



# Correspondence

Dear Roger,

## ANNUAL TOC RALLY

I think from memory, it was 1981 when we organised the Annual Rally at Stratford-upon-Avon, and I think most people who attended felt that it all went off very well.

Stratford has, of course, become a regular venue for the Citroën Car Club's Annual September Rally, and it seems to go from strength to strength.

One or two members of the TOC locally, namely, Simon Saint and Alan Kembury, have suggested that it may not be a bad idea to have another TOC Annual Rally at Stratford in, say, 1989. Because of the Citroën Car Club Rally in September, it would obviously be necessary to bring the TOC event forward to say, early June, but presumably this would be quite satisfactory.

These are just thoughts at the moment, and perhaps you could put them to your Committee and let me have your views in due course.

Best Wishes for 1988.

Kindest regards,  
David Boyd.

Dear David,

Thank you for your letter dated 14th January, and having now recovered from the shock of receiving the first letter from a member actually offering to organise an event, I am delighted to say that we would be very pleased for you to arrange the Summer Rally in 1989.

Early to mid-June would be an ideal time, as it will be another busy year in the TOC calendar, as we will have the 2nd Tour of Belgium in May, organised by Club Belge des Ancienne Citroëns, the 4th Tour of Brittany with the Club Traction D'ille et Villain, and the 8th ICCCR in Holland, to name just a few events for that year.

Stratford-upon-Avon has always been a good venue due to its central location and excellent facilities, and should be a success. We as a Club are sometimes accused of arranging events here in the south of England to suit our purpose. This is true to a degree but the fact of the matter is, as you will be aware, that you have to live locally in an area to arrange such events, as few, if any of us, can afford the time let alone the expense, to travel long distances to arrange events in other areas not well known to us!

We wish, you, Simon Saint and Alan Kembury every success with your event, and hope it will persuade other regional members to organise local or even national events, how about East Anglia, or Devon and Cornwall, Wales etc.? Please let us know.

We look forward to seeing you in the near future.

Kind regards,  
Roger P. Dyer,  
Chairman  
Traction Owners Club



Dear Bob,

Enclosed is a photo given to me recently by a chap named Gordon Bayliss which I hope you find newsworthy so to speak for *Floating Power*.

The photo was taken in 1948 by Gordon's father-in-law Adolf Simon in Princetown, Dartmoor. The car is a Light 15 owned by Mr. Simon and purchased by him new in 1937. His daughter Joan, now married to Gordon Bayliss, is standing by the foal. The car was fitted with special suit-cases for the boot which Gordon has given to me and they are as good as new. Note also the stange rear bumper!

Adolf Simon is a remarkable man, now aged 93, and has a marvellous collection of wartime photos and newsreels. He was once involved with Pathé News (of Cinema fame) and also filmed the Grand National in the 60s using a Citroën DS!

Regards,  
David Boyd,  
Redditch, Worcs.

Dear Bob,

It has taken me a long time to get round to writing to you but I hope it's better late than never. The Scottish Section has not been very active of late except in the realms of other makes ie; John Savelli's MGs. A picture of John's Big 15 towing a trailerful of MG is



John Savelli's Big 15 towing 1934 P type MG – see Alan Hay's letter.

enclosed which also shows a lovely part of the River Forth near to where I live.

On the Citroën front my Light 15 has had a new pair of 7" sealed beams fitted to brighten up the long winter nights. This was a necessary modification since I am using the Citroën nearly every day while my Volvo is getting a new heart and skinraft after more than 250,000 miles. There is only one thing wrong with the Citroën – in winter it is cold. One other thing did happen to me and car, a racing Cavalier decided that my rear wing needed reshaping, not too much damage resulted however, and all has been restored.

The Fife Historic Vehicle Club, of which yours truly is vice-chairman, entered the Scottish Classic Car Show where Citroën KUA 444 was much admired and we won third place behind the might of Aston Martin and Jaguar car clubs, not bad for a small multi-marque club. I think that has exhausted the Scottish chapter for now so all the best to all club members.

Yours,  
Alan Hay,  
Fife, Scotland.

PS. John and Bryn at the Arch keep on turning up trumps and please keep Sam Wells doing those beautiful drawings. Oh how I wish I could draw like that!

**Chairman**  
Roger Dyer,  
Hill Top, Tuckey Grove,  
Send Marsh,  
Woking, Surrey GU23 6JG.

**Treasurer**  
David Shepherd,  
23 Longford Road,  
Bognor Regis, Sussex PO21 1AB.

**Social Secretary**  
Mike Wheals,  
Silk Mill Cottage,  
26 Winchester Street,  
Whitchurch, Hampshire.

**Membership Secretary**  
Steve Reed,  
1 Terwick Cottage,  
Rogate, Near Petersfield,  
Hampshire GU31 5EG.

**Club Spares**  
Peter Simper,  
Alec Bilney,  
215 Whitton Road,  
Twickenham,  
Middx TW2 7QZ.  
(orders by post only)

**Standing Committee**  
Philippe Allison,  
Alec Bilney,  
John Gillard,  
Tony Hodgekiss,  
Steve Reed,  
Graham Sage,  
David Shepherd,  
Peter Simper,  
Bob Wade,  
Sam Wells.

**Club Shop**  
Jon Peace,  
51 Alpha Road,  
Chobham,  
Surrey GU24 8NE.

**Spares Technical Adviser**  
Graham Sage,  
13 Senacre Lane,  
Sutton Road,  
Maidstone, Kent ME15 8HB.

**Eastern Area Contact**  
Tom and Rosie Evans,  
West Cottage, Rectory Lane,  
Mulbarton, Norwich NR14 8AG.

**West Midlands Area Contact**  
Simon Saint,  
Snigs End, Danes Green,  
Clains, Worcester.

**Central Southern Area Contact**  
Mike Wheals,  
Silk Mill Cottage,  
26 Winchester Street,  
Whitchurch, Hampshire.

**Northern Area Contact**  
Liz and Jim Rogers,  
11 Wilmer Drive,  
Heaton, Bradford BD9 4AR.

**Scottish Area Contact**  
Alan D. Hay,  
Rosewall, Main Road,  
North Queensferry,  
Fife KY11 1HB.

**Typesetting and Printing**  
Peter Stenner,  
Bailes Fastprint,  
84 Claypath, Durham City.

**Editor**  
Bob Wade,  
29 Goodwood Close,  
Midhurst, West Sussex GU29 9JG.

**Design**  
Sam Wells,  
91 Kneller Gardens,  
Isleworth,  
Middlesex TW7 7NR.

**Honorary Life Members**  
Fred Annells  
David Shepherd

SSN 0265 0630

# Floating Power

Volume 13, Number 1/2

March/May, Nineteen Hundred and Eighty-Eight

**W**ITH THE RALLY season being just round the next bend, the news that all members have been waiting for is that the TOC Summer Rally will this year be held at Beverley Racecourse in North Humberside during the weekend of August 19th-21st. The normally difficult and protracted annual task of choosing a suitable venue has been avoided this year thanks to the kind offer of Beverley member Roger Williams, who suggested the site and offered to organise the main attractions. Full details of the planned event are included in this issue and it is notable that as well as the usual camp-site facilities the venue also offers alternative dormitory accommodation at modest cost for those who dislike spending the night beneath canvas. A pillow and sleeping-bag is all that would be required for members taking advantage of this, normally jockey's accommodation, and I am assured that you don't need to have a horse's backside throbbing between your knees nor take part in the Novices Handicap over the jumps to qualify for a berth! With a Folk Group booked for the Saturday binge, buffet supper laid on, and all welcome including children, the evening promises to be one of traditional TOC family fun, frolics and bonhomie and definitely one not to be missed. If any members can assist with the organisation and running of the rally then please contact Roger Williams or Social Sec. Mike Wheals as soon as possible.

Having this year's rally venue agreed and organised by one of our members was a tremendous bonus, especially for the committee, but to have the 1989 Summer Rally venue settled at the same time was indeed the proverbial 'icing on the cake'. The offer to hold the 1989 rally came this time from a trio of die-hard Midland TOC members, David Boyd, Simon Saint and Alan Kembury. With their experience of organising the highly successful annual Midland area CCC/TOC combined events, the 1989 TOC Summer Rally at Stratford-upon-Avon is in very

capable hands and is, therefore, assured of being yet another memorable and exciting TOC get-together and one to look forward to.

More good news recently was the revival of the Central Southern area meetings on a monthly basis at the White Hart in Whitchurch. This venue is of course, the adopted second home of that bearded-real-ale aficionado and Tractionist extraordinarius, Mike Wheals, to whom all enquiries concerning meetings should be directed.

The Northern section seem to be going from strength to strength and looking at their enclosed list of forth-coming area events it is not surprising. Liz and Jim Rogers are doing a marvellous job in organising a varied and interesting programme of events, guaranteed to suit every taste and even including a technical talk. As Jim points out, however, an error crept into the magazine recently showing the Northern Section regular meetings on the wrong day. Our apologies for this mistake, particularly if any members made a wasted journey, and please note that the Northern Section meetings are held on the 4th Thursday of each month and *not* the Tuesday as we indicated.

Finally, I must humbly beg your forgiveness for the delay in producing and getting the March issue of *FP* out to you, due solely to my extremely heavy work commitments at present which leaves very little spare time to devote to my favourite pastime (let alone edit the magazine!), and for which I offer my sincere apologies — oh, how I like a good grove! To overcome the immediate backlog situation, however, we have decided to make this magazine a double-size issue to avoid the May issue of *FP* being likewise delayed. I hope that you will find this solution acceptable on this occasion and be assured that the magazine will revert to the normal bi-monthly production with the July issue.

Have a splendid Traction Summer,  
**Bob Wade**

# MEMBERS' CARS HOW a BOUGHT FRENCH TRACTION

*Robin Davison braved  
the wilds of Medoc to bring  
back his Légère*



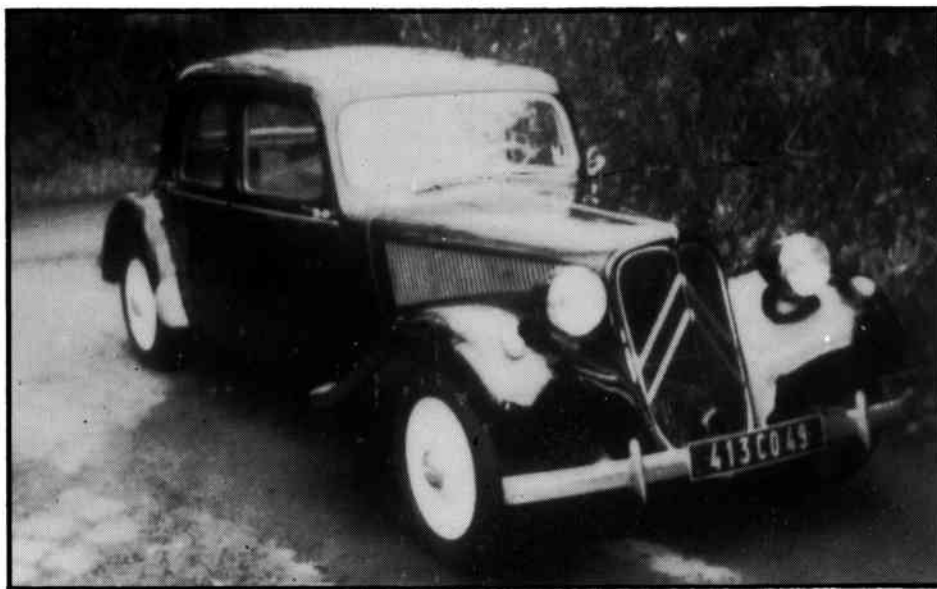
DON'T KNOW why I have such a liking for France, being one who was advised not to bother taking French CSE, but over the past 20 years I have enjoyed many weeks in France, and have acquired lots of French habits (all the ones that you can talk to your mother about!), and even begun to understand something of the tongue.

I suppose it all started with our first Citroën AMI 8 which really introduced us to French garages on our way to a little shack we had bought in south west France some 10 years ago, but that is another story! We had spent the last ten years doing the shack up and now proudly call it 'the cottage', with still plenty more restoration to do! We passed

through Dyane's, two CX's, GSA, and now on to our second BX (great car) and slight deviation to Solex motorcabins motor scooters (still have 3 with 4th in bits). They are a good deal as motorbike shops actually give them away now. I am not very mechanically minded but always love a challenge and over the years have bought the odd copy of Exchange and Mart to follow up that elusive 'Traction', only to find that 30+ people get out of bed before 7.30 a.m.!

Having looked seriously for the past six months and still not found what I really wanted (anything from mechanically sound, bodywork not a major problem to very good 'nick', but always too much money), I had

almost resigned myself to admiring the odd one which can be seen on the English Summer day sometime between July 10th and 12th when they come out of their cocoons! In October '87, my wife Lyn and I went to the Medoc to view the Vintage and partake of some wine tasting, a journey we had promised ourselves since the acquisition of the cottage. We set off from Portsmouth and drove down through France towards Bordeaux. After stopping at various scrap dealer's enclosures to hunt the elusive Traction we came to a halfway distance near Parthenay, when out of the corner of my eye appeared, in a car dealer's garden amongst old Peugeots, Renaults etc, a black TA. The only time I have used the BX's ABS brakes, we came to a smooth halt some 20 yards past the 'Oasis' from 70 mph. The English weather had followed us and it was pouring with rain but in through the gates we went and over to the marvel. Within 20 seconds the car dealer was at my shoulder (just like home!) and started babbling about condition, previous owners, how few they were, and what a rare car it was. I looked round to find quite a good condition 1956 IIBL D engine TA, two owners since new and not too bad a price. Lyn now got out of the BX and showed some interest and asked questions that I wanted to, but 'A' level French is more useful



than failed CSE! We talked for two hours and undoubtedly were hooked. However, we were in France for wine not cars and eventually made our way on with a promise to call back on our return a week later to the UK. On arrival at Chez Nous our minds were torn between Medoc AC and Traction AV but after two days of rain the Traction AV got the better of us and we decided to have a day out to Parthenay to view and test drive the Traction.

Following a phone call to the UK to a friend who had imported a car to find the legal aspect no problem (Ha! Ha! read on) and another to M. Derit the dealer, to arrange a visit, we set off north again for Parthenay. When we arrived we spent some three hours chatting over aperitifs and grease guns finally to make the decision that she was to be ours.

Two problems were not to be overcome:

1. Would it get me to the port some 200 miles away? This was no problem we were assured by M. Derit, and somehow I believed him. 2. We had no money! This appeared to be more of a problem. You may not believe this and British second-hand car dealers should take note, we agreed to pay by Eurocheque, but as we informed M. Derit the money was not in our account – but we could organise to transfer cash within three days whilst we were in France, allowing him to clear the cheque before we took delivery of the car three days later. "No problem" he said. He would not encash the cheque until after our return to the UK. I had to have another glass of wine, ably poured by his wife and have him repeat what he had just said. Surely something had been lost in the translation? He meant just that and wrote it down to prove it! I then began to wonder if problem 1. was more important as the man must be desperate to get rid of the car, but by now, as all of you old experienced owners know, your first Traction gets you hooked and will not let go!

So off we went back to the Medoc having given our worthless cheque and armed with bills for all the repair works over the last ten years together with the TA manual which

was all part of the deal. The next three days were a mixture of sheer delight and sleepless nights worrying about what we had done! With the difficult task of trying to translate technical literature on the repairs carried out even the 'A' level began to wilt!

Friday arrived and off we set to be greeted on arrival by M. Derit with more aperitifs, road tax, insurance, eurocheque not banked, assurance that we would make it home; a quick test drive later and a fist full of documents for the customs, and we were off! The next four hours were the most enjoyable and fearful driving experience of my life. One hour ecstasy and novel excitement followed by two hours listening to every creak and knock, prayers at corners and road junctions and restarts after necessary stops, followed by one hour of sheer



delight again knowing that if any problems occurred the BX and the towrope would get us home. The last half-hour was a bit hairy as the lights are not that great are they?, especially when you are left hand drive for the first time and are being followed by a convoy of BX and twenty lorries all itching to overtake.

However, I need not have worried as at sevenish Le Havre appeared and we arrived at the ferryport to find the ship had come in some three hours early. Soon we were told that the boat had been out all night riding the HURRICANE. A rapid phone call home assured us the house was still standing so we jointed the queue for England! At elevenish, after 200 questions on the quay as to what it was, how long had you had it, the usual my dad, my uncle, brother, aunt, etc. all had one, I drove rather relieved onto the boat and she rested reluctantly on British soil albeit a car ferry! The French customs had proved not too much of a problem except that I gave them the wrong

documents but after producing the correct ones was allowed through.

7 a.m. dawned and we were called to our cars. She started better than most and I was on my way over the ramp and down through customs. We had decided that as there is not VAT on second-hand cars in the UK I need not declare the TA and just drive through the green channel in the normal way, only being expected to be asked who owned the car etc. because it was so unusual amongst all the modern traffic, and showing all the necessary documents from M. Derit. 'WRONG'. Lyn had gone on through and I was called to the 'we would like to have a word with you' enclosure. I was questioned by a very nice officer who informed me that he had seen 'Top Gear' last week where the TA had been featured as the Car of the Decade. Very nice chap, I thought, I showed him round and he was most interested. 'WRONG'. I was then called to the inner sanctum of the 'we would like a word with you' enclosure where after three hours of questioning I was required to pay VAT on goods over £250 clause. Having thanked them for the advice I thought I was free to leave.

'WRONG'. The car was now impounded and a fine had to be paid to release her. After some discussion I coughed up and left for home. The friend who I had contacted for advice on importing (he now has a black eye!) was also 'WRONG' but I now had her home and was itching to get underneath to start inspections. However, I had to spend the next two weeks sawing up trees which had fallen all over the garden during the hurricane.

That is all over now and I am the proud owner of a TA. I have just joined the Club (and paid my spares levy) and look forward to meeting some of you at various meets in the south.

Any import problems please contact: Robin Davison (French CSE), 12 Salterns Lane, Hayling Island, Hampshire, PO11 9PJ.

NB The cheque was presented a week later and the franc had gone down against the pound!

NB 1987 vintage (wine that is) has a very high water content. Probably not to be recommended.

The following article is reproduced from the May 1986 issue of the excellent American journal 'Road & Track', by kind permission



# FIRST SOLO

*The fledgling leaves the nest*

BY INNES IRELAND

I WAS BARELY 17 when I came to love the rich, extravagant smell of new leather. I savor, now, an association, the memory that returns every time I sense it. Or perhaps it is the memory that is treasured, the smell merely the reminder. Whichever it is, the incident that created it comes back whenever I settle into a luxuriously leather-trimmed motorcar, although I recalled it the other night with something as simple as the new leather belt given as a gift to a friend.

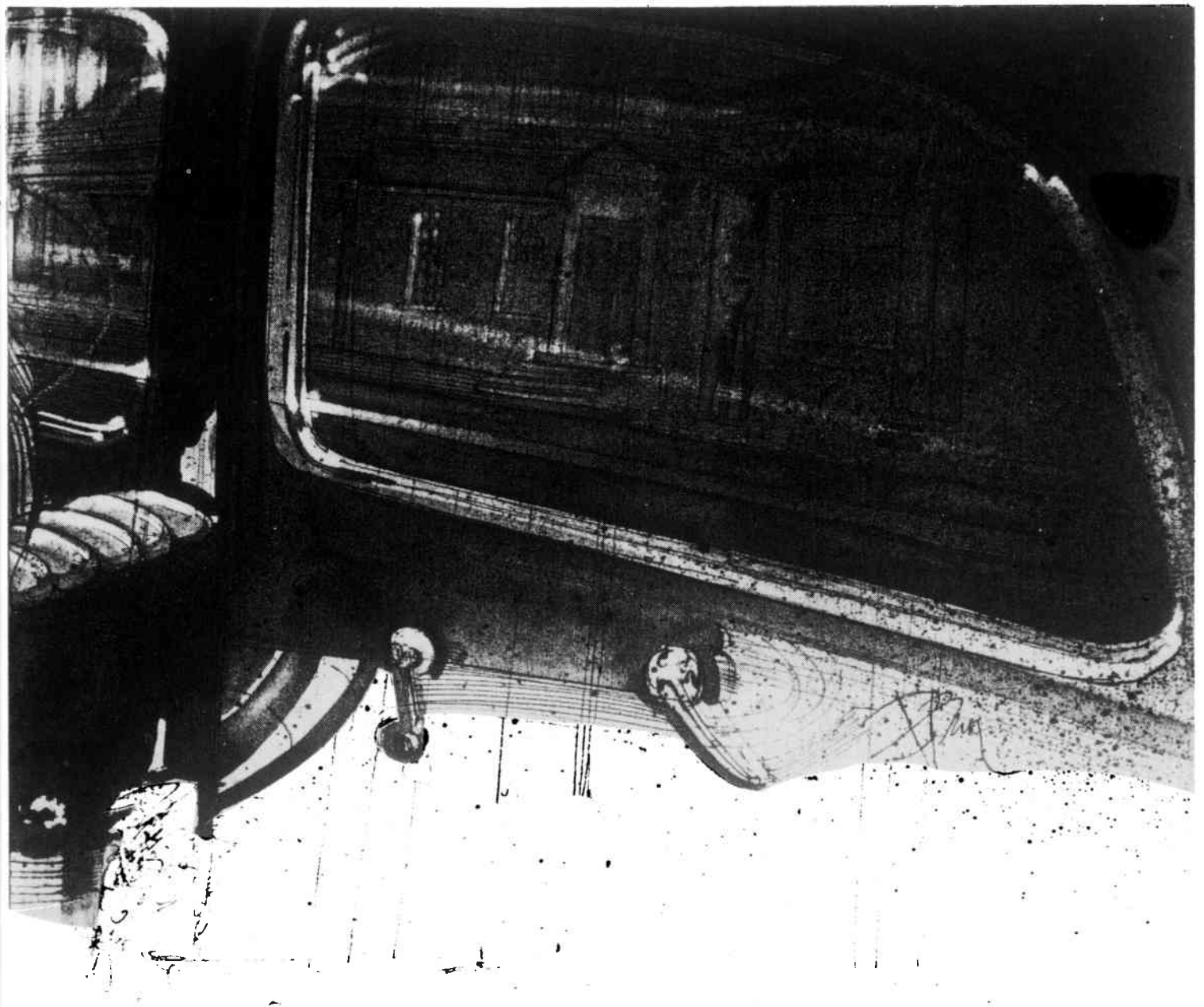
During World War II, no new cars were available in Great Britain as manufacturing plants devoted production to military machinery. My father had been in the habit of changing his car every year, but with hostilities commencing in 1939, he had to do with the one he bought in 1938: a Rover 12 saloon in silver gray with dark blue upholstery and spoked wheels. It served him well and he was pleased with it, although I never thought the brakes were up to much. Maybe this was because of the free-wheeling device fitted to make the petrol ration go a bit further. Brought into action by turning a large black control fitted high on the dash to the right of the steering wheel, it allowed the car to freewheel when you took your foot off the accelerator pedal, the engine dying down to tick-

over revs. Without engine overrun deceleration, it seemed to me you had to use the brakes harder, particularly if going fast. When the Rover had covered about 100,000 miles, it needed an engine overhaul, and, to smarten it up, the coachwork was repainted black with thin gold lines along its midriff.

With the war ended, new cars were few and far between, and, put off by an 18-month delivery date, my father decided to soldier on with the Rover until cars were more plentiful. This irked me, for I was anxious for him to get something faster than the Rover; it was late 1945 and now with 140,000 on the clock, the car was getting pretty tired.

Looking through motor magazines at the limited number of cars being built, it seemed to me the Citroën Light Fifteen was most suited to my father's needs. What impressed me most was that it accelerated from 0-50 mph in just 15 seconds and had a top speed of more than 75 mph. I had to drive the old Rover downhill to get it over 70, and it was a hell of a lot slower accelerating.

I was a few months past 15 when I wrote to Gordon McAndrew's in Edinburgh, the nearest Citroën agent. Without a thought to the consequences, I ordered one "for delivery at your earliest



ILLUSTRATIONS BY DENNIS BROWN

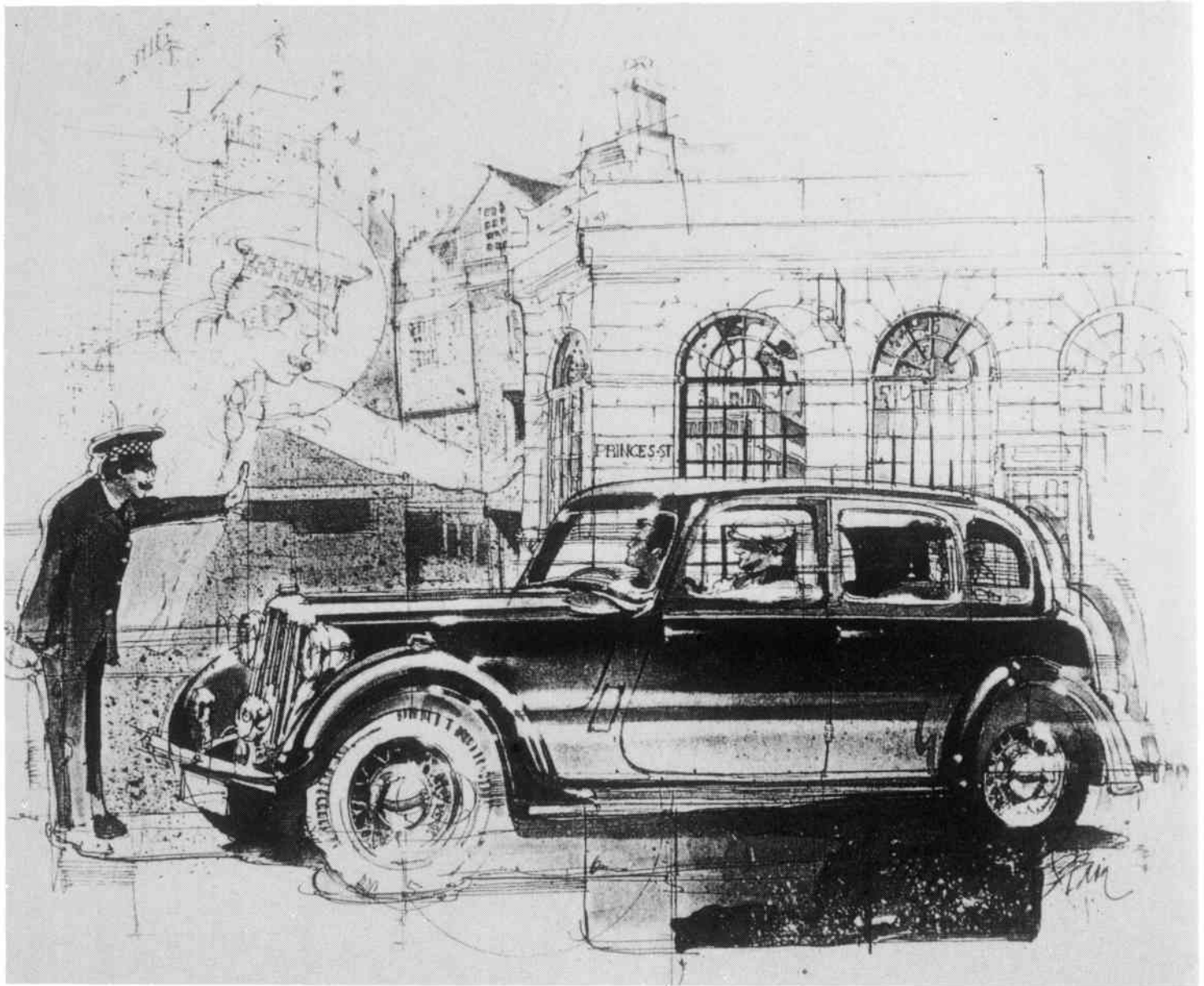
convenience." I felt it imprudent to bother my father with this matter, feeling certain he had more important things to consider! My excitement was intense when a reply addressed to *Miss Innes Ireland* confirmed my order had been placed, listing a delivery date of approximately 18 months. Miraculous! They hadn't twigged I was a penniless minor. I had a brand-new car actually on order. Still, I never had a thought for the consequences once the crunch came, although subconsciously my defense mechanism must have been at work, for I never boasted of my action at school nor mentioned it to my brother, one year senior to me. The secret was between me and Gordon McAndrew. That his correspondence was addressed to *Miss Innes Ireland* held no fears, for I had a girlfriend at boarding school in Stirlingshire who, forbidden to write to boys, addressed her letters to me in the same way; my parents would think nothing odd in it.

I'd been driving on the open road—illegally, being under age—since I was 11, taking my father on the rounds of his practice as a veterinary surgeon. It always surprised me that he gave such rein to my enthusiasm for driving, as in all other matters of discipline he was rather strict. Once, when the war had just ended, we were

making a family visit to Edinburgh, 100 miles distant, and as usual I was in the driving seat long before the baggage was stowed. Fifteen then, the best I could hope for was the 30-mile drive to Dumfries, the eastern limit of my father's wartime area. But no, he didn't tell me to "Pull over, boy" when we reached the edge of town so on I drove, through Moffat and over the top of the hill by the Devil's Beefstub—60 miles and still no "Pull over, boy." There was the usual "Steady, boy" from him whenever I would attempt maximum speed on the straight bits, but I'd heard it so often I paid little heed; a momentary lift of the throttle seemed to satisfy him until the next "Steady, boy" was due.

It's a funny thing—he kept up this "Steady, boy" routine whenever I was driving him even to his last days; even to the one time I took him in my aeroplane shortly before he fell off his perch. Taking off from a grass field, I eased the throttle to full power, and we hadn't reached 60 mph before I heard the familiar "Steady, boy!" I had to laugh—I was 35 years old by this time!

The outskirts of Edinburgh appeared. Still no "Pull over, boy." Although I had no experience of city driving, I wasn't about to give up the wheel voluntarily. If he was game, so was I. As we →



*There were no traffic lights at the street junctions in those days, the flow being controlled by uniformed policemen. They all seemed to be 8 ft tall, staring at me as if to divine my age.*



progressed, the traffic became more dense with every mile and my terror of being apprehended increased. Finally we came to the center of town, the mile-long Princes Street. There were no traffic lights at the street junctions in those days, the flow being controlled by uniformed policemen. They all seemed to be 8 ft tall, staring at me as if to divine my age. When stationary, gripping the wheel hard, I looked straight ahead, heart pounding in my breast, dreading the rap on the window, the "Can I see your driving license, please?" from the law. It was almost a relief when we came to our journey's end.

At 10:00 a.m. on the morning of June 12, 1947, my 17th birthday. I presented myself plus Rover at the driving examiner's office in Castle Douglas. Fifteen minutes later, I drove off with a full license permitting me to conduct a motorcar on the King's highways. No longer would I live with the fear of being caught.

Very shortly thereafter, a letter arrived from Gordon McAndrew's—there had been other correspondence advising me of the progress of my car—but this one stated it was in the showroom and if I would be kind enough to forward my insurance certificate, they would attend to the necessary paperwork.

My moment of truth had arrived! Suddenly I was faced with the prospect of being on the receiving end of my father's not inconsiderable wrath. It was a daunting one I decided to face with the least possible delay. Before dinner that night, I bearded him in his den, McAndrew's letter in hand, my words carefully rehearsed.

"Father, since I knew you didn't like the idea of waiting 18 months for a new car, I took the liberty of ordering one for you." I stood there before him, shaking. Slowly he raised his head and looked at me.

"You did what, boy?" Here it comes, I thought.

"I ordered you a new car, Sir, 18 months ago, and it has arrived in the showroom now, Sir." That's it, get it off my chest, shit or bust. Steadfastly I waited for the rocket.

"What kind of new car did you order, boy? Not a Rolls-Royce, I hope." He actually smiled as he said it.

"No, Sir. A Citroën Light Fifteen," I replied, feeling the tension ease out through my feet.

"Are they any good?" he asked, still with a smile on his face. I couldn't believe it—this wasn't on the program I'd rehearsed. I supposed the rocket would come when he asked the price!

I positively bubbled with relief, giving him the technical details of the car, its specifications and performance. I sailed through dinner that evening as if in a dream, my father explaining how we would go about the necessary paperwork and the collection of the new car. He seemed as happy with the situation as I was.

I felt tremendously important as my father drove me to Kirkcudbright to catch the bus that would take me to Edinburgh. With his check for £750 in my pocket, and money for my bus fare, a cab to the showrooms, and petrol. I was richer than I'd ever been. But the real excitement was that he trusted me to make the journey on my own, to collect the new car and bring it home. It seemed, somehow, as if I grew up on that day.

The bus ride was interminable as it made its way ponderously through the hills, but finally I climbed down to hail a cab.

"Gordon McAndrew's showrooms, please," I stated, hoping the driver might ask me if I was going to collect my new car, but he didn't! Trying to appear accustomed to riding in cabs, I paid the fare, adding his tip as father had instructed—10 percent—and strode into the showrooms.

"Can I assist you?" asked a pleasant man in a smart suit who appeared from an office.

"Yes, please. I've come to collect my new car," I replied with as much self-assurance as I could muster, uncertain as I was about the correct conduct of such affairs.

"Ah! You must be Mr Ireland." It surprised me that he knew my name and did not seem deterred by my youth, but from that moment on, I was transported into another world. He whisked me away and with something of a flourish, waved his arm in the direction of a car. "There she is, Sir, your new car all ready for you."

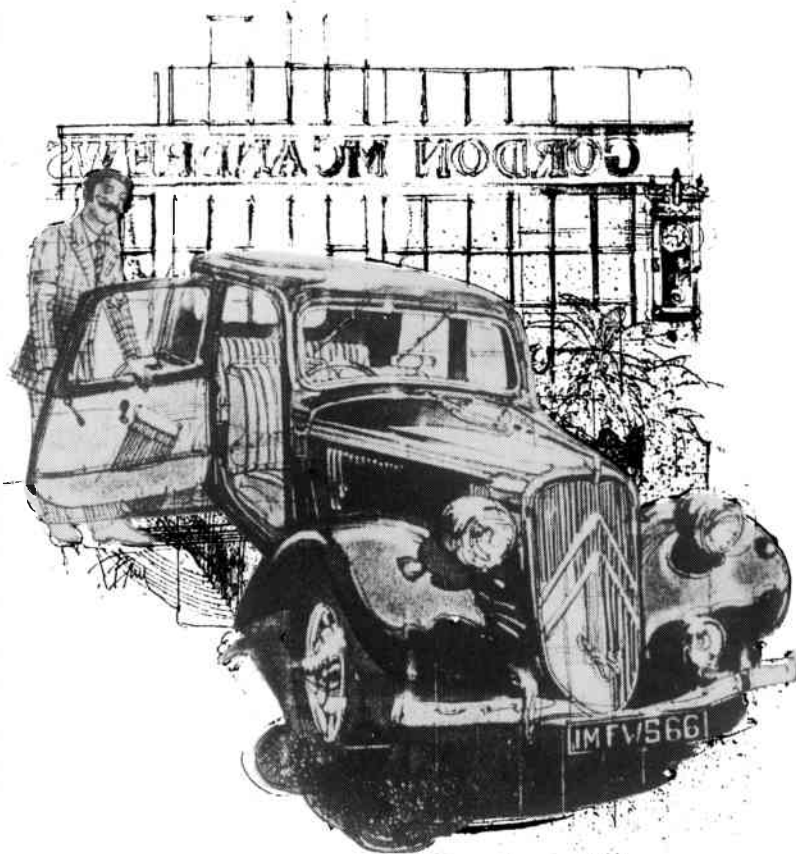
Her black paintwork and glass positively glistened, reflecting

images from whatever passed by in the street outside, the depth of color exaggerated by the pure white letters on the number plates—FWS 66. The man opened the door, bade me sit in the driving seat while he explained the controls. And as he did, I was struck by the waft of air laden with the heavy scent of the new leather upholstery. He showed me how the heater worked (the Rover didn't have a heater), where the spare wheel and jack were placed, the operation of the gear lever sticking out horizontally from the dashboard, and many other things. Then it was time to part with father's check in exchange for a receipt—and to drive, ever so carefully, out of the showroom to fill the tank with petrol. This done, I was ready for the road.

It was a glorious day and as I drove home, I had an intense sense of well-being; I was so happy and satisfied. I never wanted the drive to end; I wanted it to go on and on. And although it took me out of my way, I did go and drive around the streets of Kirkcudbright just in case any friends were walking about!

But above all, I remember feeling *complete* for the first time, for to me the degree of trust my father placed in me was of gigantic proportions. And, of course, I remember the smell of leather. 🐾

*He whisked me away and with something of a flourish, waved his arm in the direction of a car. "There she is, Sir, your new car all ready for you."*



From Idaho, Mike Anderson spins another yarn of everyday Traction folk in sagebrush country...

# ANOTHER FINE MESH!



I WAS DRIVING my 1939 IICV Traction during the Payette Idaho Apple Blossom Days Parade. Nothing really made any peculiar sound, but I just caught the three speed transmission in between second and third gear. Seems my synchromesh brass ring was worn out and the transmission was hung up in third gear. Not a very healthy situation to be in during a parade – I'd say I was the main attraction of the parade!

In tearing down the transmission, a three speed affair, I thought this time I would leave the bell housing attached to the engine. Well that wasn't so bad, but getting the critter apart from those four drive shaft bolts on either side, was a real pain in the ass. Grasping the third member and trans together was unique to me, but then I got a wild hair up you know where. I thought why in hell couldn't I combine a four speed box to a three speed? Almost, but too many teeth on the crown wheel to mesh. Hello out there, not your Aunt Lizzie's Crown either!

Oh my God, here I am knee deep in 3rd member parts, ever tried to get a Traction 3-speed transmission tore apart?, just to get the 2nd and 3rd synchromesh unit out. What a conglomeration of bits and pieces. Hey, did that slider face that way or this way? Oh what the hell, it's only a Citroen! You got to be kidding, never seen so many springs and little ball bearings fly off in so many different directions in all of my back yard tear me downs. Wait, yes even with the back porch light on. A lil glitter in the grass over there, says my honey.

Now mind you English members, I don't live in the mid-west of the US, where lightening bugs or fireflies turn on and off in their flight across a person's backyard at night. Nor do we have out here amongst the Sawtooth mountains, those nasty lil red crawling and biting critters, a-called Chiggers, as only the Ohio Valley and the

boys from the 'Show Me' state of Missouri have. Ha, thank you George Burns, God looked down upon us here amongst the tall sweet scented Sage Brush!

Wasn't I all thumbs some where on my knees? Got ya, ball bearing, Oh my gosh, you guys know what their doing nowadays with 365 used Rubbers? Seems they are melting them down and moulding them into a new tyre. Guess what they have decided to call it? A GOOD YEAR!!

Traction owners, ever try to locate either a new or used synchromesh brass ring? Oh let me tell you, it's pure delight. Well this ole mountain boy decided he could obscure a piece of round brass stock. But wait a minute, not just any ole yellow brass is going to cut the mustard in this gear-box. So off to the familiar irrigation Machine Shop I go a'trotting. Their comments were again, Ha, hey Mike it's our lunch time, get the hell out of here. Wait, what is that thing you've got there? Guess what you've got to have Mike, they so lovingly said.



Looking like they could have been designed by Fritz Lang himself, these are the original German headlights.

Marine brass, and there isn't any in this high and dry arid area!

You might try the Sugar Factory, they may have some on hand in their shop. Ever go back a few years later to some place, where you had told them, "Take this job and shove it!". Oh ya fellows, I'd kiss almost anything just to get my 1939 German made Citroen Traction Avant back on the parade route before the snow drifts in!

That reminds me about the Utah Pollock who went down to his neighbourhood Osco drug store and bought a pair of condoms. He pulled them over his ears, he wasn't going to catch hearing aids!

Man, what a Pollock I was for tearing down that 3rd member that sits underneath the radiator. Without a dial indicator, you're really fishing and not for Snake River trout. Now let me see, back to that dam slider again, which way do I put it, that way or this!

Believe me boys, try and install those synchromesh bearings and springs. If you don't locate a piece of round stock aluminium and angle it to a point, that can be a nasty chore in itself. But back a-ways, I got my marine brass round stock. Cut off a hunk, took a drill and drilled out several holes, then tore it out to almost the size I needed. Took a round file and a hack saw, then used a three pointed file, say this synchromesh ring isn't so hard to make after all. But bevel the end that enter courses with 2nd and 3rd, then use a 10,000 pound press and press the ring in, now take a punch and stake it. Not your Witch either, that lil hummer really connects. Sure glad for 90 weight gear case oil. Speaking of gear case oils, I ordered from the English Traction Owners Club, a gear case gasket set. They never came, they still never came, so I installed my



Mike Anderson displays 6ft rattlesnake skin in front of his 1939 German-built traction Headgear also by courtesy of rattler.

transmission and third member together with ole liquid silicone. Yes, I noticed a drip here and there, and would you believe it, those gaskets came by slow boat the day after. And my God the price, I'm still paying for them as they sit collecting dust in the shed. Oh well, what the hell, those English are most likely all on Socialised Medicine!

You know when you instal a traction trans back in, it's really simple. Jack up one side, then jack up the trans, slip those four bolts and nuts on and keep the grease cert even with the other side, now do the same over there. Simple Simon, now you're ready for the radiator support and the tin.

The next Traction I restore is going strictly Street Rod, Cadillac Eldorado, Torsion Bars and V-8 to boot. Won't that make that parts car in all its rusty colour

zoom down the open stretches of sage brush lanes, with dust billowing up from the holes in the floor board. There won't be any caution on the curves, strange sounds from the front end, nor meshing of gears. Come to think of it, I don't have that any more either, now. I even drive at night when the bugs come swooping in from beneath the open English style 'Wind Screen', ya our six foot Rattle Snakes have to have something to snap at during a Cool night on the desert.

Would you believe, I was out scrounging for a Covered Wagon and spotted one from the airplane Sunday afternoon. Now granted this was not in the ordinary sage brush, but amongst Owyhee Mountains and Junipers, Jack Rabbits, Jack Pine and high lofty sweet scented Sage Brush. As I crested a knoll, here lay what seemed to be

a Horseless Carriage. Man did my heart throb. Then I said, what Dip Shit would be up here with such? Well I was one, I was up there! But the mistake was a gold smelting rig Steam Boiler from an age gone by.

Sitting there looking at my crude hand drawn map, I directed myself off that lovely hard Lava Rock and there was the treasure chest. That ole dilapidated Covered Wagon. Oxen skull and all, even had Brass Hubs now turned green. See what you guys miss by not living out amongst the tall Sage Brush. Oh yes, I got a Rattle Snake, it measured in just over six foot, 4½ inches wide, and had 13 rattlers. Those Pioneers had long gone a foot.

Now what else can go astray with this dam Citroen?



Turn and stop lights on rear wings are ex-Studebaker.

IT SEEMS this may become a regular feature, not necessarily to announce new lines – they will become rarer – but to inform members of restocks or difficulties.

To deal with a few new items first: we have managed to obtain some new rubber bump steps for the front lower suspension arm. They are remarkably simple items but their lack can cause worry. Item F42 at £5.09 to levy scheme members and £5.85 each to others. We now have some new little balls that fit in the gearchange linkage. They look like small steering rack balls. H32 at £1.70 and £1.95.

Engine mounting blocks (the rubber one at the back that fits into the hole in the bulkhead) are more easily obtainable and we reckon to keep some in stock. F41. (A significant cause of clutch judder if it is perished.)

On the other side of the coin we are experiencing some difficulty getting hold of more mundane parts. Common old brake cylinder overhaul kits are causing our supplier a headache. Fronts are OK, but the small one-inch kits for the rear seem to have disappeared. Yes, we are trying other sources but, at the time of writing, are down to two sets in stock. Some things remain out of stock simply through lack

## MORE NEWS from the SPARES SECTION

of time and opportunity to search for sources. These include metal clips for securing trim, and small electrical parts like dynamo brushes. However we feel that in an emergency – or meet a deadline – most members can find a make-do remedy to get the car moving.

Exhaust systems have got lower or run-out lately due to cessation of manufacture by the people who have supplied us for years. We have commissioned more and they should be through soon. Stainless and mild steel. As a plug for the former, I have recently had to take off my stainless system for access to

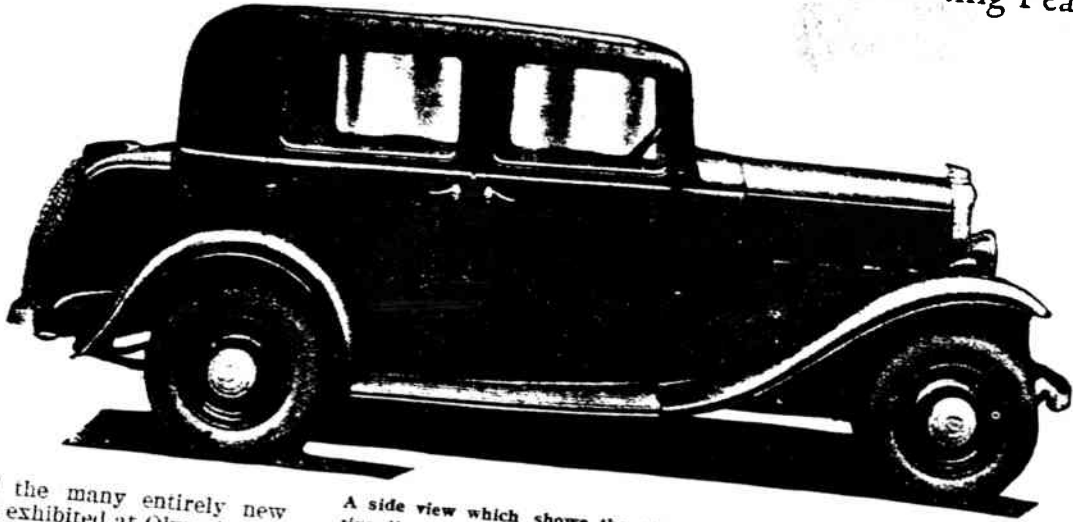
other butts and was amazed at the genuinely perfect condition of it all. It is only three years old, it is true, but a mild steel system would have been a messy job – I did not even get my hands dirty – and it would have disintegrated as I did it. This system has a deep lustre now and I can without hesitation recommend it. The cost is not prohibitive, in the whole scale of the car, and since it will remain clean to the touch forever it is marvellous. One could have it chrome plated, or perhaps copper . . .

Finally a word of explanation. If you are one of several members who have recently waited some weeks for your parts it was not an intentional thing. Spring is the time when young men's thoughts turn to love and TOC members' thoughts to getting the old bus mobile. Orders flood in in March, April and May. Peter and I are also busy in spring – we have nine older vehicles between us to get ready; we both have wives (one each I hasten to add) and homes we wish to give attention to, and I will have had a month's holiday in the USA by the time this appears. However, we know that everybody does get their stuff in the end, and most within a few days. We hope to continue the process.

Alec Bilney

# THE NEW CITROËN TEN SALOON

First Report Upon the Performance of an Interesting Four-cylinder Car. Riding Comfort and Ease of Control are Outstanding Features



A side view which shows the attractive lines and roomy coachwork of the new Citroën Ten.

ONE of the many entirely new models exhibited at Olympia last autumn was the Citroën Ten, a four-cylinder production which created great general interest. This car is now being built in considerable numbers at the Citroën works at Slough, and we recently subjected a representative example to a thorough road test.

Although named the Citroën Ten, the car is considerably bigger than are most 10 h.p. models; the wheel-base is actually 8 ft. 10½ ins., and thus allows really roomy coachwork to be fitted. The saloon body is of steel monopiece construction, and is mounted on a chassis frame of quite exceptional strength, so that even when the car is driven at speed over exceedingly rough roads no squeaks or rattles can be produced.

### "Floating Power" Engine Mounting

Another contributory factor towards silent running is the engine mounting, which is carried out on floating power principles under Chrysler licence. Thus, the weight of the engine-gearbox unit is almost entirely carried by two rubber-insulated anchorages, one of which is placed behind the gearbox, while the other is supported by an "A" bracket in front of the cylinder block. Each is fitted with rubber pads bonded to the adjacent metal surfaces by a vulcanizing process, there being no metallic connection.

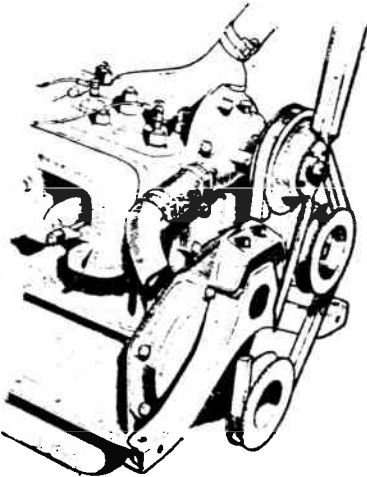
The engine is allowed a considerable degree of movement and is insulated so thoroughly by this system that at no point of the speed range are vibrations made manifest within

the car. This complete freedom from drumming or booming in the steel coachwork is something of a triumph for modern engineering principles.

The general effect of this special method of mounting the engine can best be described as one of "remoteness"; the driver is, of course, aware that the engine is running, but the minor vibrations which ordinarily form a kind of link between the power unit and the occupants of the car are entirely absent. Even the exhaust note sounds almost

as though it were emanating from another vehicle. This result is not altogether surprising when one realizes the thoroughness with which the whole power system is insulated. Thus the gear lever, pedal controls, etc., are all mounted on the chassis frame, being connected to their various components through suitable mechanisms which do not constrain the engine in any way. Flexible piping is employed where necessary, and the exhaust system is supported by brackets embodying rubber joints to allow free play.

In flexibility, too, the engine rivals the six-cylinder type, it being possible to drive the car almost down to walking pace on top gear and then to accelerate without snatch or fuss. The getaway can, of course, be improved by dropping into second speed, on which ratio the car will accelerate from 10 m.p.h. to 30 m.p.h. in 8½ seconds.



The front engine support embodies a rubber pad and is located beneath the fan assembly. The other main support is behind the gearbox.

### Good Gearbox Features

This brings us to another outstanding chassis feature, namely, the synchro-mesh gearbox with silent second-speed gears. Most of our readers will by now be familiar with the synchro-mesh principle, which consists of providing small cone clutches to synchronize the dogs before engagement. As a result, the process of changing down consists merely of depressing the clutch and then pushing the lever straight through from one position to the other.

Towards the end of this movement of the lever a slight resistance is experienced, which indicates that the

## THE NEW CITROËN TEN SALOON—Contd.

cones have come into contact, but after a slight pause the lever goes home and the dogs engage without sound or shock. It is, of course, necessary to increase the speed of the engine by opening the throttle before re-engaging the clutch, but absolutely no finesse is needed. Changing up into top is equally simple, because the synchronizing device is also applied to the top-gear dogs.

### "Synchro-mesh" in Traffic

This system has many advantages, particularly when driving in traffic. For example, while slowing down for a corner, with the right foot on the

brake pedal, one can simultaneously declutch with the left foot and change down into second gear, it being unnecessary to operate the accelerator. Then, again, hills can be coasted in neutral without any doubt as to one's ability to re-engage top gear without delay should the need arise.

Another outstanding feature of the performance is the springing, which is exceptionally good. Semi-elliptic springs are employed with hydraulic shock absorbers and Michelin Super-rough tyres of large section. As a result, one can travel in comfort over rough roads at speed which would not even be attempted on the majority of cars.

Furthermore, when travelling really fast the car settles down very nicely and holds the road in a most reassuring manner. Our only criticism here is that if corners are taken really fast, one experiences

a certain amount of roll and the outward skidding tendency appears to be slightly greater than is usual.

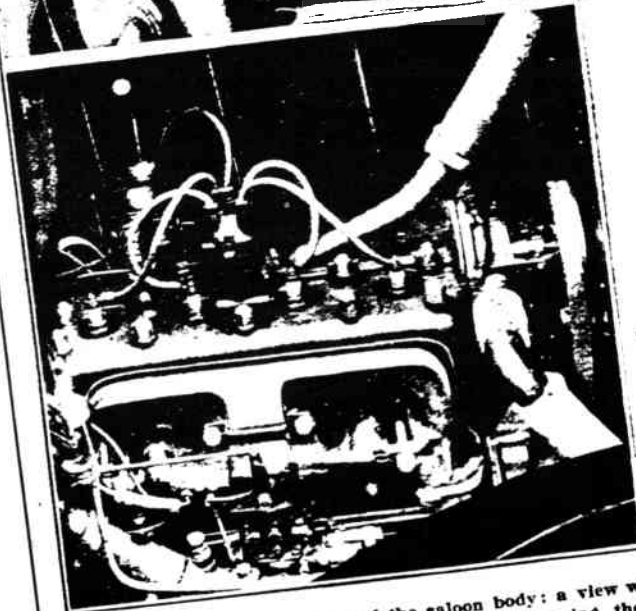
On the open road the Citroën behaves very creditably, regaining a high cruising speed quite rapidly after a temporary check, and being capable of sweeping up the average main-road hill with but little diminution in speed.

The braking system is carried out on simple and effective lines with Bendix Duo-servo shoes; both the pedal and the hand lever are interconnected to the main central cross-shaft. These brakes, while quite smooth in action, give the big reserve of stopping power which one associates with the Bendix system.

### The Four-cylinder Engine

Here it may conveniently be mentioned that the four-cylinder engine is of the side-valve type, with a bore and stroke of 68 mm. and 100 mm. respectively. It is connected to the Synchro-mesh gearbox through a clutch of conventional design, the final transmission system consisting of an open propeller shaft and a spiral-bevel back axle. Half-shafts of unusually robust design are used in this semi-floating unit.

The steel body is a fine example of modern panel work, produced by giant press tools, and the finish is excellent. The few joints are welded and are then smoothed out so as to be quite invisible. Consequently, the body itself forms a strong structure, and when this is bolted to the chassis frame the complete job is exceedingly rigid. It will be



(Top) The roomy interior of the saloon body: a view which shows the ease of access afforded by the wide doors. (Above, left) The four-cylinder side-valve engine, showing the belt-driven pump and fan, also the accessible ignition distributor. (Above, right) The steel container at the back provides a large enclosed space for luggage and also houses a tool tray.

recalled that the side-members of the frame are reinforced by welded plates to form a box section of great stiffness.

The body is of the four-door, four-window type, but the doors are so wide that the blind area of the rear quarters is scarcely any greater than in a six-light saloon. The advantage of this scheme is that the doors provide particularly easy access to the rear seat, as may be gathered from a photograph reproduced. Each is, of course, fitted with the usual drop window.

## THE NEW CITROËN TEN SALOON—Contd.

rear doors being no less than 48 ins. The rear seat is provided with armrests at the sides and the front seats are of the individual bucket type, mounted on Leverroll sliding fittings.

The instruments are neatly mounted on a fascia of polished metal, and include a speedometer,

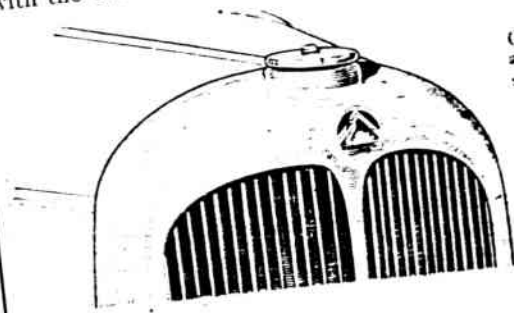
with a convenient central control, which is easy to operate. A hinged visor is also included in the equipment, and this is found useful to cut off the horizontal rays of the sun, or can be used at night when driving against dazzling headlamps.

### Practical Features

The locks of three of the doors can be secured from within the car, and the fourth door is fitted with a key. A novel point is that when this key is used the handle simply turns freely so that it is impossible for anyone to damage the mechanism of the lock by wrenching.

To sum up, the new Citroën Ten has the practical features and sturdy build which were expected in the latest product of a world-famous manufacturer. Every chassis detail is planned on robust lines, and it is

(Left) The new radiator carries a badge which embodies a swan to symbolize "floating power."

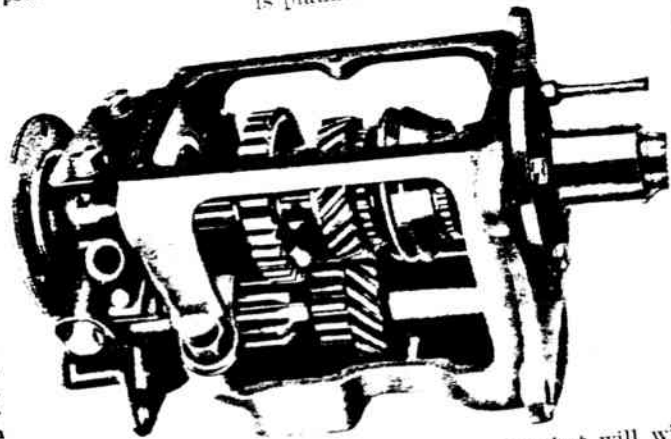


### Steel Container for Luggage

Mounted behind the body (but fully supported by the frame without undue overhang) there is a large steel container, the lid of which is fitted with a substantial handle and lock. When the key is turned the handle can be pulled upward to raise the lid, and at the same time catches are released which allow the rear panel of the container to hinge backwards. Access is then obtained to a substantial tool tray below which there is quite a large space for suitcases. The spare wheel, incidentally, is mounted on the rear panel of the container.

Turning to the interior of the coachwork, this is upholstered in leather, and is of really roomy dimensions, the width between the

(Right) A cut-away view of the three-speed gearbox which shows the silent second-speed gears, with helical teeth, and the Synchro-mesh cones.



clock, ammeter, oil gauge and petrol gauge. The lights are controlled by a knurled hand grip mounted on the top of the steering column, and when switched "on," a tell-tale lamp becomes illuminated, which also serves the purpose of illuminating the instruments.

A Saloonod sliding roof is fitted,

pre-eminently a car that will withstand any amount of rough usage. It is a fine example of the results which can be achieved from a four-cylinder chassis, having a cruising speed of 50-55 m.p.h., and being capable of covering 28 miles on a gallon of fuel under average conditions.

## TABULATED DATA FOR THE DRIVER

### CHASSIS DETAILS

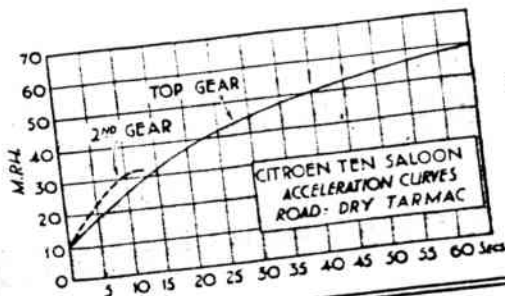
**Citroën Ten saloon:** Four cylinders, side valves, coil ignition; 68 mm. by 100 mm. (1,452 c.c.); tax £12.  
**Gearbox:** Three speeds with silent second and Synchro-mesh; central control; ratios, 5.1, 9.7 and 15.7 to 1.

### PERFORMANCE

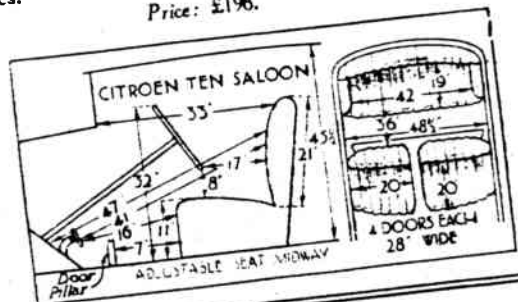
**Speeds on Gears:** Top, 60.5 m.p.h.; second, 33 m.p.h.; minimum speed on top, 6 m.p.h.  
**Fuel Consumption:** Driven hard, 27½ m.p.g.; 8-gallon tank.  
**Acceleration:** Standstill to 50 m.p.h. through the gears, 32 secs.

### DIMENSIONS, ETC.

**Wheelbase,** 8 ft. 10½ ins.; **track,** 4 ft. 4½ ins.; **overall length,** 13 ft. 6 ins.; **width,** 5 ft. 6 ins.  
**Turning Circles:** Right, 35½ ft.; left, 36½ ft.  
**Weight:** With two up, as tested, 26½ cwt.  
**Price:** £198.



BRAKES	
SPEED m.p.h.	STOP feet
20	15
30	29
40	67
50	95



# CITROEN PRESSE!



Fifteen in full flight

We had just filled up outside Dreux when a Traction whizzed past the garage in the direction we were travelling. We hastened to the car, imitating an early Le Mans start. This was the first Traction we had seen that was travelling in the same direction (typically, the other sightings had been of Tractions rushing past on the other side of the central barrier, when identification was impossible!)

I thought we would catch the Traction easily and have a chat (not *un chat!*) with the driver, "Bunjewer, jer swee erm member der ler Tea Oh Sea; common sarvar?" However, I had not allowed for the laden state of the BX, ie; bicycles, tent, kitchen sink, family etc., because hard as I tried, it was impossible to catch this Traction. Traffic was light so we were able to get near enough to the quarry to recognise it as a small boot Quinze!

Sacré blue, I thought, as I tried in vain to pass so that photographs could be taken. We pulled alongside and stopped at traffic lights, as Carolyn leaned out of the window to photograph... exposure right, beautifully lined up, press shutter button, nothing happens, film not 'wound on', gnashing of teeth, brief matrimonial dispute, lights change, Quinze disappears! "Fiddlesticks", I said now that Rachael is three years old and repeats everything.

We follow in hot pursuit and my wife salvages the marriage by leaning out of the window at 60 mph to take a rear view shot. We has tried waving at the driver, but so accustomed was he, lucky fellow, to the admiring gesticulations of the non-Traction owning population, that he ignores our attempts to flag him down. We carried on like this for about 25 miles breaking nearly every rule in the book, but fortunately it was

by *Ralph Drouin*

lunchtime and the gendarmes were otherwise engaged. Soon we reached Evreux and at a set of traffic lights, Carolyn nipped out, dropped the lens cap and took full frontal and rear views before jumping back in as the lights changed. The driver just saidy "Bye bye", and waved to Carolyn as he carried straight on and we turned left to Lisieux and Cherbourg. Rachael had spent the entire chase talking about the black car we were

following, which was like her Matchbox model and also trying to photograph it with her toy binoculars!

Crumbs, if a modern (and admittedly laden) car had difficulty keeping up with a Quinze, what must it have been like in those desperate days of 1939 to take delivery of the latest high performance product from the Citroen factory in Paris? Will CX GTi Turbos command the same respect in the year 2032?



VERY FEW CAR batteries are replaced because they stop working, in almost every case the battery is replaced because it doesn't work well enough any more. What is not generally realised is that something can be done at this stage which may well prolong the useful life of the battery – quite often by many years, and that the same treatment carried out earlier may well have stopped the symptoms from occurring in the first place.

To understand what can be done requires a simple appreciation of how a battery works. All lead-acid batteries are a series of cells; the most common is the 12v battery which is simply six cells in series. Each cell consists of a plate of lead and a supported plate of lead (IV) oxide, both immersed in fairly concentrated sulphuric acid. The lead (IV) oxide plate is the positive pole, the lead plate is the negative pole. As the battery discharges, electrons flow from the negative to the positive pole; when we charge the battery, we simply drive electrons back in the opposite direction.

The reason for a battery failing to work properly any more is due to the chemical processes which take place within each cell. As the battery discharges, the positive plate can react with the sulphuric acid to produce some lead ions. The negative plate on dissolving can also form lead ions in the process which finally leads to the battery's complete failure.

It is the lead ions which are incidentally formed in the discharge cycle which cause problems. They combine with sulphate ions in sulphuric acid to form highly insoluble lead sulphate. When this coats the plates of the battery, it fails to deliver enough power to be of use. The battery may well be thoroughly serviceable in every other way – only the "sulphating" stops the battery delivering enough power to be useful.

The sulphating can effectively be removed, or prevented, by adding to each cell a chemical called *tetrasodium ethylenediaminetetraacetate* (often abbreviated to tetrasodium EDTA or just "EDTA"). This chemical forms co-ordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and EDTA ions is not particularly stable in the acid medium of a battery, but when it breaks down again any lead sulphate regenerated drops to the bottom of the cell where it lays harmlessly since it doesn't conduct electricity. Any regenerated EDTA ions are free to continue their work.

As can be seen from above, treating a battery with "EDTA" is likely to be most effective when the battery spends periods when it is not fully charged, and so contains too many lead ions. This is likely to occur if it is used for short trips, is infrequently used, or suffers from an inefficient charging system.

To treat a battery with "EDTA" you simply add the powder to each cell – the exact amount is not critical, but an average size car battery needs about one heaped table-spoon full divided up between its cells. After addition of the powder, the battery needs some form of agitation for a day or two (just using it normally is sufficient), and then a thorough charge to build up on the cleaned plate areas. On the assumption that sulphating has been effecting the

# LONG LIFE BATTERIES

by K Martin BSc

performance of the battery, an increased performance will be noted from here on.

The electrolyte in a battery is sulphuric acid at a concentration about mid-way between the dilute and concentrated acids which you may have met when at school. As such, you have to take care when handling it. The one thing you must never do is get the acid in contact with your eyes. Don't peer into a cell if you are charging the battery with the caps off, the spray from the fizzing can get into your eyes and will cause permanent damage if it does. Remember that the gases given off during charging constitute an explosive mixture – if they are as much as sparked by even static electricity, the explosion which occurs can splash acid out of the battery all over your face. If you think that there is ever any possibility of the acid getting into your eyes then wear goggles whilst you work close to, or with, your battery or its acid.

Battery acid spilled on you or your clothes will cause burns if left for very long – the treatment for acid spillages wherever they occur is always the same – wash down with large amounts of cold water.

Beware of where you keep old or new batteries – think of what could happen if one were to fall off a high shelf, split, and deposit acid all over the garage and you. If you store battery acid, do so in only glass or thick polythene screw-topped containers, leaving a space for air at the top. Label the containers permanently, keep them out of the reach of children, and store where they can't fall, and nothing can fall upon them. All this should apply to batteries too.

By far the most common problem is what to do with a battery during a period of inactivity, or if it is superfluous to needs, what needs to be done to store it for future use. If you can't get into the habit of charging it regularly and often, it must be stored dry and following procedure can be adopted. Firstly, the electrolyte must be carefully removed from the battery. The simplest way of removing it is to take off the cell caps, turn the battery on its side with the terminals uppermost, and then completely upside down, over a plastic bowl. Never do this over a metal container, the acid may react with it – the battery also still works at this stage and any dead short across the terminals may well burn a hole through the container. The electrolyte will probably be re-usable, even if it looks dirty, so if it is caught in a bowl it can be kept for future use. An average sized battery contains about 1 1/2 litres (2 1/2-3 pints) of electrolyte which should be stored as described above.

After the battery has been emptied, it should be washed out with copious amounts of cold water. Don't stint on this, keep filling and tipping out until the last trace of sediment emerges. If you don't remove all of the acid at this stage, it will cling to the plates and coat them with lead sulphate, leading to all the

familiar problems associated with sulphating. Store the battery on its side with the cell caps removed.

When the battery is to be used again, the acid can simply be poured straight back in followed by a recharge. Before that the plates can be cleaned of any sulphate deposits which may have built-up during its working life by using tetrasodium EDTA. Add about half a teaspoon of the powder to each cell, and then top-up with hot water. As I explained earlier "EDTA" works slowly in battery acid, but extremely quickly in alkaline solutions, so leave the "EDTA" solution in the battery for an hour or so, shaking it occasionally, and then remove and wash out well with water. After the "EDTA" treatment, put the acid back in and recharge. If you are short of electrolyte (you shouldn't be if it was drained properly), get a little from your local battery suppliers. If they won't co-operate, ask your local chemist if he will make you up a little 4M sulphuric acid (1 part concentrated sulphuric acid to 4 1/2 parts water).

Batteries which are completely dead, or more commonly have one dead cell, can sometimes be rescued, depending on how and why they failed. Checking the voltage may not tell you very much – a reading in the range of 13 to 14 volts is nearly always obtained. Testing the specific gravity with a hydrometer can also be misleading, different manufacturers use slight differing acid concentrations and so the "red and green" areas on the scale are a bit arbitrary. As a rough and ready guide, a battery which suddenly and spectacularly failed, or fails to start a car after a long static charge, might as well be thrown away. Those most likely to be resurrected are ones which were in good condition but have stood neglected for some time. These need the electrolyte removing and a treatment with "EDTA" as described above. In one albeit spectacular case, someone recently claimed to have returned to use a battery which was 14 years old and had laid out of use for 10 years!

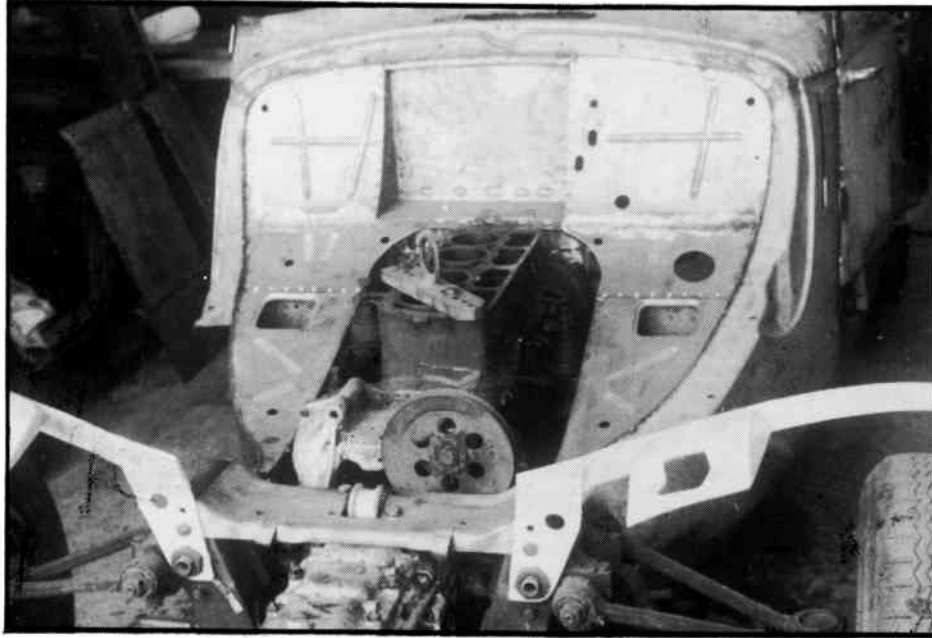
Distilled water is not strictly necessary for topping-up, and it certainly isn't worth the cost if you have to buy it. If you have a fridge or a freezer, you can collect the frost that forms due to condensation of water vapour in the air and use that. Failing that, you can use tap water which has been boiled and allowed to cool, but it is better to prepare yourself a topping-up solution. To do this, put about a quarter of a tea-spoon of the tetrasodium salt of EDTA in a jug and add a pint of hot water, allow it to cool, and carefully decant the water off any sediment which might fall to the bottom. Preparing yourself a topping-up solution like this is far more economical than continually buying distilled water for batteries and has the advantage over distilled water in that the solution you are adding has something in it to prevent sulphation of battery plates.

Finally, I am very happy to try and answer any queries which you may have about batteries, but please do include an s.a.e. If you cannot track down any "EDTA" locally, I can provide you with enough to treat an average-to-large car battery for £1.50, inclusive of postage, packing and instructions. My address is: K. L. Martin, 19 Brookmead, Meppershall, Shefford, Bedfordshire, SG17 5SA.



## Alec Bilney on some important advances for the Tractionist

# TRACTION SPECIALIST



Prototype roadster bodyshell, photographed by Fred Annells

I RECENTLY HAD the chance to visit Peacock Engineering in Loughborough. There have been several references to them in *Floating Power* lately, so I was pleased to be able to see for myself what is available for the tractionist. The general increase in facilities for the owner of older cars is typified by this establishment.

The premises are a disused railway station. The establishment is run by Mick Peacock himself, who takes care of the bodywork side, while his father Lawrence is responsible for the high precision engineering work. Sid Ross provides all round assistance and Caroline Peacock attempts to control the paperwork.

The biggest project in hand, and of which they are proudest, is the complete fabrication of new Traction roadsters: Light 15, Big 15 and now Big 6's. This is of course the most desirable of the Traction range. Every car is manufactured in new steel and the buyer can be involved throughout the build. Alas, it is not a car that the average TOC member will rush out to buy, at £7000 minimum for a bodyshell to which much of an original saloon needs fitting. However it will be a hand-crafted replica of assured quality which the owner can look after like a baby from new. Mick assured me that the display at Loreley has produced his first orders from abroad.

But of more immediate interest to club members is the bread-and-butter repair and renovation service provided. This includes

replacement door outer skin panels and the lower portion of the inner frame. The panels attach just above the waistline of the car and the joint is undetectable when fitted correctly.

Also manufactured are complete sills, and all monocoque panels to exact tolerances. Particularly, as a result of the roadster project, any replacement panel for a roadster can be supplied. I would think this must be a first-class investment for an owner of one of these cars.

Reconditioning of gearboxes is Peacock Senior's speciality. It is a delight to see all the special tools shown in the manual: stands, mandrels, clamps, have come to life on his workbench. The boxes are stripped, worn parts are replaced and clearances are adjusted, resulting in an as-new gearbox. The price is not cheap, starting at £460, though that includes new bearings and bushes. The alternative is doing the job yourself, possible, but . . .!, or getting another old gearbox from somewhere. My own gearbox has not been disturbed internally since the car was new in 1954, and it can certainly manage another year or two. It will need doing one day, but if we say 35 years and a quarter of a million kilometres, the investment above seems worthwhile for the same again.

Another line Mick is pursuing is accessories. He has a very pretty luggage rack with hinges to go on the back of a small

boot car. It is a pressed steel grill in the correct style of such things in the middle of this century.

Renovations to customers cars' obviously constitute a high proportion of their work. Major restorations are the norm, not the exception. They had five in hand when I visited. These ranged from a Big 15 roadster for Holland to Allan Sibley's prewar racer (as unusual a Traction as it is possible to imagine). Simple running repairs to cars are not their forte, they do not wish to be a garage.

Finally I was shown the assembly line that I had really come to look at, and which I think is the major achievement of Peacock Engineering – the completely new driveshafts. These are such a revolution that frankly I am surprised they have not been advertised worldwide and sung about from the rooftops. The research and development necessary before starting production, and the investment made in materials and tooling is truly impressive. There is no doubt in my mind that it has all paid off and that this is the future for Tractioning. Only people building cars for Concours d'Elegance prizes are going to insist on the original double-Hardy-Spicer universal-joint type in the future.

These new style are the same at both ends so fit existing cars without modification. But in their middle they have a constant velocity joint utilizing floating balls, as used on the Range Rover, and other vehicles with steered driving wheels. For their efficiency look at the number of front wheel drive cars now on the market. Citroen's Traction Avant suffered from being the first in its field. Now the Achilles heel of this incredible car has been cured at last.

It also helps in another area, the turning circle. Because a greater lock can be achieved without stressing the CVJ, the Traction's appalling record of eleven point turns can be reduced to seven point turns, and a U-turn can be contemplated.

My tour ended with a discussion of the future. There is no reason to suppose that the interest in Traction will diminish. Peacock Engineering look set to do for us what, for instance, Cox and Buckles do for TR owners. A dedicated commercial firm is long overdue. The reason for the creation of the club spares section was that no commercial operation existed to cater to tractionists.

I very much enjoyed my visit and think that the ownership and running of Citroen Traction Avants is going to be much eased by the advancement of this firm. I do hope they advertise their services, since if TOC club members don't know what they offer, what hope is there for non-members?

I add, I hope unnecessarily, that I have no connection with the firm, financial or otherwise. I have written this article for the information of members. Anyone wishing to know more should contact the firm, not the club. Peacock Engineering, Old Hathern Station, Normanton-on-Soar, Loughborough, Leics. (0509) 842560.



**New member Mark Wheatley  
from North Dandalup, Western Australia,  
sent us the following article telling  
of an extraordinary pioneering  
trip back in the Twenties.  
Mark is pictured above with  
his 1954 Light Fifteen.**

## *The* **R**oad to **A**nywhere

ON AUGUST 4th, 1924, two intrepid motorists, the late Neville Westwood and co-driver Greg Davies, set out to drive from Perth to Darwin – their car, a 1922 boat-tailed Citroën of 7.5 hp (5 hp French), very similar in appearance to a "cloverleaf" model. This little machine had already built itself something of a reputation, being the first car to climb Monument Hill, Cottesloe, WA, and in addition holding the WA Petrol Consumption Test Record, having obtained 97 mpg under RACWA supervision and driven at the time by Norm Garvey.

Off the duo set on the waggon-trail north. Unfortunately the narrower track of the Cit. meant that one tyre travelled in a wheel rut while the other beat a rougher track through the Spinifex grass. (For the uninitiated, let me describe this flourishing grass of drier Australia. Picture a pin cushion of grass a meter across, whose mother was a giant anteater and whose father was a coil of barbed wire and you have Spinifex!) Needless to say, this didn't go too well with our travellers. However it is said that 'Necessity is the Mother of Invention' and so it was in this case. The convex disc wheels were reversed and the resultant wider track very nearly fitted that of the waggon ruts. Thus, possibly Australia's first "widies" came about; but as with wide tyres today, the travellers had trouble with the back guards fouling the tyres. Regulations in those days

were more relaxed and the policemen were busy dodging native spears, so off came the guards. Punctures were now a little less frequent but experimental methods with rubber patch and sticky solution gave considerable headaches and at one stage nine miles were covered in twenty-four hours.

At Hall's Ck., site of WA's first gold rush in 1886, the second gear pinion gave trouble. Not to worry – Dick Smith, the publican, assured Neville and Greg that there was a blacksmith at Moola Bulla Station some twenty miles distant, who could do expert repairs. "All very well," replied the travellers, "but how do we get there?" In reply they were shown a "T" truck and told that if they could get it going, they could use it.

It appears that the "T" had gone so well in its first few weeks, that the owner had decided to shout it a wash – and as a result it had never gone since. An overhaul of the electrical system and away they went.

At Moola Bulla Station they were well received and were the guests of the manager for three days while the smith "filed" a new pinion. Neville's father had managed stations in Qld. and SA for Sir Sydney Kidman and the mere mention of his name was an "Open Sesame" to all stations. Finally, the job complete, off they went. So skilfully had the part been hand made, that it was never replaced.

Despite the improved track, a stage was reached when only two tubes remained serviceable. These were saved for the back wheels and the front tyres were packed with spinifex. This soon ground to a powder and escaped through the valve-stem holes. Neville Westward was a man who was never beaten. Material from Mallee trees was packed as well as possible into the tyres and the couple reached Wave Hill Station.

A beast had recently been slaughtered at the homestead and the hide was given to Greg and Neville who cut it into long strips, twisted it into rolls as best they could and packed the front tyres. Once more they were mobile and the further they went, the harder became the tyres. Perhaps these were the first self-inflating tyres because, as that green hide "matured", no doubt those tyres became "higher" and "higher".

As the motor suffered quite a hiding as a result of pounding of those solid tyres, overheating forced Westward to restrict travelling during the heat of the day.

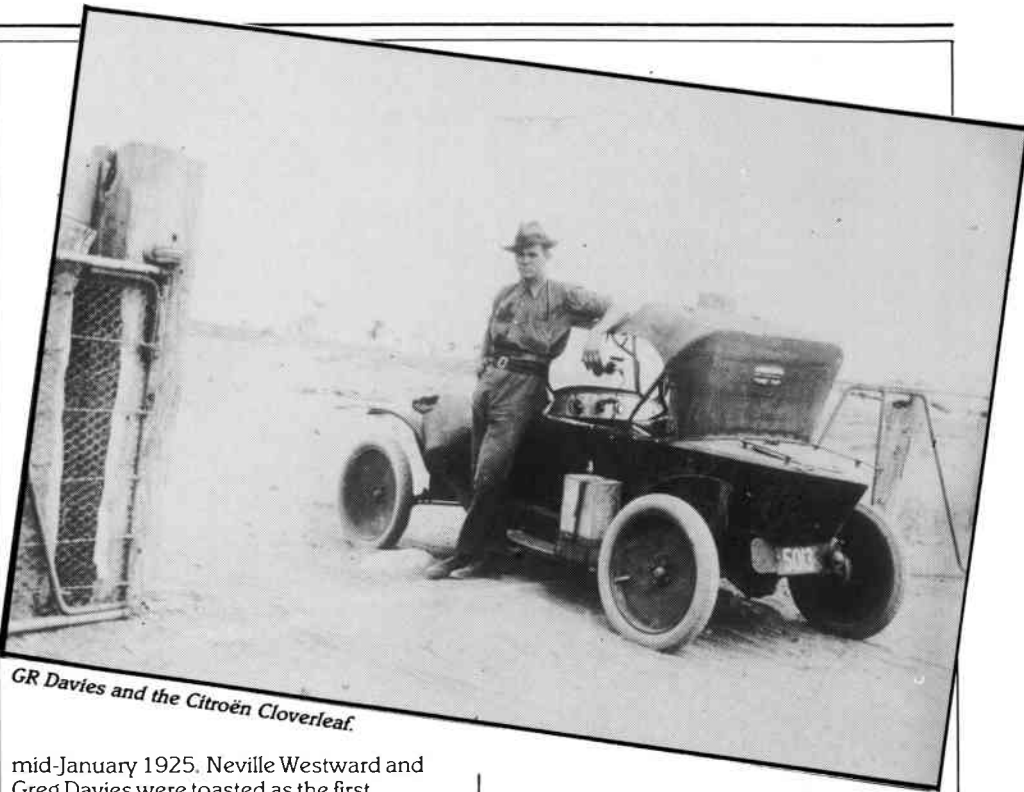
Finally "Pigeon Hole", an outpost of Victoria River Downs Station, near the WA-NT border, was reached. The stockmen were asked if by chance the homestead owned a Harley Davidson motor-bike as these tyres would fit the Citroën. There was a cycle, they replied, but what make it they were unsure. Greg and Neville were lent horses and off they set on the forty miles to

the homestead. Fortunately the horses knew the way. By next morning they had reached the Station to find the bike was not a Harley – but there were two new Ford tubes (30 × 3½) and there was a vulcanizer (about which no one knew anything). Neville set to work immediately, cutting and sleeving the tubes to 27". After eight hours of experimenting he had one tube which would hold air. Another soon followed and back they went. One day and two nights without sleep, eighty miles of horse-riding and temperatures rising to 114°F.

Darwin was reached safely but it was decided that, rather than return southward down the desolate west coast, they would push on to Brisbane. Before leaving, they met Mike Terry, FRGS, who was promoting the sale of "Guy Roadless Trucks" – vehicles similar to war-time "half-tracks". (This venture apparently was doomed to failure as the fine sand and dust of central Australia very quickly penetrated bearings, necessitating frequent overhauls.) Among other colourful characters, Greg recalls meeting the "Sanguine Scot" of "We of the Never Never" fame.

All went well to Brisbane where the Citroën was overhauled by the "Brisbane Equipment Co", the then agents for Citroën in Brisbane. (At this time, John Gilbert was the Australian agent). On they pushed to Sydney, the only problem being a very muddy co-driver each time he pushed the guardless Citroën through a creek bed.

Leo Salmon, the NSW agent, hosted the boys to a wild few days in Sydney, then they were off, westward. Perth was reached in



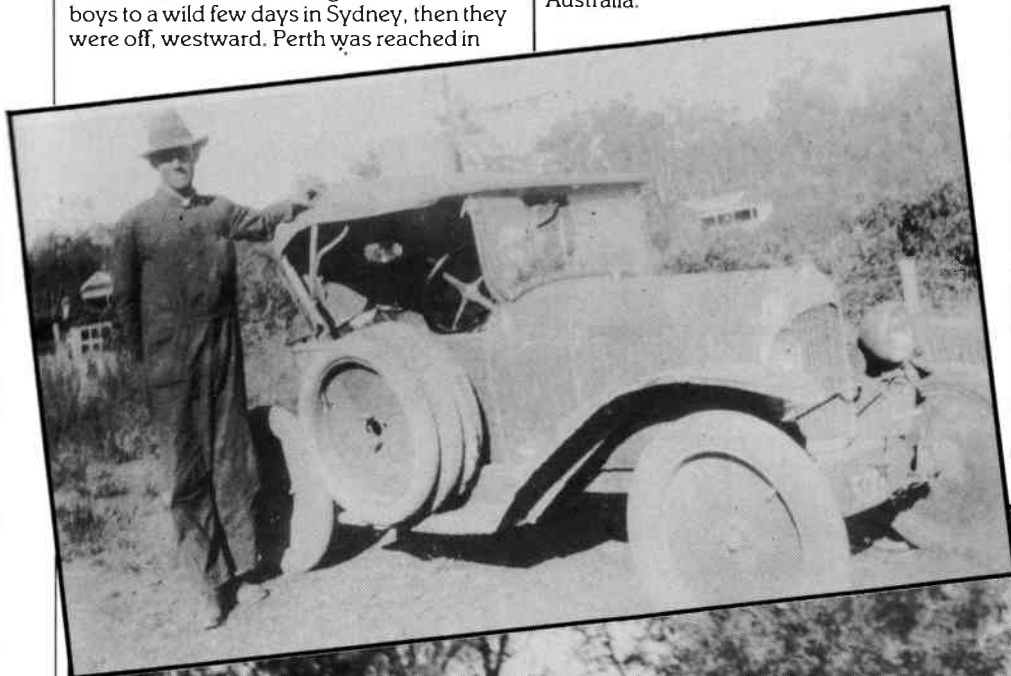
GR Davies and the Citroën Cloverleaf.

mid-January 1925. Neville Westward and Greg Davies were toasted as the first motorists to "circumnavigate" Australia.

In 1929, the Citroën with its same two drivers, took a proud and prominent place in the Western Australian Centenary Procession, as the first car to travel round Australia.

*FOOTNOTE: The title of this story is a tribute to the late Neville Westwood whose favourite song while driving was the few bars "On the road! On the road! . . ." Greg Davies, we met quite by coincidence, at Mundaring Weir and heard this story first hand. As we were leaving Perth next day, I declined Greg's kind invitation to visit his home to see photos of the epic journey. However, by the next evening, then at Mandurah, some sixty road miles south of Perth, in a typical Brooks manoeuvre, I decided to return especially to visit Greg and his wife. What a character. What a collection of photos and what an experience. I hope, in reading this, fellow club members can realize some of the thrill and pleasure it was for my family and me to meet this man and to write this largely unpublished story. We feel honoured to have met and talked with such a motoring pioneer.*

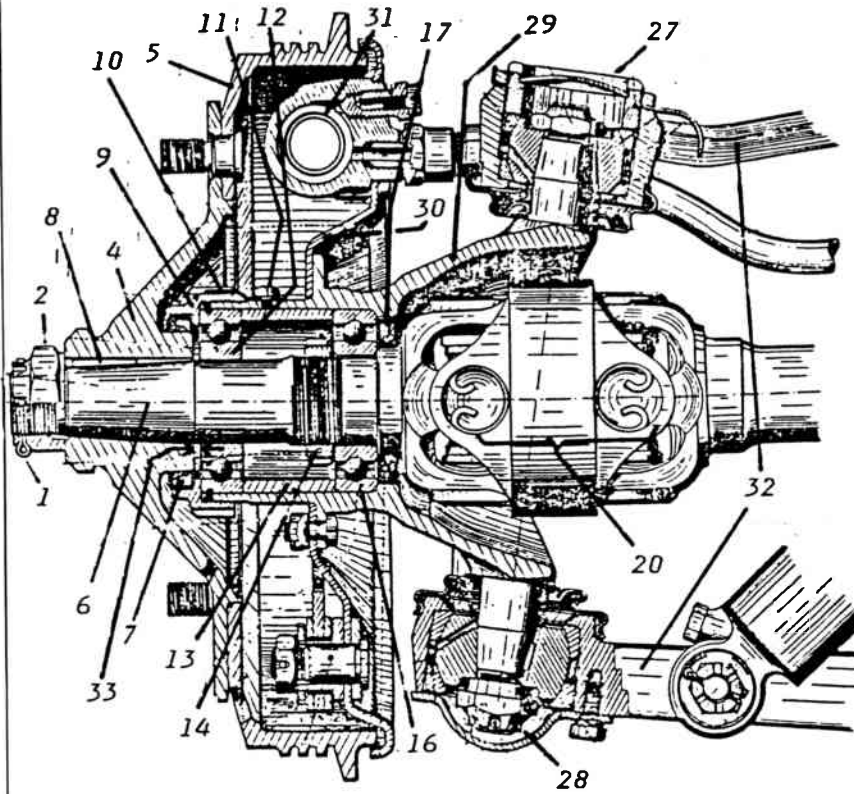
Kevin Brooks



Crossing the Fitzroy River at Fitzroy Crossing.

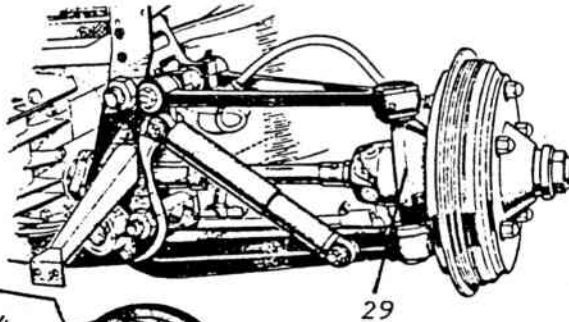
# DRIVESHAFT REMOVAL

We are indebted to the CCOCA of Australia for the diagrams on these pages

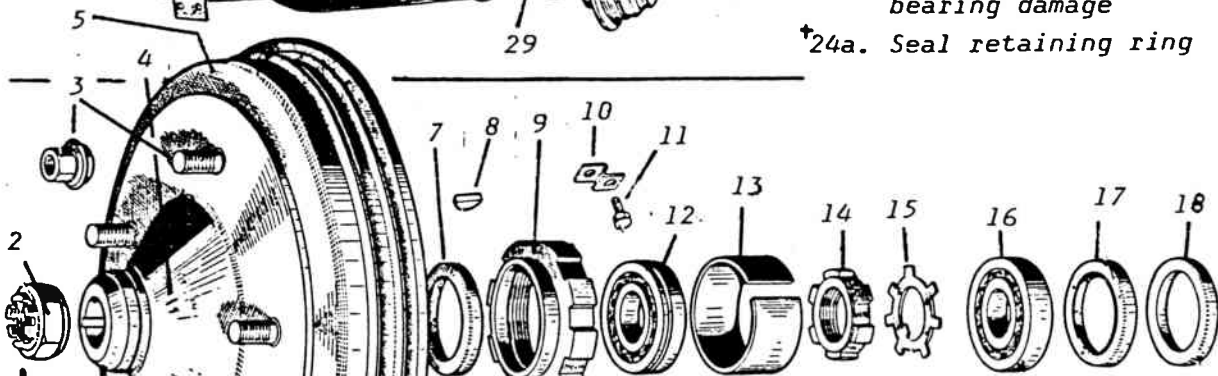


VERTICAL SECTION THROUGH R.H. FRONT HUB

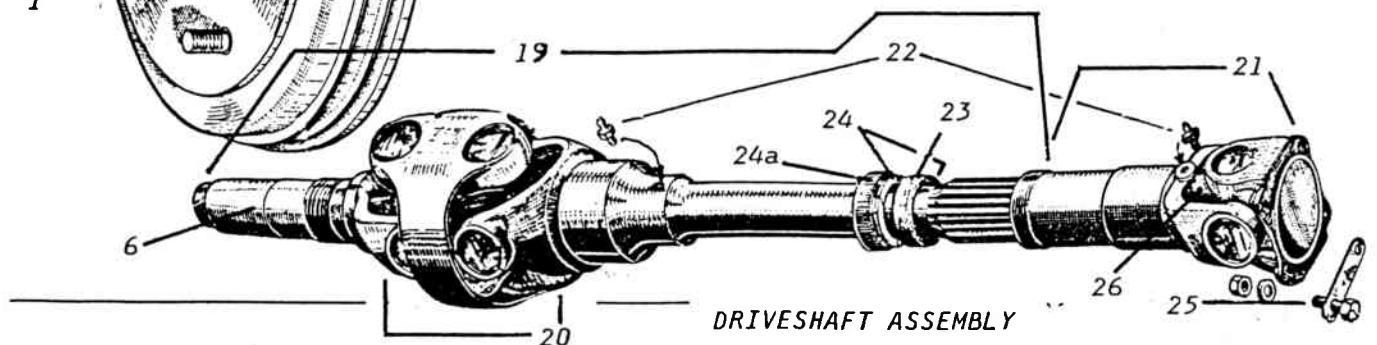
LEFT-HAND FRONT SUSPENSION AND DRIVE



1. Split pin
2. Hub nut 25 mm  
(38 mm across flats)
3. Wheel nut and stud
4. Hub } assembly
5. Brake drum }
6. Stub axle (L&R)
7. Outer oil seal
8. Woodruff key
9. Outer locking ring
10. Locking tab
11. Locking screw
12. Outer bearing 32x72x17/19
13. Spacer to suit (36 or 34)
14. Inner locking ring
15. Locking tab washer
16. Inner bearing 35x72x17
17. Inner oil seal
18. Seal adapter-ring (pre-1938)
19. Driveshaft (outer) assembly
20. Outer (constant velocity) joint
21. Inner (cardan) joint
22. Grease nipples
23. Felt seal
24. Split seal retaining ring  
† (fit both sides of felt)
25. Drive flange bolt
26. Grease retaining welsh plug
27. Upper suspension ball joint
28. Lower suspension ball joint
29. Swivel housing/hub carrier
30. Brake backing plate
31. Brake wheel cylinder
32. Suspension arms
33. Essential clearance to avoid bearing damage
- †24a. Seal retaining ring



HUB AND BEARING COMPONENTS

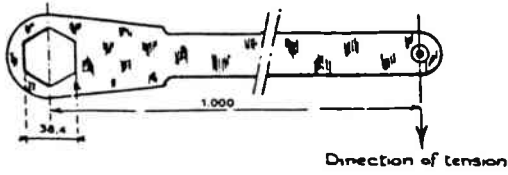


DRIVESHAFT ASSEMBLY

# SPECIAL TOOLS

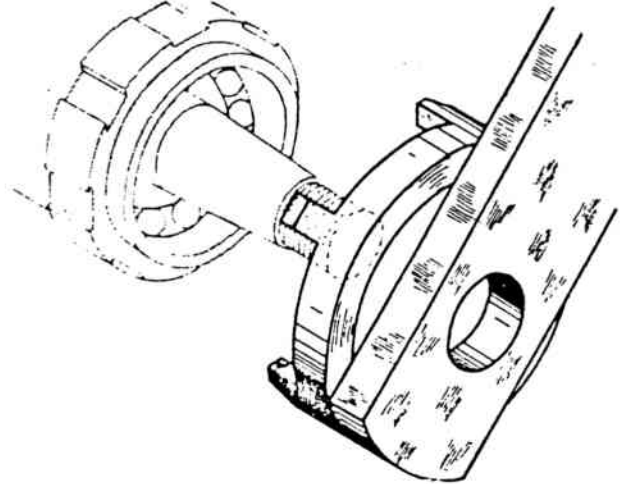
**SPANNER (1810T)**

THIS SPANNER IS USED WITH TORSION WARENCH 2472.T.

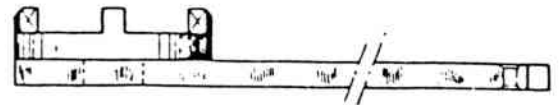


**HUB NUT SPANNER**

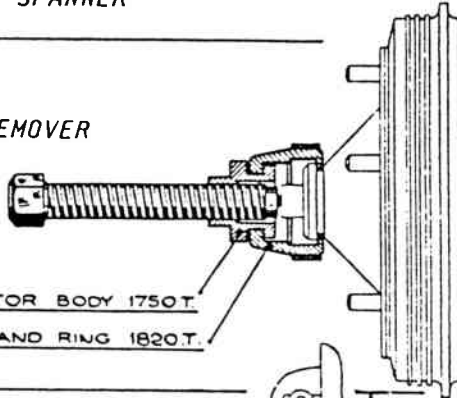
**OUTER LOCKING RING REMOVER**



**SPANNER 1825.T.**

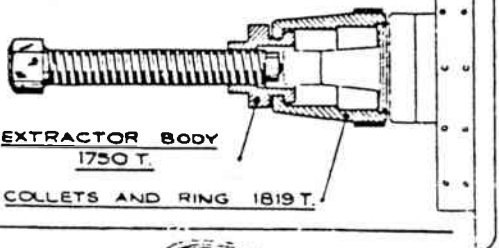


**HUB REMOVER**



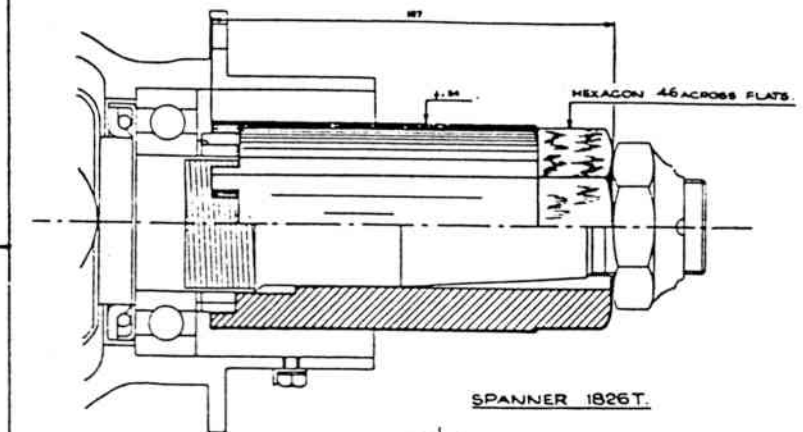
**EXTRACTOR BODY 1750T.  
COLLETS AND RING 1820T.**

**OUTER BEARING REMOVER**



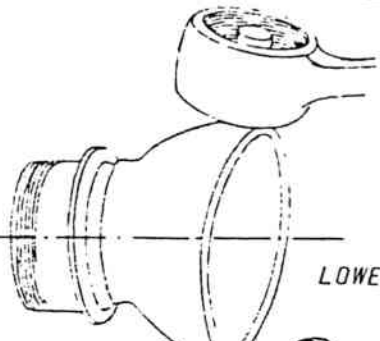
**EXTRACTOR BODY 1750 T.  
COLLETS AND RING 1819T.**

**INNER LOCKING RING REMOVER**

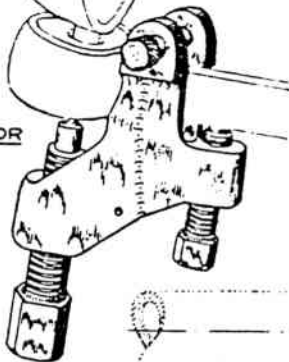


**SPANNER 1826.T.**

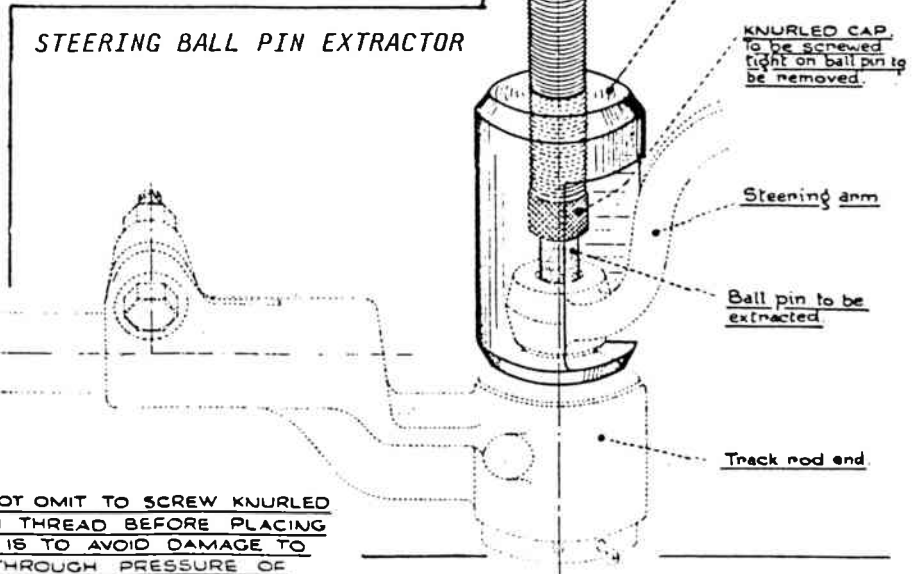
**LOWER SUSPENSION BALL PIN EXTRACTOR**



**BALL EXTRACTOR 1851T.**



**STEERING BALL PIN EXTRACTOR**



**IMPORTANT: DO NOT OMIT TO SCREW KNURLED CAP ON BALL PIN THREAD BEFORE PLACING EXTRACTOR. THIS IS TO AVOID DAMAGE TO THREADED END THROUGH PRESSURE OF EXTRACTOR STUD.**

# CLUB SPARES FOR SALE

This list cancels all previous lists.

Levy prices are applicable to participants only.

Pricing policy is simply to ensure the club does not make an actual loss. No profit is sought directly, as the purpose of the club is to keep old Tractions on the road.

Occasionally an item comes to us so cheaply an opportunity cannot be missed to augment club funds and still offer excellent value to members.

Please use packing and postage as quoted (U.K. only) overseas please add 25% for sea mail.

For items without postage/packing listed, please be generous, if you send too much to cover postage/packing a credit or refund will be made.

PLEASE SEND ALL YOUR ORDERS ON THE ORDER FORM, or list items on plain paper giving part number and description CLEARLY, send to:

PETER SIMPER, 215 WHITTON RD., TWICKENHAM, MIDDLESEX TW2 7QZ.

		LEVY PRICE	STD PRICE	P&P			LEVY PRICE	STD PRICE	P&P
K21	Tool boxes small boot slough	0.00	0.00	0.00	<b>SIX CYLINDER CARS ONLY</b>				
A1	Clutch Thrust bearing 7/11	9.67	11.12	0.60	B3,a	Slave cyl 15cv Front wheel right top	24.73	28.44	1.00
A2,a	Front Wheel outer bearing (wider) 7/11	6.41	7.37	0.60	B3,b	Slave cyl 15cv Front wheel Right Bolton	24.73	28.44	1.00
A2,b	Front Wheel Outer bearing early (narrow) 7/11	7.36	8.46	0.40	B3,c	Slave cyl 15cv front wheel left top	24.73	28.44	0.00
A3	Front Wheel Inner bearing 7/11	4.45	5.11	0.60	B3,d	Slave Cyl 15cv front wheel left bolton	24.73	28.44	0.00
A4	Rear Wheel bearing LT15 7cv	5.49	6.31	0.60	K4,b	Speedo cable galvanised outer Paris cars	20.16	23.18	0.00
A5	Rear Wheel B16 15,15CV	6.66	7.66	0.60	K4,a	Speedo cable galvanised outer Slough cars	20.16	23.18	0.75
A6	Dynamo Front bearing 7/11/15	2.80	3.22	0.40	K4,c	Speedo cable plastic outer Slough cars	9.52	10.95	0.00
A7	Waterpump Bearing 7/11	2.24	2.58	0.40	K4,e	Speedo cable plastic outer Paris cars	9.52	10.95	0.00
A8	Bellhousing Pulley Front 7/11 (fan belt drive)	3.90	4.48	0.40	K19	Starter cable Slough	4.48	5.15	0.35
A9	Flywheel 7/11/15 (small bearing for mainshaft)	1.61	1.85	0.40	K29	French choke cables complete	6.79	7.81	0.00
<b>GEARBOX BEARINGS</b>					K29,a	French starter cables complete	6.79	7.81	0.00
A11	Differential bearing 7/11	7.93	9.12	0.75	<b>CLUTCH CABLES</b>				
A19	Lay shaft front bearing	11.48	13.20	0.60	K35	Clutch cable 11L pre-52	11.07	13.65	0.00
A20	Pinion bearing (layshaft rear)	13.44	15.46	0.60	K35,b	Clutch cable 11/11L post 52	9.46	10.88	0.00
A22	Steering shaft bearing	2.61	3.00	0.00	K35,a	Clutch cable 11 pre-52	10.19	11.72	0.00
A25	Mainshaft rear bearing (2 required) EACH	0.00	0.00		K35,c	Clutch cable for six cylinder car	12.25	14.09	0.00
<b>UNIVERSAL JOINTS</b>					K36	Small boot lid cable 11L/11	3.64	4.19	0.00
A10	U/J Kit for Inner Cardan 7/11	12.24	14.08	0.60	<b>HANDBRAKE CABLES</b>				
A17	Drive shaft U/J each	19.10	21.96		B13,a	Handbrake cable LT15	16.80	19.32	1.50
<b>SEALS</b>					B13,b	Handbrake cable B15	16.80	19.32	1.50
A12,a	Oil Seal for Rear Wheel LT15	1.27	1.46	0.30	B13,c	Handbrake cable B15 Plastic coated	12.25	14.09	1.50
A12,b	Oil Seal for Rearwheel Big 15 (Each)	1.27	1.46	0.30	B13,d	Handbrake cable LT15 Plastic coated	10.19	11.72	1.50
A13,a	Oil Seal for Front Wheel (outer) Each	2.39	2.74	0.40	B13,e	Handbrake cable (Familiale) plastic coated	11.42	13.14	0.00
A13,b	Oil Seal for Frontwheel (inner) Each	1.80	2.07	0.40	C1	Cylinder Head gasket 7	7.28	8.37	1.60
A14	Oil seal for gearbox	3.02	3.48	0.20	C24	LT12 Head gasket set (1934-38)	15.68	18.03	0.00
E26	Water pump seal (late type)	3.67	4.22	0.20	C31	7c Head gasket set 1935-40	14.56	16.74	0.00
<b>BUSHES</b>					C32	Sports 12 78 head gasket set	14.56	16.74	0.00
A16	Clutch cross shaft bushes each	1.90	2.19		C2	Cylinder Head gasket 11	6.72	7.73	1.60
A18	Water pump fossil bush	1.46	1.67		C14	Decoke gasket set	19.25	22.14	1.60
A21	Lower cup for steering shaft	2.61	3.00		C3	Manifold gasket 7,11 (PAIR)	9.70	11.15	0.35
A24	Fossil bush for brake shoe	1.01	1.16		C4	Triangular exhaust gasket, 7,11	2.04	2.34	0.20
<b>SIX CYLINDER CARS ONLY</b>					C5	Hot spot (late type) gasket	0.84	0.97	0.20
A15	Clutch thrust bearing 15CV	11.78	13.55	0.60	C5	Silencer gasket	1.10	1.26	0.20
A23	Front wheel bearing 15cv	41.15	47.32		C6	Waterpump gasket large 7/11	2.28	2.63	0.20
B1	Master cyl. complete (7/11/15)	27.01	31.07	1.25	C7	Waterpump gasket small 7/11	0.91	1.04	0.20
B2,a	Slave cyl. complete (1 1/4") Front	24.11	27.73	1.00	C8	Rocker cover gasket 7/11	1.28	1.47	0.50
B2,b	Slave cyl. complete (1") rear	22.44	25.81	1.00	C9,a	Timing cover gasket cork 7/11	2.44	2.81	0.50
<b>CYLINDER OVERHAUL KITS</b>					C9,b	Timing cover gasket paper 7/11	1.37	1.57	0.50
B4	Master cyl. kit (inc. new piston)	10.40	11.97	0.35	C11	Short sump gasket set 11cv Cork	3.49	4.02	0.60
B6,a	Wheel cyl. kit 1 1/4" Front	4.14	4.77	0.35	C19	Sump gasket set paper	1.46	1.67	0.50
B6,b	Wheel cyl. 1" Rear	3.60	4.13	0.35	C33	Sump "U" Pair	0.52	0.59	0.20
<b>BRAKE HOSES</b>					C35	7cv + 11cv Bottom end gasket set	3.92	4.51	0.00
B7	Front hose - Slough (7/11/15)	5.84	6.71	0.45	C12	Gearbox gasket set	3.02	3.48	0.40
B8	Front hose - French (7/11/15)	9.50	10.92	0.45	C13	Oil pump paper gasket (pair)	0.27	0.31	0.20
B9	Rear hose - Slough (7/11/15)	5.15	5.92	0.40	C10	Solex gasket pack (32PBIC)	3.23	3.71	0.20
B10	Rear hose - French (7/11/15)	7.36	8.46	0.40	C18,a	Barrel gaskets (figure of 8) Early	0.58	0.67	0.20
B22	Slough brake pipe male nuts each	0.20	0.23	0.00	C18,b	Barrel gaskets (Each) thin	0.85	0.98	0.20
B11,b	Bleed nipples for new cylinders 1 1/4"	2.02	2.32	0.00	<b>DS ENGINES ONLY</b>				
B23	French Brake Pipe Female Unions	0.21	0.24	0.00	C23	DS 19 Head gasket set	13.44	15.46	0.00
<b>CYLINDER BLEED NIPPLES</b>					C27	DS 19 mixed gaskets	8.96	10.30	0.00
B11,a	Bleed nipples (4) old cylinders only	3.05	3.50	0.20	<b>SIX CYLINDER CARS ONLY</b>				
B11,c	Bleed nipples for new cylinders 1"	2.02	2.32	0.00	C15	Six carb gaskets	5.04	5.80	0.00
<b>BRAKE SHOE LININGS</b>					C16	35F carb gaskets	4.48	5.15	0.20
B14,a	Brake linings complete set LT15/B15	20.36	23.42	1.80	C20	Decoke gasket set Six	34.01	39.12	1.60
B14,b	Brake linings Front sets LT15/B15	10.19	11.72	1.80	C21	Cylinder head gasket six	12.34	14.19	1.60
B14,c	Brake linings Rear sets LT15/B15	10.19	11.72	1.80	C34	6cyl Manifold gasket Pair	5.77	6.63	0.00
B15,a	Brake shoes (exchange) front pair	18.58	21.37	0.00	C36	6 cyl triangular exhaust gaskets pair	3.52	4.04	0.00
B15,b	Brake shoes (exchange) front pair	18.58	21.37	0.00	C37	6 cyl Through pipe gasket	3.51	4.03	0.00
B19	Copper washers (state position) each, small, 13/25mm	0.02	0.03	0.20	C38	6 cyl Tail pipe gasket	1.40	1.61	0.00
B19,a	Copper washer (state position) each, medium, 17/31mm	0.03	0.04	0.20	<b>REAR WHEEL DRIVE CARS</b>				
B19,b	Copper washer (state position) each, Large, 20/38mm	0.06	0.06	0.20	C22	5CV Head gasket	10.08	11.59	0.00
B20	Lockheed reservoir	11.92	13.70	0.35	C25	12HP Manifold gasket	2.80	3.22	0.00
					C28	14cv 6cyl 1929-1931 Head gasket set	14.56	16.74	0.00
					C28,a	14cv 6cyl 1929-31 head gasket	0.00	0.00	
					C29	Big 12 Head gasket 1932-35	9.52	10.95	0.00
					C30	LT 12 Head gasket 1929-31	8.96	10.30	0.00

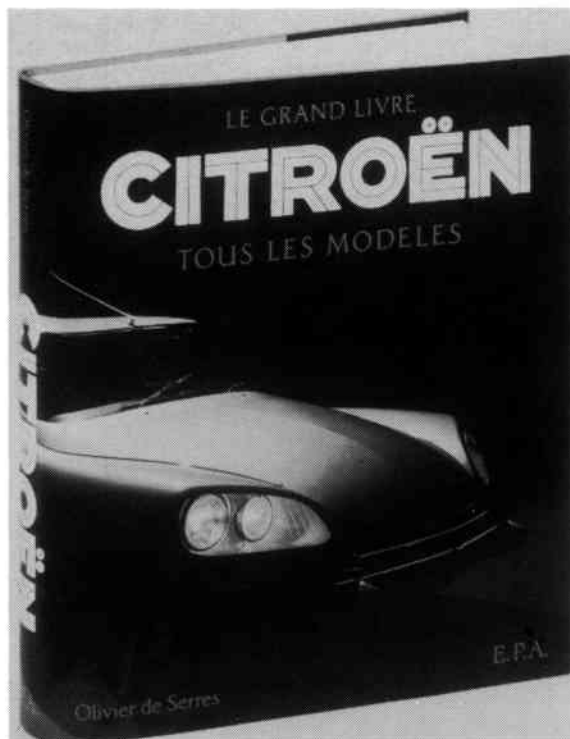
LEVEY PRICE STD PRICE P&P				LEVEY PRICE STD PRICE P&P							
<b>LIGHT BULBS</b>				<b>VOLTAGE REGULATORS</b>							
D41	12v Side light bulbs (single filament) 5v	0.20	0.23	0.20	D20	Ducellier regulator 82597 for 11cv	23.80	27.37	0.75		
D42	12v stop/tail bulbs (double filament) 5/21w	0.28	0.32	0.20	D23	12v regulator (late)	20.97	24.11	0.00		
D43,a	12v festoon stop 18w	0.22	0.26	0.00	<b>STARTER PARTS</b>						
D43,b	12v festoon tail 10w	0.86	0.99	0.00	D8	12v starter solenoid (bulkhead)	3.36	3.86	1.25		
D44a	6v Festoon rear 5 watt (for originality)	0.60	0.64	0.20	D9	12v starter brushes (post war)	1.38	1.58	0.35		
D44b	6v Festoon stop 18w	0.67	0.77	0.20	D10	12v starter brushes (pre war)	0.56	0.64	0.35		
D44,c	6v festoon bulb rear 10watt (for brightness)	0.36	0.41	0.00	D68	Ducellier Starter Brushes	2.97	3.41	0.00		
D45	6v festoon indic. switch 3 watt	0.56	0.64	0.20	D38	12v Starter Solenoid (on starter)	2.80	3.22	1.25		
D46	6v Bayonet 21watt indicators	0.87	1.00	0.20	D39	12v Starter solenoid (on bulkhead)er	2.80	3.22	0.60		
<b>HEAD LIGHT BULBS</b>				<b>D65</b> 6v Ducellier Bendix				0.00	0.00	0.00	
D11,a	6v 3 pin headlamp bulb yellow	3.40	3.92	0.35	<b>D90</b> 12v Reconditioned Dynamo exchange				22.40	25.76	0.00
D11,b	6v 3 pin headlamp bulbs white	3.51	4.03	0.00	D91	12v Reconditioned staster motor Exchange	22.40	25.76	0.00		
D40a	12v headlight bulb early 5036/36v	0.99	1.13	0.85	D92	6v Reconditioned dynamo exchange	22.40	25.76	0.00		
D40b	12v headlight bulb late as 040c yellow	0.99	1.13	0.85	D93	6v Reconditioned starter motor	22.40	25.76	0.00		
D40c	12v headlight bulb late 42/36v	0.99	1.13	0.85	K32,a	Dynamo pulley Paris	11.20	12.88	0.00		
<b>LAMP PARTS</b>				<b>K32,b</b> Dynamo pulley (slough)				11.20	12.88	0.00	
D24	7* Slough headlamp glass & reflector	11.61	13.36	0.45	<b>SIX CYLINDER CARS ONLY</b>						
D25,a	Lucas sidelight-single filament	0.00	0.00	0.45	D21	Ducellier regulator 83087/15cv	23.80	27.37	0.75		
D25,b	Lucas sidelight-double filament	8.52	9.92	0.45	D34	12V starter bush & pinion 6 cyl	6.72	7.73	0.75		
D79	Slough (small boot) tail light	16.00	19.32	0.45	<b>CLUTCH PARTS</b>						
D26,a	Indicator lens AXD (white) Paris Cars	1.70	1.96	0.20	E1	Rebuilt Clutch Pressure Plate (exchange Only)	47.51	54.64	0.00		
D26,b	Indicator lens AXD (red) Paris Cars	1.76	2.02	0.20	E2	Clutch Friction Plate (exchange only)	30.54	35.12	0.00		
D26,c	Indicator lens AXD (orange) Paris Cars	1.70	1.96	0.20	E3	Clutch Return Spring	1.36	1.56	0.00		
D54	French Rear light base (BIG BOOT)	4.08	4.69	0.60	E28,a	Oil Well for Clutch Thrust Bearing 10mm nut	0.41	0.48	0.20		
D55a	French Rear Light Cover (left)	5.23	6.01	0.60	E28,b	Oil Well for Clutch Thrust Bearing 12mm nut	0.41	0.48	0.00		
D55b	French Rear Light Cover (right)	4.08	4.69	0.60	<b>CYLINDER HEAD PARTS</b>						
D64	Pre-52 French Rear Lights (SMALL BOOT)	15.28	17.57	0.60	E4	Valve Springs 11&15cv (each pair)	2.32	2.67	1.00		
D66	French Indicator fitting	5.23	6.01	0.60	E5	Valve Springs 7 & Pre-war	0.00	0.00	1.00		
D67	Pillar Parking Lights	4.54	5.22	0.00	E6,a	Valve inlet for 11B	4.57	5.26	1.50		
D67	Replacement Glass & Reflector (French)	16.72	19.23	0.00	E6,c	Valve inlet for 11D	0.00	0.00	0.00		
D70	12v Contacts for sealed beam	2.24	2.58	0.35	E6,e	Valves Inlet for 7cv	4.89	5.63	0.00		
D50	Marchal Headlamp Bulb Connectors	3.36	3.86	0.00	E6,f	Valve exhaust for 7	2.24	2.58	0.00		
D50	Lucas headlight catch spring	0.26	0.30	0.20	E9	Valve Guides 7or11cv (unreamed) each	2.24	2.58	0.00		
D50,a	Lucas headlight rim spring	0.22	0.26	0.20	E21	Valve Seals (each)	2.07	2.38	1.00		
<b>WIRING SWITCHES RELAYS</b>				<b>E17,a</b> Rocker shaft 11b				0.13	0.15	0.20	
D1	Spark plugs Champion H10 each	1.40	1.61	1.00	E29	Cylinder head tubes for 4 cyl	24.64	28.34	1.00		
D51	H/T washers for coil	0.02	0.03	0.00	<b>BOTTOM END PARTS</b>						
D52	H/T push connectors	0.06	0.06	0.20	E11	Pistons & Liners 11or15cv Set of 4	147.17	169.24	0.00		
D53	Complete wiring loom P.V.C. to order	0.00	0.00	0.00	E12	Piston Rings, 11or15cv (set for 4 piston)	26.15	30.07	0.00		
D57	Junction Box (not original) six contact	5.32	6.12	0.45	E25a	Mains tab washers Each	0.11	0.13	0.35		
D60	Angled Suppressor plug caps	0.74	0.85	0.35	E25,b	Big end tab washers	0.11	0.13	0.00		
D61	Straight suppressor plug caps	0.45	0.52	0.35	E10	Timing Chain 7or11cv	7.84	9.02	1.50		
D62	Rubber fingers for distrib.caps with top pushfit	0.11	0.13	0.20	E32	Timing sprocket cam shaft	8.96	10.30	0.00		
D63,a	6v Flasher Unit	10.83	12.45	0.35	E33	Timing sprocket crank shaft	22.06	25.37	0.00		
D63,b	12v Flasher relay	2.65	3.05	0.00	E38	Tab washer, timing sprocket nut, crankshaft	0.71	0.81	0.00		
D71	Indicator Switch French	16.97	19.51	0.00	E39	Tab washer, timing sprocket nut, camshaft	0.00	0.00	0.00		
D72	Push to Start switch (Slough)	1.12	1.29	0.00	E18	Oilpump Spring short (11b engine)	0.60	0.70	0.20		
D84	Oil Pressure Switch	2.18	2.51	0.00	E30	Sump plug copper washers	0.39	0.45	0.00		
D18	12v Hydraulic switches	3.44	3.95	0.35	E24	Oilpump Gears (pair)	17.25	19.84	0.90		
D85	Battery Isolation Switch	7.84	9.02	0.00	<b>WATER &amp; PETROL PUMPS</b>						
D86	5-Terminal Blocks For French Wiring Loom	5.82	6.70	0.00	E16	Spindle for waterpump, late type (no gland nut)	11.87	13.65	0.00		
<b>DYNAMO PARTS</b>				<b>E19</b> Fanbelt 7or11cv				3.23	3.71	0.60	
D37	12v Dynamo Brushes	1.05	1.21	0.35	E40	Diaphragm, Sev petrol pump	3.51	4.03	0.00		
D47	12v Early dynamo contact	1.96	2.25	0.45	K3	Fuel pump repair kit A/C	3.67	4.22	0.35		
D69	Ducellier Dynamo Brushes	2.97	3.41	0.00	K3a	Fuel Pump repair kit SEV	2.77	3.18	0.35		
<b>DISTRIBUTOR PARTS</b>				<b>E41</b> Heat shield fits under carburettor 4cyl				5.10	5.86	0.00	
D48,a	12v Distributor	42.43	48.79	0.00	<b>E23a</b> Core Plugs (25mm)				0.53	0.61	0.35
D48,b	Distributor drive dog	2.24	2.58	0.35	<b>E23b</b> Core Plugs (30mm)				0.78	0.90	0.35
D49	Distributor pin 404314	0.28	0.32	0.35	<b>E23c</b> Core Plugs (31mm)				0.53	0.61	0.35
D2	Slough distr.cap (replaces 4003162)	2.80	3.22	0.45	<b>CARBURETTOR PARTS</b>						
D35	Lucas cap 409564	7.00	8.05	0.45	E13	Solex 32PR Carb (exchange only)	33.49	38.51	0.00		
D36	Lucas Distributor cap 409635	2.80	3.22	0.45	E14,a	Solex 32 Jet Main 135	0.45	0.52	0.35		
D78	Slough Distributor Cap Replaces 422905	3.33	3.83	0.00	E14,b	Solex 32 jet main 130	0.45	0.52	0.00		
D83	Type 63 Distributor Cap	4.37	5.02	0.00	E14,c	Solex 32 jet main 120	0.45	0.52	0.00		
D29	Ducellier cap 47430	4.31	4.96	0.45	E14,d	Solex 32 jet pilot 270	0.45	0.52	0.00		
D30	SEV cap 8385	4.31	4.96	0.45	E14,e	Solex 32 jet air 190	0.56	0.64	0.00		
D31	SEV cap 8631	4.31	4.96	0.45	E14,f	Solex 32 needle valves 1.5	0.56	0.64	0.00		
D89	Bremi Distributor Cap (8382)	5.01	5.76	0.00	E14,g	Solex 32 needle valves 2.5	0.56	0.64	0.00		
D82	Distributor Cap Spring Brush	0.22	0.26	0.00	E14,h	Solex 32 Pump filter	0.22	0.26	0.00		
<b>CONTACT BREAKER POINTS</b>				<b>E14,i</b> Solex 32 volume screw				0.56	0.64	0.00	
D3	Slough points (replaces 420196)	1.40	1.61	0.20	E14,l	Solex 32 spindle & butterfly	10.49	12.07	0.00		
D4	Slough points (replaces 423153)	1.01	1.16	0.20	E14,l	Solex 32 float toggle	0.22	0.26	0.00		
D5	Slough points (replaces 407050)	2.81	3.23	0.20	<b>K16</b> Clutch pedal spring LHD				1.46	1.67	0.35
D6	Slough points (replaces 400415)	4.54	5.22	0.20	<b>K16,a</b> Brake pedal spring LHD				1.46	1.67	0.35
D12	Ducellier points 71990	1.76	2.02	0.20	K17	Distributor spring	1.16	1.34	0.35		
D13	Ducellier points 71133	1.20	1.38	0.20	K18	Clutch cable spring	1.16	1.34	0.35		
D14	Ducellier points 71129	1.52	1.75	0.20	K20	Air filter element (State type when ordering)	4.63	5.35	0.60		
D15	Ducellier points 71970	3.73	4.29	0.20	K31	Thermostat for top hose	27.15	31.22	0.00		
D28	SEV points DM21117A	4.09	4.70	0.20	K45	Aluminium rocker cover (4cyl)	39.20	45.08	0.00		
D74	Points RB950, RB9454, 11543, 71958, 16892N	1.16	1.34	0.00	<b>SIX CYLINDER CARS ONLY</b>						
D75	Points RB 954, RB 9533-7742	1.16	1.34	0.00	E15	Solex 35FPAI carb (exchange only) 15cv	33.49	38.51	0.00		
D76	71131 Ducellier Points	1.68	1.93	0.00	EB,a	Valves exhaust for 6 cylinder 15cv	3.36	3.86	0.00		
D77	71132 Ducellier Points	1.68	1.93	0.00	EB,b	Valves inlet for 6 cylinder 15cv	3.36	3.86	0.00		
D88	Bremi 1653 Points (709670)	3.64	4.19	0.00	E17,c	Rocker shaft 6 cyl	35.00	40.25	1.00		
<b>ROTOR ARMS</b>				<b>E20,a</b> Fanbelt 15 Large				5.10	5.86	0.60	
D7	Slough rotor (replaces 400052)	0.78	0.90	0.20	E20,b	Fanbelt 15 Small	4.37	5.02	0.00		
D16	Ducellier rotor arm 42065	1.16	1.34	0.20	<b>CONDENSERS</b>						
D17	Ducellier rotor 49440	1.00	1.15	0.20	D32,a	6v condenser 1203(Late)	1.27	1.46	0.30		
D18	Ducellier rotor 49423	1.01	1.16	0.20	D32,b	6v condenser 9,051(early)	1.27	1.46	0.00		
D19	Ducellier rotor 905014	0.49	0.57	0.20	D33,a	12v condenser (early)	5.95	6.84	0.30		
D73,a	6v DR429 Rotor	1.16	1.34	0.00	D33,b	12v condenser (late)	1.06	1.22	0.30		
D73,b	6v DR490 rotor	1.16	1.34	0.00	<b>IGNITION COILS</b>						
<b>IGNITION COILS</b>				<b>D22,a</b> 12v Coil				8.31	9.56	1.50	
<b>IGNITION COILS</b>				<b>D22,b</b> 6v Coil				9.46	10.88	1.50	

LEVY PRICE STD PRICE PMP				LEVY PRICE STD PRICE PMP					
<b>DS ENGINES ONLY</b>				<b>FRONT SUSPENSION</b>					
E6,d	Valves Exhaust for 11D	4.89	5.63	0.00	H1,a	Ball Joint Top	0.00	0.00	0.00
E17,b	Rocker shaft 11D	24.73	28.44	1.00	H1,b	Ball Joint Bottom	63.01	72.46	0.00
E18,a	Oilpump spring long (11D engine)	1.36	1.56	0.20	H4	Ball joint adjusters(Does away with shims)each	7.64	8.78	0.65
E22,c	11D shells Big end 0.5mm	8.69	9.99	0.60	H20	Top ball joint outer nut	0.28	0.32	0.00
E22,a	11D shell bearings main std	15.88	18.03	0.60	H11,a	Exchange Wishbone (right side)	31.92	36.71	0.00
E22,f	11D shell bearings main 0.25mm undersize	0.00	0.00	0.00	H11,b	Exchange Wishbone (left side)	31.92	36.71	0.00
E22,i	11D shells Big end 0.25mm	14.32	16.47	0.60	H12	Wishbone Shims (various each)	0.06	0.06	0.20
E22,d	11D Shell big end standard	8.68	9.98	0.60	<b>STEERING SYSTEM</b>				
E27	D Crank Plugs	2.91	3.35	0.35	H26	Outer Cups for Steering Rack (Each)	1.46	1.67	
E31	D engine con rod bolts	1.75	2.01	0.00	H3	Rack Inner Pin & Nylon Nut	20.36	23.42	0.65
<b>REAR WHEEL DRIVE CARS</b>				<b>DRIVE SHAFT PARTS</b>					
E7	Valves 7HP 1922/26	3.36	3.86	0.00	H13a	LT15 steering rack plate	6.79	7.81	0.00
E34	Clutch linings C4	33.94	39.03	0.00	H3b	Big 15 Steering rack cover plate	5.60	6.44	0.00
E35	King pin & bushes C4,C6,C4G,Big 12+20	33.60	38.64	0.00	K33	Clips for steering rack rubbers	0.34	0.39	0.00
<b>FIL</b>				<b>H2</b>					
F1	Steering rack gaiters (pair) LEATHER	21.00	24.15	1.00	H16	Steering rack bush	8.51	9.79	0.00
F1a	Steering rack gaiters (pair) RUBBER	11.33	13.03	0.35	H27	Inner Bush for Top of Steering Column each	0.58	0.67	0.00
F1a	Rack pin mounts (pair)	0.67	0.77	0.20	H28	Outer bush for Top of Steering Column each	1.03	1.18	0.00
F2	Ball joint cover RUBBER	2.04	2.34	0.35	H29	Rubber cover lower steering col	0.58	0.67	0.00
F2L	Ball joint cover LEATHER	10.64	12.24	0.35	H2	Track Rod End Kit	38.49	44.27	0.00
F13	Shock Absorber mounting (1 pair)	0.56	0.64	0.35	<b>GEARBOX &amp; RADIATOR</b>				
<b>F41</b>				<b>F41</b>					
F41	Engine Mounting Rubber, Rear	16.97	19.51	0.00	F41	Engine Mounting Rubber, Rear	16.97	19.51	0.00
F19	Gearbox Mounting Bush	5.94	6.83	0.35	F19	Gearbox Mounting Bush	5.94	6.83	0.35
F40	Seal for Carb Air Filter (Post War French)	3.36	3.86	0.00	F40	Seal for Carb Air Filter (Post War French)	3.36	3.86	0.00
K1a	Radiator hose top 11b engine	3.16	3.63	1.25	K1a	Radiator hose top 11b engine	3.16	3.63	1.25
K1b	Radiator hose bottom 11b engine	2.69	3.09	1.25	K1b	Radiator hose bottom 11b engine	2.69	3.09	1.25
<b>WINDSCREEN RUBBERS</b>				<b>DIFFERENTIAL PARTS</b>					
F4	Windscreen Surround (per 10ft)	6.61	7.60	0.45	H7	Crown Wheel and Pinion	189.09	217.45	0.00
F5	Windscreen Glass Mounting (per 10FT)	2.35	2.70	0.35	H10,a	Diff Thrust Washers (3.0mm)	0.72	0.82	0.45
F6	Windscreen Draught Rubber (per 10FT)	3.70	4.25	0.45	H10,b	Diff Thrust Washer (3.05mm)	0.72	0.82	0.00
F23	Windscreen Drain Tube	0.50	0.58	0.35	H10,c	Diff Thrust Washer (3.10mm)	0.72	0.82	0.00
F24	French windscreen knob Rubber Cover	1.16	1.34	0.20	H10,d	Diff Thrust Washer (3.15mm)	0.72	0.82	0.00
<b>DOOR RUBBERS</b>				<b>H10,e</b>					
F25	Rear Bumper (Small Boot) Rubbers per pair	9.68	11.13	0.35	H10,f	Diff Thrust Washer (3.20mm)	0.72	0.82	0.00
F29	Scuttle Vent Rubbers	7.53	8.66	0.45	H10,g	Diff Thrust Washer (3.25mm)	0.72	0.82	0.00
F9	Door Surround 18ft(fits 4doors)	7.06	8.11	0.65	H10,h	Diff Thrust Washer (2.85mm)	0.72	0.82	0.00
F3	Flat rubber door window seal 8ft (fits 4 doors)	1.79	2.06	0.20	H10,i	Diff Thrust Washer (2.90mm)	0.72	0.82	0.00
F30	Triangular Door Rubbers	2.71	3.12	0.00	H10,j	Diff Thrust Washers (2.95mm)	0.72	0.82	0.00
F31	Window Channel Base Rubber Each	1.12	1.29	0.45	H25	Celeron washer 30x50x3	0.87	1.00	0.00
F39	Sheet Rubber for bottom of doors (50"wide) per ft	2.24	2.58	0.00	H25,a	Celeron washer 30x50x2.8	0.29	0.33	0.00
<b>PEDAL &amp; BOOT RUBBERS</b>				<b>H25,b</b>					
F7	Big Boot Bottom rubber	10.19	11.72	0.65	H25,c	Celeron washer 30x50x2.6	0.29	0.33	0.00
F8	Clips for Big Boot bottom Rubber	0.50	0.58	0.35	H31	Housing for differential	19.25	22.14	0.00
F27	Small Boot Surround (10 FT)	3.02	3.48	0.35	<b>GEARBOX PARTS</b>				
F20	Big Boot Top Rubber	2.91	3.35	0.65	H14,a	Ball for gear selector gate	1.70	1.96	0.00
F21	Commercial Tailgate Top Rubber (per FT)	0.50	0.58	0.35	H14,b	Spring for Dash Selector (each)	1.57	1.80	0.20
F10	Chevron pedal rubber	2.91	3.35	0.35	H17	Gearbox Lock Washers	4.08	4.69	0.00
<b>LIGHT BASES</b>				<b>H8a</b>					
F12,a	Handles, headlamps, etc Big Boot	6.79	7.81	0.35	H8	Synchro Only	99.12	113.99	0.00
F32	Lucas sidelight base rubber	0.34	0.39	0.20	H8	2nd & 3rd Gear & Synchro	207.00	238.05	0.00
F37	French AID Indicator (Rubber Base)	1.76	2.02	0.20	H23	Gear Bushes per set	11.92	13.70	0.65
F38	French rear light (rubber base) Big Boot	1.70	1.96	0.00	H24	Mounting bracket for Gearbox Swivelpin each	1.46	1.67	0.00
<b>F14</b>				<b>H24</b>					
F14	Rear Mudflaps (pair)	17.42	20.03	1.50	H15	Gearbox suival mounting pin	2.91	3.35	0.00
F16	Front Mudflaps (pair)	20.36	23.42	1.50	H22,b	Cover for gearbox starter dog	1.70	1.96	0.00
F15,a	Heater Tube Rubber Front	7.12	8.19	0.65	K9	Silent Block sets front BIG15/6CYL	224.00	257.60	0.00
F15,b	Heater Tube Rubber Rear	7.12	8.19	0.65	<b>DS ENGINES ONLY</b>				
F28	Bonnet Grommets	0.26	0.30	0.35	DD1	DS23 Drive shaft	33.60	38.64	0.00
F17	Filler Pipe Rubber (Big Boot)	3.05	3.50	0.35	DD2	DS23 Clutch friction plate	5.60	6.44	0.00
F18	Filler Pipe Rubber (Small Boot)	3.40	3.92	0.35	<b>J1</b>				
<b>WIPER PARTS</b>				<b>J3</b>					
F26	Slough Wiper Pegs (pair)	0.56	0.64	0.20	J24a	1/4" Bead PVC Wing Piping (per ft)	0.09	0.10	0.00
F33,a	Wiper Grommets (straight) Slough Big Boot	1.23	1.42	0.20	J3	Bonnet Tape - Double Bead 7/8" (per ft)	0.38	0.44	0.00
F33,b	Wiper Grommets (sloping) Slough small boot cars	2.42	2.78	0.20	J24b	Furflex Draught Excl Red(foot)	0.47	0.54	0.00
<b>F35</b>				<b>J24c</b>					
F35	Tyres 165 x 400	50.00	57.50	0.00	J41	Furflex Draught Excl Fawn (foot)	0.73	0.84	0.00
F36	Inner Tubes	6.72	7.73	0.00	J24c	Furflex Draught Excl Grey(foot)	0.47	0.54	0.00
F34,a	Drive Shaft Metal Protectors Each	2.46	2.83	1.00	J41	Seatcloth for French Car	70.00	80.50	0.00
F34,b	Drive Shaft rubber protectors each	5.10	5.86	0.45	J42	Grey Headlining Cloth per Yard	9.46	10.88	0.00
F42	Rubber bump stop for front lower arm	5.10	5.86		<b>DOOR PARTS</b>				
<b>SIX CYLINDER CARS ONLY</b>				<b>K37</b>					
K1	Radiator hose top Six-cylinder	2.69	3.09	0.00	K15	French big boot hinge pair	16.97	19.51	
<b>FOUR CYLINDER CARS</b>				<b>J2</b>					
G1	Mild Steel Silencer	31.49	36.22	0.00	J4	Door hinge pins each	0.91	1.04	0.00
G2	Stainless Steel Silencer	137.76	158.42	0.00	J2	Flexible Window Conduit (per ft) 7ft per door	0.50	0.58	0.00
G3a	Mild Steel Down Pipe Big 15/Normal	12.31	14.16	0.00	J4	Window Support Channel	3.43	3.94	1.20
G3b	Mild Steel Down Pipe LT15/Legere	12.31	14.16	0.00	J15	Door Panel Clips (10)	1.16	1.34	0.35
G4,a	Stainless Steel Downpipe Big15/Normale	48.61	55.90	0.00	J43	Metal Door Rubber Plate	1.55	1.78	0.35
G4,b	Stainless Steel Downpipe LT15/Legere	48.61	55.90	0.00	J47,a	Aluminium Door Kick Strip Set 11L	12.24	14.08	0.00
G6a	Stainless Steel Through Pipe	48.61	55.90	0.00	J47,b	Aluminium Door Kick Strip Set 1l	10.58	12.17	0.00
G6b	Stainless Steel Through Pipe	48.61	55.90	0.00	J48	Aluminium Door Trim Set of 4	9.24	10.63	0.00
G7a	Mild Steel Through Pipe	8.64	9.93	0.00	J56	Door striker plates	4.20	4.83	0.00
G7b	Mild Steel Through Pipe	8.64	9.93	0.00	J60	Screws for door hinges	0.28	0.32	0.00
G9	Exhaust Support Brackets	4.70	5.41	0.00	K22	Door mounting rear view mirrors	8.75	10.06	0.75
G5	Exhaust Suspension Straps (each)	0.50	0.58	0.35	<b>S11 CYLINDER CARS ONLY</b>				
K28	Stainless Steel Nuts for exhaust manifold d/pipe	1.40	1.61		G8	Mild Steel & Down Pipe	56.00	64.40	0.00



		LEVY	PRICE	STD PRICE	P&P			LEVY	PRICE	STD PRICE	P&P
<b>DOOR &amp; BOOT HANDLES</b>						<b>WHEEL &amp; HUBCAP PARTS</b>					
J7	Slough Interior Door Handle	2.32	2.67	0.35	J36	French Hub Cap Spinnings	6.48	7.46	1.00		
J8	Slough Interior Winder	2.90	3.34	0.35	J37	Centres Chromed	8.49	9.76	0.75		
J9	Slough Interior Escutcheon	1.40	1.61	0.35	J38	French Hubcap Bolts (Chromed)	2.04	2.34	0.35		
J25	Slough Exterior Locking Handle	7.73	8.89	0.60	J39	Pilote Hubcap Bolts	1.66	1.91	0.35		
J26	Slough Ext Non-Locking Handle	6.76	7.78	0.60	J53	Pilote Hub Cap Rims (spinnings)	5.10	5.86	0.00		
J63	Slough Big Boot Handle replacement	7.95	9.14	0.00	J53a	Spiders for pilote spinnings	5.71	6.57	0.00		
J17,a	French Big Boot Handle (without lock)	6.93	7.97	0.60	J64	Slough hub caps SECOND HAND	3.92	4.51	0.00		
J17,b	French Big Boot Handle with lock	16.97	19.51	0.00	J57	French wheel nuts	0.56	0.64	0.00		
J20	Key Barrel Sets (3) French Cars	4.37	5.02	0.60	J62	Early wheel nuts	1.46	1.67	0.00		
J21,a	Locking Curly Handle with Escutcheon(no lock)left	18.67	21.47	0.60	<b>BUMPERS</b>						
J21,b	Locking Curly Handle with Escutcheon(no lock)right	18.67	21.47	0.60	K12,a	Front bumper right horn	20.36	23.42	1.25		
J27,a	Non-Locking Curly Handle (no Escutcheon)left rear	8.49	9.76	0.60	K12,b	Front bumper left horn	20.36	23.42	0.00		
J27,b	Non-Locking Curly Handle (no Escutcheon)right rear	8.49	9.76	0.00	J45	French Overrider	8.49	9.76	0.00		
J22	Small Boot Handles (French) each	16.00	18.41	1.00	J46,a	French Bumper (dipped) lil front	44.80	51.52	0.00		
J35	Door Ext. Escutcheons	4.75	5.46	0.35	J46,b	French Bumper (dipped) lil rear	44.80	51.52	0.00		
J59	Screws for door handles	0.50	0.58	0.00	J46,c	French Bumper (dipped) Normale front	45.82	52.69	0.00		
J65	Window winder French	10.19	11.72	0.00	J46,d	French Bumper (dipped) Normale rear	44.80	51.52	0.00		
<b>BADGES</b>						J46,e	French bumper (straight) lil front	44.80	51.52	0.00	
J10	Citroen Boot Badge	11.20	12.88	0.65	J46,f	French bumper (straight) lil rear	42.43	48.79	0.00		
J58	Citroen badge for rear bumper (French)	2.91	3.35	0.00	J46,g	French bumper (straight) Normale front	42.43	48.79	0.00		
J11	French Transfer - Biolitre	1.75	2.01	0.20	J46,h	French bumper (straight) Normale rear	42.43	48.79	0.00		
J12	French Transfer - Votes	1.75	2.01	0.20	J55a	Starterhandle long stem for dipped bumper	10.19	11.72	0.00		
J13	French Transfer - Lockheed	1.75	2.01	0.20	J55b	Starter handle short stem for straight bumper	10.19	11.72	0.00		
J61	Transfer for glove compartment French cars	1.75	2.01	0.00	<b>WINDSCREEN WIPERS</b>						
K40	Floating power wing's for grill	11.98	13.78	0.00	K5	Slough wiper arms (each)	8.55	9.83	0.45		
<b>BONNET &amp; GRILL PARTS</b>						K6	Slough wiper blades 8" (each)	2.24	2.58	0.35	
J6	Bonnet Stay Springs (each)	0.00	0.00	0.20	K7	SEV wiper arms (each) French cars	8.29	9.53	0.45		
J66	Bonnet support arms	6.79	7.81		K8	SEV wiper blades (each) French cars	2.34	2.69	0.35		
J14a	Chrome Bonnet End Trim (each)	5.10	5.86	0.35	<b>SIX CYLINDER CARS ONLY</b>						
J14b	Chrome Bonnet End Trim Support	7.84	9.02	0.35	J19	Bonnet Strip 15	13.09	15.06	0.00		
J18	Bonnet Strip 7/11	11.64	13.38	0.00	<b>BODY PARTS</b>						
J52	Handles for pre war bonnet flaps (each)	4.54	5.22	0.00	K24,a	Small boot valance Legere	41.79	48.06	0.00		
J30	Pre-War Bonnet Handle Coil Springs (each)	1.75	2.01	0.35	K24,b	Small boot valance Normale	42.43	48.79	0.00		
J34	Post-War Bonnet Handles Chromed (Pair)	11.20	12.88	0.60	K25	Big boot valance steel	45.51	52.33	0.00		
J44,a	Aluminium Grill Surrounds 11cv Legere (pair)	14.00	16.10	0.00	K25a	Big boot valance fibreglass	16.08	11.59	0.00		
J44,b	Aluminium grill surround 11 cv normale (pair)	12.10	13.91	0.00	K27,a	Outer sills pair Light 15 /Legere	159.97	183.97	0.00		
J54	French grill chevron kits	17.92	20.61	0.60	K27,b	Outer sill Big 15/Normale	210.00	241.50	0.00		
J32	Light 15 Chromed Grille Crest	10.04	11.54	0.60	K46	Slough small boot number plate	17.92	20.61	0.00		
J33	Big 15 Chromed Grille Crest	10.04	11.54	0.60	K30,a	Battery box French	10.51	12.08	0.00		
K41	Cover starter hole in Normale grill	13.57	15.61	0.00	K30,b	Battery box (Slough)	8.96	10.30	0.00		
J29	Pre-War Bonnet Flap Springs (pair)	0.67	0.77	0.35	K11	Heater hose mount on radiator	13.09	15.06	0.00		
J28,b	Early-Type Radwar Kick plate rear left	0.00	0.00	0.00	J49	Front Wing Ends (Pair)	33.94	39.03	0.00		
J40	Grill Surround Clips (16 required per car) Each	0.08	0.09	0.00	<b>BOOKS</b>						
<b>PETROL CAPS</b>						K42	Light Fifteen Handbook(reproduction)	3.92	4.51	0.00	
J23,a	Petrol cap ,locking,small boot,chromed	5.54	6.38	0.00	K44	Repair manual (reproduction)	17.92	20.61	0.00		
J23,b	Petrol cap ,locking,Big boot,chromed	5.54	6.38	0.60	K44,b	Spare Parts Manual	19.04	21.90	0.00		
J51,a	Petrol Cap small boot painted	1.75	2.01	0.60	<b>TOOLS</b>						
J51,c	Petrol cap chromed Big Boot with flange	3.92	4.51	0.00		Track rod end breaker	24.72	28.43	0.00		
J51,b	Petrol Cap small boot chromed	2.69	3.09	0.00		Inner hub lock nut spanner	21.83	25.10	0.00		
J51,d	Petrol cap Big Boot Chromed	3.16	3.63	0.00	<b>WING TRIMS</b>						
<b>HEADLAMP PARTS</b>						J28a	Early-Type Radwar Kick Plates Front each	11.20	12.88	0.00	
J31	Chromed Slough Headlamp Rim Clips	3.02	3.48	0.20	J28c	Early-Type Radwar Kick Plates Rear right	7.84	9.02	0.00		
J50,a	Headlamp Plastic Tops Pre 52	3.06	3.52	0.35	J28,e	Kick plate rear left SECOND HAND	5.60	6.44	0.00		
J50,b	Headlamp Plastic Tops after 52	3.06	3.52	0.00	<b>WING TRIMS</b>						

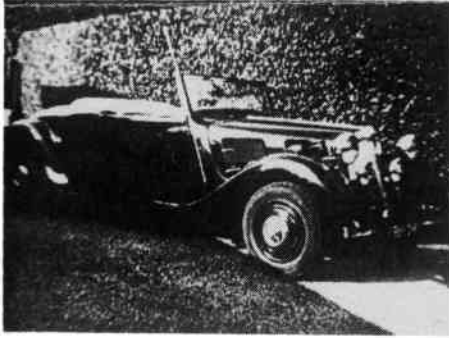
**PREVIEW**



From EPA in France – publishers of many specialist motoring books – we've had advance notice of a new release which will undoubtedly become a treasured reference work to many of us. Entitled 'Le Grand Livre Citroën – Tous les modèles', it's penned by none other an authority than Olivier de Serres, who some years back authored the indispensable 'Le Grand Livre de la Traction'. Anyone who purchased that volume will, we're sure, not be disappointed by this new work. Taking the same format as the Traction book, its 500 pages cover all Citroën models from the Type A to the AX, including commercial vehicles and such oddities as the autochenilles. At a quoted price, in France, of 490F, it's certainly not going to be cheap here; but we have a feeling that this is going to be the definitive work on the marque, and as such it'll certainly be worth mortgaging the cat (maybe even the gerbil as well).

SW

# Correspondence



Dear Bob,  
Please find enclosed a photocopy of a Light 15 1938 Open Tourer, registration number FBH 240, which a colleague of mine owned some 30 years ago. He is very interested in tracing the whereabouts of the car, and I would be obliged if you would insert an enquiry in *Floating Power* with the possibility of tracking down the vehicle.

Hoping you are able to help.

Yours sincerely,  
**Robin Davison.**

Hayling Island, Hants.

*Have checked the Club Register of Traction, Robin, but alas no joy. There are not that many Traction Roadsters about of course, so maybe some member can throw a light on the fate of FBH 240.*

Ed.

Dear President,

We are two brothers, 32 and 21 years old, and we have a Citroën Big 15 (IIB) of 1953 working perfectly. We are also members of the Citroën Club of Nîmes.

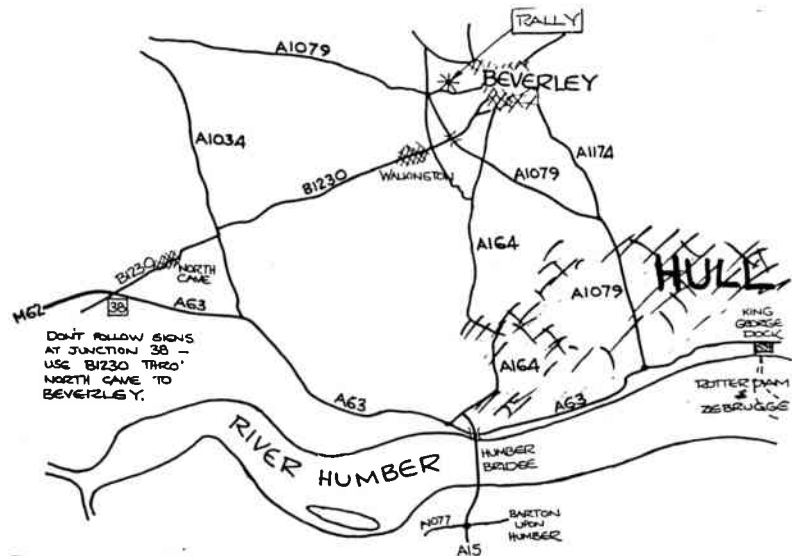
We would like to have a relationship with persons who have a car like ours, and to invite them to our home on holiday for a week or two. We would drive them in our car to visit our nice area of South of France, and the next year we would go to that person's country. If you agree to this proposition, would you please give us addresses of persons who would be interested by this kind of relationship.

Expecting your answer.

Sincerely friendly,  
**Peire and Michel Clemendot**  
30 Rue Saint Guilhem,  
34000 Montpellier.  
France.

*Well, that's it lads, it's off to the South of France for next year's hols. We'd better not all go at once though as they may have sent this letter to all the Citroën clubs in Europe! Seriously, if any member does take up the offer do write and tell us all about this unique exchange visit.*

Ed.



## 12th Annual TOC Rally Beverley Racecourse, 19, 20, 21 August

The rally will be held at Beverley Racecourse where there is a choice of accommodation and facilities:

1. **Tents or caravans** £2 per night.
2. **Bed and Breakfast** prices from £9 per night – contact Roger Williams (0482-881220) for further details.
3. **Self-catering canteen** – free. This small canteen with fully equipped kitchen has seating for 20-30 people and will be available for our use.
4. **Stable lads' dormitories** £2 per bed per night. The dormitory block is split into ten separate rooms: 2 with 3 beds, 4 with 5 beds, 1 with 8 beds, 1 with 9 beds, 1 with ten beds and 1 with 18 beds.
5. **Hot showers/drying room** – free.

### SUGGESTED PROGRAMME

**Friday:** Arrive, settle in, pub evening at Rose and Crown (excellent food at £2).

**Saturday:** Explore Beverley and surrounding area. At 7.30pm, Folk Group and Buffet Supper at the White Horse Inn (Nellies). Nominal entrance charge – children free.

**Sunday:** Driving tests, games, concours, Club Shop etc.

There is plenty to see and do in and around Beverley, and the local Tourist Information are providing a hand-out pack of map and booklets etc for all participants. The emphasis will be on seeking your own entertainment, except for Saturday evening, although there can be organised convoy drives if people really want them. Some of the things to see are:

**Army Transport Museum:** excellent for children as well as adults – you can climb all over the exhibits of tanks, trucks etc.

**Beverley Minster:** fine mediaeval minster – trips can be arranged up into the roof and maybe the bell tower as well.

**Beverley town:** very pleasant and picturesque market town with pedestrianised centre.

### NORTHERN SECTION NEWS

The Northern section of the club has now been meeting for some time at the White Hart, Rooley Lane, Bradford, and I am pleased to write has now got a regular, well established, membership. There are five or six Traction owners who regularly attend, in addition to other members who come on occasion. So if there are any members out there who are not sure whether to come along or not, please try one of our events – you will be most welcome. Please note that our regular meetings are on the 4th THURSDAY of each month, and not the Tuesday as recently advertised. In November the club visited Peter Black's private collection of cars, along with friends from CCC and 2CVGB.

The collection contains over 120 cars spanning the majority of the history of the motor car. Not all the cars are kept in mothballs permanently, as vehicles are often loaned out for television work etc, and take part in local events.

There are, of course, Citroëns in the collection, including a Clover Leaf, a 20's delivery vehicle, a Kegresse, a Traction and a ripple bonnet 2CV. I am sure that all who came enjoyed the vast selection of interesting vehicles, and also the pint and

chat in the local pub after the event.

A list of forthcoming events, which are run jointly with the local 2CV club, is included below:–

**Friday to Sunday, 10th to 12th June**  
Camping Weekend – Haworth Farm, Skyreholme, Appletreewick, Nr. Skipton, North Yorkshire.

**Thursday, 23rd June**  
Convoy Drive to a local pub for supper – start White Hart.

**July, to be confirmed**  
Traction Engine Rally – Masham.

**Thursday, 28th July**  
Technical demonstration on vehicle – White Hart.

**Friday to Sunday, 2nd to 4th September**  
Camping Weekend – Ripon.

**Thursday, 25th August**  
Boules night – all challenges welcome – White Hart.

Further information about any of the above events available from Liz and Jim Rogers on Bradford (0274) 545600. All Thursday meetings start at 8.00pm at the White Hart, Rooley Lane, Bradford – which is on the ring road just off the M606, and is very easy to find! Look forward to seeing you there.

## Events

**May 30** (Provisional date) Norwich Union – RAC Classic Car Run. More info when available.

**June 11–12** Concentration Le Touquet (Fiftieth Anniversary of the 15/6), more details to follow.

**July 1–3** Citroën Car Club Annual Rally Billing Aquadrome, Northamptonshire.

**June 11–12** Concentration Citroën Le Touquet. (50th Anniversary of the 15/6).

**July 14–17** Third Tour of Brittany with Club Des Tractions D'ille et Villain. The route includes Rennes, Mont St. Michael, Erquy, Tregastel, Le Conquest, Huelgoat, St Martin sur Oust, St Erblon. More details to follow or ring Mike Wheals on 0256 896876.

**July 31–August 27** Raid Franco – Acadien. A tour starting at Halifax in Canada and visiting Quebec, Montreal, Monpelier, Boston, Providence, Newport, New York, Philadelphia, Washington, Knoxville, Nashville, Memphis, Baton Rouge, New Orleans, Lafayette, Houston. Entry limited to 40 Tractions. Cost approx. £2500 inc. shipping of cars and all hotel accommodation. Applications must be in by 31st March. Application forms available from Mike Wheals.

**August** Annual Rally. Date and venue to be arranged.

**September** Camping weekend at Stratford Racecourse.

More details of any of these events will be in the magazine where possible. If you want info please contact us.

## Classified

### For sale

1952 Paris-built Normale, small boot. In limited but regular use, no expense has been spared in keeping this car in excellent condition. All work has been professionally carried out, most of it within the last 18 months, including rebuilt 11D engine, rebuilt gearbox and steering rack, new 12 volt electrics throughout including new dynamo and starter motor, rebuilt radiator and water pump, new shock absorbers – in fact, it would be difficult to find a better example of this relatively rare model for sale. Priced at a tempting £5750. Ring Sam Wells on 01–755 2280 – if I'm out, leave a message on the horrible answering machine.

### For Sale

Twin side-draft Weber Carburettors and Manifold to fit ID head. Contact Jim Conlin, Gold Hill, Boulder, Colorado 80302, USA. Tel: 010–1–303–449–7775 (but remember they are 7 hours behind us!)

### For Sale

4 Wheels for C4F circa 1928 with four stud fixing. Sound condition but rusty. £4 each.

### For Sale:

2 Doors for C4F. Very sound with some fittings. £20 ono each or W.H.Y?

### For Sale

LHD Spanish built Dyane, 1978/9. Regd. in UK, new MoT, excellent condition. Special spec. engine rebuilt. £475.

Contact: Roger Dyer on 0753–686414 (office) or 0483–223890 (home).

### For Sale or Swap

I have the following parts to sell or swap, preferable swap.

**For Sale**  
Standard wheels  
Light 15 Front Grille  
12 Volt Dynamo  
12 Volt Starter  
Lt. 15 Front Brake Drums  
Lt. 15 chrome headlights  
1951 Engine  
Also For Sale: Light 15 Driveshafts, Steering Rack, Wishbones and Spindles.

**Also Wanted:** One Familiale Folding Seat plus Bracket for Starting Handle. Contact Mick Boulton on 093928–254 or write to: Ivy Cottage, Grinshill Hill, Clive, Shrewsbury. SY4 3LF.

### Service

4-speed gearbox conversion complete with gear change mounted behind dash as per original. Contact Roger Williams, 35/37 Wood Lane, Beverley, North Humberside, HU17 8BS. Tel: 0482–881220.

### Garage Wanted

I would like to hire/share a lock-up garage (with electrical supply if possible). Ideally would like to share with Tractionist who similarly enjoys tinkering of a weekend. South London environs most suitable. Contact Rob Davison, 60 Deodar Road, London, SW15 2NJ. Tel: 01-870 8176.

### Wanted

Anyone in the Cheshire area who would be willing to use their Traction as a wedding car for us in September 1988. Either private or commercially. Please telephone Mr I. Smalley on 0270-216535.

### 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 also available from Classic

**Wanted**  
Easiclean wheels  
Big 15 Front Grille  
6 Volt Dynamo  
6 Volt Starter  
Big 15 Rear Brake Drums  
French headlight reflectors  
11D Engine

Restorations, Arch 124, Cornwall Road, London SE1. Tel: 01-928 6613. (Trade).

### Wanted

Set of Easiclean wheels. Please telephone 01-878 5374.

### Wanted

For 1939 11C – radiator grille, pre-war bonnet flaps, black faced kph speedo and all dashboard switches, plus any photos showing detail to assist in rebuild. Phone John Gillard (daytime) on 01-928 6613.

### For Sale

1929 AC4, major part of restoration complete. 1946 Light 15, structural welding completed.

1938 Big 15, restored bodyshell, new chrome.

1936 Big 15 Familiale, restored bodyshell, needs assembly.

1954 Light 15, all MoT work done, needs finishing.

1950 Lt 15, sandblasted and primed, sound body, excellent basis for straightforward restoration.

Contact John or Bryn (daytime) on 01-928 6613. (Trade).

### For Sale

1946 Slough built black Light 15, GTJ67, excellent condition, MoT, tax, workshop manuals, tools etc; if not sold will auction to public in London. Valuation guide £5000–£10000. First TOC member with offer over £6500 will secure a private sale. Interested? Telephone Alun Hall on Newport (Gwent) 0633-65310 but hurry!

### For sale

Enthusiasts Light 15, Paris built, LHD, 1949, two-tone beige/brown. Owner reluctantly selling and interested in offers about £6000. Tel: 0869-50664 or contact E. L. Harvey, 3 Church End Cottages, Bletchington, Oxon, OX5 3DI.

## Diary Dates

### CENTRAL SOUTHERN SECTION MONTHLY MEETING

On the first Sunday of each month the Central Southern Section meets at The White Hart Hotel in Whitchurch, Hants. Whitchurch is situated half way between Winchester and Newbury just off the A34. The meetings are lunch time meetings commencing at noon. Food available.

### 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', Daines Green, Glaines, Worcester. Tel. 54961 for directions or info.

### NORTHERN SECTION MEETINGS:

4th Thursday of each month at the White Hart, Rooley Lane, Bradford at 8 p.m. Please contact Liz or Jim Rogers, 11 Wilmer Drive, Heaton, Bradford BD9 4AR. Tel. 0274 45600 for further info.

### LONDON SECTION MEETINGS

From May onwards, all meetings last Tuesday of each month at the Green Man, Putney Heath.

### 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. Hodgekiss. Enclose a SAE for return of your deposit. Manuals available from Tony Hodgekiss, 94 Oving Road, Chichester, West Sussex PO19 4EW.

### Club Shop price list and ordering details

**Greetings Cards**  
Pack of six ..... £1 50

**Mugs**  
Traction with Citroen logo ..... £1 99

**Framed Prints**  
19" x 15" Traction prints (each) ..... £15 00  
See Sept '87 mag for designs

**Posters**  
"Les Tractions" ..... £1 99  
"Traction Avant" ..... £1 25

**Models**  
Burago 15CV/20 ..... £4 99

**T-Shirts**  
"Citroen" (10-12 years, S, M, L, XL white) ..... £3 99  
"TOC" (assorted sizes and colours) ..... £2 50

**Sweat-Shirts**  
"Citroen" (S, M, L, XL Navy) ..... £7 99

**Badges**  
Metal TOC Bumper Badge ..... £9 99  
Button Badge ..... £0 50  
Enamel Brooches ..... £1 99  
(green, white, yellow, black or red)  
TOC Windscreen Sticker ..... £0 99  
**Black Numbers Floating Power**  
1 copy ..... £2 00  
2-9 ..... £1 50  
10+ ..... £1 25

For Club Shop address see page 3. Please add 50p p&p for orders under £10 00. Make cheques payable to TOC. Overseas orders by Sterling International Money Order please.

**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.**



DOWN IN THE  
DUMPS

Snow