



ARROMANCHES

Floating Power

May 1998

focCONTACT

President

Stan Barker
Barcus Mead
North Ripley
Christchurch
Dorset BH23 8EP

Standing Committee

Roger Dyer
Tony Hodgkiss
David Gardner
John Gillard
Colin Gosling
Steve Reed
Bernie Shaw
Peter Simper
Keith Feazey
Tony Hodgkiss
Steve Southgate
Bev Oates
John Oates
Richard Hooley

Chairman

Alec Bilney
30 Mill Street
Kingston-upon-Thames
Surrey KT1 2RF

Treasurer

Terence Mcauley
Primrose Cottage
Church Lane
North Bradley
Trowbridge BA14 0TA

General Secretary

Andrew York
18 Wychwood Close
Sunbury-on-Thames
Middlesex TW16 7RF

Social Secretary

Stan Barker
Barcus Mead
North Ripley
Christchurch
Dorset BH23 8EP

Membership Secretary

Peter Riggs
2 Appleby Gardens
Dunstable
Bedfordshire LU6 3DB

Club Spares

Dennis Ryland
'Woodholme'
Frithwood
Brownshill
Stroud
Gloucestershire GL6 8AD

Club Shop

Keith Feazey
21 Paris Avenue
Westlands
Newcastle-under-Lyme
Staffordshire ST5 2RQ

Honorary Life Members

Fred Annells
David Shepherd

west

John Ogborne
Whimbrel Cottage
Wells Road
Westbury-Sub-Mendip
Wells
Somerset
BA5 1EX
Tel: 01749 870501

lakes & border

Malcolm Bobbitt
4 Holmewood Paddock
Lamlugh Road
Cockermouth
Cumbria
CA13 0PD
Tel: 01900 825581

northern

Stan Platts*
1a Moorlands Road
Birkenshaw
Bradford
BD11 2BH
Tel: 01274 683848

london

Peter Simper
215 Whitton Road
Twickenham TW2 7QZ
Tel: 0181 8911093

hants, surrey & sussex borders

Tim Walker
Shortfield Cottage
hamlash Lane
Frensham
Farnham
Surrey GU10 3AU
Tel: 01252 794144

welsh borders

John Worthing
Spout House
Orleton
Ludlow
Shropshire
SY8 4JG
Tel: 01584 831239

peak

Bev & John Oates*
55 The Knoll
Tansley
Matlock
Derbyshire
DE4 5FP
Tel: 01629 582154

east midlands

Helen Brixton
124 Davenport Road
Evington
Leicester
LE5 6SB
Tel: 0116 211 4359

south midlands

Colin Crawford
73 Union Street
Cheltenham
Gloucs. GL52 2JN
Tel: 01242 574509

ireland

Norman Moore*
69 Killane Road
Limavady
Co Londonderry
Northern Ireland
BT49 0DT
Tel: 01504 763755

south west

Walford Bruen
The Barn
Beech Farm
Kingston
Kingsbridge
Devon
TQ7 4HA

scotland

Ian Nairn*
490 Lanark Road
West Balerno
Edinburgh
EH14 9AN
Tel: 0131 449 4569

north midlands

Steve Southgate*
34 Woodlands Avenue
Walsall
West Midlands
WS5 3LN
Tel: 0121 357 2256

eastern

Ian Nixon
28 Glebelands
Thundersley
Essex
SS7 4LT
Tel: 01268
755611

* Club Tools are available in these areas

For details of area meetings, please
contact your local organiser





Berline 7 C/11 Légère

2 contact
AREA CONTACTS



Two-seater 7 C/11 Légère

4 toctalk
NEWS

5 sectionscene

6 In Committee



Berline 11 Normale

7 Tatti Annie

10 Cars In Books



Two-seater 11 Normale

11 Room At The Top

12 Restoration Slough 6



Cinquante intérieure 11 Longue

16 Supercharged 6



Cabriolet 7 C/11 Légère

17 events
NATIONAL & INTERNATIONAL EVENTS

18 toct correspondence
HAVING YOUR SAY



Cabriolet 11 Normale

20 toct ads
MARKETPLACE

22 more toct ads
CARS, PARTS, SPARES ETC



EDITORIAL

This issue has a truly amazing contribution from Chris Ryle. Firstly that he had the perseverance to complete the rebuild and he now has the patience and ability to write about it. My only question Chris, why sell it? Or have you had enough.

My car has just passed the M.O.T. and purely out of interest I asked to have the exhaust emission test machine operated. The result I was told is lower than almost any non-catalytic equipped car and would pass with ease should it be required. So much for "old" cars fouling the atmosphere, and as we all know, when Traction brakes are in a correct condition, they are as good as any modern system. One can't however have everything and I just wish my lights were an asset and the wipers assisted my progress. The answer may be don't drive at night in the rain.

Glen Robb

FRONT COVER

Not Titanic, but a picture of Dieppe and Arromanches



Floating Power

Editor
Glen Robb
Rayford Cottage
The Turnpike
Middle Barton
Oxon OX7 7DD
Tel: 01869 347513
Fax: 01869 340957

Technical Editor:
Jonathan Howard
21 Market Place
Chipping Norton
Oxon OX7 5NA
Tel: 01608 643065
Fax: 01608 642973

May 1998
Volume 22
Issue 6



As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

© Traction Owners' Club Ltd.
ISSN 0265 0630

Typeset & Printed by
Parchment (Oxford) Limited
Printworks, Crescent Road, Cowley
Oxford, OX4 2PB

CITROEN



CITROEN 1937, Traction Avant 11B Faux Cariole, LHD, driven regularly, extremely rare model, CCOCA Registered, near concours condition. £28,000. Tel: 61 0 357 773 660, Fax: 61 0 357 773 560 (Australia). D3/1 LW2323

This advert was in Classic Car Weekly and I am sure Fred will write to give us the history.

MAGAZINE BINDERS

Our Club Shop organiser, Keith Feazey has arranged a supply of binders with logo to hold 4 years worth of magazines. Expected cost will be £7.50. Look out for advert or perhaps they will be ready by the National Rally.



CITRO MOBILE, A

YEARLY

**CITROËNMANIFESTATIO
N IN THE NETHERLANDS**

In the first weekend of May 1998 the motorways around the Dutch city of Utrecht will be filled again with old and new Citroëns, on their way to the Veemarkthallen in Utrecht N1.

For the fourth time Citro Mobile will be organizing for all Citroëns from 1919 till now and for all Citroënsdrivers and

-friends in the world. The third edition of Citro Mobile in 1997 was visited by more than 3600 vehicles and more than 7500 people from different West-European countries. In Holland and Belgium Citro Mobile is already called the "Mini ICCCR".

There will be a large marketplace with more than 110 different stands; cars in different shapes, old and new spare parts, books, clothing, miniature tools, accessories, advising, demonstrations and more.

The Dutch Citroëncubs will be presenting their activities, Citroën Holland will present the latest types as the XSARA Break, you will find a terrasse of Paris with French drinks and foods, live music and art, there will be activities for children and so on. The theme of Citro Mobile 98 is "Citroëns Special Techniks". By this theme there will be special presentations and an exhibition. Also the Belgian will present the 11e ICCCR in August in Belgium.

Utrecht is the centre of Holland. The fourth city in the Netherlands lies about 35 kms from Amsterdam and has beautiful canals with a lot of terrasses at the water.

The doors of the Veemarkthallen will be opened Saturday 2 and Sunday 3 May 1998 at 10.00 in the morning. They will be closed at 17.00. Prices are Dfl 12,50 and Df 7,50 for children till 12 years old.

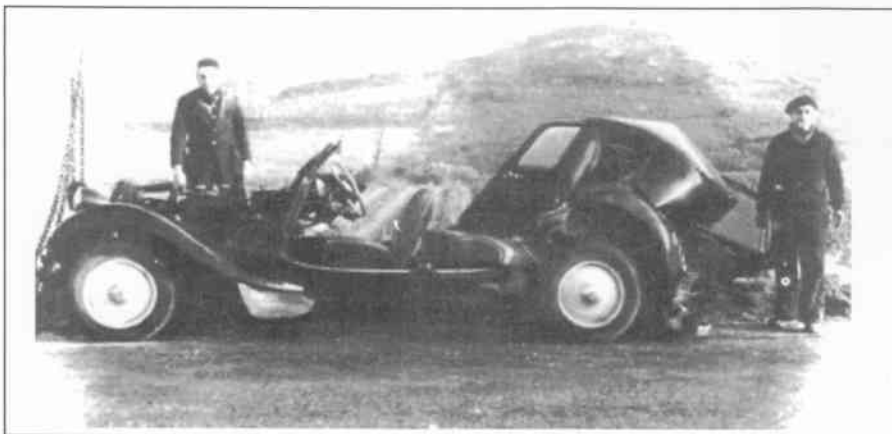
Coming from Rotterdam and from Ostende-Antwerpen-Breda you take the motorway direction Utrecht. Near Utrecht one follows the direction Hilversum-Amersfoort nr A27. On the A27 do follow the blue shields "Veemarkt".

For further information and participation phone Johan Nooij 0031 344 682472 (also fax) or 0031 652 887053, e-mail jmnooij@icns.nl

We hope we will be able to welcome you on 2 or 3 May 1998 in the Veemarkthallen in Utrecht.

Parts News

Mike Tennant has continued his invaluable work of re-manufacturing and has added yet more rubber parts-SEE NEW PARTS NEWS P.23



FOR SALE

1950 11B Roadster, new exhaust and tyres, good upholstery, recent respray. Apply to Editor.



I am always on the look-out for interesting old photographs with a motoring theme. I found this snap of a 5CV van at a local Postcard Fair, nice isn't it. Does the van still exist? I imagine not, since Commercials usually lead a merry but short life. I have looked up "MW" in my 1926 RAC Members Handbook, but curiously it is not listed ... so where was the van registered?
Mike Tebbett





Here is a happy man grinding away thinking rude thoughts. Kevin Betts and his Shell.

sectionSCENE

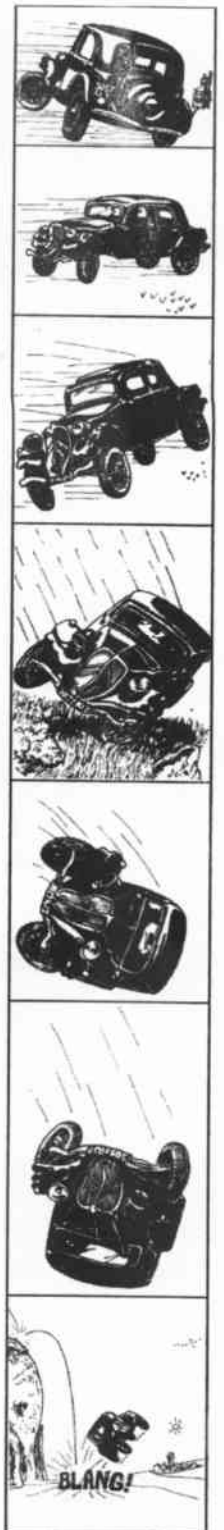
WEST OF ENGLAND

Our March meeting was at Soudley in the Forest of Dean where, after a meal at the White Horse, there was a chance to visit the Heritage Centre. Some reasonable weather ensured a good turn-out and the venue would certainly be suitable for a return visit. April was scheduled as a mini-tour of Wiltshire but, as this would have been so similar to the route for the National Rally in June, we opted for a pub meeting at Bathampton instead. In fact the weather was appalling, so the pub turned out to be rather more suitable! On May 10th we will be visiting Bristol City Docks where there are numerous attractions including the SS Great Britain, the Anolfini Gallery, the Maritime Heritage Museum and the Industrial Museum. There is also a regular ferry service plying around the docks that provides an excellent way to see the city from a different viewpoint. June will be our final planning meeting before the National Rally at the end of the month.

John Ogborne



Rond-Point Anglais - This unfortunate Frenchman illustrates that our French Friends have still not quite got the hang of the roundabout. One UK export with a sting in the tail



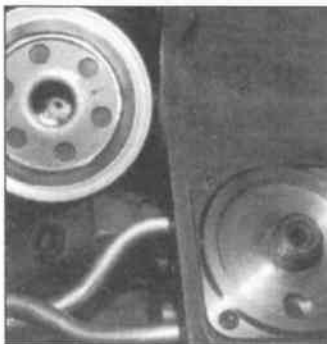


'IN COMMITTEE'

We normally alternate between two venues, a southern one at Andy York's offices and a more central one. For the January meeting, we moved to a good new venue in Oxfordshire, a pub room with a real 'boardroom' table this time [such luxury!].

The agenda mainly concentrated on existing issues:

- Club Rules/Articles of Association - a series of proposed amendments had been prepared by Tim Walker for consideration by the relevant subcommittee.
- New members names will be included in F.P. again for details supplied by Peter Riggs [Membership Secretary].
- Finances - Roger Dyer presented a comprehensive review of the Club's finances, looking at issues such as subs., postage costs, joining fee, airmail. Realistically, it looks as if subs will need to increase, but the difficult debate is always 'shall we make one big change now or two smaller changes over two years'? The views of members would help the committee over this perennial problem!



OIL FILTER DEVELOPMENT

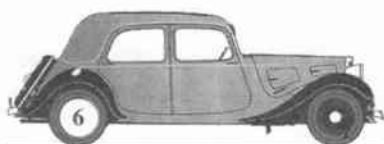
Roger Williams is producing an external oil filter for Traction engines. He tells me there are some detail changes to be made and when perfected, he will inform us through F.P.

- Magazine - there were some production difficulties with the last issue, and a longer-than-expected Christmas turnaround which caused its delay. Since we are still building a relationship with this printer, this will hopefully be the last occasion for this problem. It was also agreed that some attention be given to editing our 'expired' or outdated adverts in F.P., so look for some changes here. It would help the editors if you felt that any should be reviewed.
- Spares - it is planned to make more of the specialist Traction tool sets available for sale or hire and review the system by which they are loaned to members. At present there are some questions to be answered on their specification and quality and this will be pursued at the next meeting.
Supplies of new exhaust valves will be available soon followed by inlet valves. Dennis Ryland would still like some help to pack up and dispatch spares parcels, so any volunteers in this area should contact Dennis for a warm welcome.
- Club Shop - restocking for the season's events is under way. More extra-large Tee/Sweat shirts have been called for and we were shown some attractive Citroën wall plaques and wall thermometers which will be on sale.
- Social - the Club social calendar is now finalised, so please ensure you update your diary from F.P. We were pleased to hear that the new East Midlands section is up and running. If this is your area, contact Helen Britton.
- Treasurer - Peter White has been our Treasurer for a number of years, but now finds that he needs to step down. The committee have in mind a replacement, but it would probably be premature to say who. Watch for the announcement.
- Show display - the possibility of a purpose-built exhibition stand is being considered for shows and rallies. This will allow a durable, reusable structure.
- SORN [U.K. only] - 'cars off road' legislation is to be reviewed for members.

Tony Hodgekiss



Flat glass for early cars available from Jerome Collignon, tel. 0033.3 26861073.



THE FIRST YEAR WITH TATTI ANNIE

It all started back in 1955 when a mate of my Dad's bought a Traction. He was the local butcher, and a few years later I did deliveries for him (not in the Traction, no one was allowed near that!) in a pre war van, a Morris I think, that had the accelerator between the brake and the clutch. Tom Roberts was the butcher's name, and he taught me to drive in an old 1172 cc side valve Ford. The technique was simple - get it into first gear, let out the clutch, and floor the accelerator - when it wouldn't go any faster, change up - etc. Anyway I digress. Whether it was a Traction that often took me to his garage to do odd jobs (luxury he had a pit!), or whether it was his strikingly pretty daughter, I don't fully remember.

Later as a student a friend purchased another Traction, but it didn't go very far, due to some problems with the drive shafts, most unusual I understand. So where is this all leading. I obviously "always wanted my own Traction" and on the 1st May '97 I got one. Whay! See picture!

She was christened Tatti Annie by her-indoors-who-shall-be-instantly-obeyed (why should the German language have the monopoly on compound words?) Because although mechanically sound enough she does need a "bit of a polish" as the trade say. So here we go, for a Summer's happy motoring thought yours truly - not a bit of it, Tatti Annie had other ideas. The "kind" (?) man who sold me Tatti remarked that since she had had a top end overhaul recently I would have to tighten the cylinder head bolts. So I did, or at

least I did the first one. Tightened it so well that it sheared (I'd forgotten how a torque wrench works - you have to stop pulling when it goes click - but it didn't say that on the packet!). Fortunately the end was rough enough so the stub was able to be turned, and removed with the aid of a bit of chewing gum on a kebab skewer. But where to find a suitable replacement? Not as easy as it sounds. With help from Dennis the Spares however a local supplier was found who "knew his nuts and bolts from his pins and screws" and we were away on the road for a few weeks, albeit the month of May having passed.

Various kinks and quirks soon became apparent. Oil seal between gearbox and engine leaks. 2nd cylinder from the driver burns so

much oil the plug needs frequent cleaning, although the other 3 are fine. (Later it was found that this was the reason for the top end overhaul, in case the cause might have been a valve seal), but by and large she went pretty well, and even passed her M.O.T. without any remarks other than the usual.

"Where are the springs then"?

"Put it in the shed, I can't see if the lights are working in the daylight (6 volts just aren't enough to go out after dark are they)".

"Blimey these brakes are better than most modern cars".

Unfortunately illness in the family meant we had to spend pretty much every weekend from July to October away from home,

so it was November by the time I got Tatti out again. Stubbornly the brake lights refused to light, and the trouble was traced to a dirty or corroded brake light switch.

Winter was a coming in so Tatti was drained off, and forgotten about for the Winter. The recent good weather urged me to pick up the spanners and screwdrivers again. A new switch was sourced courtesy of Peter Larson in Sweden. It seems to be a frequently needed part in Sweden - and he had a batch made to the original specs, and as soon as this letter is printed and off in the post, I'll be fitting it and back on the road (don't hold your breath!).

Aled Davies



FIRST FEW WEEKS WITH A TRACTION

I have been messing about with old motor cars since I was seventeen and father bought me an Austin Seven, which I still own, and must really get back on the road. Various makes have come and gone over the years, but I have always fancied a Traction, I think after staying in Paris in the very early '60's, and the place was full of them!!

I have nearly bought one on several occasions, and the last one I nearly bought was owned by Editor Robb. Strangely, that contact led to his joining the Amilcar Register (of which I am the Editor....). Anyway, by the time I had got myself organised Glen had sold the car, and so I thought that was that. Last month he mentioned a car for sale fairly locally, and I was directed to go and see it and buy it forthwith. The chap selling the car seemed to be very genuine, and the car was garaged at a well known establishment in Bilston - thank you Steve for all the help and advice! So, I bought it, and with some trepidation drove it home after arranging insurance and on a "Fail" M.O.T. certificate issued by Steve.

The car is a 1950 11B "Normale", which seems to have come over here in 1990, via a well-known company in the south-east. It's black of course, and is in a sound fairly presentable order, although the paint job has been described as "a typical French re-spray". Mechanically it seems to be in good fettle, although I think there is a bit of a rattle from the engine when it is started, and presumably before the oil pressure builds up. I am now developing the habit of turning the engine over on the starter before turning on the ignition. One excellent feature is a totally retrimmed interior in the proper materials. Various bits of history came with the car, but I would like to know much more. So does anyone out there recognise YSU 659, or its original French Registration 5937 HY 46, and which Department would have issued this number? (LOT. ED.)

The "Fail" certificate related to a series of (mainly) minor problems. The burnt out bulbs were soon remedied, and Steve Southgate sorted out the slop in the top and bottom ball joints. However, the sill corrosion seemed more problematical. I have read various stories about the serious problems which can afflict these cars, and I weighed up various options. Certainly the problem did not seem to warrant a full new outer sill, as the only visible corrosion was within an inch or two of the

flanged "seam", and then only on the offside. The nearside sill was sound, apart from short sections at the front and rear. I made a few tentative probes with the trusty screwdriver, which proved little, and considered getting my small MIG welder out. However, common-sense prevailed, and I had the job done locally. They made a first class job of cutting out all the old rusty metal, making up new flanges, and rolling a new section to come up about four inches from the seam. The rear of the sill, up behind the wing, was repaired with a mini van rear quarter sill panel, used upside down! In fact although the corrosion was a bit worse than we thought (isn't it always!), the inner beam, sill and floor were all totally intact with only surface rust. As the car is now almost fifty years old, I don't think I can complain too much.

So this week we head back up to see Steve for a re-test, which should not be any problem, and then I am looking forward to a summer of "Tractioning". The few miles already covered have already impressed me, in particular the handling, the ride, the torquey engine, and the spacious interior. The heavy steering at low speeds and the dreadful steering lock have not been so impressive, but we were warned about them. Certainly even my non-enthusiast friends have already warmed to the car and its style.

Now, I have a few queries that I wonder if the more knowledgeable might be able to answer. Why is the locking handle on the passenger side, this must surely have been inconvenient even for the French! The engine has presumably white metal bearings rather than shell bearings, and I would like to use a straight 40 or 30 grade oil rather than a multigrade, any comments anyone? Is it possible to fit an oil filter, perhaps by using DS engine bits? If my engine is going to need a rebuilt would a swop from a DS type be the best bet? and if so does anyone have one I could fettle up ready for the swop? and why are the headlamps SO dim!!

Finally, amongst the detritus removed from inside the offside sill were an adjustable spanner (curiously not a French one) and a mouse nest (difficult to ascertain whether French or not).....

Mike Tebbett

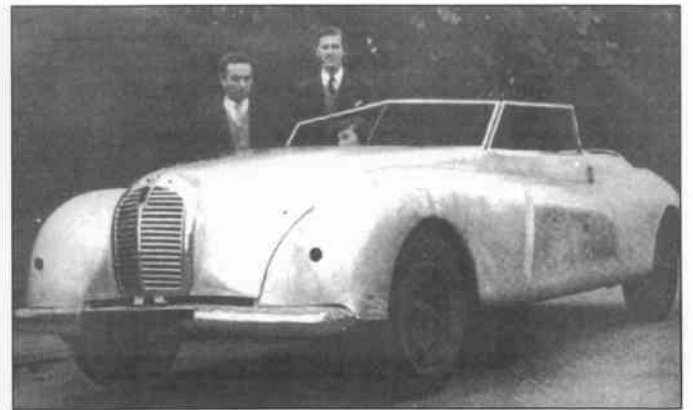
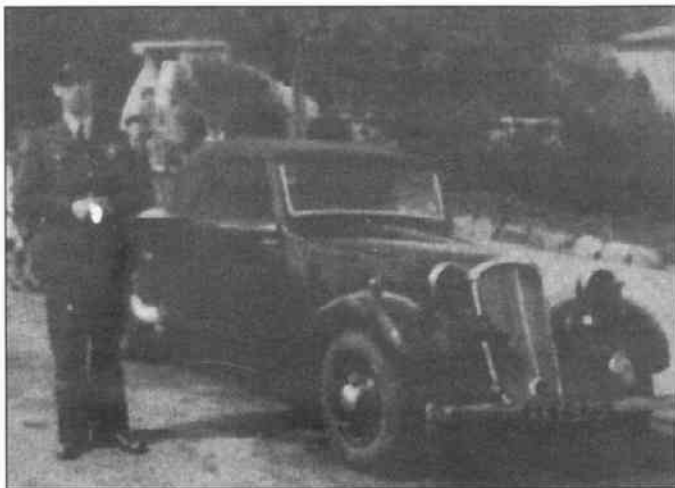
Answers:

1. Because it's French.
2. Yes.
3. See Roger Williams.
4. Yes.
5. Yes.
6. Because they are French.





Another great idea, this time from 1950. Rather originally named the 'Tent On A Car', it consists basically of, er, a tent that balances on top of a car. If anyone could explain to us what exactly is the point, we'd be very grateful. Still, it was original enough to be awarded a patent - it's not too much like a jam doughnut, you see.



Above: During the war, Snell used a Citroën as his transport to fighter bases.

During the war, Wing Commander Vivien Snell, DFC, was a man with an eye for speed, design and engineering. His everyday transport was the Roadster pictured. Registration FKY or FXY 979. After the war he designed an open 2 seater in aluminium based on a Big 15 Roadster. Production was halted due to other business interests. Vivien recalls the handling was superb, and he designed a space frame construction to replace the original monocoque.

The front bodywork could be removed in minutes giving unrestricted access to the engine. The headlights were placed behind the grille (Austin A40?). I understand the car no longer exists.



CARS IN BOOKS

Dear Glen,

I thought I would share the following moment with you.

The other day I was browsing in one of those high street budget price bookshops when I picked out a book on classic cars which I hadn't seen before. The usual sort of idiots guide, it was imaginatively entitled "Classic cars from around the world" by Michael Bowler.

This sort of bumper picture book format which features a random selection of cars with a bit of standard blurb on each, usually appears around Christmas time on the shelves of well known old-motor archivists such as Boots and Marks and Spencers. They inevitably end their days in budget bookshops or in car boot sales, seriously reduced in price.

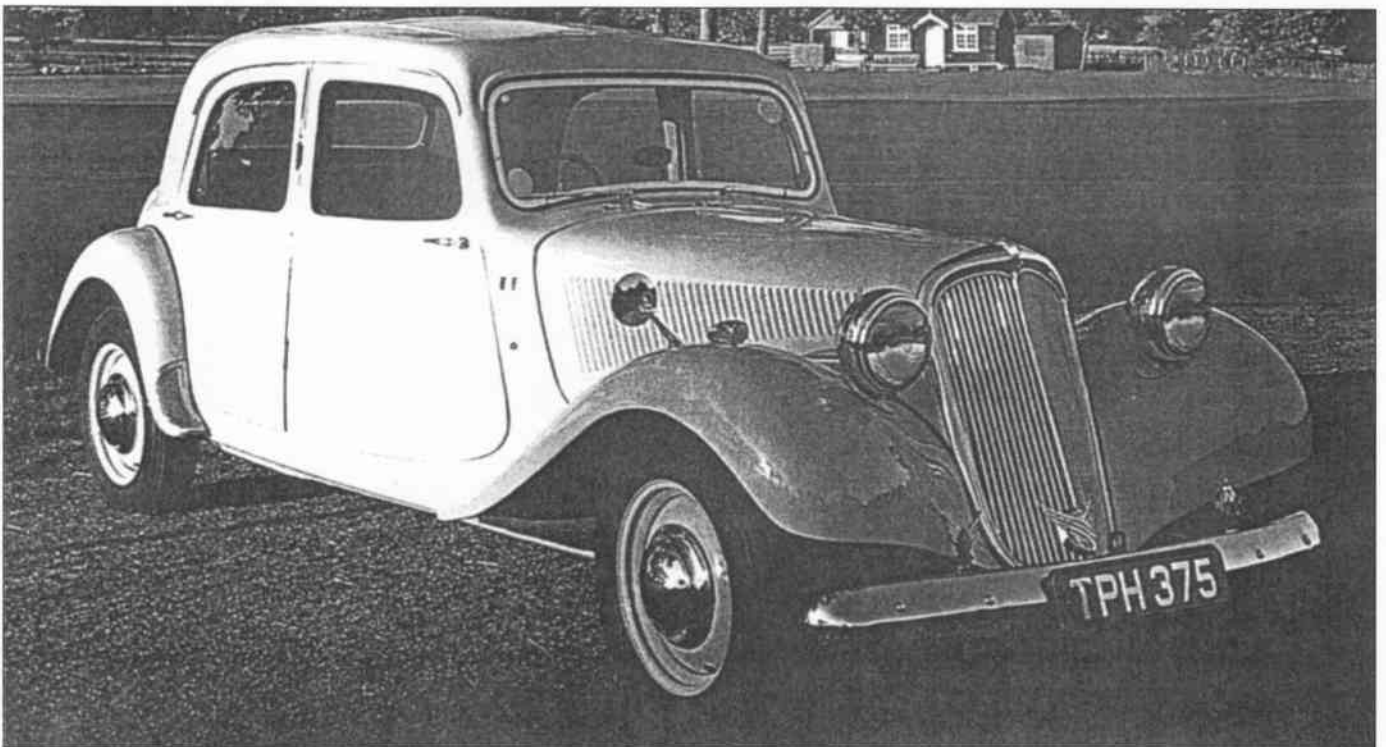
Anyway, there is always a section devoted to Tractions in these publications, usually sandwiched between Bugatti and Delage, and I like to turn to the Traction page just to try and spot whose car they've used to illustrate the piece. It's nearly always one from Peter Simper's stable or Fred's of course, and John Gillard's. I've also in the past seen Alec Bilney's Normale featured.

Sure enough, the contents in this one confirmed my expectations and I turned to the relevant page. Well, you could have knocked me over with a wet liner, for staring out of the page at me was my own car! I had to do a double take. There was TPH 375 in full frontal colour, taking up half the page (well, nearly half!). My first reaction - and I don't know why - was to shut the book quickly, a bit like you do if you're caught appraising the glamour photography section in another part of the shop. Then I opened to page 30 again and sure enough, TPH was still there. It hadn't been a figment of my imagination. Everything I'd ever expressed before about classic car bumper picture books evaporated in that moment.

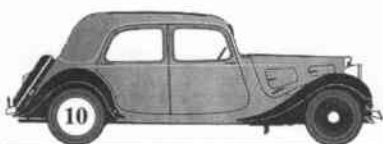
This was most definitely a first for me. It was going to be the easiest sale made by that bookshop all day - probably all month. I handed over my six quid but resisted the overwhelming temptation to proclaim the news of my discovery to what looked suspiciously like a potentially disinterested sales assistant. Instead I exuded my own air of calm indifference.

Subsequently all family, friends and basically anyone who knows me has been informed. I have to admit though that I've seen precious little sign of any royalty cheques dropping through the front letterbox and this fame thing isn't all it's cracked up to be either. Still, I'm coping. They tell me that Pipers Bookshop in Wells still has 43 copies, so for anyone out there remotely interested, I could always arrange to have your copy personally signed!

Nigel Webb, Glastonbury



The Traction Avant was launched in 1934 but it was still a remarkable car in 1953 when this Light 15 was made.



ROOM AT THE TOP

In 1985 I took this enclosed photo in Mick's garden. As to my question "where or who did this Roadster come from", I was told it was the car from the film "Room at the Top" and was shown the chassis number. It was a 7C Twelve 1937. But, in the film as shown in the photo, it is or was a 1940 Roadster with three sectioned dashboard. In the magazine from November 1996, page 18 is a straight dashboard. I would be interested to find out where this Roadster is. As far as I know there are only 4 existing Roadsters in the world. Who owns the one in "Room at the Top". Here is a list of my knowledge so far.

No. 1 John Braithwaite GRB 911
Chassis No. ? Black
Body No. ? RPV 11 CL 4/ 1940
ex: John Watson London

No. 2 I have heard that one was completed in 1995, in England. Who does it belong to?

No. 3 Rob le Rütte Delft Holland
Chassis No. 125076 Blue
Body No. ? RPV 11 CL4/ 1940
ex: ? Car No. plate GBH 585



Mike Peacock's garden circa 1985 7C Slough 1937



Stills taken from Room at the Top

No. 4 Walter Rey Hallau Switzerland
Chassis No. 125074 Bottle green
Body No. RPV 5705 11 CL4/ 1940
ex: ? Scrap yard South London

No. 5 In the "Autocar Road Test" May 10th 1940

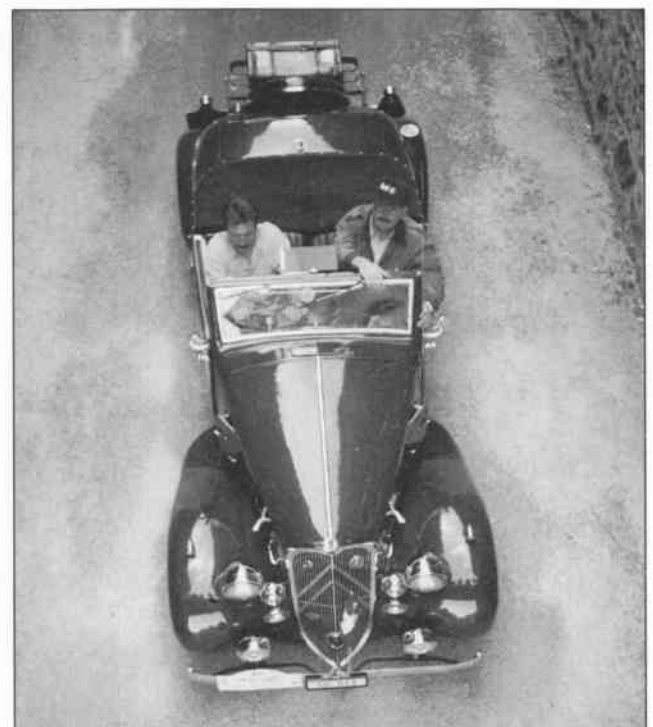
No. 1 323 is a Roadster pictured with registration No. GBH 851. Who does this car belong to now?

Fred always said there were five Slough built Normale Roadsters, perhaps there were also five 1940 Slough built Light 15 Roadsters!

An answer to these questions would please me very much.

Does anybody know?

*Walter Rey
8215 HALLAU
Switzerland*



RESTORATION OF A SLOUGH BUILT CITROËN "6"



This article has been written to commemorate the 60th anniversary of the introduction of the six cylinder car in 1938 and also to demonstrate that the rarity of a car and the costs of restoring it do not necessarily reflect the market value.

Everybody at some time or other knows of the proverbial rarity in a lock-up garage kept there until the owner could no longer afford the rent, the garage collapsed, or the car had deteriorated to such an extent that its restoration was no longer a viable project.

Certainly this particular car fell into the latter category, but since it was a small boot Slough built "6" of which less than a thousand were produced I felt compelled to rescue it.

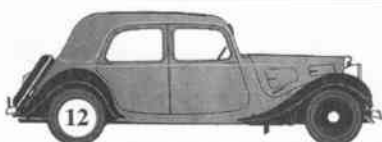
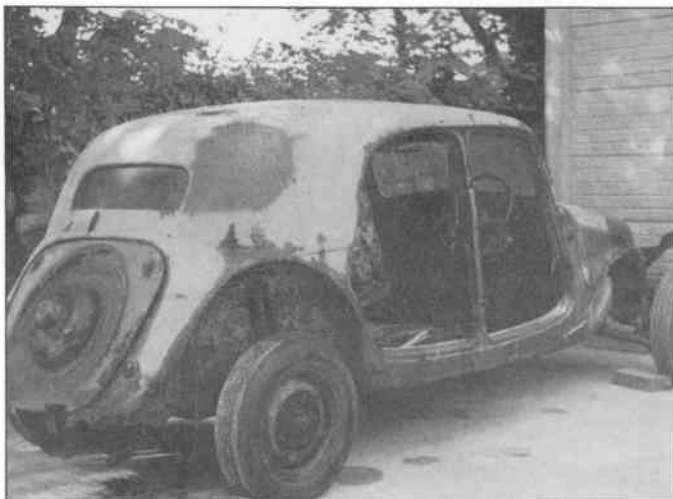
I have tried to avoid giving a blow by blow account of the restoration, and emphasise those areas which are peculiar to the "6", but undoubtedly some will apply to the 4 cylinder car. As the photographs show by the time all the rotten metal was cut out what remained was pretty flimsy, and it is thus important that temporary cross ties are welded into the structure to ensure that the body is not mis-aligned when welding in the new floor pan and sills. Small boot cars are prone to severe corrosion around the boot and again the extent of corrosion is seen from the photographs.

While on the subject of bodywork I believe it infinitely preferable to

save an original car, rather than create a "kit car" with a remanufactured bodyshell and a donor car to supply the mechanical parts. This process not only devalues genuine cars by purporting to masquerade as a manufacturer's original, but sacrifices an original car for parts - doubtless there are some who will disagree with this sentiment.

Before work was carried out on the car a person, whom I shall not name but is recognised as something of an expert in bodywork matters pronounced the car beyond restoration. His evidence was that when the scuttle (area of bodywork behind bonnet and before windscreen) was pressed it deflected and that this was a sure sign of terminal rot. The only terminal rot is in the reasoning for this statement, and although the scuttle is quite vulnerable to rusting from the inside of the car, it is not a major structural component. This rusting occurs because the metal is uninsulated and subject to the moisture producing activities which take place inside, thus causing condensation and

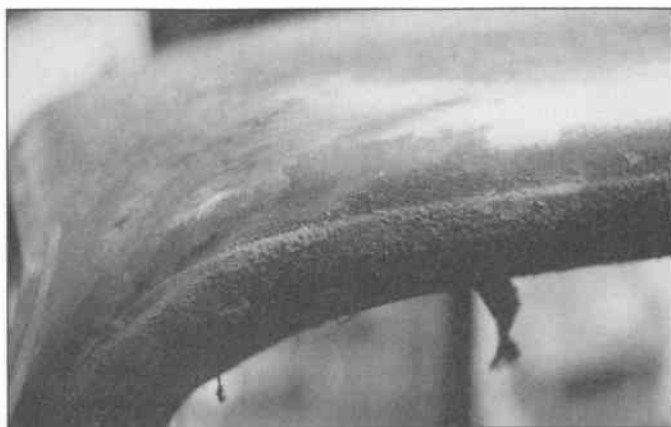
subsequently rust. It is also unlikely to have received the benefit of a spray gun during the course of manufacture, and a coat of paint in this area will not go amiss. According to the previous owner the car had stood for many years outside under a tree, this was evidenced by corrosion having taken place in unlikely places such as behind the devices into which the door anti-flex rubbers sit in the reveal of the door openings. The wings on a "6" are similar to other models but longer as they span the length of the longer engine bay, but rot in the same places. The photo shows the original wings after cleaning down, and although these were used initially I was fortunate to find a pair of nearly new wings in France. Most people will know that it is inadvisable to have these wings sandblasted as they are vulnerable to deformation, the same applies to the bonnet sections. The only other difficulty encountered with the bodywork was to find a replacement petrol tank, the original having had the cap left off and rusted to nothing. Finding a replacement proved



impossible and I had one made up using the original filler pipe. A word of warning to others who may contemplate this madness. The angles of the filler pipe relative to the tank itself in both planes must be near enough exact otherwise the tank will not slide into the recess of the bodywork, and allow connection of the retaining straps. I shudder to think what it would cost to have a tank made up at today's prices.

One can see why the French think these cars are so elegant with their grilles set at a slightly more rakish angle than with the 4 cylinder motors, and when resprayed in "Sepia Metallic" the whole assembly looked very svelte.

From a mechanical point of view a "6" is far easier to work on than its 4 cylinder counterpart, including the ability to replace a clutch centre disc and pressure plate without the removal of the engine or gearbox. This is probably just as well as the combined weight of the engine and gearbox is a massive 294 kilos exclusive of accessories (but including fuel pump). The complete assembly sits very impressively in the engine bay being very high up to incorporate the rather curious three tiered gearbox, with the differential tucked under the sump. Sensibly the engine and box are firmly mounted to the hull and cross-member respectively doing away with all the floating power nonsense, and as a consequence completely vibration free. Another curious feature of the "6" is the clutch disc which is not cushioned by



radial springs in the conventional way, but relies upon the torque of the quill shaft (in effect the first motion shaft of the gear box). The design of the gearbox is an improvement over the 4 cylinder car in having a rigid cast iron casing and ball bearings on the outside of the output shafts, in lieu of bronze bushings.

While the "6" is full of innovation when it comes to the gearbox and drive-train the same cannot be said of the engine.

In construction it is similar to the 4 cylinder motor in that it employs the same pistons and liners, but here the comparison ends.

By reputation these engines are said to be the cognescenti to be both boilers and mixers of their fluids. I cannot say that I have suffered either of these problems. At the time of partial re-building of the engine (some 10 years ago) 79mm Vauxhall pistons were widely available and by overboring the liners in-situ, having first clamped them firmly down, and by re-bushing the little ends in the connecting rods to receive the new diameter gudgeon pins new life can be imparted. This technique may account for why there has been no

problem with the cylinder head gasket or the seals under the liners. Getting the correct thickness of sealing gasket under the liner so that it stands slightly proud of the block is **absolutely essential** if problems are to be avoided.

With regard to the alleged cooling problems these I believe are due in the majority of cases to the radiator cores being partially blocked.

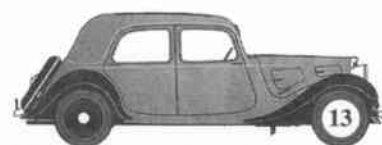
Where I have encountered problems is with the water pump which is relatively low down on the block and therefore subject to a small head of water. If the car is left idle for a period of time water does appear to seep through the seal, and while it should find its way out through the drain hole in the aluminium casting it tends to find its way into the bearing, causing it to seize with

spectacular wear on the fan belt trying to turn it round. Sealed bearings and ensuring the seal and bearing surface are in good condition are no guarantee of prevention it would seem. At least when it does dribble it does not freeze the clutch disc to the pressure plate as with the 4 cylinder model.

Another oddity of the "6" is the unconventional use of the centrally mounted dynamo to drive the cooling fan, the dynamo having a ball bearing at each end of the commutator to take the additional load. These bearings for some unknown reason appear to wear and become noisy with great rapidity. Apart from these foibles I suppose the "6" can be said to be no more troublesome than the 4 cylinder model, with the exception of one further trick. This is the ability for the castilated nut on the end of the crankshaft which secures the starting gear to work loose. The nut which ideally requires a special tool to tighten it is of course totally inaccessible, and short of removing engine and gearbox, the only route is to cut a small access hatch through the bulkhead. Attempts have been made over the years to improve



Interesting view from underside of car





the carburation of these engines which as standard are serviced by a twin choke Solex. At one point in time I had manufactured a small quantity of manifolds to take 2 x 1 1/2" S.U. carburettors. I have not tried this option myself but there is at least one member of the T.O.C. who has and he may care to write an article extolling the virtue of such a modification. Clearly the "6" cries out for an overdrive of some sort and I believe higher ratio crown wheel and pinions are available - again it would be interesting to see an article on the improvement in top speed and petrol consumption. With a rebuild of this nature everything has virtually to be done from scratch - this included rewiring which was greatly simplified by using a 5-core cable of the type employed in trailer sockets and the like. This enables the brake, side lights, and left and right hand indicators to be fed with current and the remaining core used for the petrol tank indicator thus giving a neat installation, with the 5 core cable running through one of the triangular sections which

reinforce the floor pan, and terminating at a terminal block on the bulkhead. Making up the interior panels for the doors is a real pain and I cannot stress the need to use the correct thickness of millboard for this operation otherwise you will experience endless problems with the door fit. Likewise it is important that the panel follows the exact contour of the door, which may entail dismantling again because the fixing clips have slightly altered the position and fit. Brakes and the plumbing on the "6" are similar to the 4 cylinder model with the exception of the front brakes which are twin leading shoe, and a masterpiece of over complexity in design and construction. This means that all four of the single acting wheel cylinders are handed and not interchangeable and that there is a fiendishly cunning method of anchoring the two return springs for each brake shoe, and re-assembly is rather like attempting to put a wristwatch back together while trying to keep everything in place. Replacement front wheel cylinders seem thin on the

ground and recalcitrant old ones can be freed by tapping into the hole in the alloy piston having first pried out the small steel bullet which carries the end of the brake shoe. Persuasion can then be applied to remove the piston which with luck can be cleaned up together with the cylinder bores and re-rubbered. As the wheel cylinders are single acting, pistons cannot be forced out in the normal way as with double acting cylinders. Ever perverse, Citroën made the brake adjusters work in the conventional way unlike the 4 cylinder model where the brake adjusters have to be turned into the centre of the axle to bring the shoe into contact with the drum. I have always used silicone fluid for the braking systems of my cars feeling that the extra cost is well worth avoiding or at least discouraging seizure of wheel cylinders, particularly on cars which may stand around unused for lengthy periods. I should be interested to hear from others of their experiences with this type of fluid. A small modification which I think is worthwhile, and which does not spoil the instrument panel is the fitting of oil pressure and water temperature gauges. My "6" has the square instrument set-up where there is a chromed brass strip with the petrol gauge, ammeter, clock, ignition switch and oil warning light. I discarded the clock and fitted a water temperature into the clock housing, and I relocated the ignition switch to a convenient hole which already existed

on the wooden dashboard. A new aperture can then be carefully fashioned in the chromed brass plate to take the oil pressure gauge - it will be necessary to have the plate re-chromed after completion of this operation. The car is now fully equipped with an early warning system and I believe that loss of a clock is a small price to pay for such modification. My final act before the money ran out was to acquire a pair of pre-war chromed Marchal headlamps to replace the original 7" Lucas originals. Incidentally for those with Lucas headlamps but who cannot find the innards to fit and who are thus forced to fit rim reducers and standard 6" sealed beam units [which I think look gross] there is a way out. A visit to the scrap yard will provide you with glass and attached reflector which nearly fits. Cutting the plastic outer insulation of a three core cable and carefully fitting over the rim of the lens/glass unit will make a snug fit. Having been slightly disparaging about some mechanical aspects of the "6" they do hold the road well, are sure footed and brake with the intention of stopping. I greatly enjoyed putting my "6" back on the road, but have to admit that I was an unfaithful lover and my eyes strayed to other diversions. It now languishes unloved on a Warwickshire farm - I am open to tempting offers - financial ones primarily!

Chris Ryle



VOITURE FAMILIALE POUR L'ENTHUSIASTE

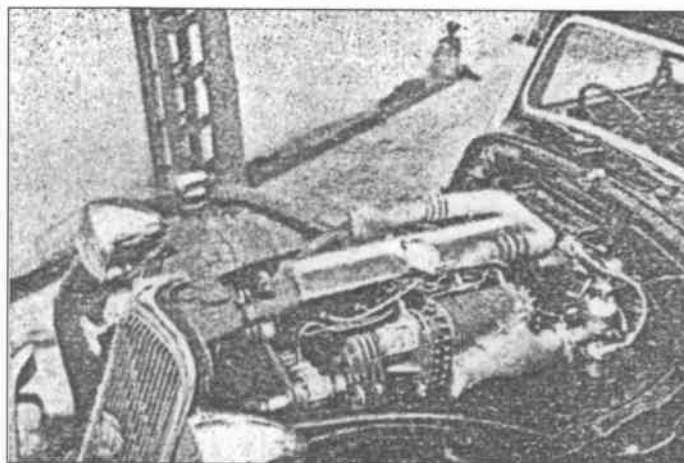
Towards the end of last month, by courtesy of Mr. H.M. Johnson, we took an evening drive in his Citroën Six saloon with Wade-Ventor supercharger installation. The appearance of the car intrigues, even seems mildly aggressive in a purposeful sort of way. As the unusually long wheelbase forecasts, there is ample room inside for five grown-ups. This, then, is a comfortable family car, but after driving out of London as far as Maidstone, during the evening traffic peak, we realised that not only are all the splendid qualities of the "Light Fifteen" reproduced in this latest front-drive car from the Citroën factory but that in spite of its capaciousness it is able to shame many so-called sports cars in the matter of performance.

Mr. Johnson, who formerly owned, Darracq, Rolls-Bentley and Studebaker cars, bought this Citroën and drove it about 1,000 miles in standard form. He decided that he liked it and took it along to Pat Whittet & Co. Ltd., to have some additional urge instilled. The Ventor blower installation fits in very neatly with the under-bonnet scheme. A Type R 020 four-lobe supercharger is mounted high up on the near side and driven from the front of the camshaft in two stages, first by chain enclosed in a neat alloy casing and thence by short triple belts running over spring-loaded jockey pulleys. An S.U. carburetter behind the blower feeds via a curved inlet pipe and a large-bore delivery pipe passes from the blower, behind the engine, to the centre of the six-branch inlet manifold on the off side, where a blow-off valve is hidden beneath the delivery-pipe/manifold junction. At the back of the engine the main oil feed is tapped to provide drip-feed lubrication of the rotor gears and the driving chain. Ki-gass injectors enter the delivery pipe on the off side and here also it is tapped for the boost-gauge line. The pulley on the camshaft having been sacrificed for the chain sprocket, a new belt drive has been devised for fan and dynamo. The supercharger blows at 4 to 4 1/2 lb./sq. in. at maximum speed; the compression-ratio of the engine has been lowered from 6.7 to 6.4-to-1. To obviate valve bounce 1/16in. packings

have been inserted beneath the valve springs and a Fram filter and Runbaken Oil Coil are fitted. The engine is otherwise the standard 3-litre Citroën unit evolved some years ago for lorry propulsion. The bonnet has been felt-lined to absorb noise and a boost gauge and oil and water thermometers have been added to the unobtrusive square-dial instruments on the right of the standard facia panel. Hand ignition control is a standard fitting.

As a result of adding a Wade-Ventor installation to the Citroën Six a very good motor car has been rendered outstanding to a point of being unique. The engine responds instantly to the throttle and acceleration is most impressive both by reason of its degree and its continuity. As soon as possible you get out of the 13.24-to-1 bottom gear and in the 5.62-to-1 middle ratio of the facia-controlled three-speed box, the car surges cleanly forward up to an easy speedometer 60 m.p.h. Although top gear is as high as 3.87-to-1 and the car weighs 26 cwt. unladen, speed continues to build up just as rapidly as in second gear, the engine as smooth as a turbine and inaudible except for a faint hum from the blower. On the over-run, things are just as smooth and unobtrusive.

The true maximum speed is probably in excess of 90 m.p.h., and on traffic-infested roads 70 to 75 m.p.h. was the usual gait. The feeling of absolute security up to maximum speed is most pronounced. As with the "Light Fifteen", however, so in this "Six" speed as such is subordinate to the delightful manner in which the car gets on with its job. The steering is so obviously connected to the front wheels and so pleasantly high-g geared that its heaviness is no disadvantage. The Lockheed brakes require fairly heavy pressure but are free from fade. The ride is so level-keel that it ensures complete confidence when cornering or standing on the brakes in an emergency, and the suspension so effectively absorbs road shocks that to ride in any seat in this car is to realise how much the French knew about motor car design fifteen years ago and how sadly our designers lag behind. For the Citroën Six derives its delightful



TAILOR-MADE INSTALLATION - The Wade Ventor supercharger fits neatly with under-bonnet scheme on Mr. H.M. Johnson's Citroën Six.

riding and handling qualities from front-wheel-drive, low build, torsional suspension, and rigid one-piece construction, features which caused English eyes to goggle at the Citroën Twelve away back in 1934 and have enabled Citroën cars to serve ordinary Frenchmen as such satisfactory utility motor-cars ever since. It may even be said that the "Six" has more refinement of running than its famous contemporary the "Light Fifteen".

Moreover, as it has been naturalised, the car we tried has r.h. drive and spares and service were available from Staines. In his blown Citroën Six Mr. Johnson has a profoundly inspiring car. The supercharger, now that its bronze and steel rotor gears are bedded in, imparts merely a low hum to the under-bonnet silence and apart from that only a little resonance and wind-roar, more noticeable in the back than in the front seats, proclaim the sort of performance that is being delivered. After the wire-mesh was removed from the radiator grille no serious overheating has been experienced, and during our drive the water temperature did not exceed 75°C. The blower belts have lasted about 5,000 miles. Castrol XL oil and the plugs supplied with the car are used, and a double S.U. pump now looks after the fuel feed. Fuel consumption has scarcely increased since the engine was blown, 16 to 17 m.p.g. being normally obtained; 10 per cent. benzole is added when available. The only serious trouble in 5,000 supercharged miles was clutch slip, which Monaco of Watford cured by fitting different linings, which sweetened the action. Oil

pressure, when hot, is 30 lb./sq. in. at 70 m.p.h.

In spite of its 10 ft. 1 1/2 in. wheelbase the car can be thrown about with impunity. An American Bosch radio is fitted and tyres are 185/400 Michelins. No car is perfect, as Mr. Johnson is the first to admit, but the snag-sheet relating to his present car is a very short one. Bottom gear is too low, and an additional gear between middle and top, with the latter a still higher ratio, would be an improvement, as at present the Citroën is a top-gear car. Hunting at idling speeds is evident to a slight degree due to supercharger surge, which is common to many blown engines, and the car sometimes suffers from a very slight "flat-spot", noticeable when opening-up from low speeds. The accelerator pedal has rather a long movement, and clutch engagement is rather difficult. After which you return to the opinion that here is one of the few truly-great quantity-production cars of the present day. That such a bold statement is no exaggeration can be appreciated when to the foregoing remarks are added the facts that Citroën still refuses to streamstyle or aerodyne his cars, and that the doors of the all-steel body swing easily on their hinges and allow entry and egress with a minimum of contortion.

This Citroën is a roomy family saloon, endowed with additional speed and acceleration by reason of a mild boost, and it would do some of our designers a power of good to drive it. - W.B.



national and international events

1998

2/4 MAY

THE INTERNATIONAL CLASSIC MOTOR SHOW, BIRMINGHAM

Help required to man Stand, call Help Line 01425 674476.

23/25 MAY

THE RAID DU WILLIAM SHAKESPEARE around Warwickshire

Contact Richard or Esther for further details on 01664 840453 evenings

12/14 JUNE

CCC ANNUAL RALLY, PETERBOROUGH

19/21 JUNE

TOC ANNUAL RALLY, LACKHAM COLLEGE nr CHIPPENHAM, WILTS

contact Dave or Jackie Hackett for details and booking form.

Phone 01225 810569

11/15 JULY

TOUR OF BRITTANY. The Chateaux of The Loire

Now fully booked

21/23 AUGUST

11th INTERNATIONAL CITROËN CAR CLUBS RALLY

Chevetogne, nr Namur, Belgium. Phone Help Line for details and Application Form.

Help Line 01425 674476 Phone/Fax (24 hour answerphone service)

27 SEPTEMBER

TOC AGM, JB's RESTAURANT, SOLIHULL

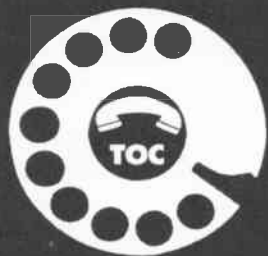
Pre-meeting lunch from 12.00, AGM 2pm.

7/8 NOVEMBER

THE INTERNATIONAL CLASSIC MOTOR SHOW

NEC, BIRMINGHAM

Assistance will be required to man Stand. Please phone Help Line



HELPLINE
01425 674476

(24hr answerphone)

TOC SPARES

**SPARES
HOTLINE**

PHONE/FAX

**01453
886463**

**TECHNICAL
HOTLINE**

PHONE

**01730
821792**



focCORRESPONDENCE

Dear Glen,
PARTS FOR SALE
Tired of swimming the Channel, the man with big ears (your Northern rep) has just "Swum the Pacific" and has bought out all the remaining Traction stock of California's oldest Citroën dealership - over 6m³ of parts, most brand new including the odd wing or two, bonnets, boots (Legère et Normale) special tools, manuals etc. etc.

If you can't wait ring me, Stan Platts on 01274 683848 (after 6 and weekends) or see me at the annual rally - first come first served - all unrepeatable and at rock bottom prices - I must be going daft or deaf or probably both!!

Many thanks.
Stan Platts

Dear Glen,
Another recent barn find had me wondering how many pre-war Slough Tractions remain. I know of about a dozen Roadsters, a couple of Coupés and perhaps twenty Saloons (most of which are Twelves). I would like to start a Register of them, and perhaps anyone who owns one or knows of one could let me know. Eventually, it may be of use in finding parts etc., and detailing correct specifications for restoration, but initially it's simply to record what we have, both in the U.K. and overseas.

Yours sincerely,
Tim Walker

Dear Glen,
Please add this note to Andre's story from the last issue of Floating Power.

A love letter to Andre.

Dear Andre,
Having seen the gorgeous photograph of you parked so seductively 'awaiting a hot date'. I am sending you a photograph of myself in my best "wedding" outfit.



I am a mature lady of 59, with a very good body and a real go-er, once I get up to speed.

How about that date!

Je't'aime,
Yvette

Thanks for such a good magazine.

Regards,
Keith & Jen Ramsden

Dear Mr. Robb,
Through a chance meeting with a chap admiring my DS21 in a bank car park, I was introduced to a 1933 Slough built Big Twelve, which, after much restoration, has been left for some 15 years, albeit in the dry.

The engine was re-built, and the body resprayed, but it now shows the signs of neglect. All the parts are there, but further restoration is needed.

The owner is eager to sell the vehicle to someone who would complete the job, and a responsible offer would be accepted.

In order that this rare car can perhaps, once again, grace our roads, could you please place an advert in "Floating Power".

"Citroën Big Twelve,
First Registered
August 10th 1933
Slough built
Chassis No. 515822
(Last run 1961)
Complete - needs restoration

Please ring 01705-484188"

Yours sincerely,
D. R. Shepherd

Dear Glen,
Having read through the January issue of Floating Power I wanted to write with regard to several articles that brought back memories to me.

'Gardening With a Traction' by John Osborne reminded me of a similar, rather embarrassing experience, with my 11BL. I live on a hill, luckily a gentle one. My Citroën was parked in the street facing up hill and one morning I went to start it but couldn't. I became rather irritated, to put it mildly, and stormed off into the house to borrow my partner's car. When I came home at lunchtime, my partner - very casually - told me that my car had rolled down the hill and come to rest back to back with a neighbour's car. I didn't believe him at first but it was true. Another neighbour had called round to my house and commented that my car seemed to be parked very close to another, in fact the bumpers were touching. The boot handle was actually wedged under the bumper so my car had to be jacked off the other car. Amazingly, my young neighbour had had a rear end shunt the night before and was already claiming for damages off the third party, so wasn't worried about what I'd done. Sadly I had a rust dent in the boot of my beloved car and the embarrassment of having to admit that through losing my temper I'd knocked the hand-brake off. I don't know to this day how long it took before my car started rolling backwards and dread to think how far it would have travelled if my neighbours car hadn't been there to stop it!

I was also interested to read about Beaulieu as it is quite local to me and I have attended quite a few events there.

I have also been to the War and Peace Rally at Kent as I am a member of the Military Vehicle Trust. My ex-husband and I owned a 1942 Jeep as well as the Citroën and used to rally both of them. When we parted company so did the vehicles. I often thought about putting the free french signs on my car so that I could show it (despite being post war, I thought I'd get away with it!). But we only ever took the Jeep. I remember seeing a Citroën at the show and Peter Tombs is a well known member of our Military Club, but more renowned for his lorries than a Milk Van!

Despite being a civilian post war car I did attend a huge military vehicle show at Southsea Common near Portsmouth and came away with 'Reserve Best of Show' and 1st in the Misc. class. I certainly upset a few people that day as my car had no business being there really.

Finally, reading about miniature Tractions, was anyone aware that Tesco supermarkets were selling a model in their toy department, alongside the normal Ferraris, Lotus's etc? I couldn't believe my eyes but resisted the temptation to buy yet another model as I already have 3 by different makers.

Sadly, now I have no man in my life to give my car the attention she deserves we are parting company after 7 happy years. So, if anyone out there is able to offer a loving home see my advert under Cars for Sale.

Regards,
Michelle Mackenzie

Is this last request for a loving home for the car or Michelle? Ed.



T.O.C. ANNUAL RALLY 19th-21st JUNE 1998 LACKHAM COLLEGE OFF THE A350 NEAR CHIPPENHAM WILTSHIRE

The North-West corner of Wiltshire is the venue for this year's Annual Rally. Enjoy the rolling farmland, leafy lanes and picturesque villages of honey-coloured stone in this delightful county.

PROGRAMME OF EVENTS

FRIDAY 19th

- 4.00p.m.** Campsite open. Early arrivals may enjoy a visit to the National Trust village of Lacock.
- 7.00p.m.** Registration at campsite. Cook your own food on the B.B.Q. and bring your pint pots to taste the local brew.

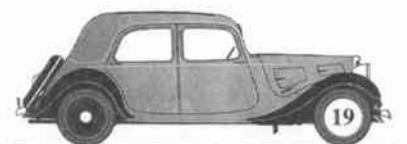
SATURDAY 20th

- 8.30a.m.** Cooked breakfast in Lackham Cafeteria (pre-booked0).
- 10.00a.m.** Depart on Convoy Run.
- 11.30a.m.** Arrive at Bradford-on-Avon. Plenty to see and do in this pretty Saxon town. Reserved parking at Budgens superstore off the Frome Road.
- 4.00p.m.** Depart for leisurely drive back to Lackham.
- 6.30p.m.** Avon Hall at Lackham is the venue for the evenings entertainment.
- 7.00p.m.** Buffet meal included in Rally price. Drinks and wine by the bottle available from the bar.
- 8.00p.m.** A Welcome from The Chippenham Male Voice Choir.
- 8.30p.m.** Bop the night away to a real Trad Jazz band, with an interval to draw the raffle.
TILL MIDNIGHT

SUNDAY 21st

- 8.30a.m.** Cooked breakfast in Lackham Cafeteria (pre-booked).
- 9.30a.m.** Driving competition.
- 11.00a.m.** Convoy drive to Bowood House off the A4 near Calne.
- 11.30a.m.** The lawns in front of the house will be our parking and concours site. All facilities at Bowood are included in the Rally price. Club shop and trade stands.
- 2.30p.m.** Presentation of prizes.
- 6.00p.m.** Farewell.

Send now for your Application Form. Ring Dave or Jackie on 01225 810569 for further details.



tocADS



HELPLINE
01425 674476

(24hr answerphone)
When phoning please give:
1) Your name
2) Your phone number
3) Reason for calling

tocSPARES

**SPARES
HOTLINE
PHONE/FAX
01453
886463**

TAKE TWO

Original adverts, brochures, road tests, cards, stamps, books, cartoons, etchings, magazines etc.

**Phone Paul & Helen Veysey on:
01452 790672 (fax 01452 790703)**

Tibberton Court, Tibberton, Gloucestershire GL19 3AF

TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations
undertaken at reasonable rates

Phone Dennis Ryland
01453 883 935

CLASSIC CAR-I-CATURES

Your own black & white 'car-i-cature'
from photographs to suit standard frames
From £80 mounted plus £2 p&p
John Martin 01548 821384



CLASSIC RESTORATIONS offer for sale the following. For details phone or fax 0171 928 6613.

1939	Lt.15	Stripped	£2000
1940	Lt.15	Stripped	£1400
1951	Lt.15	Blue, very tidy	£7250
1952	Lt.15	Purple, completely restored and unused since	£8750
1953	Lt.15	M.O.T., green - needs finishing	£5000
1953	Lt.15	White, immaculate	£9500
1953	Lt 15	Red	£7250
1953	Lt 15	White	£3750
1954	Lt.15	Black, M.O.T.	£4750
1938	11B RHD	For restoration	£2500
1948	Big 6	M.O.T., tidy, cream	£9500
1952	Big 6	For restoration	£3200
1953	Big 6	Immaculate, black	£15000
1954	Big 6	Tidy, black	£7250
1954	Big 6H	For restoration	£5500
1937	11BL	Beige/Black	£6750
1938	11BL	Part restored	£3500
1949	11BL	Part restored, white	£6500
1951	11BL	Restored, red/black	£7500
1951	11BL	Excellent rebuilt engine, black	£7250
1953	11BL	Excellent	£7000
1953	11BL	M.O.T., tidy, black	£5500
1953	11BL	Very original, black	£5750
1954	11BL	For restoration	£750
1954	11BL	M.O.T., sound	£3500
1954	11BL	Rebuilt, blue	£6500
1954	11BL	Restored, black	£7500
1955	11BL	White, M.O.T.	£3500
1952	11B	Rally Car, black	£4500
1952	11B	Excellent, black	£7500
1953	11B	For restoration	£950
1954	11B	Unrestored	£1000
1954	11B	Excellent rebuilt engine, black	£6500
1954	11B	Tidy, black	£5250
1954	11B	Restored, black	£7250
1954	11B	For restoration	£1000
1955	11B	Tidy, black	£6750

Stop Press • Stop Press • Stop Press • Stop Press • Stop Press

• Now available direct from the manufacturer •

PEACOCK PANELS

*hand-crafted panels made to order
from top-quality British steel.*

These are the *only* panels on the market expertly shaped to follow precisely the double curvature of the Traction design. Our expertise has resulted from 20 years experience with the complex Traction, and the advantages of purchasing our quality products are widely recognised by the trade – we are now the only main panel producers in Europe. Specialising in bodywork we construct all the necessary panels for restoration of the 11BN, 11BL & 15CV models, both saloon and roadster. Our latest ventures include wing ends, rear valances, boot racks and sunroofs. For further details and a fast and friendly service please ring or fax Mick or Caroline anytime on:



TOC CLUB SHOP

André Citroën

the man and his motor cars

by John Reynolds. Excellent biography and £2 discount as well. T.O.C. price £16.99

AGENCE CITROËN Wall plaques - £18.00

Traction wall Thermometer - £33.00

OR £50.00 for the two

These have been imported from France for the club.

TIES blue, or green - £7.50

Plus our stock of Mugs, Sweat Shirts, T-Shirts, Posters, etc

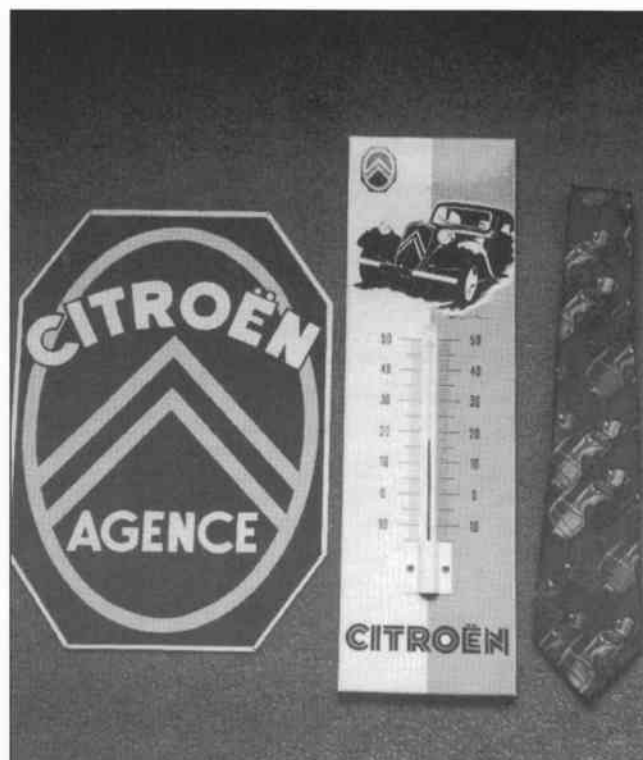
P&P extra - please allow sufficient

orders to: Keith Feazey, 21 Paris Avenue, Westlands,

Newcastle-under-Lyme, Staffordshire ST5 2RQ

Fax/telephone 01782 618497

PAYMENT ACCESS/VISA/MASTERCARD



CLASSIC



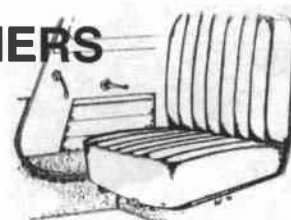
RESTORATIONS

Specialists in early Citroën sales, service and parts

Contact us for all your Traction requirements

Arch 124, Cornwall Road
London SE1 8QT
0171 928 6613

SOUTHBOUND MOTOR TRIMMERS



1. SEATS: Light 15 retrim Leather £998
 Vinyl £830
 French cars O.E. Cloth £680
2. HEADLINING: Supply from (fitted) £117 (£261)
3. PANELS: Set of 4 U.K. (French) £296 (£252)
4. CARPET SETS: UK and French cars from £199.50
5. BOOT: Hardura felt edged 3 piece £42.00
6. SOUND PROOFING FELT KIT: Basic Set £49.00
 Trimmed Set £69.00
7. FITTINGS: Door Clips, Screws
8. MATERIALS: French cloth, Door excluder Furslex Etc.
9. Complete retrim, English and French cars

01284 810 080



JOHN GRIFFITHS

*unique and individual paintings
prices from £100
Tel 01543 425398*



Notice Concerning Advertising

All advertisements are accepted in good faith by the Editor but no representations are made as to the truth or accuracy of the same. Readers should therefore satisfy themselves as to the suitability of goods and/or services offered before entering into any agreement.

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

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

CARS FOR SALE

1952 Paris-built 15-6 cylinder, splendid original condition. Genuine 80,000 kilometres (50,000 miles). Bodywork and paint immaculate, interior original and barely soiled. In full running order but would benefit from new driveshaft inner joints. Stunning example of the 6-cylinder Traction. **£8,500**. Tel. 01672-5209075 any time, or Fax 01672-521335.

1954 Paris-built 11BL. Black, big boot. Interior full, professionally refurbished, bodywork very sound, paintwork requires slight attention, mechanically excellent, drives superbly. New parts include: clutch, battery, exhaust, brake cylinders, including master cylinder, shock absorbers, radiator fully cleaned out and tested. Workshop manual and handbook. Offers around **£5,000**. Tel/Fax (France) 05 53 93 08 16.

1953 SLOUGH LIGHT 15 Sound car, dry stored. 20 years. Swansea registered. £1,650 o.n.o. Phone 01992/460310 (Herts) M. Vickerstaff

1931 Citroën Camionette Tipper. Rebuilt, receipts for approx £8,000. Very little work needed to finish. Tested and taxed. £7,000 o.n.o. French registration number included. 01376 348992 or 331042.

Light 15 undergoing restoration, sunshine roof, finished to your requirements. £7850. Phone for details. Dennis Ryland 01453 883935.

Tractions... a selection always in stock. For further information contact Steve Southgate 0121 357 2256 (evening) 01902 495 758 (office hours)

CX GTi Turbo II, Dec. 1988 55,000 miles, 250hp, black, v.g.c, owned and maintained by professional engineer, £2500 o.n.o. Seeking rhd TA - anyone interested in an exchange plus cash? Tel: 01234 713005 (eves/weekends).

1954 Paris-built Normale All mechanicals excellent. Peacock drive shafts. Excellent electrics. Seats recovered. Black. Full M.O.T. Excellent reliable vehicle. Space needed. Good home only! Offers to Paul Diver, Tel: 01352 741075

1939 Slough Light 12 in good original condition, dry stored 20 years with many spares. **£2500**



o.n.o.
Phone T. Robson
Tel: 01472 815213



Paris-built 11 Normale, 1956 Has had extensive work carried out including all new chrome interior etc. Is in immaculate condition and drives lovely. My new house has no garage and forces a very reluctant sale. Offers in the region of **£5995**. Steve Trigg, Tel: 01909 482179

1953 PARIS BUILT 11B Big boot, black base metal respray with new door skins and bottom, boot floor and front floor section, new wiring loom, 6 volt black battery M/cyl, brake shoes, flexi pipes and metal pipes, hub cover and door handles re-chromed. Headlining seats and door panels professionally re-upholstered in "pattern" woollen cloth. Reluctant sale due to loss of double grage. **£7,500** J. Palmer (0113) 2562706

1955 11B FAMILIALE Belgian built, black with silver sports wheels. ID19, 4 speed conv. engine and gearbox just rebuilt. New subframe and silentblocks, peacock driveshafts, new sills and door skins. Re-trimmed, M.O.T. 1 year. **£8,000** Jock Westwater 0131 225 3277

1952 Traction Light 11 Siebel Berlin. White with big boot. French with original registration, as seen in Next Directory. Requires minimal attention and T.L.C., has been garaged for 3 years. £3,000 o.n.o. Call Rex 01420 22949 Farnham evening.

Paris built 1955/6 Commerciale with original 11D engine, imported 1976 and garaged since then. New stainless steel exhaust down pipe. S.S. silencer. Rare car in occasional "dry weather" use. 25 year exempt tax to October 1998. M.O.T. to February 1999. Some French history, French roof rack (not fitted), 4 new/unused door handles c/w keys. English version of Citroën workshop manual. **£7,000**. Tel: 01323 840778

Citroën Light 15, 1947. MOT, white, R.H.D. red leather new. Good solid car. **£5,500**. Hertfordshire Horologists, Watch Service Centre, The Counting House, 9 High Street, Tring, Herts HP23 5TE. Tel: 01442 824517 or 01296 613007

1946 Slough built Light Fifteen, small boot. Burgundy over black. Car has tan leather seats, wooden dashboard and Bluemells steering wheel and was discovered by the present owner after it had been barn-stored for 20 years. The car requires complete restoration and would suit an experienced do-it-yourself restorer with more spare time and ability than present owner. **£1,500** o.n.o. Offers to: Malcolm Kirby, daytime 01525 382333 (work) or



1926 Citroën 5 CV Cloverleaf. This car is regularly serviced and has a current M.O.T. It has been restored and has been repainted in the correct yellow. The registration number is TU 3087. It is a lovely little car and I will be very sorry to see it go. I would like offers in the region of **£7,000**.

Brenda Lenaghan
Clouds, 3 The Green
Tynningham, by Dunbar
EH42 1XL
evenings/weekends 01525
383107 (home) Bedfordshire

Slough built small boot Big 6, 1952. Complete in every respect. Restoration work started thus sold as a rolling shell with engine etc. removed. For more details phone 01691 658221 evenings

1938 7C. Right hand drive. Paris built. Very rare car. Has been displayed twice at NEC Top Gear Classics car show. Much history. 49,000k. taxed and on the road. Scruffy in appearance but very sound original condition. **£8,500**. John Cobbald 01858 575 303 Midlands

SLOUGH BUILT small boot "6". About a 1000 of these cars were built which makes them nearly as rare as a Faux Cabriolet (728)* and four times rarer than a Roadster (4322)*. This car was restored in 89/90 including new leather seats, run as an everyday car for a year, and then laid up. University fees now convince me that I must part with this rarity for **£5,000** a debate. Please telephone for further details and viewing arrangements (car located 5 minutes from junction 3 of M42). Chris Ryle 01386 841428. *Figures taken from Olivier de Serres.

1939 LIGHT 15 SLOUGH BUILT RHD.

A unique and rare car which has been restored and well maintained. Recent interior, brakes, clutch and driveshafts. Colour: grey with black wings. Very sound and reliable car. Work commitments means I can't give her the care she needs. Offers around **£7,000**. Fraser Kennedy on 01252 620386 (eves).

1945 RHD PARIS BUILT LEGER. Small boot, totally restored, very original, rare fully sorted, black, correct trim. **£7,750**. Telephone: 0121 445 3982 Home, 0121 327 8500 Work.

1952 SLOUGH LIGHT 15. Small boot, refurbished (paint and trim) 1988, reliable service since but little used in last 12 months, running and sold with full M.O.T. **£6,500** o.n.o. Tel: 01226 743623 (South Yorkshire).

1955 PARIS BUILT 11BL. Black, big boot. 12 month M.O.T. Interesting history. Imported 1991. Mechanically sound, bodywork fair, paintwork excellent. Front

seats recovered. New front tyres. Sale to include original handbook, reproduction manual, import documents, french plates and full restoration details with photos, receipts etc. Reluctant



1955 11BL. Black, big boot, very good runner and good overall condition. Has recently had the engine revalved and brakes overhauled. Very reluctant sale due to purchase of new house. **£4,950**. Contact: James Holland on 0171 737 0762.

sale at **£4,950** o.n.o. Phone Michelle on 01202 246385 (Poole, Dorset).

11B NORMALE, 1937. Rolling complete car in part dismantled. With all parts and new interior. Phone for details. **£1,500**. 0049.212.231 19 11. Hans-Tini Weber.

WANTED

Mud and Snow Tyres Does anybody have a set of 5 - 165 x 400 mud and snow tyres in good condition or a set of 5 rims converted to take a set of modern mud and snow tyres, which they would be prepared to lend or sell to me. Jamie Maisey, Tel: 0171 7278821

Steering wheel wanted, 2 spoke in blue/light grey for 1957 11BL. Maurice Millar, 01250 876 243 (Perthshire)

Hub and Bearing Extractor for Traction, new or used. Fair price offered. Please contact M. Vickerstaff on 01209 821979 after 6.00 p.m.

Floating Power, volume 1, Issues 1 and 2. John Allen, 19 Beltana St, Salisbury S108, Australia

Brakedrums with damaged tapers required to create pool for an exchange service. Roger Williams 01482 863344 Fax: 01482 888619

CLOVERLEAF ALL PARTS OR W.H.Y. Tel: Roger Dyer 01483 223890

Quality restored example of **SLOUGH CAR** in exchange for (wait for it) Westfield Wide which is as new and mind blowing Rapid... Please phone Alan Smith (Bristol) 0117 9249821 after 8 evenings.

PARTS FOR SALE

1 Repair Manual 1950. Condition A.1. Ring Derek Whittle 01624 842475.

Very rare SOLEX 34 PCC CARB. As fitted to pre 49 Light 15. **£28.50** plus p+p plus

Traction gearbox, good condition, £220. Phone Frank 01365 325847

Original Light 15 repair workshop manual **£40.00**.
Original sales brochure **£20.00**.
Pair second hand kick plates (rear) for Light 15/11BL **£20.00**.
Phone Michelle 01202 246385 (Poole, Dorset).

Citroën Repair Manual. Original red cloth for Twelve and Fifteen. **£45** o.n.o.
Alan Webb. Tel: 01923 822191

Front chrome number plate plinth **£25**
Windscreen Wiper motor **£10**
Mild steel Exhaust down nd thru pipe **£20** the pair.
Windscreen (legal) **£25**
Master Cylinder **£20**
Repair manual **£40**
Two front Shock absorbers **£40** the pair
One rear brake drum and brake shoes (lined) **£20**
Petrol Pump **£25**
Hand brake cable **£25**
Recd Lucas Dynamo **£15**
Solex 32PB2C Carb **£50**
Brass Rad Cap **£10**
Two front Shock absorbers **£20** each.
Four Hubcaps **£40** the set.
Contact Jack Fallon, Tel: 0181 886 5598, Fax: 0181 886 6482

LIGHT 15.
Sunroof, panel and frame **£25**.
Slough flat dipped bumper and iron **£15**.
Lucas headlamp, good chrome **£5**.
Marchal fog lamp **£7**.
Marchal spot lamp **£7**.
Heater tube assembly (no rubbers) **£10**.
Big 15 starter hole grill wings **£10**.
H10 spark plugs (20) **£1** each.
Phone Colin Moss 0181 398 3176 (Evenings)

1 set of re-lined front Brake Shoes (late type)
1 Piston ring set boxed as new **£30**
1 cylinder head (11cv) **£20**
1 CIBIE headlamp (type TP500) **£10**
1 pair of headlamp reflectors (type TP500) **£5**
1 hubcap center (brass)
French/early English **£5**
Phone Steve Hedinger 01344-24528 (Berkshire)

Light 15 gearbox Very good condition. Thoroughly checked, cleaned, painted and fitted with new oil seals. Ready to install with rhd bell housing. **£350**
Nick Gundry 01453 884615

Brakedrums with damaged tapers required to create pool for an exchange service.
Roger Williams
01482 863344
Fax 01482 888619

SET OF DOORS
Light 15, very good condition, straight, no filler. Ex South Africa so rust free. Also 2 good small boot lids.
Phone Marcus Carlton
Tunbridge Wells 01892 532896

NEW PARTS

French number plates. Your traction is not equipped yet with authentic black/alu French number plates? Send me your car registration number, FF 400 in cash, U.K. or Euro cheques in French Francs. You will then receive them in 3 weeks (specify small or big boot).

Write to Gwenaël André, 25 rue Saint-Hélière, 35000 Rennes, France. Phone: (33) 02.99.65.47.03.

Rubber plugs for front cradle tubes. **£2.40** per set of 4+P+P
Rear engine mount **£10** each (exchange)
Side engine mount pads **£1.60** each +50p sae
Silentblocs **£60** per set of 4 (exchange)
Petrol tank filler pipe rubbers (large and small boot) **£2.50** each + 50p sae
Triangle door rubbers **£14.80** per set of eight + **£2** P&P
Gaiters for top & bottom swivels **£2.50** each+**£1.50** P&P
Steering rack pin rubbers **£1.20** per pair + 50p sae
Rear Panard rod cones **£2.50** per pair + 50p P&P
Rear bumpstops **£15** per pair + **£1** P&P

'H' van radiator hose set (three hoses) **£17.50** per set+**£3.25** P&P
Driveshaft inner bearing ring nut spanner (with reinforced ring around teeth for those nuts that are very tight). **£28** + postage to cover 2.75lbs weight.
Ball pin adjuster for the track rod end. **£11** + **£1.50** P&P.
Door seal 18ft fits 4 doors **£7.50**
1 1/4" wheel cylinder repair kit (2 cups - 2 boots) **£4.50**
Seal between 32PBIC carb and flat type air cleaner **£2.30**
Bonnet and door grommets, pack of 10 **£2.00**
Front axle bump stops c/w nut/washer **£3.50** each
Shock abs/Panard rod bushes **60p** each
Dust covers in hard rubber for outer track rod pins **£1.20** per pair
Radiator base washer metal/rubber **£1.00** per pair
All plus post/packing, all other advertised parts still available.



P.F.P. MODEL CARS

These Citroën cars are revival of the Citroën toys from the thirties. At that time Citroën made, for advertising, children's model cars. Big ones were very luxurious but the 1/43 scale range was cheap. Bodies were made in plaster and flour, with lead wheels and red rubber tyres. These toys were very naive pretty charming, but because of Citroën financial managing, eventually production ceased. Nowadays, you can keep living the spirit of these toys by buying a P.F.P. model car (made in Paris). Jean Pirot Price **£17** (inc p+p)
8 Rue du Cloître Saint-Merri
75004 Paris
tel 00-33-1-42 74 66 97 (REP)
fax 00-33-1-42 78 11 55

PLEASE NOTE:
Exchange items only sent when old ones received first.
Mike Tennant
49 Hollywell Road
Mitcheldean
Gloucestershire
GL17 0DL

1 set used Michelin 165-400X tyres. 1 Duron brake lining set, boxed, new. 1 Durite 0-833-06 12v regulator, new. Head and waterpump gaskets, new. 1 brake drum puller. (All for Citroën Lt 15). **£80.00** Phone: Ruedi Egger 01371 811051 evenings
New stainless steel bumpers for Tractions. Made from 3mm 304 grade stainless steel.
Four types available: 'dipped' Legere & Normale and post-'52 'straight' Legere & Normale. Supplied drilled and polished 'ready to fit'. These bumpers will not rust, are stronger than the originals, there is no plating to crack or peel - minor damage can be inexpensively corrected and repolished. All types **£230** per pair. Citroën script badges, jet cut from stainless steel, polished. Available either with mounting screws placed as for fitting to spare wheel cover at **£27.50**, or plain, as fitted to big boot cars at **£22.50**. Can also be used to beautify your 2CV, Visa, etc! These are also available in MDF - one for **£3.00**. Two for **£5.00**, or five for **£10.00**.
Jonathan Howard
Tel 01608 643065
Fax 642973

OTHER

Paris Central Location, Studio Apartment.
2 Metro stops from Eurostar Train Terminal. Quiet Street, 1st floor, Sleeps 4, Kitchenette.
Available April onwards.
Phone Frank 01365 325847.

Western Loire
Charming village home. Sleeps 5/6. Exposed beams, splash pool, 300 metres from river (Thouet). Secure courtyard parking for four cars. Vineyard next door! Available May - October.
10% discount for TOC members.
Phone Colin or Jacky Porter
01865 204994 work
01734 615721 home

South Brittany
Farmhouse, 15 minutes from Quimperlé. Rural situation, but with shops only 3 mins. 15 mins to sandy beaches, forest, lovely rivers and estuary walks. 85 miles from Roscoff. Sleeps 7/9. Available to rent most dates. Early booking essential. From **£120** to **£265**.
Phone John or Eileen Wain for details 01803 782468

Normandy
Two lovely 18th century gites. One hour from Cherbourg. Sleep 4 or 6 plus baby. Electric heating, log fires and every comfort. 13km from the sea. Ideal base for visiting invasion beaches, Bayeaux, Mont St Michel. Available separately or together for short breaks or longer holidays. 10% discount for TOC members.
Phone Tom or Gill O'Malley on 01252 795182 for details.

Cote d'Azur Very special B&B in the South of France. Bring your own Traction to meet ours and be pampered in a beautiful old villa overlooking the Med near Monte Carlo.
Margaret Ritson
Tel: (33) 93784725

Fax: (33) 93786401

Loire Valley
Large, classic country house 5km west of Langeais, (between Tours and Saumur), ideally situated for wine lovers and chateaux visiting. Sleeps 8-10 in 4 large bedrooms with 1 acre garden and ample space for Tractions! Available to rent from **£375-650** per week.
Tel. Brian Thorley
01253 295409 office
882558 home

Southern Brittany
Camping Le Bohat, Sarzeau. Large 4-berth caravan with awning and mains electricity. Available mid May - mid Sept. Swimming pool, children's pool, creperie.
Bookings taken now.
Tel. Stan Barker 01425 672311

La Vie en Rosé NORMANDY
Set in nearly 7 acres of delightful woodland, orchard and water meadows with a small stream meandering through it, this story book cottage is available for those seeking tranquillity, yet accessibility to beaches and the massive range of historic sites that Normandy and Brittany have to offer.

The two bedroom (sofa bed also provided) property is furnished to the highest standard. Large stone fireplace with log burner, TV and satellite, kitchen facilities include dishwasher.
Special discounts for Tractionists. For further details telephone or fax Martin or Vicki on 00 33 2 33 61 00 15 or Email us on Viemar@Compuserve.com Also available to ren 4 berth caravan.

BURGUNDY -
Comfortable traditional house in very picturesque village only 10 miles from Beaune, in the heart of Burgundy. Apart from excellent wine-related activities, there is plenty to see and do locally, with stunning countryside and wonderful old towns and villages to explore, plus easy day excursions to Beaujolais, Dijon, Geneva, etc.
Fully renovated and well equipped, the house sleeps 4 to 6 and is available May to October at very good all inclusive rates. Please phone for further details and availability.
Leo and Liz Quinn, tel: 01977 620116

PERIOD MICHELIN MAPS
The "Final Touch" for your restoration - a period Michelin map for your glovebox. I have a selection of original maps (most dated with the year of publication), all in good to excellent condition, some carrying an "X" tyre pressure chart on the rear cover including Traction models plus Panhard, Renault and Simca. Some also show war damaged areas and bridges, even coastal minefields!! **£8** each including postage and secure packaging.
Leo Quinn, tel: 01977 620116



