



*Floating  
Power*

*September 1998*

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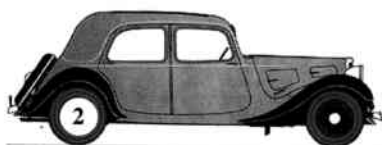
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TQ7 4HA  
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\* Club Tools are available in these areas

For details of area meetings, please  
contact your local organiser





Berline 7 C/11 Légère

**5** **toctalk**  
REFLECTIONS ON ICCCR 1998



Four-cabriolet 7 C/11 Légère

**6** **toctalk**

**7** **In Committee**



Berline 11 Normale

**9** **Annual Rally**

**11** **Irish Rally**

**14** **View from a Campervan**



Four-cabriolet 11 Normale

**15** **Riverside Rally**

**16** **Summer Love**



Conduite intérieure 11 Légère

**18** **toc Correspondence**

**19** **Clutch Technique**



Cabriolet 7 C/11 Légère

**20** **toc ads**  
MARKETPLACE

**22** **more toc ads**  
CARS, PARTS, SPARES ETC



Cabriolet 11 Normale



### EDITORIAL

This year's highlight in the Traction world (I.C.C.C.R.) has passed and as usual at some events, I feel there was so much to see, I must have missed a great deal. There are so many cars and interesting people that it is simply impossible to see everything. If you have an interesting photograph or story, please send it in for the next issue.

Did you break down this summer? If you managed to get mobile without the help of A.A./R.A.C., I want to hear how you did it. In other words send reports of vehicle maintenance so we may learn something new.

*Glen Robb*

### FRONT COVER

Homeward bound Légère meets a pompiér

### CENTRE SPREAD

Danish van in damp Belgium



# Floating Powers

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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.

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*ICCCR Truck*



*British Campers*



*Everything Citroen*



*Museum Exhibit - 1934 Legere*

## **national and international events**

**1998**

**7/8 NOVEMBER  
THE INTERNATIONAL CLASSIC MOTOR SHOW  
NEC, BIRMINGHAM  
Assistance will be required to man Stand.  
Please phone Help Line**



*Seen lying around at Chevetogne*



# REFLECTIONS ON I.C.C.C.R. 1998



Gillian and I arrived on Friday to find the camp site covered with tents and campers with very little space left. Perched on hill tops we had no cover from the howling gales and rain that was about to descend on us.

The whole site is a National Park and once your car was parked movement was by a free bus service running between the various points of interest. We tried the bus at first but finding it took too long to tour the site, we ended up walking. And walking and walking!

We found the Museum marquee very well laid out and interesting, documenting the history of Citroën sales and production in Belgium, a partly stripped 1934 Legere taking pride of place.

The autojumble area (another great hike) was well represented by the usual European parts suppliers with a gaggle of private/trade used parts. Roger Williams had a stand selling his excellent parts. I spotted Mike Tennant at the entrance with all his rubber parts laid out for the punters. There were quite a few cars for sale and the usual tee shirts and caps of I.C.C.C.R.

Complaints? We heard of people arriving on Friday and Saturday and taking 2<sup>1</sup>/<sub>2</sub> hours to enter the site. One of our members was advised to enter the concours and he would avoid the queue. This he did and once in the concours area he was confronted by the organisers and told to remove his car. This he refused to do and the police were called and after some conversing, common sense prevailed and he was allowed to stay. To rub salt in the wound, Tony Stokoe proceeded to win best D.S.!!!

As for Tractions, I believe a winner was the ex Fred Annells Roadster now in Belgium ownership. I saw the car wading through the mud outside the Museum area.

The organisers decided they would have their own currency, called Eurocito and one was obliged to buy blocks of these to make a purchase. Good idea but as we all know, when you exchange one currency for another, someone makes a profit

and it isn't you! The sting in the tail was that they would not take your unused Eurocitos back for hard currency and you therefore had an instant souvenir worth zero. I wonder if a similar system will operate when the real Euro is operational. Good idea and a great way to make money.

There was apparently a strict entry only to Citroën or Panhard cars and I know Barry Longdon had a little trouble getting his camper and tow truck in even with the U23 on board. The great Organ was much admired by the other campers.

We heard there were mumblings that individual models were not put together on site as was the case at Clermont Ferrand. Being thrown in together does allow you to meet people and I

had a word with a group of 3 D.S. from Prague who told me they had about 1000 Citroën members with about 100 Tractions. Amazingly it took them 14 hours from Prague. It took us about the same time to return to our house in southwest France.

I spotted one of the dreaded Vietnam Roadsters with French plates and painted lilac. Our Danish neighbours on the site who had one of the famous vans and a truly impeccable Roadster, were horrified by the purple monster. A genuine Roadster seen was the ex Madame Pierre Michelin, 1939 15 Six now residing in America.

Please note this is not meant to be an article and I look forward to your article, reflections and photographs of I.C.C.C.R.

Elsewhere in this issue is news of the next planned International.

*Glen Robb*

## T.O.C. SPARES AND SERVICES FOR THE FUTURE

As you may know, Dennis Ryland will be taking a well-earned retirement from running the Club Spares scheme, from April next year.

In the meantime, a small group within the T.O.C. are considering how the scheme should operate in the future. This is an opportunity to review the way that spares and services are offered to members and perhaps extend the range too. The job of running the entire spares scheme is now probably more than enough for one person, and it may be more realistic to divide the activities.

We have no fixed idea yet on how the new scheme should operate and what can finally be offered to members. It depends very much on what contributions and support can be obtained from within the Club itself.

To help us decide on the format of the new spares and service scheme, the committee would like to be contacted by anyone



who feels that they may be able to make a contribution to this vital aspect of the Club. We envisage that help could be appreciated in:

- \* Sales and order co-ordination
- \* Spares stockholding
- \* Invoicing/financial control
- \* Stock control/record keeping
- \* Spares and services sourcing
- \* Reconditioning services
- \* Evaluation of new and improved items
- \* Management of used items
- \* Provision of technical advice and information
- \* Preparation of parts lists and technical instructions
- \* etc ...

If you feel that you may like to contribute to the future of the Club Spares and Services scheme, then we would like to hear from you. Please contact myself or leave a message on the Helpline, Technical Hotline or at the A.G.M. Any offers would be welcome, treated seriously, but without commitment on either side at this stage.

*Tony Hodgekiss, 94 Oving Road, Chichester  
W. Sussex PO19 4EW., Tel: 01243-781040.*

## NEWS FROM FRANCE

The French Club La Traction Universelle is starting a rebuilt of material for 1950-1952 Javel built 11CV and 15CV (small boot). There is two different materials: One for the door panels and seats, one for the part beside the head of the rear passengers. Material made by a French specialist is exactly the same as original. Price will be 200 ff per meter in 150 cm width (seats and door panels requires 10 meters, part beside passengers head requires one meter).

*contact: Jean Louis Poussard, 2, rue des Lyonnais 75005  
Paris or Pierre Levy, 13, rue E. Leveillé 60270 Gouvieux.  
tel. 33 3 44 58 85 23.*

## MEETING OF AMICALE CITROËN INTERNATIONAL AT CHEVETOIGNE ON 23rd AUGUST 1998

"The meeting was extremely informal, as befits an ad hoc organisation. Even despite a late start, people were still joining the table long afterwards. All were made very welcome, and the sense of camaraderie was clear. In all, there were twenty-nine representatives from 25 national Citroën clubs, ranging from Australia in the East and following the sun around the globe to Western U.S.A. Most of the business was formal, and merely a prelude to the decision about the 12th I.C.C.C.R. The minute recording that discussion and decision is reproduced in full.

**9. DATE & VENUE FOR THE 12TH I.C.C.C.R. in 2002.** *There was discussion concerning the date and the interval between I.C.C.C.R. The history of the I.C.C.C.R. was explained in relation to the 2CV World Meetings, and after various views were put forward, the meeting voted on the proposition that the I.C.C.C.R. be held every 4 years. 14 votes For, 4 against, and 6 abstentions. The vote was carried and a 4-year interval was agreed. It was*

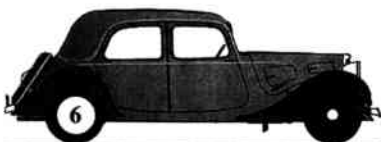
*suggested that an exception could be made if a Club had a specific reason, but this was vetoed.*

*Michael Cox [Citroën Quarterly, U.S.A.] suggested that at some date in the future the I.C.C.C.R. could be held in the U.S.A. He had looked into the feasibility, and gave some figures for cost of transport of cars which are \$450 each way at present, but it could come down if enough cars go from Europe to [justify the] charter of a Roro ferry. The area suggested was Boston [- New York corridor], with a post Rally run to Canada. There was no offer from any other Country. It was felt that the I.C.C.C.R. in the U.S.A. would be something completely different, and some delegates suggested the decision be held over to the February meeting. However, the point was made that there had been ample time for any Country or Club to come forward with a proposition; the decision had always been made on the Sunday at the I.C.C.C.R. (the only time that it had been delayed, neither of the countries suggested had been able to proceed and the T.O.C. in U.K. had stepped in and arranged the Rally in 18 months). After further discussion, the meeting agreed that the next I.C.C.C.R. would be in the U.S.A. in 2002. This was not put to a vote, as it was pointed out there was no alternative proposition."*

It may help T.O.C. members if I expand upon the minute by explaining some of the points made during the discussions. (1) The cost of getting the car and its people to the U.S.A. (the price quoted, say £600 return for the car, is just a first tentative figure) will become clearer as full details are established by the potential organisers. What they need is a guide to numbers who will look positively upon the project, not the difficulties being pointed out - which are obvious enough already, and may yet prevent it becoming a reality. (2) Unavoidably, the discussion covered the real problem that many people may not wish or be able to spend that much, but it was felt a great many would. A decision to attend any international meeting has to be a personal decision after weighing up all relevant factors. (3) All I.C.C.C.R.s have been held in Europe up to now, and after 24 years it is quite appropriate to justify having "I" as the first letter not "E". (4) It was recognised that only a proportion of the numbers of European enthusiasts who come to a European I.C.C.C.R. would come to one in another continent, but of course the converse is also true; many more North American enthusiasts would go to one there and will probably welcome the opportunity to do so, and it may be that Australian or South American owners will find it easier to come in large numbers. (5) Representatives present from the U.S. Clubs are extremely enthusiastic and had clearly thoroughly thought the matter out before coming to the meeting with the offer.

Although not belaboured then, the last point was something which no-one else (the T.O.C. representative included!) had done; the minute is quite correct in saying there was no other offer on the table. Even after spirited debate, no one was able or willing to put up an alternative. It is true Europe will be without an A.C.I.-sanctioned I.C.C.C.R. for 8 years, but there are some notes at the end of the minute sheet which report declared intentions to organise "alternative" I.C.C.C.R.s in both Holland and France before 2006. It is a pity such possibilities were not on the table at the meeting, but surely it is quite possible for them to be dovetailed with a 12th I.C.C.C.R. in the U.S.A. I feel the U.S. should be applauded for making the offer, and given enough support, at least initially, to encourage them to pursue what will be a great challenge for them, and will be a great adventure for those who go. Let us, as Tractionists and supporters of the I.C.C.C.R. concept, stay in the lead with international gatherings of Citroëns. What do Renault owners do worldwide? or even Europe-wide? Anything at all?

*Alec Bilney*



### 'IN COMMITTEE'

We had another long meeting in August, finishing well after 11.00 p.m. again, owing to the weight of matters to be discussed. In particular, these were:

#### \*Membership of FBHVC/FIVA

For some years now the T.O.C. has been a member of FBHVC, a body which represents several British car clubs, on issues of common interest. FBHVC is in turn linked to the European group FIVA. As a result of FBHVC internal politics and a possible alternative representation, we discussed whether it was worth the T.O.C. remaining a member. We decided it was, at least for this year, but to review the issue annually. Based on T.O.C. membership numbers, it costs us £138 per year. Roger Dyer will be attending their next meeting on behalf of the T.O.C.

#### \*Club Finances

Members will be pleased to know the accounts for last year showed a healthy profit compared to the previous set. This was derived mainly from a shares 'windfall' from one of our accounts and healthy income from shop and spares.

#### \*Membership

Pete Riggs reported that our current membership was 542 for mid August, including 46 new members this club year. Roger Dyer is also looking at ways in which profile of the T.O.C. may be improved, within the limits of a small club.

#### \*Floating Power

We also discussed charges for advertising in F.P. We are not happy that this is clear or consistent at present and could make a more significant contribution to the cost of F.P. Glen Robb is to review this whole issue and make proposals.

#### \*Spares

A small group of members had agreed to review the whole matter of spares and services to members, to decide what form this should take after Dennis Ryland's 'retirement' next April. We are aware that the job may now be too big for one person to cope with and this may be an opportunity

to reshape the service for the future. The group presented some possible alternatives to the committee, but it was agreed that the final form could only be established once the level of help from other club members was known. To this end, it was agreed that an appeal should be made in F.P. to identify what types of offers were forthcoming from members outside the committee. [PLEASE SEE THE APPEAL ELSEWHERE IN THIS ISSUE AND RESPOND IF YOU CAN].

Dennis Kallend, who has been working quietly away, transferring the present spares list to computer records and cross referencing with original Citroën part numbers has now completed the first stage of this task. This is now held by the spares group and is a wonderful basis on which to develop a new spares service and parts listing. We were very grateful to Dennis for the many weeks this must have taken.

We also discussed the Spares Levy; whether it was still relevant, does it cause too complex pricing, is it being abused by some members? We will discuss it at the A.G.M. and perhaps revise it.

#### \*Rules, Articles and Memoranda!

We have finally arrived at the point where these have been polished up and are ready for presentation at the E.G.M./A.G.M. in September. Alec has explained these in the last magazine and they represent a lot of work since the last A.G.M., particularly by himself. In order to prepare for the A.G.M., retiring members were agreed on too.

See you at the A.G.M.

*Tony Hodgekiss*



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**TECHNICAL  
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01730  
821792**









# VIEW FROM A TRACTION



## Annual Rally 1998

This year's annual rally was centred at Lackham in Wiltshire. For Nadine and I it was our 3rd annual rally and in retrospect we think the best we have attended.

Prior to arrival on the day the weather had been very wet but the weekend weather forecast was good so in late afternoon, with high confidence, we arrived in the grounds of Lackham Agricultural College where the rally was centred. Like most other Tractionists we decided to camp. The camp site was splendidly situated just outside the gardens of the original country house; now converted into the main college building.

Friday night saw the arrival of many old friends on the camp site with much socialising. Shortly after midnight I counted five parties/B.B.Q.s on the camp site, which were in full swing just before my head hit the pillow at about 1.00 a.m.

Saturday morning brought us to the first full day of rallying; of course after breakfasting in style in the college house. Sometimes I think the distances we cover when touring on rallies are too great but I thought this year was perfect. The morning tour of about 25 miles took us through some of the most delightful countryside in England. The very attractive village of Biddestone and then the totally enchanting, much filmed and photographed, thatched village of Castle Combe. No T.V. aerials or yellow lines here, much too attractive to

spoil. Of course the country lanes here are narrow and there were a few entertaining incidents with tractors and vans coming one way and a convoy of 40 Tractors going the other way. However, all sorted amicably.

Mid-day brought us to the delightful old Saxon town of Bradford-on-Avon. The old town is picturesque with mainly stone buildings. However, there is an old factory by the river, Avon Tyres, which I also found interesting. Lunch-time saw a split in Tractionists, some electing for lunch at the local canal side pubs or picnicking downtown by the delightful main river bridge. The more adventurous could have taken a cycle ride along the tow path of the Kennet and Avon Canal which runs through Bradford-on-Avon. Nadine and I had done this a year before so along with others we visited the Saxon church, Tithe Barn and the minute prison on the town bridge.

The 25 minute return to Lackham was via Broughton Gifford priory, again in a spectacular medieval village.

Evening activities centred around preparations for the main dinner which was at Avon Hall, within walking distance of the campsite; an annex of the Lackham College buildings. Like other annual dinners I have been to, the evening was delightful. There was local entertainment from the Chippenham Male Voice Choir, with Dave Hackett, standing modestly at the side of the group but making a major contribution to the aural





*Peter Simper giving a welcome help to a broken gearbox*

performance.

The rest of the evening consisted of dinner and dancing to a Trad Jazz band. Dinner fills tummies but dancing gave the opportunity to pose, what I think Tractionists do best. Midnight, slumped into bed ready for a busy day ahead.

Après petit déjeuner, the technical elements of the weekend were in evidence. Tractions performing in the college car park, being judged, along with driver's skills, for driving a tight course forwards, backwards and sideways. After judging was complete we headed in convoy for Bowood country house, about 20 miles away. There was an interesting digression enroute. About half our group was lured into a rally for Austin 7's. I think their organisers liked the style of Tractions so tried to misdirect us into their site. Disentanglement prevailed and

all Tractions arrived at Bowood House. After stylish parking in the grounds and a tour of the house for some people, a number of picnics took place which brought us to mid-afternoon, and the concours.

Trophies were then presented with the usual good wishes for the excellence of turnouts and resourcefulness of drivers. Photocalls then wound up the annual rally for 1998.

Thanks must go to Dave and Jackie Hackett who spent many hours of time and effort to organise this spectacular weekend. Jackie in particular is to be thanked because of her resilience: shortly before the rally she was hospitalised; plus the fact that the weekend programme had to be modified shortly before publication. On behalf of T.O.C. members thanks for a memorable annual rally.

1999: well, mutterings indicate London/Home Counties ish. But Lackham 1998 will be a hard act to beat.

*Nadine and Frank Bell*





*Eric Pepper and Bill Palmer in discussion next to Eric's Irish-built car*

### **THE SIXTH ANNUAL IRISH CITROËN RALLY, COUNTY DOWN, AUGUST 2nd, 1998**

This year it was the turn of the North of Ireland to entertain the South, so it was decided that the rally should take in a tour of the Mourne Mountains, in County Down, an area of magnificent scenery and unspoilt beauty. We arranged to meet in the main car park at picturesque Kilbronie Park, at Rostrevor. Therein lay the first problem. A month earlier, I had checked out the facilities there, and had been assured that the car park and cafe were always empty on a Sunday morning. Oh, dear! On this particular Sunday we found the car park chock full of caravans, moved from the caravan park because of the recent wet weather. So we had to forsake breakfast and move on to the nearby Citroën garage, Martins, about 400 yards away. Problem number two was the fact that over this small distance my Light 15 broke down and refused to go any further. It ticked over fairly happily, but when the accelerator pedal was pressed, it coughed and spluttered, but would not rev up to drive. Fuel starvation? Carburettor problem? Whatever - even though everyone looked it over and checked everything, it refused to respond, and my only option was to leave it in the compound at the garage. The moral of the story is that if you go to a rally with a backup vehicle (in this case my wife's car complete with four screaming children), you are *bound* to break down!

Back to the rally. After a slight delay we drove along the coast to the harbour at Kilkeel, where we decamped to a restaurant which overlooked a car park full of Citroëns. In fact there was a wide range of cars this year, including four Tractionns, three D.S.s, a 2CV, a CX estate and a BX. The latter two cars have never featured on our rallies before, but were nevertheless very welcome. Unfortunately, numbers were down this year, partly due to some recent car problems, and partly due to the

horrendous weather we have experienced this summer. Today, however, started quite brightly.

The weather started to close in as we drove into the mountains, so that by the time we reached Spelga Dam it was overcast and we were in cloud. After a brief stop we drove on to Tullymore Park, far more sheltered and welcoming, and we had an enjoyable hour there.

The Downshire Arms in Hilltown was the final stop for an early evening meal, which was excellent and enjoyed by all. At the end the cups were presented. The runner up for the Best Traction was Eric Pepper, who drove up from Dublin in his highly original Irish-built 1955 Light 15. Eric, incidentally, was celebrating his 80th birthday that day! Best D.S. was Norman Moore's lovely D.S.21, and the cup for the Best Car went to David Laurenson's (and Gallic Distributor's) very nice 1955 Light 15.

As we left the restaurant, we were greeted by the first rainfall of the day. It has been such a poor summer that we were lucky that it had not rained up to this moment. It was certainly pouring with rain on the next day when I had to go and rescue my car from where it had broken down. It was towed back home, and, even though the fuel pump and the carburettor have been overhauled, the problem still remains.

I would like to thank Bill and Joyce Palmer for helping me organize the rally this year. Next year we are back in the South - date and venue will be confirmed in due course. All are welcome!

*Michael Wood*



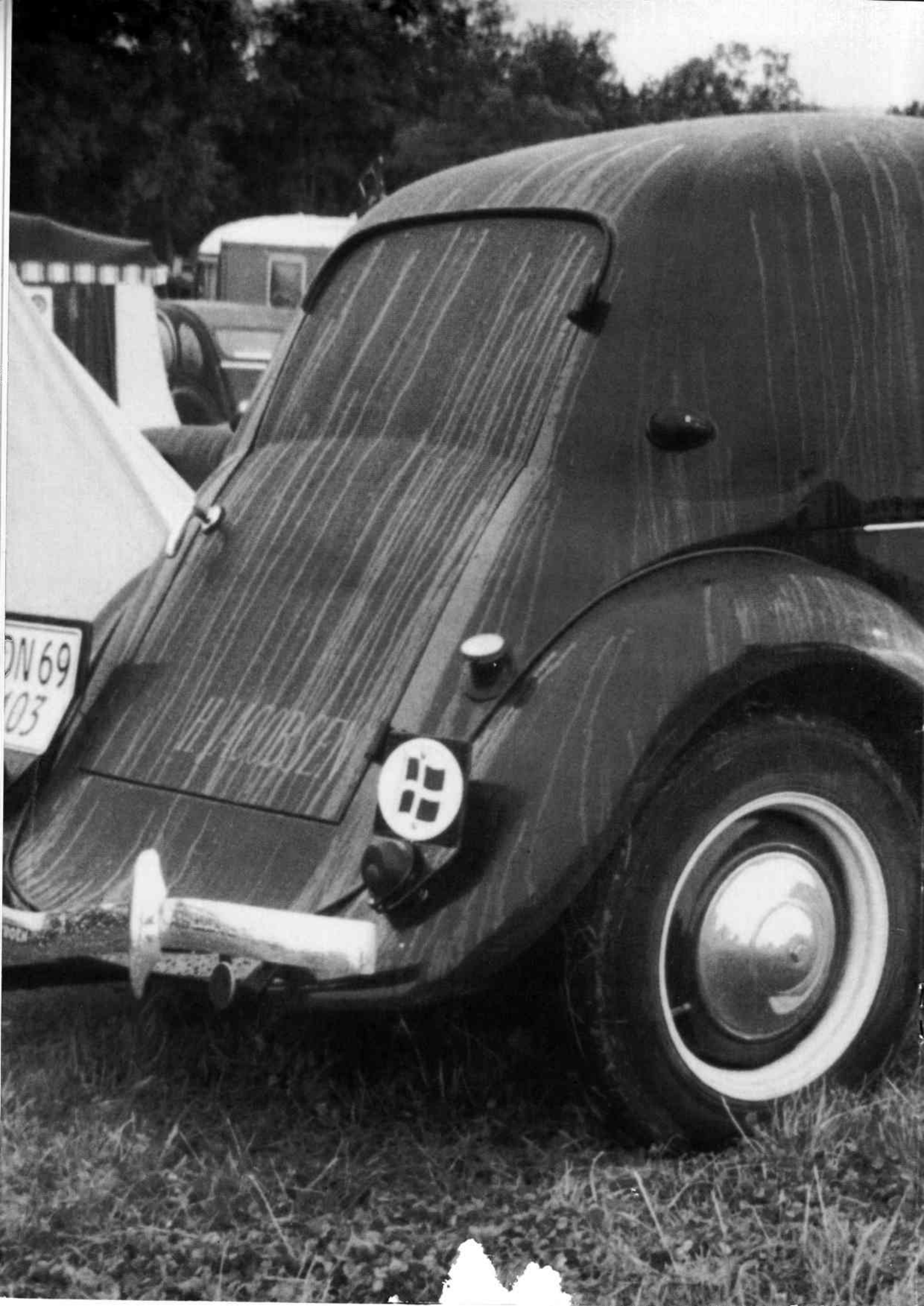
### **'ALLO 'ALLO - 'OOLEYS 'APPILY 'ITCHED**

It is not unusual to find Tractionns in the limelight, both before and after a marriage ceremony, with several members using their cars for wedding hire on either a casual or even regular basis. Two Legères definitely took a back seat on the fifth of June however when, only ten days after organising the highly successful *'Raid du William Shakespeare'*, Esther Asbury and Richard Hooley tied the knot at Edith Weston in Rutland. Members will join in wishing them every happiness for their future together.

Esther and Richard are pictured at Normanton Park Hall, with Tractionns in the background, still smiling 'appily after a very chilly photo-shoot on the shores of Rutland Water.

*Graham Jones*









## VIEW FROM A CAMPERVAN

V.W. to take over Citroën?

No, our V.W. Camper didn't even overtake a Citroën on this year's Annual Rally in Wiltshire.

As our Traction was being treated to a new coat of paint, we decided to attend the Rally in an alternative vehicle and view the action from a different angle. The run down from Edinburgh was certainly more relaxed, and for once we arrived in time for the welcoming drink and barbecue, instead of our usual late arrival and subsequent pitching of a tent in the dark. It was a beautiful evening, the facilities were good and the forecast promised a heatwave for the weekend.

Despite the forecast, we woke on Saturday to overcast sky and moisture, but maintaining a civilised approach to camping, took advantage of the full cooked breakfast available from Lackham College cafeteria, before a relaxed preparation to follow the Convoy Run, which we joined at the end with a few other non-Tractions.

The Rally claimed its first victim at a re-forming halt in a narrow road which also turned out to be a double decker bus route. A loss of patience by the bus driver producing a coming together with the rear wing of Paul DeFelice's previously immaculate car.

Following a brief stop at Biddestone, the weather began to clear, and another car was noted with a problem at the roadside. The tour continued through the picturesque village of Castle Combe and shortly after, with the sun now shining, another re-forming stop was made, and two cars were found missing. The V.W. was volunteered as a possible tow vehicle, and with organiser Dave Hackett, headed back down a steep hill only to be passed by Glen Robb, mobile again after a roadside fuel pump replacement which he just happened to have with him! It transpired that the other missing car had suffered a major gearbox failure, and already arranged recovery, so the Convoy continued to Bradford on Avon, where four hours were available to explore.

With the heat building up, Wendy and I strolled along the towpath to the centre of the attractive old Saxon town and lunched in the Victorian Bridge Tea Room - recommended not only by Egon Ronay, but as having featured in an Ariel T.V. advert! Our afternoon walk took in a Saxon church and an antique fair, before finishing with an icecream at the impressive 14th century tithe barn, with its massive timbered roof.

The short return journey to the campsite was an informal run with everyone making their own way. However as a well detailed route had been provided, we followed it to the letter, meeting Citroëns going in various directions, and arriving back with time to relax in the afternoon sun before preparing for the evening social event.

Instead of cooling down, it appeared to get hotter, and after an excellent buffet meal, many spent the evening taking refreshment just outside the open doors to the hall. Entertainment was provided by the Chippenham Male Voice Choir, which included two classic monologues, and dancing to a superb jazz band.

I woke on Sunday to the familiar sound of a Traction engine (not too familiar, mine always seems noisier); Paul's daughter was taking the chance of some early driving practice on the College cricket pitch outfield!

The entertainment continued with an informal seminar on a Traction gearbox rebuild - Peter Simper and assistants removed and replaced Tim's broken gearbox with parts magically produced overnight, and the car made it to the afternoon Rally - amazing! James Emery's car was also coaxed into life, after having struggled to arrive on Friday, so he spent time at the Rally trade stands preparing for an imminent engine rebuild.

With driving tests taking place in the car park, the V.W. was pressed into service to transport the Club stand over to Bowood House for assembly before the convoy arrived. This didn't quite go to plan as the car we were following picked up a flat tyre, and with the time taken to change the wheel, most of the help arrived before us.

The stand was erected under Stan Barker's guidance in front of the magnificent setting of Bowood House, and the convoy began to arrive and line up in a privileged position in front of the House.

The expected numbers did not materialise for some time however, as it transpired a breakaway section of the convoy had turned into Spye Park and joined an Austin 7 Rally being held the same day! Eventually, however, more than 50 Citroëns were lined up in the sunshine, while we hid the V.W. under some trees along with Mercedes, Porsche etc.

The concours produced a fine selection of winning cars, some familiar, some new, which I hope are listed elsewhere, but I did note the people's choice went to Glen Robb.

We took advantage of the included tour of Bowood, chatted in the sunshine, and helped dismantle the stand, this time packing it into Peter's Familiale, before rounding off the weekend with a visit to the nearby village of Lacock, used in the filming of *Pride & Prejudice*.

Our camper van not only gave us a different view of the Rally, but proved extremely useful providing accommodation and transport for the following week's holiday, and still having enough space to carry home a replacement rear wing for the Traction. In fact the change was so successful we're going to try taking the Twingo to the I.C.C.C.R. next as the Traction is still not ready!

Thanks to Dave & Jackie for a great weekend.

*Ian Nairn*



# The 8th RIVERSIDE RALLY

On September 6th, John Gillard of Classic Restorations fame held the 8th Riverside Rally at Gabriel's Wharf near Waterloo.

I decided to attend in my new acquisition, a 1932 Rosalie 8A bodied by Sical.

The event was well attended with many interesting and varied cars on view. Our esteemed chairman Mr. Barnacle Bilney arrived in his 15/6 Familiale, which being the largest Traction money could buy, was aimed at the Tractionist to whom size was everything. In addition, this car was equipped with



*The other Rosalie present, with moteur 'enfant' option*

'Suspension Gregoire' on the back axle. M. Gregoire was an all rounder renaissance man, engineer, author, painter, and so on who devised an accessory which improved the back suspension of a Traction. After many successful applications, Citroën, without bothering to show the elementary courtesy of giving a reason, or any notice, withdrew their approval and guarantee, causing a permanent rift in relations. As the

Gregoire system was fashioned from billets of fine-grade unobtanium, it is to be hoped that the system on our chairman's car will be durable.

Our previous chairman, Marcus Lasance was present in his rare late 1940s Slough built Big 6. Among the Traction exotica were a prewar Familiale, a prewar Commerciale, and a Slough built Roadster.

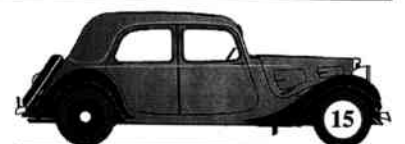
Personally I also appreciate the vin ordinaire Tractions which may not be entirely pristine and gleaming or fabulously rare and exotic but are running, present, and enjoyed.

After several hours spent happily wandering about looking at things and spotting the cars wearing my stainless steel bumpers, it was time to waft back home sedately, appreciating a car equipped with genuine Floating Power instead of the new-fangled Pausodyne.

*Jonathan Howard*

## ANNUAL RALLY CONCOURS WINNERS

Best Car in Show	Dennis Kallend	1951	LT15
Best Pre-War	David Boyd	1939	Roadster
Best Post-War	Paul De Felice	1951	LT15
First Time Entrant	C. Broom/B. Mayers	1953	Big 6
Peoples Choice Award	Glen Robb	1936	7C





# SUMMER LOVE



The May issue of this worthy publication carried a short article about the first few weeks of my Traction ownership. Perhaps members might (or more likely might not!) like to hear more ramblings from me.

Steve Southgate and his "man" kindly gave the car a pass certificate, and I have thoroughly enjoyed the experience of driving the car during the last few months. It has lived up to my expectations in virtually every way, and the handling and poise of the car continue to delight and amaze. I derive constant amusement by confounding the owners of poorly driven modern cars as they attempt to corner as quickly or as safely as the Traction - great fun.

All has not been sweetness and light though. Problems have been found with the tapers holding the hubs onto the drive shafts. I have noted some correspondence on this issue, and must thank Dennis Ryland for his timely warning after I had described the symptoms of a strange creaking noise from the front end of the car. He diagnosed loose tapers, without seeing the car, and blow me he was right. The nuts holding the hubs onto the tapers, were, if not loose, then certainly not tight. I borrowed the tools and stripped everything down, to find the tapers on the nearside quite badly scuffed and worn, the offside not quite so bad. The only remedy seemed to be to attempt a repair using grinding paste, and several hours later a good fit was obtained. I then discovered that the hub was now going onto the shaft rather more than the designer had intended, to such an extent that the hub was now fouling the outer front bearing. I machined off about 3mm of the inner face of the hub to give clearance and I seem to have got away with it. I actually did not initially remove any material from the offside hub, as after checking there seemed to be sufficient clearance with the nut tight. Sadly a short journey of 20 miles or so

proved that there wasn't, and resulted in a destroyed outer wheel bearing, we came home on a Land-Rover and trailer - all very embarrassing. This hub was then given the same treatment, and both have now been O.K. for about 4,000 miles, so this dodge seems to have worked. The nuts holding the hubs on needed a large washer under them, just to make sure they came down on the hub.

I have also had some problems with the brakes, including seized brake shoes meaning that only one set of brake shoes was working on each back wheel. The process of freeing everything up led to leaking slave cylinders, and the piggy bank was raided to fit new ones on the back courtesy of Dennis and the Spares Scheme. Incidentally, I must mention my thanks to Dennis once again. This man is a real gentleman, running a real service to members - I cannot believe what I have been reading concerning the attitude of certain people to him and the service he offers. I hesitate to say that anyone is irreplaceable, but this man is certainly going to be very difficult to replace.

I have had a lot of fun by fitting various "mods" including a water temp. gauge and oil pressure gauge, made up from parts in my "bits" box. The dials I relettered to read in French and both feature totally fictitious and libellous Chevrons. A pair of motorcycle indicators on stalks have been mounted on the front bumper irons and help modern drivers to see which way I want to go. I have also sorted out minor problems with doorlocks and the like, and thoroughly waxoyled the internal structure, inside doors, and so on.

My wife, who suffers my passion for old motor cars with very good grace, actually finds the Citroën a very pleasant car to travel in. In fact we both prefer the ride of the car to our modern Vauxhall. We therefore decided to take the car on our holiday to France and we booked a week at the house belonging to members Colin and Jacky Porter, as advertised in "Floating Power". The party included my youngest daughter and my wife's mother, a delightful lady, not in the slightest concerned about touring France in a fifty year old motor car. The resultant call on luggage space (three ladies in the party!) was solved by the discovery in the deeper recesses of my garage of an old luggage rack. However this refused to fit the car, at least in such a way that allowed the doors to open (!) A rethink seemed to be required. As I am opposed to spending money where this can be avoided (ask my friends) I thought I might convert said luggage rack into a luggage grid. This in fact proved to work out rather well. The rack was cut in half, and the cross pieces re-jigged, the whole swinging on two brackets from the bumper irons, coming down and locking against the bumper in the down position. I have an old tin trunk, once the property of an elderly Aunt, and this fitted on the grid a treat to provide water and dust proof accommodation for the excess luggage.

Suffice to say we had an excellent holiday. The house is in the



Western Loire, near Samuar, and was lovely, thank you Colin and Jacky. The chap across the road from the house is a Citroën enthusiast, and owns two D.S. cars, as well as a collection of models etc. He actually GAVE me a taillight from a pre-war Traction, with instructions that I was to fit it to my car! The countryside around the house is rural France at its best, and we were blessed with super weather.

We headed for home back up the Atlantic Coast, spending some time on the *Isle de Noirmoutier*, and driving over the famous road that is covered at high tide. We timed this just right, with the tide just going out and the water lapping the



*'Picnique' - on the banks of the Loire*

sides of the concrete highway - all quite exciting really. We crossed the Loire again via that incredible bridge over the estuary near *St. Nazaire*, very high, very steep, and quite narrow, and with my eyes very firmly on the road ahead! We stayed in small hotels full of French character, and we made the obligatory visit to *Mont St. Michel* (my wife had never been) before crossing back via Cherbourg.

We saw only four other *Traction* in France, all were either parked or seen driving when we were away from our car. I was quite disappointed, but I am told this is actually a good score. The only exception was meeting the French owner of a pre-war Cabriolet at the "Retro Grand Prix Le Puy Notre Dame". This event was one of those wonderful events that only the French seem capable (or allowed!) of organising. A large number of old cars (and their owners) are invited to attend, and spend the weekend racing around the closed roads of the town, in this case sponsored by the local wine growers. The event was heavily sponsored by members of the V.S.C.C., and for me, made up a little for missing V.S.C.C. Prescott. I had difficulty convincing the family that I knew nothing of this event beforehand, even though it was taking place in the village next to the one in which we were staying! Anyway, it was a super event, with lots of Amilcars and Salmsons and the like, and this local French chap who appeared in his 1936 Cabriolet Traction complete with his family all squashed into the car. I was only able to have a quick word with him, when we commiserated with each other over dynamo problems, but I did take a quick snap and I hope the Editor will be able to print the result somewhere here.

The car went well, except for a recurrence of a dynamo problem. Now I thought that this might happen and had cleverly packed the battery charger. I had owned this for many

years and it had never given any trouble - naturally it went bang in France and I had to go and buy another one! I won't bore you with the details of the battery problems that also occurred (probably due to the faulty battery charger) suffice to say I ended up buying a new battery as well!

On our return I stripped the dynamo down, to find a broken lead on one of the brushes. Easy I thought, and I rebuilt the dynamo with new brushes (cut down Lucas ones) and treated it to a new bearing as well. That's that I thought, but no, still no charge! A new regulator was obtained from Chris Ryle, along with lots of advice on *Tractions* in general and charging circuits in particular, thank you Chris. This was fitted with high hopes, but, curses, still no charge. Dennis Ryland supplied another dynamo, which motored well on the floor of his workshop. This was stripped, examined, and fitted with the new bearing out of dynamo number one. Surely this will work - - oh no it won't - still no charge! In desperation I rang Jonathan Howard, who full of confidence told me to bring the car over. Suffice to say that after a full afternoons work, still no charge! Things were a bit desperate as I wanted to use the car to make my annual pilgrimage to the Beaulieu Autojumble. Jonathan's offer of the loan of pre-war third brush type dynamo and cut-out from his Rosalie unit was gratefully accepted - and this was fitted quite quickly, and joy of joys it actually worked and produced lots and lots of lovely Amps.

Whilst at the Beaulieu Autojumble I was able to acquire two Lucas 6-volt dynamos (I imagine as used on Ford Popular, Austin 8, etc.) One of these dynamos is brand new. I also found two more six-volt regulators, both of Bosch manufacture, and again one is brand new. I think they are of the type used on the early Volkswagen. I have now fitted one of these dynamos, using an original mounting bracket, and the regulator obtained from Chris Ryle, and I am pleased to say that it all works, providing a small charge when running without lamps, but lots of amps when the headlamps are on.

Talking of headlamps, I made the comment in the last article how poor they were. Further investigation revealed why this was so. Some moron in the past has fitted new bulb holders to the reflectors, this "modification" requiring sundry rubber bands and paper clips to play a very active part in holding everything together. More than this though, the modification has left the bulbs hopelessly out of focus with the reflectors. I have managed to sort this mess out to some extent, discarding the rubber bands and paper clips, but the bulbs remain unfocused, and the headlamps pathetic. Well the Beaulieu Autojumble also provided a pair of pre-focus headlamp units with a sidelight fitting that I can modify to fit the car, which should actually give some decent headlamps. This is my next little task, hopefully all will be sorted before the long Autumn evenings set in ...

So there we are then, a summer packed full of incident and adventure - well perhaps not, but nevertheless I have very much enjoyed the car during the last few months. My philosophy is always that my cars must work for their living. So the poor thing has been used not only for the French holiday, but also for shopping, family outings, going to work, as well as carrying all my stock (junk?) to Beaulieu and back. It also provided an admirable wine barge for the Amilcar/Salmson International Rally this summer - but that is another Club, and another story!

Mike Tebbett



# FOCCORRESPONDENCE

Dear Jonathan,

As promised, the mystery letter. I now feel our guess at the author was well wide of the mark. Any clues? Also enclosed the following diatribe but I leave any decision on publication, edited or not, entirely to you and/or Glen.

Following the editorial and letter in the last *Floating Power* I have been overwhelmed with cards, letters and faxes from members offering thanks and appreciation for the efforts I have made for the Club Spares. Some were angry, others asked me to reconsider my resignation. I have been much moved by this response and regret that I cannot reply individually to all these messages so take this opportunity of letting them know how much their kind thoughts have been appreciated. Also, I would like to clarify some points raised in the last issue on this subject.

Firstly, the spares service is still operational and members are welcome to order by post or tel/fax to the spares hotline as usual. The editorial comment asking you to refrain from calling referred (as ever) to my private number. Secondly, my reasons for resigning, the main one being that after ten years in the job it has now grown too big for me to continue along and still maintain the service members deserve. In fact the only way I would reconsider is if *local* help was offered to assist with packing, invoicing and posting.

I feel the finger of blame pointed at an Australian member was rather unjust as although I was rather upset by the tone of his letter to the committee I admit that there was some justification for his complaint albeit due to a misunderstanding.

The second letter to the committee claiming that I only ran the spares for the benefit of my business I found really hurtful at the time and this proved to be the final straw. In retrospect I forgive this view as I see it could easily be taken by anyone who has not struggled to run their own small business where time really matters.

I hope this matter will now be laid to rest as in no way would I wish to see the friction which started with the change of editors, continue.

*Yours,  
Dennis*

Dear Jonathan,  
**CLUB SPARES**

I have to add my heartfelt protest to criticism of Dennis Ryland's management of the Club Spares service. How anybody who has experienced the enormous assistance Dennis has given Club members and, in particular, novice Tractionists such as myself, can hurt him so much is beyond my understanding.

Suffice to say that, if those concerned are not happy with the tremendous efforts in time and no doubt financial loss that Dennis has contributed on behalf of members, they should be immediately appointed to take over from him to put their efforts where their mouths are.

*Yours sincerely,  
John Martin*

I have been wondering whether it would be worthwhile converting my standard Solex 32PB/C carburettor on my Slough Light 15, to an S.U. carb. I have a conversion adaptor tube if this were needed. Can anyone tell me if it would be worth doing this conversion, as I know it was commonly done on Rovers and Land Rovers. What would be the advantages I might expect to get? Is any model and size of S.U. preferred for the job? Any hints on fitting? What benefits might twin S.U.'s have over a single one or over the Solex?

I would be glad to hear any views on this subject. I have recently had my last "Made in England" Michelin 165 x 400X tyre replaced. I guess its been many years since Michelin made this tyre in the U.K. Can anyone tell me how old it might be, and when Michelin stopped making this tyre in the U.K.?

I replaced it because the tread blocks were cracking even though there was plenty of depth. The sidewalls were fine. At the same time I changed a French made tyre, possibly of the same age. It had a worn, but uncracked tread, but the sidewalls were cracked on this. Perhaps this is one of the differences between French and U.K. Michelins.

*Tony Hodgekiss*

## PEAK NEWS

Apologies to all our local members but we haven't had a very active year due to a number of reasons.

We had planned to play Boules at our August meeting and even had a nice day to play but, for some reason, the Pub was busy and too many cars were parked on our 'pitch'.

Our Christmas meeting is cancelled as it clashes with the 'Walsall Bash', which we will all want to attend (won't we?).

I would like to propose we have our Christmas Lunch in February at our next meeting. If members are interested then please telephone me so I can persuade the Landlord at 'the Bull' to cook a turkey or two for us.

Hopefully we will organise more events for 1999 - any ideas???

*Bev Oates*



# LIGHT 15 TECHNICAL REVIEW, 1958 - CLUTCH AND GEARBOX

## Clutch refuses to Take Up

This can be due to broken return spring on the thrust race. The thrust race presses on the clutch toggles and has a very small return spring on it, so that when the clutch is not held out it will hold the thrust race away from the clutch toggles to prevent the race from running. If this spring is broken the thrust race may jam temporarily, but it is not serious.

## Clutch Adjustment

Violent vibrations and judder experienced from standstill. Fault is likely to be due to incorrectly adjusted pressure plate. The plate will probably be found to be running at an angle to the centre plate and will be unable to completely free itself.

The adjustment should be done on the bench, but if not possible the following method may be tried. Remove radiator, etc., and the gear lever tower. The three clutch toggle adjusting nuts should now be visible and, by turning the engine slowly, it should be possible to check the clearance on each one. Adjust accordingly. Try the car for a few yards before replacing the radiator.

## Difficulty in Engaging Gears

If not caused by faulty clutch withdrawal mechanism, the most likely cause is incorrect adjustment of gear rod lengths.

The gate arrangement on the dashboard has two locking springs which prevent the opposite two gear shifts from moving when one is being used, i.e. when either first or reverse is in use, second and third are locked. This locking takes place precisely in the neutral position. On the gearbox lid there is a similar neutral lock, and it is very important that both these locks operate at the same time. The

dashboard one comes into operation as soon as the gear lever is moved to one side. The gearbox lid lock operates as soon as either gear rod is pulled or pushed.

In the case of the gearbox lid there is the additional lock operating from the clutch withdrawal mechanism, and this lock is freed as soon as the clutch pedal is pressed.

If the gear lever becomes jammed it is possible to free the mechanism by depressing the clutch, getting someone to try moving one or other of the rods under the bonnet forwards and backwards, and at the same time try moving the gear lever itself backwards and forwards in the neutral position. Quite often the lever will enter its proper position and one can continue to run satisfactorily until, by some odd circumstance, the lever gets out of position again. This form of jamming cannot happen if the adjustment is correct and there is no undue wear in the mechanism.

## Slipping out of Second Gear

Second gear disengages on releasing clutch. Adjust the locking device on the gearbox selector, the lock may be incorrectly adjusted and is freeing the selector too early.

## Excessive Play on Clutch Pedal

With the cable fully taken up, excessive play still present.

Fault will probably be found in the toggle adjustment inside the bell housing. They should be inspected and adjusted to prevent the risk of the toggles "over throwing" and fouling the clutch centre plate.

## Judder on Starting

Can be caused by engine bearer rubber being worn or the spring supports on either side of the engine could be out of adjustment. Check water pump for leaks which allow water to drip into the clutch housing and make the plate sticky with consequent fierce clutch engagement.

## Clutch

On starting the engine it was found impossible to engage any gear.

Probably due to water on the clutch plate, possibly as a result of a leak from the water pump.

Before dismantling the clutch engage top gear, with handbrake on, severely slip clutch to get it really hot in order to burn off any mixture of clutch lining powder and water that may be on the plate. If this does not work, the unit must be dismantled.

This trouble is further complicated by the small gap which exists between the flywheel and the edge of the centre plate. After prolonged use this small gap tends to become filled with clutch lining powder, which in severe cases will actually hold the plate.

*Brian Drummond*



La Rochelle 1939



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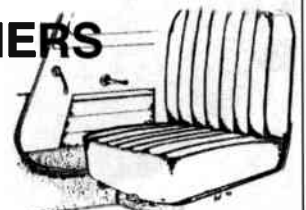
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**1931 Citroën Camionette Tipper.** Rebuilt, receipts for approx **£8,000**. Very little work needed to finish. Tested and

taxed. **£7,000** on.o. French registration number included. 01376 348992 or 331042.

**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 Driver, Tel: 01352 741075

**1939 Slough Light 12** in good original condition, dry stored 20 years with many spares. **£2500 ono** Phone T. Robson Tel: 01472 815213

**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 garage. **£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  
**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

**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 Cobbold 01858 575 303 Midlands

**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).



**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

**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 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

**1954 SLOUGH BIG 15** Engine and gearbox professionally rebuilt, high ratio crownwheel and pinion. Peacock driveshafts, rebuilt front suspension/steering, complete brake overhaul, sound bodywork **£6,500**. Part exchange of interesting small van considered? 2CV 01963 440393



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

Recently driven to Clermont Ferrand without any problems.

**73 D SUPER, Blue Delta** (metallic) re-sprayed late last year with two pack paint, looks absolutely fabulous. Rust free and Waxoyled. Drives beautifully. Prospective ownership of Traction Avant forces sale. Taxed

with 6 months M.O.T. **£4,500 o.v.n.o.** Call Colin 01223 263027 (Cambs.)

**1954 NORMALE.** Black, big boot. Good runner used daily, overall condition good, interior needs tidying, but has new carpets. I am the second owner from new, nice documentation with car. Move of house forces reluctant sale. Sensibly priced for quick sale. **£4,900 o.v.n.o.** Tel: 01227 772243 any time

**Fixed-head Coupé, 1938. T.C. L.H.D.** Please telephone 01598 763428 (Devon) for details

## WANTED

**Citroën 23R Truck.** Any condition considered. Please phone Roy Forward (Bristol) 01934 852344

**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.

**For 1955 Light 15 (Slough)** Indicator Switch 12V Lucas. Original Lucas starter solenoid (cast aluminium) Please phone Arthur Bailey 0181 642 7808 (Surrey)

## PARTS FOR SALE

**1D.19 plus D.S.19 Workshop Manuals**, both Slough. **£20** each Phone after 6, 01209 821979

**Light 15.** Head Gasket C/A **£14**  
Con Rods, set 4 **£38**  
S/H Pistons (no rings or gudgeons) set 4 **£20**  
New Cylinder Liners (4 or 6) each **£25**  
5 New Pistons (Hepolite) 78mm. + .060" each **£25**  
1 new Piston (low comp. Hepolite) 78mm. + .030" **£20**  
Decolke set C4G C4/9 12.9 HP big 12 **£22**  
2 New Pistons C4/9 1932-3 72mm. sd. **£24**  
Please phone Arthur Bailey 0181 642 7808 (Surrey)

Traction sold so following books for sale. Mostly French language. Mint (except Repair Manual!) EPA Toute l'histoire Traction Reder Reprint Spares List 1934-57 Ed Atlas "Traction Avant" Brooklands Gold Portfolio Traction Avant F. Sabates "Traction Vue par la Presse" Les Grandes Marques 'Citroën' Club Reprint Repair Manual Retroviseur (Magazine) 'Traction' Retroviseur 'Hors Series' 'Citroën' Auto Collection 19 (Magazine) 'Traction Avant' Classic & Sports Car (Magazine) 'Traction Avant' Les Archives du Collectionneur





'Traction 7 et 11'  
Retro Maria (Magazine) 'Citroën Traction'  
Athena Sam McConnell poster  
Original 1939-46 Catalogue, English  
A few T.O.C. Magazines  
Sell as one lot **£140.00**  
Bob Cordon Champ 01922-634490 (Walsall)

**Light Fifteen Gear Box parts**, including Diff, excluding Crown Wheel and Gear Casing **£90**. Front Wishbones with Spindles, ex condition **£50 the pair**. Hub Puller Hydraulic Pickavant **£50**. New 12v Regulator **£15**. Valve Guide extractor **£20**. Welding Pipes, Gauges, Welding Torch, Cutting Torch, Lighter, Goggles and Cart **£75**.  
Phone Jack Fallon 0181 886 5598

**New set of front brake shoes** for Big "6" **£40** New pair of front wheel cylinders for Big "6" **£40** New 6 volt Ducellier voltage regulator **£20** New round stop/tail light for Slough small boot number plate **£15** 2 chrome over riders for French "6" **£10** Glass case, oil filled 6 volt ignition coil **£10** Pair of French pre-war "Captain Nemo" lights, chrome covers, sunburst glass lens, single hole fixing, takes festoon bulb so can be used for side light or indicator **£40** Chris Ryle 01386 841288

**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

**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 and 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)

#### 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



#### 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 naïve 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

**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

#### Traction Parts for sale

**1 pair of bumpers** with irons, overriders and number plate box, to suit big 6 or big boot car **£100**  
**1 oil bath air filter** **£20**  
**2 pair of 6 drive shafts** and a selection of inner cardens, usable but I would recommend they are overhauled **£200**

**A selection of big 6 clutch plates**, new **£75.00** and used **£50**  
I have surplus to requirements a quantity of Fram C4 and C3 oil filters at **£6.50** each.  
All prices are negotiable.

Derek Fisher, 01225 429533 evenings

## 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-Hélier, 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  
Silentblocks **£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.

#### PLEASE NOTE:

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

**New stainless steel bumpers** for Traction. 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

**Southern Brittany**. Large house sleeps 8 - 10, divided into 2 self-contained apartments. Available separately at special rates in low season. Rural location overlooking river, walking distance to restaurant, village shop and bars. Private off road parking. Ideal golf, walking, fishing. 40 minutes to beaches. Tel: (01282) 863803

**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 Quimper. 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, Bayeux, 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 Traction! 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

#### Somerset

Bed and breakfast in lovely Somerset Village Inn. Real ales, good food and a warm welcome to Traction (and their owners!). Call Peter or Carole at The Stags Head Inn, Yarlington 01963 440393



