiting the completion of our Light 15 — so a decision was made to have this put in the Normale while we were on holiday. And maybe by some Act of God (or more likely Act of Money) the Light 15 would sort itself out in due course.

Well, this left us with only an old 2CV to go on holiday in, but the thought of doing 300-plus miles with all the impedimenta for a Lakeland holiday (the thermal underwear alone could slow us down by a good 10 mph) didn't strike me as the most relaxing start. 'Damn it all!' I exclaimed, 'we shall hire a vehicle of sufficient power, and go up there in a matter of hours on the M6'.

Loyalty decreed that I should make an attempt to rent a Citroen — maybe I'll try a BX. I thought, however, the only thing I could find locally was, ironically enough, a 2CV. In the end, I swallowed my pride and took temporary delivery from Budget Rent-a-Car of a gleaming red D-registered Ford Sierra 1.6L Estate (well, don't let too many people know).

Now, not having driven anything other than a Traction or occasionally a 2CV for the last 2½ years, it was interesting to sit behind the wheel of an '80's car bought by the British in its thousands, as opposed to an old car formerly bought by the French in its thousands — and the 300 mile trip ahead of us promised to afford some interesting comparisons.

Enthroned behind the slate-grey plastic lava-piste of the Ford dashboard (which was tastefully — or not — impressed with a faint leather grain pattern), something was

definitely wrong as I cruised through town centres, and it took me some time to work out that the nagging at the back of my mind was the result of the fact that no-one was looking at us. The practised insouciance of the seasoned Tractionist was wasted in the democratically all-pervasive Ford — and we soon tired of exclaiming 'Look! There's another Sierra'.

On the other hand, it was a pleasant change to have a car which was dry inside even when it was wet outside. In fact, long after a rainstorm, our Traction, having imbibed a large amount of water, tends to exude moisture inside and becomes a travelling capsule of a more humid, jungle-like climate. There are times, I swear, when this artificial atmosphere begins to produce cloud formations of its own — crypto-minibus and quasi-cumulus building up in a holding pattern over the rear seats.

But in the Ford it's all man and machine in perfect harmony — a touch of the fan controls, and window-mist, bodily eructations and the aroma of ripe brie are all dispelled at a whisper. What was difficult to get used to, though, was the smell of the plastic, which became more and more pungent as the temperature rose. The Traction, of course, has its own interior smell of musty upholstery, thirty years' worth of French petrol fumes and fallout from all those Disques Bleus, but somehow it's less nauseous and more evocative.

From the driver's viewpoint, the immediate difference that strikes one is of the comparative complexity of the fascia. It's hard to avoid the impression that much of this is best described as hi-tech baroque: rather like most Japanese hi-fi, much of it seems to exist in order to create a higher perceived value through complexity. Who are all these people who need handbrake warning lights, and should they be driving anyway if they don't know whether they have the brake on? And what happens when the failure lights themselves fail?

At night, the whole set-up is even more bizarre — the whole thing is illuminated in a most festive manner rather like a cross between a disco and a Mexican fiesta (no pun intended). It would, I suppose at least have been a good setting for music on the built-in car stereo, had the latter not been the kind of cheap but not cheerful unit that company cost-accountants deem adequate to factory-fit.

On the road, the Ford was commendably easy to drive — the engine, though by no means a masterpiece of sophistication, was smooth and willing enough, and the gearchange was pleasantly positive. And when you put your foot down, there was by Traction standards a veritable surge of power. By comparison, of course, the Traction just hasn't a chance — though it has 300cc more under its belt than the Ford, it weighs a thoroughly unmodern 22¾ cwt.

But when it came to handling and road holding, the Ford wasn't quite so likeable. The small steering wheel (for that modern, sporty appearance) means that the steering action has to be fairly light, and although it's not actually imprecise, it has neither the hard, positive action of the Traction nor the needle-sharp, artificial feel of, say, the CX. At speed, the relative lightness of the Sierra made it sensitive to sidewinds that wouldn't have budged the Traction.

Going round corners, the Normale's long and essentially well-proportioned wheelbase (it's actually 66% of the car's overall length, whereas the Ford's is about 56%), allied to its wide track and front wheel drive, certainly makes it feel more stable than the Ford — which under pressure has a rather hop-skip-and-jump feel to the rear end (something it shares with Series 3 BMW's). Ascending a single track road with the sinister name of Hardknott Pass, we were forced to halt on a 1 in 3 hairpin bend behind a stalled car, and on starting to move again, the poor Ford's rear wheel drive, aggravated by being lightly laden, was left scrabbling hysterically for grip before finally moving off with a pungent smell of burnt rubber.

Still, there were times, as we bumped over slate-strewn tracks, that I was glad it wasn't my Traction I was driving (there goes the sump again!). And the narrower width of the Ford made it rather more wieldy down constricted lanes — at 5' 10" the Normale is, you'll be interested to know, a mere 8" narrower than a Ferrari Testarossa, itself the widest production car currently on sale in this country.

After something like a thousand miles of travel during the week, I'd decided that there was nothing really wrong with the Sierra. True, one or two plastic bits of trim has started to come adrift, but they could be pushed back into position with a rather dime-store ding. The car always started well, performed reasonably effortlessly at speeds beyond the legal limit — and was ultimately rather boring. And, given another ten years, it will probably be just another rusting, unsought-after hulk in a South London second-hand car lot (a proper little sparkler at £250).

In my bedroom wardrobe I have a pair of leather shoes I bought at some expense about twelve years ago, and although they've been resoled many times, and are creased and cracked in places, they're eminently comfortable and still look good. There's also a pair of Nike trainers which when new twelve months ago looked blindingly smart in red and white — but they're now dull grey, have acquired an ineradicable foot odour, and are suitable only for clearing the drains in. That's the real difference between the Traction and the Sierra.

# VISIT to an OBSESSION

## *Alan D Hay takes a trip to the Schlumpf Collection*

THIS IS AN ACCOUNT of a 1400-mile round trip to see a car museum. I managed to persuade a friend to go with me to see the Schlumpf Collection in Mulhouse in France. Mulhouse is near Strasbourg and Basel on the French border and was the centre of the French textile industry. The textile industry went into decline in the late seventies, and most of the mills closed down. This led to the discovery of the Schlumpf Car Collection.

I hope those who know the Schlumpf story will forgive me for a few sentences of explanation. The Schlumpf brothers Hans and Fritz owned a large textile factory in Mulhouse (and half of Mulhouse by all accounts)! Fritz became obsessed by cars, and Bugattis in particular, and just kept buying every Bugatti that became available. He also forced others to sell by offering grossly inflated prices which owners could not refuse. This not only made him the single biggest owner, but artificially raised the value of Bugatti cars. The brothers then built a special hall to show the cars, although they never let the public in to see the collection. Women, too were barred from entry. This, however, was relaxed on one or two occasions. The Schlumpfs went bankrupt in the mid-seventies, and when the disgruntled workers went to vent their spleen on the factory, they found about six hundred cars, all in mint condition and standing under their own mock street lights. There are 840 lights, each of 250W, so they are only switched on for 5 minutes in every hour. That, then, is a brief account of the Schlumpfs and their collection. Their name, however, is not mentioned by the French, who call the museum the Musée National de l'Automobile. This is because the brothers fled to Switzerland to avoid their creditors.

My friend and I left North Queensferry at about 10am and drove to Hull to catch the Zeebrugge ferry. We went in my wife's Fiat Panda 4x4 as this seemed a good way of testing the wee car, and also it would be, hopefully, more reliable than the 'older' cars I potter about in. The Fiat ran superbly and we arrived in good time for the ferry (which was then an hour late in leaving!). The Hull-Zeebrugge route is really very good for us Scots, particularly the overnight run which we used. We booked an ordinary cabin going out and it was reasonable, but on the return we had a luxury cabin and the extra £12 is money well spent. On the way into Zeebrugge we passed the ferry disaster and no words can convey the feeling of sadness felt by everyone on board our boat.

Our ferry arrived two hours late which meant that our planned easy tour to Mulhouse turned into a mad scramble to claim our hotel rooms before 6.30 p.m. In fact I drove the 410 miles solo, with only a stop in Luxembourg for fuel. The journey took about 7 hours, which was not bad, considering that the last 150 miles are rather tortuous, although the scenery was magnificent, with snow still capping the mountains.

We arrived before 6.30 p.m. and once again I must give the Fiat full marks as I was not exhausted on arrival. In fact, after a wash and brush-up we went out for a meal with a friend who worked in Mulhouse.

Next day we went straight to the Musée National de l'Automobile, as the French like to call the Schlumpf Collection. The museum is only 5 minutes from the centre of Mulhouse and from the outside looks just like a works entrance. The entrance fee is 35F, about £3.50 and as soon as you enter, the outside world is forgotten. The interior is just fabulous, if a trifle vulgar in its ostentation. Everything is overdone, from the tiled walkways to the ornate lighting. There are three restaurants where food is expensive. The toilets have gilt-edged mirrors and every extra imaginable.

The main venue is named after Madame Jeanne Schlumpf, the brothers' mother, and the whole place is dedicated to her memory. The first thing you see on entering the main hall is the dedication tableau to Madame Schlumpf, which has been spoiled, in my humble estimation, by the inclusion of the modern BMW Concept car, not the brothers' idea at all: Many other modern cars have been added, but all have some special or historical significance. For example, the first 200mph Le Mans Porche, Jim Clark's Lotus Type 33, Fangio's Maserati and many others.

The pride of the collection, however, must be the Bugattis. There are 130 of them, and all absolutely superb. I cannot put into words the effect of seeing so many cars that one normally only reads about. Nearly every Bugatti type was there, and not just in ones or twos, except for the Type 41 Royales, of which only 6 were made. The Schlumpfs were having a seventh built using the spares they obtained when they bought the Bugatti works at Molsheim. The collection has two Royales, Bugatti's own personal Coupe Napoleon, and a Park Ward Saloon built for Colonel Foster of English Custard fame. These massive cars, about 22ft long with a 12ft bonnet, although completely impractical, must be the most impressive ever built by any manufacturer, but I suppose if you could afford one, practicality was the least of your worries, and they were guaranteed for life.

My own favourite was a little type 40 Doctor's Coupe with basketwork coachwork and a beautiful 1500cc 4 cylinder engine. A lovely car. The type 55s were there in profusion and once again one did not know where to start looking. Ettore Bugatti's personal electric car which he used to tour his factory was on show, together with the famous racing Brescia Bugattis. I cannot leave the Bugatti section without mentioning the line of Type 35s, all perfect, including racing cars set up in sports car trim. Fritz Schlumpf drove a sports type 35.

So much for the Bugattis; the rest of the collection is just as interesting, if interesting is a strong enough word to describe such a fantastic array of cars. There are spectacular Hispano Suizas, massive Maybach Zeppelins, Horchs, and of course Mercedes, including two 720 SSKs. Few of these cars belonged to 'ordinary' people – they were the transport of kings, princes, film stars and other prominent dignitaries.

Most of the cars were continental, there being few British makes, and no American ones. The British makes on show were Rolls Royce, Bentley and Daimler, with one 1934 SS1 'Jaguar'.

The Rolls Royces were all in a line, ranging from a 1910 Silver Ghost to a 1937 Limousine that had belonged to Charlie Chaplin. The 1910 Ghost was a two seat sports model, and its condition left nothing to be desired. There were four Daimlers, the most imposing a Type V26 of 1934 with high saloon coachwork and long bonnet. The



Type V26 puzzled me until I got home to find that the V26 was the chassis type. The engine was an 8 cylinder of 3.8 litres and the body was by Hooper.

Next to the Limousine there was a 1952 Conquest in sparkling condition; the Daimler fluted radiator is most distinctive especially when polished to the nth degree. That then was the sum total of British makes – not a Lanchester in sight! What a nerve! I suppose Fritz did not think much of British engineering.

The precursor of most of today's cars – the 1934 Citroen Traction Avant – is there, slightly marred in my opinion, by the addition of winkers to the bumpers. There are also early Citroens and the most up-to-date Citroen Concept car which I believe had only recently been acquired.

It would be impossible to list all the cars in the collection, but I have to mention the

sports/racing cars from 1914 to the present day. Previously I wrote of the Brescia Bugattis, but there are racing Panhards, Gordinis, Alfa Romeos, Maseratis and Ferraris.

The Le Mans Porsches, BMWs, Lancias and Alfas made a line-up to make the mouth water, but above all the Bugattis reigned supreme, and I never tired of going back every half hour or so to look again and again at the two Royales and all the spares for these magnificent motor cars. We left the museum after seven hours of absolute enchantment.

We did not see much of Mulhouse itself, but the town centre is very modern with shopping arcades and pedestrian precincts. Antique shops abound, but things are a bit pricey. The hotel we stayed in was very good and at about £17 for bed and breakfast not too dear.

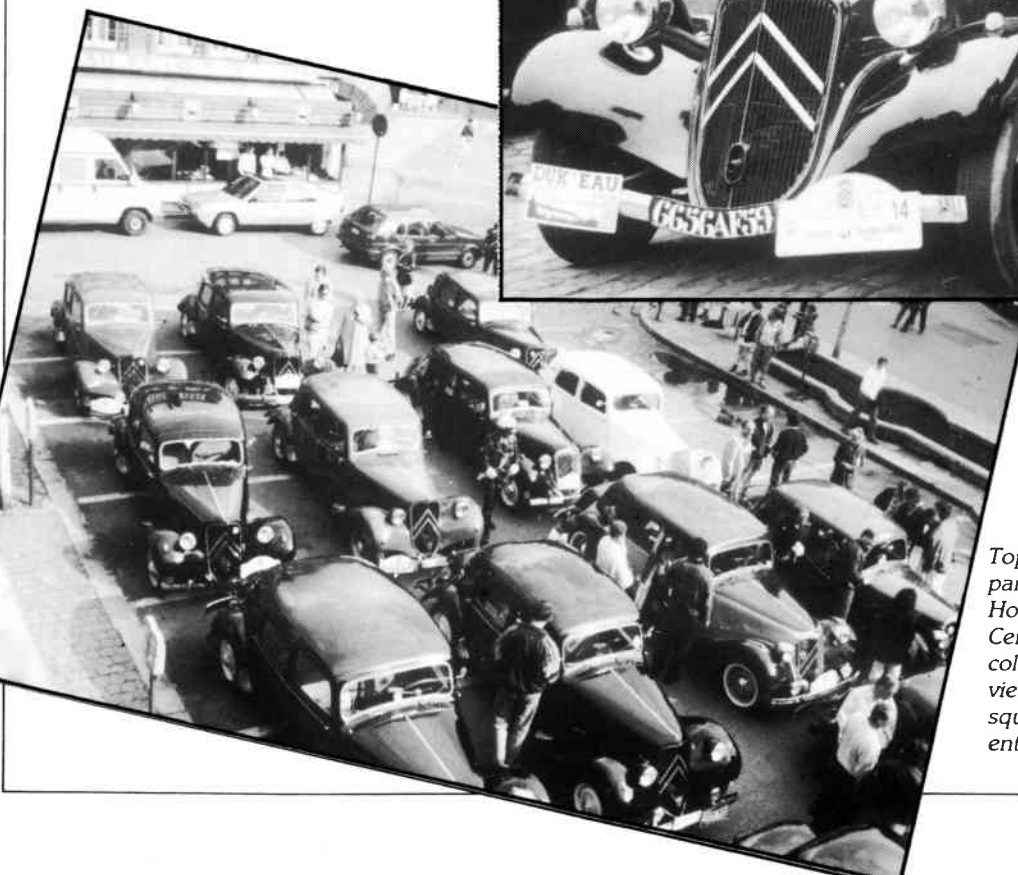
The journey back was uneventful except that we nearly ran out of fuel half a mile from the ferry; the return crossing was very rough; we were searched in customs; I don't think they believed anyone would drive 700 miles to look at cars, and we took a couple of wrong turnings, almost ending up in the middle of Newcastle-upon-Tyne. Apart from these minor inconveniences we arrived back in North Queensferry about 4 p.m.

The whole trip was very worthwhile and I would urge anyone who loves cars to go to Mulhouse. You will never regret it.

*P.S. The book "The Schlumpf Obsession" can still be obtained from specialist car book stores (second hand) or from the local library. I thoroughly recommend it.*

# Ronde van Belgie

Or, in other words, the 1987 Tour of Belgium. In the next issue of FP, we'll be featuring an account by Colin Gosling of this event – in the meantime, we hope these pictures will whet your appetite.



Top: British line-up on parade – TOC participants were Colin Gosling, the Hodgekisses, Roger Dyer and Mike Wheels. Centre: delectable Roadster in postbox colours of red and black. Left: Vulture's eye view of massed Tractions in Belgian town square – a treat for locals as well as enthusiasts.

# Events

## NORTHERN SECTION

Jim Rogers has sent details of a number of Northern Section forthcoming events and of course invites all TOC members to attend.

**June 26, 27 and 28** — The 2nd Northern Clubs Camp at Top Farm, West Hardwick, near Wakefield, West Yorkshire. Last year's event, which was at the same venue, was a great success despite variable weather conditions. The site has excellent indoor facilities including a bar and dancing, and the owner has a museum of vehicles and farm equipment. The cost for the weekend is £7.00 per adult, including camping and an evening meal with dancing on the Saturday night, plus £1.50 per child's meal. Tickets are available from Mollie Clouston, 33 Louvain Street, Barnoldswick, Lancashire. Tel: 0282-814427. Please make cheques payable to "Northern Clubs Camp" and enclose a SAE.

**July 23rd** — Meet at the White Hart at 8.00 p.m. Drive out to pie and pea supper. (Ed. note: Man who eats pie and peas on the same plate is disgusting!)

**August 27th** — Meet at the White Hart. Those not on their way to Germany will be discussing the winter programme over a pint.

**September 19th** — Treasure Hunt. Meet at 11.45 a.m. onwards for lunch at The Heiffer, Riddlesden, which is on the A650 main Keighley to Bradford road about one mile out of Keighley on the right hand side. The treasure hunt can be started by each crew as and when ready, up to about 2.00 p.m.

**August 29th, 30th, 31st** — The Northern Classic Car Show to be held at the Greater, Manchester Exhibition Centre (GMEX). As Jim will be on his way around Germany, at leisurely pace, at this time he will not be able to run the TOC stand as usual this year. If any member is interested in representing the Club at this event, then please contact Jim.

Information about any of the above events can be obtained by ringing Liz or Jim Rogers on 0274-45600.

## MIDLAND SECTION

Simon Saint writes to confirm that the Midland Section of the CCC will be holding its autumn rally as usual at Stratford upon Avon again this year. The rally will be held at the racecourse as in previous years and will be on the weekend of the **12th and 13th September**. Camping facilities will be available on the Friday night, the 11th, for those who wish to make a full weekend of it. There will be entertainment on the Saturday night, a barbecue, driving tests, trade stands and possibly a convoy drive if Simon can stand the strain of leading it, or can con somebody else into doing it! The racecourse is situated about one mile south-west of the town centre, just off the A439 road to Evesham.

This event has in past years enjoyed good support from the TOC and we hope for a fine turn out of Tractions again this year.

On a different subject, Simon noted my comments in a recent editorial on the level of activity in the Sections which was prompted by the demise of the Northern Section. Simon points out that the Midland Section meeting still takes place regularly on the first Wednesday of the month at The Swan, Whittington, Worcester. The meetings seem to have settled into a pattern of a few regulars getting together and numbers do fluctuate, but they hardly ever see any new faces. Simon also mentions that not all those regulars are TOC members and the gathering would more appropriately be described as a Combined Citroen Car Clubs meeting! Not that Simon is complaining as it is very pleasant, nevertheless they look forward to seeing some new faces and also some of the more active TOC members from the Midland area who seem to have forgotten about the monthly gatherings.

Further information about any of the above events is available from Simon Saint. Tel. 0905-54961.



If you ever wondered where all those Robri accessories went, look no further. Erstwhile Traction owner Rod Stribley sent us these pictures from France of a heavily-decorated Légère he came across last summer.



## RATES AND CONDITIONS OF ADVERTISING:

### Private Adverts (classified).

Members and non-members of T.O.C., buying or selling Citroen Cars or parts (pre 1957) — NO CHARGE.

### Trade Adverts

1/8 page, £30 per insertion. Advertisers must supply 'camera-ready' artwork. Where this is not available, the T.O.C. will provide it, after agreement with the Editor, on format and cost.

### Inserts (loose)

Any size up to A4, £30 per issue plus handling charges, to be agreed with Editor. Artwork as above.

### Terms of acceptance

Cash with order, all cheques and money orders will be cleared by the Club before the acceptance of any advert.

The Club reserves the right to refuse any advert which it considers unsuitable for publication.

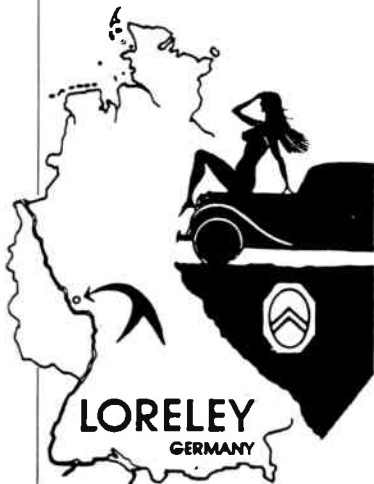
All advertisements should be submitted to the Editor.

# Events

## Seventh ICCCR

If you are planning to join us at the ICCCR at Loreley in Germany on 4-6 September 1987, please contact John Gillard as soon as possible. We are trying to arrange cheaper ferry bookings, and should be able to answer your questions concerning the event.

## 7. ICCCR CITROËN-WELTREFFEN



4.-6. Sept. 1987

### Spares Pool

We have the possibility to recondition ball joints. If you have a complete set of four upper and lower ball joints, the Club will offer £5 per set of four (complete with cups if possible). Please contact: Peter Simper, 215 Whitton Road, Twickenham, Middlesex.

# Classified

### For Sale

Lhd Spanish-built Dyane 1978/9, reg in UK, new MoT, excellent condition, special spec engine rebuilt, £550. Contact: Roger Dyer for details. Tel. 0753 686414 (office), 0483 223890 (home).

### For Sale

1931 C4 needs good home, much work already done, rechromed and renicked, engine rebuilt, new tyres, seats and panels retrimmed, spare engine, gearbox and other spares, s/s exhaust, all parts to complete. An easy restoration project — would make ideal wedding car. £3,250 or very near offer, or would consider part exchange for good Traction. Contact: Roger Dyer on 0753 686414 (office), 0483 223890 (home).

### For Sale

Early ID steering rack and drive shafts. Tel. 0508 78140.

### Wanted

Light 15 differential (not CW), engine sidemounts for big 15 (both sides) and timing chain cover. Tel. 0508 78140.

### Wanted

Engine, gearbox and clutch in good condition for Light 15. Please telephone 01-439 1485 (daytime).

### For Sale

Slough built Light 15, 1949. 60% restored, includes new tyres on restored wheels. All sand-blasted and etching primed. Many parts ready for top coat. Offers around £800. Tel. 0202-827561 (Dorset).

### For Sale

RHD Light 15, 1953 Big boot, very good condition. New sills, carpets. Mostly rebuilt, all new chrome. Taxed and MOT. New projects forces regrettable sale. £4,000 ono. Tel. 0282-79239 after 5 p.m. or weekends. (Burnley).

### For Sale

Light 15 and Big 15 Body shells, probably past saving. £20 each. Also plenty of Light 15 spares including engine and gearbox, and two pilote wheels, sell or swap.

Wanted straight rear Bumper for Big 15 (good chrome). Folding seat for Familiale. Two Easiclean wheels. Door and Bonnet Handles (good chrome). Tel. Mick Boulton on 093928-254 (Shropshire).

### For Sale

1952 Big boot Normale, 12 months tax and MoT, nice clean condition, only a few small items needing attention. £3,000 ono or will consider part exchange on modern car. Tel. Stewart Piper on 0302-882288.



### For Sale

1955 Paris built Big 15. LHD fully restored including new interior. New project forces sale. Possible part exchange on similar type, £3,950. For further details Tel. 0222-867499 (office) or 0222-888073 (home) Caerphilly.

### For Sale

DX engine, £40. Oxy-acetylene welding set (less bottles), £50. Trolley Jack, needs overhaul, only £10. DS19 Gasket Set, £12. Roger Waters. 9 Egerton Close, Eastcote, Pinner, Middx. HA5 2LP. Tel. 01-8669392.

### For Sale

New Traction Driveshafts, as manufactured by Peacock Engineering. Fit and look like original shafts but have greater strength, are longer lasting and are maintenance free. Now available from Classic Restorations, Arch 124, Cornwall Road, London SE1. Tel. 01-9286613.

### For Sale

1938 Light 15. Complete, running and relatively sound. Interesting restoration project. £2,500. Tel. 01-9286613.

### Service

4-speed gearbox conversion complete with gearchange mounted behind dash as per original. See articles in recent issues of FP. Contact: Roger Williams, 37 Wood Lane, Beverley, North Humberside. HU17 8BS. Tel. 0482-881220.

### Service

Wishbone Spindles reconditioned, £30 pair plus p&p. Brake drums skimmed £20 pair plus p&p. Contact: Roger Williams on 0482-881220.

# Diary Dates

## WEST MIDLANDS SOCIAL SECTION MEETINGS

**1st Wednesday of each month:** at the Swan, Whittington, Worcester, 200 yards off Junction 7, M5. Please contact: Simon Saint, 'Snigs End', Danes Green, Glaines, Worcester. Tel. 54961 for directions or further information.

## LONDON SECTION MEETINGS

**29th September**

The Ship, Wandsworth Bridge (south-west corner), Wandsworth.

## NORTHERN SECTION MEETINGS

Fourth Thursday of each month, at the White Hart, Rooley Lane, Bradford, at 8 pm. Please contact: Liz or Jim Rogers, 11 Wilmer Drive, Heaton, Bradford BD9 4AR. Telephone 0274-45600 for further information.

### Club Tools for Hire

Front hub and outer bearing puller  
Deposit: £25 Hire: £2.50

Top ball breaker  
Deposit: £15 Hire: £1.50

Bottom ball breaker  
Deposit: £25 Hire: £2.50

Inner bearing unit  
Deposit: £15 Hire: £1.50

Hires are for nominal periods of 7 days, although earlier return is appreciated. Deposits are refundable only on SAFE return. Any damage to tools will be deducted from deposits. Person hiring fetches and returns. Prior booking ensures availability. ALL

AVAILABLE FROM PETER SIMPER,  
215 Whitton Road, Twickenham,  
Middlesex TW2 7QZ.

### Workshop Manual Loan Service

The Club has Light 15, Light 12 and Big 6 manuals for loan; please send details of your car, with name, address, work and home phone number together with a deposit

cheque for £25 made payable to the T.O.C. — this will be cashed but your deposit will be returned if the manual is sent back in a complete and good condition. Please also send a separate postal order for £2.50 for postage, made payable to A. D. Sibley. Enclose a S.A.E. for return of your deposit. Manuals available from Allan Sibley, 174C St. Ann's Road, London N15 5RP.

### Club Shop Price List

**Models**  
Burago 15CV/20..... £4.95

**Back No's Floating Power**  
1 copy..... £2.00  
2-9..... £1.50  
10+..... £1.25

**Posters**  
Les Tractions..... £2.00  
Traction Avant..... £1.25

**T-Shirts**  
New style 'Citroën'..... £3.75  
Amaze your friends..... £2.50  
TOC..... £2.50

### Sweat Shirts

New style 'Citroën'..... £7.75  
Assorted 'ICCCR'..... £4.00

### Badges

Metal TOC..... £10.00  
Button..... £0.50  
Enamel Brooches..... £2.00  
Set of three..... £5.00  
Windscreen Stickers TOC..... £1.00

Place your orders with the Club Shop (see page 2 for new arrangements).

All prices exclude post and packing. Cheques to be made payable to T.O.C.

**SPARES SCHEME: When ordering spares, please send remittance with order, using current spares list prices. Any extra will be invoiced at time of despatch of your order.**

**FOREIGN MEMBERS: Please note that an International Money Order is required with overseas orders, payable in Sterling for full amount after any bank charges have been deducted.**





Mlle. J. bisse aux bords

Sam..