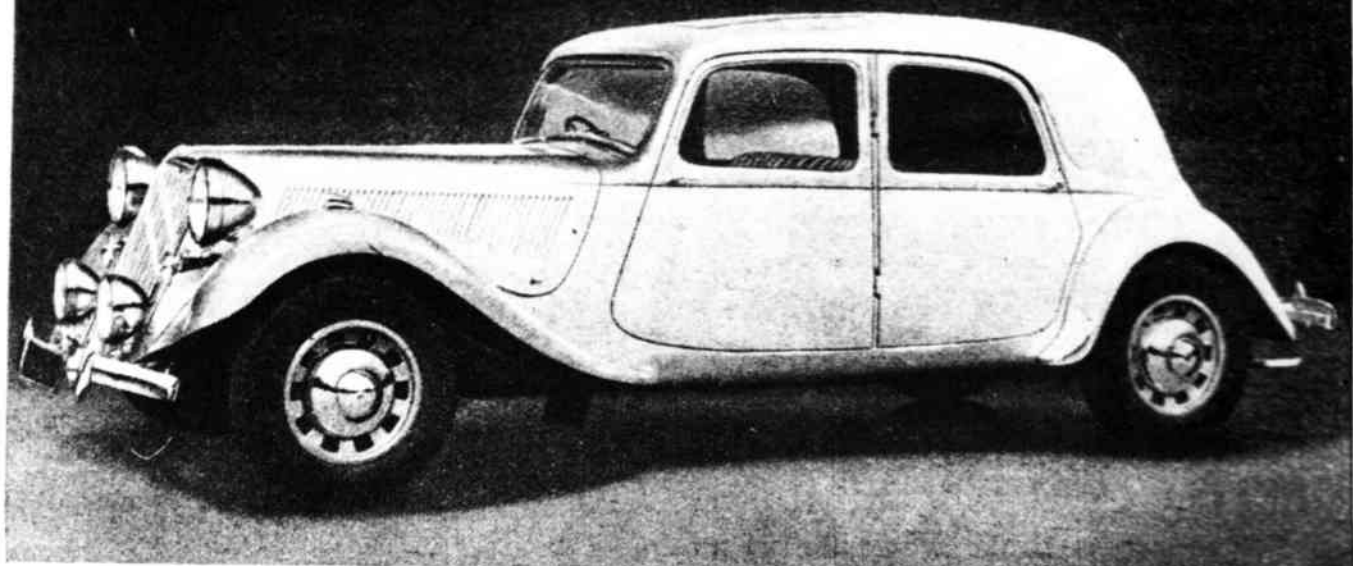




L. Clayton

THE NEW HIGH PERFORMANCE "SIX-CYLINDER"



CITROËN

Announce 1940 Programme

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Floating Power

Volume Five Number Four

September Nineteen Hundred and Eighty

Most members are, I am sure, aware of the present Government's proposal to put a tax on car ownership. That means you pay for the privilege of owning a car, no matter if you use it.

Without going into all the pros and cons of such a tax, it is more than obvious that a considerable financial burden would be placed on any owner who is restoring a car. Imagine paying road tax for three years or more whilst you completed your restoration, or even worse, if you bought the car when finances were low and had planned to restore said vehicle in the distant future. It is obvious to all but the people who propose, and those who support such proposals, that there can only be one fair system of collecting such a revenue. It must be included in the price of a gallon of petrol, therefore no car user can escape payment; and escaping payment is the reasoning for introducing a car ownership tax.

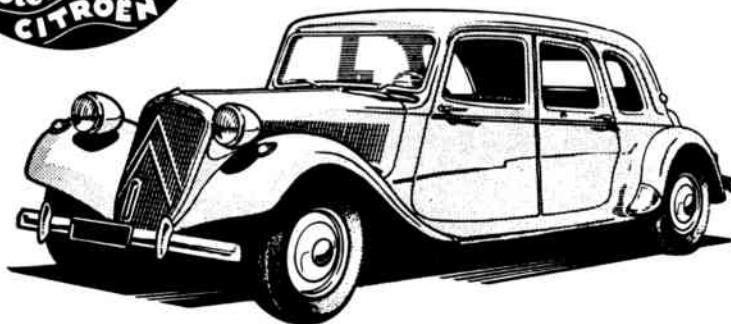
Should you feel strongly enough about this matter, I would suggest you write to your M.P. or directly to the Minister for Transport.

Your Club, you will be pleased to learn, was represented at a recently held meeting organised by the T.R. Register to bring together delegates from some 80 car clubs with a combined membership of over 80,000 persons. It is hoped that some way of persuading the Government to consider the needs of the older car enthusiast and, hopefully, to make special concession should this unfair tax system be introduced. I hope to have the full details of the meeting and any outcome for inclusion in the next magazine.

G.B.



CITROËN



TRACTION ARRIERE

Correspondence to
Martin Lloyd

A section devoted to rear wheel drive Citroëns produced between 1919 and 1938.



I have just spent a very interesting weekend visiting a couple of 'Traction Arriere' owners in Hampshire.

The first port of call was to Roger Carter who lives in Havant. Roger recently joined the Club via Nick Hall. He spotted Nick in his traction one day and asked if he knew where he might be able to obtain spares for his '33 Rosalie! Nick put him in touch with John Gillard, and John, in his ever-persuasive way, got Roger to join the Club.

Roger owns a Slough-built 'Rosalie 10'. The car has had two previous owners, both of whom had lived locally to Roger in the Havant area. He explained that both the previous owners were old ladies, and he has owned the car for about two years.

The car, which Roger is renovating, was with Parks & Hamilton Vintage Restorations of Midhurst at the time of my visit. So, after collecting Roger in my C4G, we had a leisurely drive to Midhurst (it couldn't have been anything *but* leisurely in a C4G), where we were met by Peter Parks. The 'Rosalie' was temporarily being kept in a barn, as work had stopped on it due to a missing dynamo and starter motor, which Roger has on order from Depanoto.

The engine of the car looks very smart and has been rebuilt by T.I.K. The body has been resprayed and Roger has the interior leather-work at home, working plenty of hide food into it. As the barn was a little dark the car was not seen at its best, however, from what I could see of it, it looked to be very sound. Roger did say that there had only been a little rust in one of the rear wings, which had been repaired.

Roger hopes that the car will be finished by the summer, so with luck by the time you read this there could be another 'Traction Arriere' on the Hampshire roads. To be honest, fond as I am of Citroëns, the day was made by a ride in a 1925 Vauxhall 30/98. This car belonged to a client of Mr. Parks, and was fitted with a four-seater tourer body. Believe me, with four up, Roger, Peter Parks (driving), Lin (my wife) and myself, it went like a rocket, exceeding, dare I say it, the legal limit without any problems.

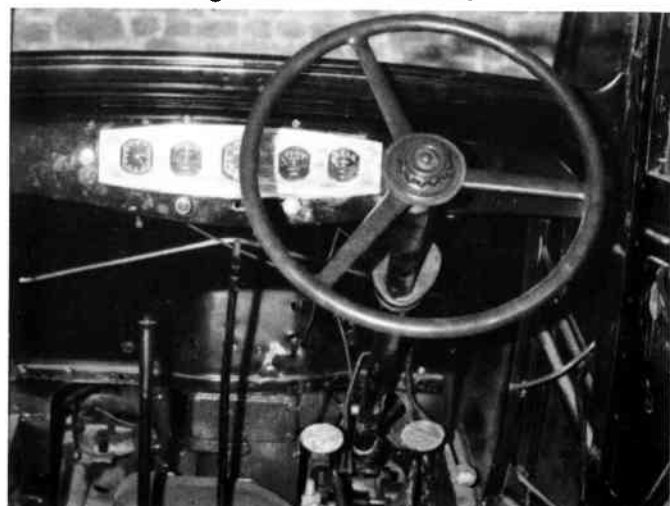
I hope the photos of Roger's car have turned out as photographic conditions were not ideal. Thanks, Roger, for a most interesting morning and also to Mr. Peter Parks for the ride in that magnificent Vauxhall. Roger's car gives us two 1933 Rosalies, the other belonging to that man of 'Traction' fame, Bernie Shaw. I am sure we will be hearing more of Roger's car, as I know he is very keen.

My second call was to Ian Horner at Dibden Purlieu, near Southampton. Ian is not a Club member, but is a keen vintage car owner and besides his Austin Chummy he has a 1921 Citroën B2 which was the prime reason for my visit.

Ian bought his B2 while on holiday in France in '78. He had been on the look-out for a second vintage car to renovate, and saw a 'La Unicorn' for sale at the roadside. Whilst looking over the car, he discovered that the owner had more cars for sale at a second venue. The second venue



Roger Carter's '33 Rosalie



turned out to be a field with all sorts of vehicles, including two traction engines (no! not engine for tractions), and several cars, including the B2 which Ian purchased.

The car was in poor condition having been stood outside for a number of years, as is apparent from the photo of it. Ian has done the majority of the work on the car himself.

The original body was the three door, four seater tourer, with an additional fourth door at the rear, which also carried the spare wheel. From the rear door I assume that it was a 'commercial'. Ian has, however, in rebuilding the body, done away with the rear door. In order to repair the wooden frame of the body Ian took up evening classes in carpentry; this he found particularly helpful, especially regarding the use of the machinery.

I stated at the beginning that Ian's car was manufactured in 1921, this is however an estimate as the chassis identification plate was missing. If anyone knows how this car can be dated reasonably accurately, I am sure Ian would be pleased to hear from you. Some salient points for dating it would appear to be:-

- i) three doors with rounded corners plus a rear door
- ii) spare wheel carried at the rear, not at the side
- iii) flat wings
- iv) radiator badge; this has blue chevrons and a plated background, instead of the more normal blue background, and plated chevrons. Personally, this is only the second time I have come across a badge like this, the other one was on a 1922 5CV at the 4th ICCR at Charté.

I feel sure that should be enough for all those Citroen historians we have in the Club to date Ian's car.

On stripping the engine, gearbox and back axle, Ian removed over a bucketful of water. However, after cleaning the engine the only new parts fitted were a set of valve springs.

Ian admitted that the valve stems were a little worn, and he hopes to replace them in due course. One small problem that he has with the engine is an oil leak around the magneto drive shaft, although only slight, as it leaks onto the fan belt it sprays the engine compartment with oil.

Lin and myself had the pleasure of a ride in Ian's car; I am always amazed at the speed of the early Citroens. Although Ian's B2 is approximately ten years older than my C4G, I would say it is every bit as fast. This is, of course, only an opinion, and as the only instrument fitted to Ian's B2 is an ammeter it is difficult to be more precise.

The hood was missing and Ian has had a new one made by a local company from a picture that appeared in P. Dumont's book *French Cars 1920 - 25*. The frame for the hood Ian repaired himself, again using the evening school facilities, and no doubt keeping his fellow students guessing as to what he was making. I did not see the hood up; Ian explained, "It's a major operation, but I am very pleased with it".

Ian's only disappointment was with a proprietary item 'Turtle Wax Rust Eater', which was used to clean the metal work prior to painting. Having, he believes, followed the instruction to the letter, after a period of some months the paint came up in very small bubbles. Ian has reluctantly assumed that possibly he had not cleaned it off sufficiently, so if you use similar products be careful!

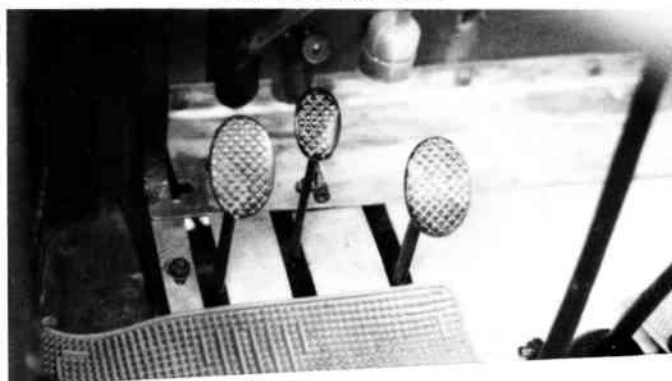
I should mention that Ian's wife also drives the car, and although well used to the looks afforded her when driving the 'Chummy', has not yet got over the looks of sheer amazement now received when driving this beautiful B2.

I would like to thank Ian and his wife for a very interesting afternoon, and wish them the best of luck with their vintage exploits.

Happy tractioning, AR et AV.



1925 Vauxhall 30/98



Ian Horner's B2 after restoration



Petit Traction Arrier from East Anglia

I was amazed to open the local Evening News the other day and find a couple of Cloverleaves (leaves?) staring me in the face. After blinking two or three times I noticed that I was looking at an early 1930's picture and a very late 1980's model.

A Norwich artist, Peter Lely, had apparently started producing a child's pedal car based on the Cloverleaf. From the picture it looked beautiful, so I called round for a test drive. Unfortunately the car is designed for 4-11 year olds, and as I have just crept into my third decade I daren't ask for a spin round the block.

The car was slightly larger than I expected but beautifully made with a steel chassis and glass-fibre body, available in three colours — deep blue, wine red or the famous yellow.

Special features include:

- * Wooden dash with working instruments
- * Old-style handbrake lever operating racing cycle centre pull brakes on both back wheels (sounds better than original!)
- * Vintage bugle horn
- * Adjustable padded steering wheel

- * Pneumatic tyres
- * Ball races on all wheels and rear axle
- * Easy maintenance (standard cycle parts)
- * Each car hand-built and separately coded

The overall length is 137cm (54ins), width is 64cm (25ins), height to windscreen 62cm (24½ins), and weight approximately 23kg (50lbs). The price will be approximately £595.00.

The reason why Peter decided on the Cloverleaf was because of its 'Toy'-like appearance and it being the best proportioned small vintage car he could find. He admitted to not being a Citroen enthusiast (although I noticed a 2CV in the drive, and he talked affectionately about a friend's DS) but was impressed by the aesthetics of Citroen's designs.

I must say I was very impressed by the amount of thought that went into Peter's design and hope to see some on the roads (pavements) soon.

If anyone would like further information please contact:

Lely Small Cars,
34 Cotman Road,
Norwich, NR1 4AF.

T.E.



TRACTION OUTSHINES WHOLE CAST!



Pic1

**In action-packed Cadbury advert.
Story from Pat Wells, South Africa**

Cadburys in South Africa wanted an advert for Movie Houses and T.V. which was different, and their agent thought up the idea of the scene in Paris which I will describe.

It was mainly filmed in down-town Johannesburg, and some scenes such as the explosion at a drive-in theatre, on the outskirts.

They wanted an old and typically French car for the scenes (preferably a Citroen, I might add, to give the show more class). They approached "The Piston Ring", of which I am a member, and I have two Light 15's, 1950 and 1951 models. I was invited to let my black car be used.

Incidentally, "The Piston Ring" is centred in Johannesburg and is a most active Club covering cars of 25 years and older.

I agreed to let my car be used with some obvious provisos; a generous rate for two days shooting was arranged and I even got a very good lunch on each day.

I might add that the other car is coloured light Citroen green, and is also in excellent condition. At the moment, the black one is having an engine overhaul, she was getting tired.

The Story

The hero, all dressed in black in the black L15 drives through the foggy streets of Paris (Pic 1), to a high building (Pic 2 shows shots being taken of him at the wheel). The building is guarded by two evil-looking "plug-uglies" (Pic 3).

He jumps out of the car, on stopping at the building, with a reel of wire connected to explosives in the car. Pic 4 shows the old L15 wreck, which we found, and was beyond any hope of restoration, being filled with explosives and pyrotechnics.

The hero sets off the explosives, and the car explodes and burns. This diverts the attention of the two guards who were advancing to grab him, or shoot.

He then climbs the building using suction pads (actually there is a rope for safety). At the top of the building he climbs through a window, and the shots show him handing a box of Cadbury chocolates to a pair of beautifully manicured hands; obviously there is a beautiful girl. Unfortunately, I was unable to get a still of this.

Being set up for film shots with Hero/Stunt man at the wheel Pic 2.



Two ugly guards protecting building whilst hero blows up the Citroen to distract their attention Pic 3.



Badly rusted and depleted old Citroen Lt.15 being fixed with explosives etc, my Traction in background Pic 4

3rd Traction Owners Club Rally

RALLY REPORT

Rally site - Sunday.



Early arrivals. Far left our man on the spot John Howard (Photo: Westmorland Gazette)



Young George Evans trying out Dad's car! (Photo: Westmorland Gazette)

I arrived at the rally site early Thursday evening after a most boring drive up the A1 through sunshine and showers, however from the A1 across country to the rally site was very enjoyable.

There was already a handful of ardent Tractionists at the site. After the customary greetings and a welcome cup of tea from the Newell family it was time to erect the tent. I turned out the whole car to find my travelling companion, my cat Sambo, who had buried himself in the corner of the folded down rear seat of the D. Safari.

That night we spent getting acquainted with the local brew in the Sportsman Inn.

Friday morning arrived a bit showery, finding volunteers to erect the marquee was the easy job but erecting it the difficult one. After an hour between rainstorms and retiring inside so as not to get wet, it was secure. Up went the rally signs, buntings and Citroen banners — all we needed now was a lot more people and Tractionists.

Among the first to arrive in the morning were our Belgian friends, including Marc Roelandt in his 1950 Belgian built 11BL which, unfortunately, was suffering some mechanical problems. It was later found that the rocker shaft was rather badly worn.

Lunchtime found us in the Sportsman Inn renewing friendships and making new friends, as there were many people who we had not met before. 2.30 p.m. we were back at the campsite with some 12 Traction Avants and one C4G lining up for the convoy drive to White Scar Caves.

This was a fairly short journey and I took the opportunity to be passenger in Martin's C4G which had a very Vintage feel. We were driving up a 1:6 hill towards a viaduct when she just ran out of power, so out came the plugs, a quick clean up and a check round to see if everything was O.K., but no change. The engine was still running unevenly, later found to be a bent push rod. Eventually with four people pushing and engine running we managed to persuade the car up the hill. We made it to White Scar Caves, lining up with the rest of the Tractionists in the car park.

My first visit down under! The guided tour followed the original exploration which took place at the turn of the century. The potholer was still there stuck in a 9-inch hole — a dummy, but missing his leather jacket and boots, as someone had nicked them.

We saw some of nature's beauties — coloured stone affected by rainwater seeping through impurities in the soil, stalactites and stalagmites (remember these come down), an underground lake and waterfall. It was very chilly down there; a pleasure to get out in the open again and we all lazed around in the warm afternoon.

Back at the camp site we found more people had arrived including 2 CVGB members who had driven from Skye and Edinburgh.

A.S.

On our arrival Friday evening we were delighted by the beauty of the area, and surprised by the number of people already at the rally site, decked out with its placards and bunting. Among the Tractions was a good sprinkling of D's, 2 CV's and other newer Citroens.

Tent pitched, it was off to the Sun Inn, Dent, where the 'action' was said to be and certainly it was. Tractions filled the parking spaces in the tiny cobbled street while the occupants filled the bar of the inn, our Dutch and Belgian visitors already thoroughly enjoying themselves. After closing time the party continued in the camp site marquee with a 7CV autocross interrupting the night's festivities, but that's another story . . .

By next morning that promise was broken, as the day started wet and miserable. We were joined by the local members such as Mr. Knight from Carlisle, and Stephen Prigmore of Windermere, as the convoy line-up set off for Sedburgh. The streets were 'Traction-packed' as the stop for petrol was made. Via Kendal we continued to our first call at the Steamboat Museum, Bowness, where our arrival coincided with a Rolls-Royce Rally, so the town had more than its fair share of exotic cars.

The Windermere Steamboat Museum is a small display of boats, many in superb condition, most of which are in full working order. The display illustrates the uses of the boats for pleasure and transport since the industrial revolution until the improved internal combustion engine a century later. Exhibits ranged from a 1780 sailing boat, 1890 Beatrix Potter's rowing boat, to launches and steam yachts of the early 1900's.

After lunch here, the convoy continued to Holker Hall, a beautiful stately home with motor museum and gardens, where the Club managed to negotiate free entry for the entire convoy to the grounds. We parked in line near a model aircraft display which soon lost the attention of the other visitors. They were looking at the Tractions!

Allan Sibley gave a descriptive history of the Citroen Traction Avant over the PA system; later some people came over to the cars for further information about the TOC.

The Motor Museum (no Citroens, but a really cute little Michelin Man tyre pump which was found in the replica garage) has a fine display of original and restored vehicles with mascots, posters and models.

After the attractions had been visited, the cars made their way individually back to the campsite to find that yet more people had arrived, including Jack Vanhassel and son who seemed to be able to get away from Singapore just for the Club's rally. Next year he promised to bring his Big 6.

Although the trip to Hardnott had been cancelled, Steven Fothergill with three passengers decided that a visit must be made, so GCB58 and occupants motored around the acute S-bends with the steepest gradient of 1:3, passing through some beautiful countryside.

The evening many will regard as the highlight of the event, thanks to "Jolly Jack" the folkgroup. Amidst sizzling sausages, straw bales and free (well, previously paid for) beer and wine, they gave us a very fine evening's worth of music and song, persuading many of us to dance as well. Outside it was drizzling and the small cowshed was soon packed out, with Roger Williamson and Maria Hodgekiss pouring wine and pulling pints as fast as they could. The half-time raffle over, "Jolly Jack" continued 'till the early hours, giving us great value. It's said that the little town of Dent will remember for a long time the Dutch lads' rendering of 'John K'Nacker-Nacker(?)' in the George and Dragon Hotel that night (morning), and others in the camp site will remember the effects of the 'inexhaustible' wine and west country singing!



(Photo: Westmorland Gazette)



Martin Lloyd's Traction Arrievre

Understandably, Sunday had a slow start, but the weather certainly looked better, and as more day visitors arrived some of our overseas friends had to leave, amid cheers and waves, to make their way to Hull for the ferry home.

The Concours line-up was under way with some 20 Traction Avants and 1 C4G making up the front row, with behind 2 CV's, D's, GS's and a Visa. The Club shop opened in the marquee with various members arranging their own surplus items alongside for private sale. I have never seen such a brisk trade in spares with people eager to buy posters and T-shirts etc., and the marquee literally bulging with people. By now the day was turning into a heatwave and it seemed that many of the local population had turned up for a look too. Graham Carter from Leeds put on a fine display of his hand-finished model Traction Avants.

The very high standard of the cars was obvious from the difficulty which Bernie Shaw and his friend had in picking the winners. The final results were:- Most Unusual Car - Peter Arnold's 1956 11BL Commercial, which won a 5CV Heller Kit; Best First Time Entry and Best Paris Car - Dick Lynas' 1953 11BL, which won a diecast Lt.15 roadster and trophies; Best Slough Car and Overall Winner - Mick Tennent's 1952 Light 15, which won a diecast 7C and trophies. Prizes were also given to the Dutch and Belgian visitors and also to Bengt Olsson for his very clean 1953 11BL, the prizes being presented by 'Madame Michelin' around noon. A framed poster was presented as a memento to the farmer who had taken a lot of trouble to prepare the rally site for us.

As the formalities of the rally finished, attention was turned to finishing off the beer left from the previous night, and dismantling the marquee. Most of the Club shop, marquee, and a lot of other stuff was loaded into Antonia Loyen's suffering D Safari for its return journey via Bristol, but that journey is a story in itself, which Allan may be persuaded to write in the future.

The finale, unfortunately, was missed by most people — the dramatic rescue from a tree of Sambo, Allan Sibley's 'Kamping Kat', chased there by the farm dog — now where would you expect to find a 'Kamping Kat'? — another TOC 'first' and the end of another enjoyable and successful TOC Rally.

T.H.



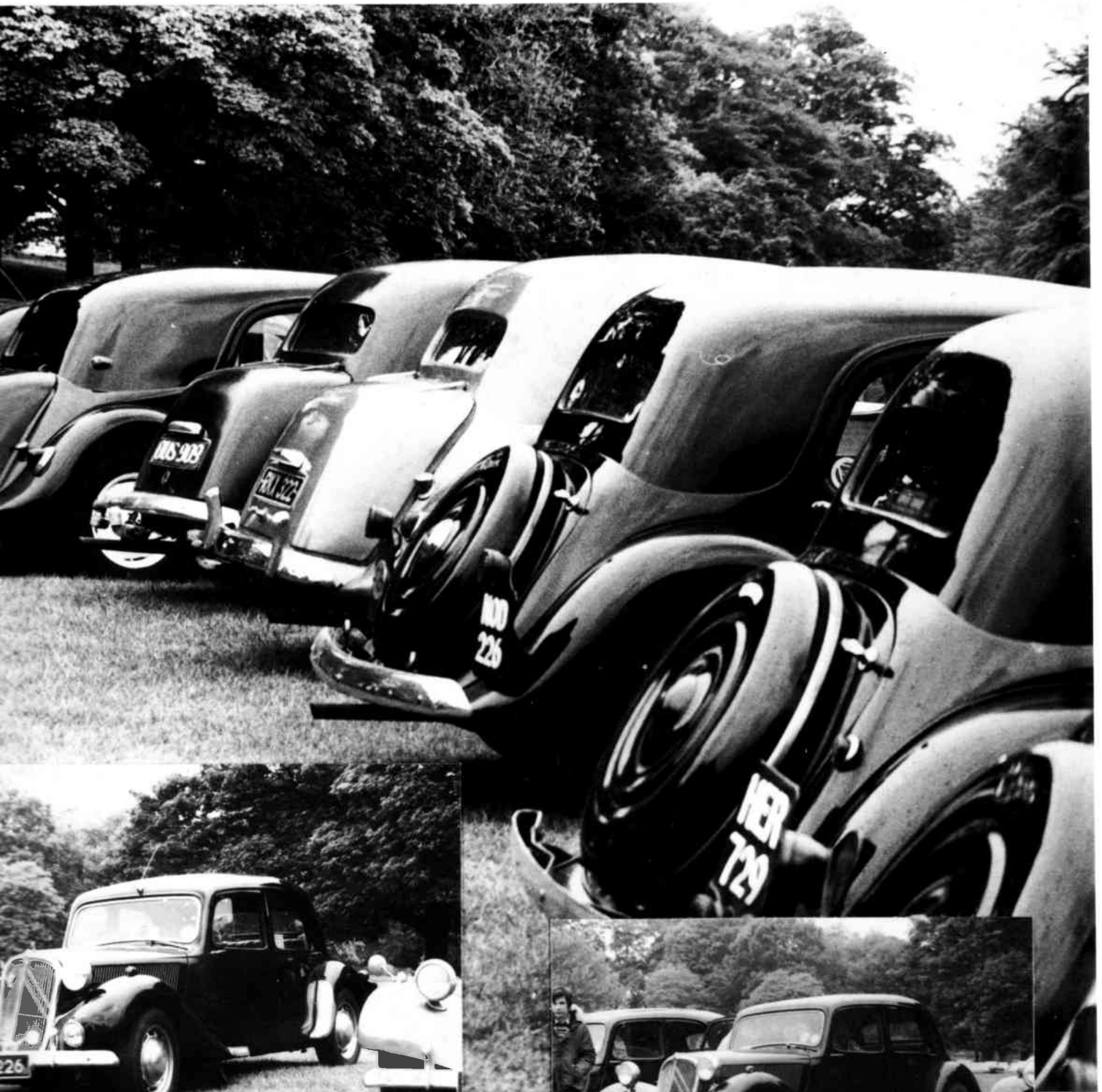
◀ Everyday scene in a layby - Conway stop to Museum



Mike Tennant's Light 15 ▶

▼ Car park at Steamboat Museum





Michelin Man
tyre pump
found in the
replica garage
at Holker Hall's
Motor Museum.

◀▶ Bengt Olssons immaculate 11BL (Swedish Club Member)







▲ 'Jolly Jack' folk group providing excellent entertainment on Sat evening / Sun. h



▲ Steve Fothergills car at Hardknott Pass



▼ Our New Zealand visitors enjoying themselves a bit!!





▲ Concours Line-up on the
▼ Sunday



▲ Marc Roelant's 1950 17BL from Belgium ▼



▲ Peter Arnold's Commerciales



▲ 5cv kit presented to Peter Arnold



▲ Best Stough Car and overall winner, Mike Tennant



▲ Bengt Olsson, best overseas Tractor



▲ Framed poster presented to the farmer



▲ Your Social Sec retrieving 'Sav' with assistance from the ch

Our thanks must go to John Howard and Northern Section members who worked so hard to make this such a successful event.



▲ Best first time entry and best Paris Cav, Dick Lynas



▲ Rolls-Royce visitor to the rally

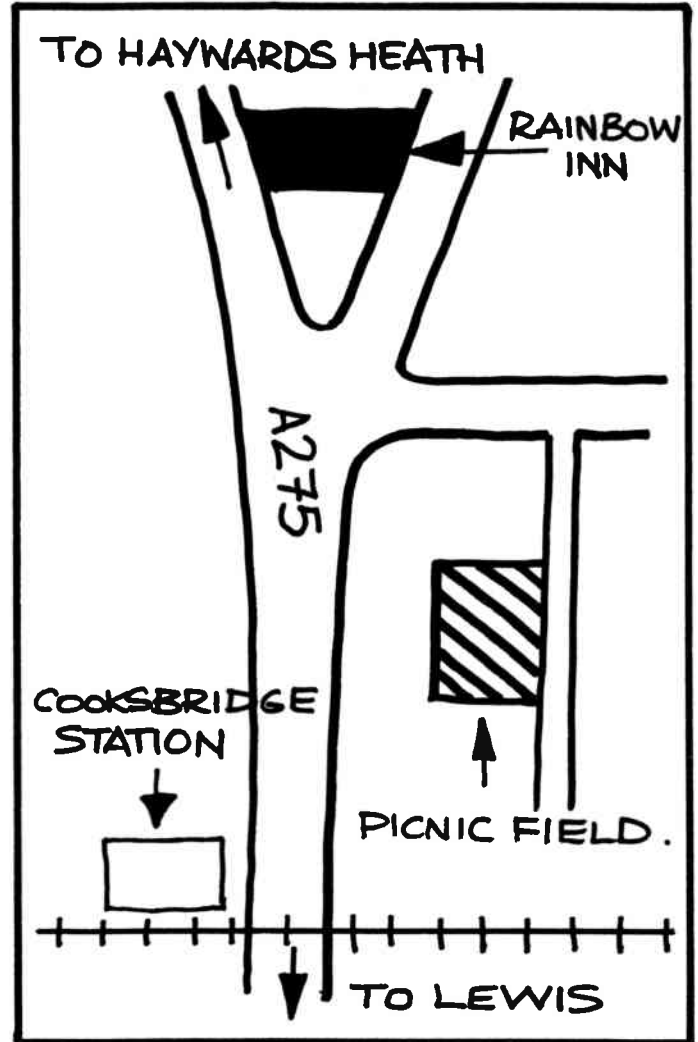


man Next year's rally will take place in the Norfolk area — organisation by Tom and Rosie Evans.

FRENCH PICNIC

21st Sept 1980

meet at Rainbow Inn,
Cooksbridge, Sussex.
12 noon



TOC REGISTER CONTINUED

G. Jones, Morleys Farmhouse, Hinderclay, Diss, Norfolk.
1954 Lt 15, JJB 992, Ch. No. 9531007, Maroon.

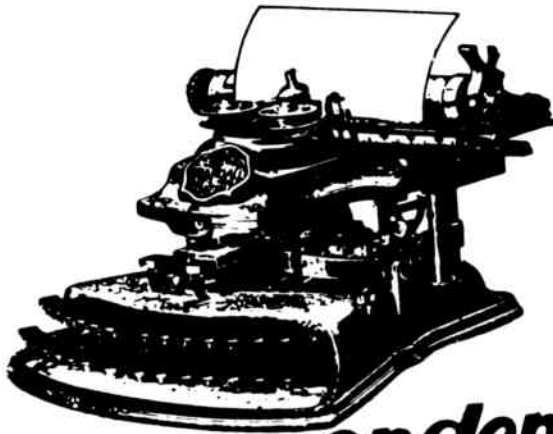
D. Michels, Van Der Evgenweg No. 1 5231 P.A.
'S-Hertogenbosch, Holland. 1951 11BL, Ch. No. 558001, Black.

J. Savelli, Bogend Farm, Falkirk, Scotland. 1957 11B,
Ch. No. 440786, White.

A. Luthman, 26 Brockhill Road, Hythe, Kent. 1955, Lt 15,
RGW 18, Ch. No. 9531835, Black.

P.M. Mouturat, Foremark, Faringdon Road, Abingdon,
Oxfordshire. 1954 15/6H, Ch. No. 726100, Blue.

J. Moore, 19 Main Street, Limavady, Co. Londonderry.
1938, Lt 12, ECV 516, Ch. No. 103225, Black.



Correspondence

Dear Sir,

I am not sure if I am writing to the right person, but I hope you can forward this if not.

I would like any information you may be able to give me about the past and present whereabouts and ownership of a 1938 Citroen Twelve, traction avant registered FVK 511.

My father owned this car for four years between 1957 and 1961, and I would very much like to be able to trace it and would be very thankful for any help you might be able to give me.

Though I expect it has long ago left the land of the roadworthy, I nevertheless wait with baited breath for your reply.

Yours hopefully,
Simon Venus,
163 Abbeyfield Road,
London SE16.

(Not on our Register, but can anybody help? Ed.)

Dear Ed,

Here follows the long range weather forecast for Cowgill (TOC Rally). Early April to 29th May: changeable with bright sunny periods, NO RAIN. May 30th to June 1st: 8 weeks worth of rain, wet variety. June 2nd onwards: bright sunny periods.

Yes we did it again, and made the best of it, but will whoever organises the rally next year PLEASE pick the right weekend?!!

Many thanks to those who came to our first Northern Rally and made it all a success and worthwhile.

One other thing. Rumour has it that somebody at the rally ended up in an inebriated condition, possibly even more than once! If that person wishes to relieve his or her conscience, then he or she should send me a crisp ten pound note in a plain brown envelope, and their name need never be published.

Excuse me while I go and book my flight to Barbados!

Cheers,
John Howard,
Leeds.

Dear Graham and Tricia,

We couldn't make it to the rally this year as we were in France. I hope you all enjoyed yourselves as much as I did. On our return journey we found a place that could be of interest to owners (or potential owners) of tractions and pre-tractions. The enclosed photographs (which you are welcome to publish in the magazine) show that the garage of Raymond Gustin at Aulnay is a goldmine of unrestored vintage cars, bikes and parts. The garage itself seems to concentrate on restoring old tractors. I have the address should you require it.

Yours,
Jean-Pierre Declémy,
Hadlow, Kent.

(Shades of Aladdin's Cave. Ed.)



News from Zimbabwe (extracts from two letters received by the Treasurer)

... I don't know if I told you, but in the Congo we always used to carry an axe and rope, because you would always come across a tree that had been pushed over the road by the elephants, so we used to chop what we could, then tie the rope to the Citroen and pull the pieces away so we could get through.

I've just completed a spare front end; I've ground the upper link shaft and made new bushes, have lapped in the ball joints, and am now doing up the back axle. My drive shafts I had modified by having the old crossheads ground to .595, then bought a universal joint kit for a Land-Rover, part no. 541858. Then I used the cup and needles from this part and ground a few thou off the back of each cup to fit in the coupling, so I require no packing behind the circlip, all the play is taken up by just grinding off what is required. I will let you know how we get on with the Mini driveshaft.



2nd letter

... I recently took my son's bride to church in my Citroen — the same car as when I was stationed in the Belgian Congo 1945-55. When my son Roy was expected, I had to rush from the Congo to Northern Rhodesia (now known as Zambia) so that he could be born in N. Rhodesia. If he had been born in the Congo there would have been many complications to get him out when we were due to leave. He was born in 1951, so he was taken to the hospital and brought back to the Congo in the Citroen and taken to the church for his wedding and back in the very same car. I feel that must be some kind of record. I have done 350,000 miles in the car now and am enclosing a snap, my car is registered 240-208W, the one on the left in the photo, the other two belong to my pals. I am still busy doing up the spare front end and have completed the drive shafts. I had the splines built up back to size, also the gear-box. I have made all new bushes and satellite spindles, also built up on the coupling flange shaft and had some fixing coupling flange bolts and nuts made. I am on the back axle now, and have had a mould made for the silent bloc rear suspension. I hope to complete a front end, gear-box and engine, also a back axle, then I will put them into my Traction and then work on the ones I've removed.

A pal of mine has put an ID engine and gear-box into a Lt.15, the only modification was to move over the relay lever and the shaft driving the water-pump and dynamo. We are also working on fitting a Renault 16 engine into a 1954 Traction which is being rebuilt, and hope to fit drive shafts from a Mini. (*I only hope it's strong enough to do the job. Ed.*) We tried the 1800 type, but they require too much modification. If we complete the job I will let you know what we did.

Give my regards to all the members.

Yours sincerely,
P. Zacharias,
Bulawayo, Zimbabwe.



Classified

RALLY PROGRAMME & EVENTS TOC attending marked by *

- *21st Sept TOC Annual French Picnic. Meet 12 noon, Rainbow Inn, Cooksbridge, Sussex.
- 20th Sept 13th Annual Vintage Car Rally (750 Motor Club). Stanborough Park, Welwyn Garden City.
- *3rd/4th/5th October Classic Car Show, Alexandra Palace, TOC Team required.
- 2nd November Autojumble, Alexandra Palace.
- 4th November Auction, Alexandra Palace.
- *1981 5th ICCCR Holland

PHOTOGRAPHS

When sending photographs for publication in the magazine PLEASE whenever possible send black and white photographs as these reproduce better than colour. It is, however, likely that we may have to trim or cut black and white photographs, so please indicate those you do NOT want cut or trimmed.

London Section Pub Meetings

Organizer Ailan Sibley, 174c St Ann's Rd, Tottenham N15.
Last Tuesday of each month, 9pm.

- 30th September Sun Inn, Church Road, Barnes Common, SW13.
- 28th October Ye Olde Wrestlers, North Road, Highgate, N6.
- 25th November George Inn, 77 Borough High Street.
- 23rd December Cannonbury Tavern, Cannonbury Place, Islington.

Northern Section Pub Meetings at 8pm every first Tuesday of the month at the Shoulder of Mutton, Potternewton Lane, Leeds 7. Tel: John Howard (Leeds 683123) for directions.
Plus: Northern Section Club Shop now in operation. Contact: John Howard.

For Sale: 1952 Lt.15. Rewired, new driveshaft, re-chromed. Awaits final detail work but otherwise in sound condition. Numerous spares, gearbox, cylinder head, generator etc. £750. Derby 47559 or write to Richardson, Old Vicarage, Ascot Drive, Derby.

For Sale: Slough built Light 15, 1947. Recently rewired, rechromed and new headlining fitted. A very nice looking car finished in dark blue with "Pilote" wheels. In good running order, MOT'd until May '81, offers in the region of £1,500. Chris Kennedy, 5 Ferndale, Lambert Street, Hull. Tel: 0482 442896.

For Sale: 1931 C4IX. Sound body, engine and gearbox out, interior rough. £450 ono. T. Blunt, 34 Gibraltar Lane, Swavesey, Cambs GB4 5RR. Tel: 0954-30164.

Wanted: Vol 1, No. 1 & 2 of *Floating Power*. Contact stating price to John Allen, 19 Beltana Street, Salisbury 5108, Australia.

Wanted: 2 Lucas type sidelights for 1950 Lt.15.
For Sale: Cylinder blocks, pistons, doors, wheels and grille. Contact H. Proctor on Blairgowrie (0250) 2261, Scotland.

For Sale: 3 Hepolite SLA 314 Kit Sets, pistons and liners for 12 h.p. 7C3 1938/40. 1 road wheel Michelin 165 x 400. 5.20T. stamped round wheel stud hole. 1 cylinder head 4 cyl 78-100 on top of casting. 1 offside front mudguard, also few gearbox parts. Tony Butterfield, phone Leyland 24032 (Lancs.).

Wanted: Replacement engine for 1953 '6' or parts to recondition. Contact J. Tugby on Hingham 377 (Norwich).

Free: 2 petrol tanks and door window glasses for Lt.15. Phone Peter John Pritchard on Cardiff 398508.

Wanted: Traction Avant brochures. I have duplicates for trade also British editions of DS and GS brochures wanted. Contact Niels-Erik Pedersen, Bredebouej 37, 'tr 2800 Lyngby, Denmark.

WANTED!! Light 15 Coupé of any year. Body or complete car. I will pay a commission of £500 to anybody who can organise a sale to me. I just have to have one before senility gets me! Pat Wells, Box 6031, Birchleigh 1621, South Africa.

Havant Museum: TOC member Nicholas Hall is Curator of this new Museum which opened at the beginning of October. If you're in the area, do call in and see one of the regularly changed exhibitions — it's free. (Closed Sundays and Mondays.) The Museum is on East Street opposite the Post Office. Parking is available, and the Curator would welcome visiting Tractions. Although I consider Tractions to be essentially reliable, if you do break down nearby I may be able to help, or at least commiserate and make some tea. Telephone: Havant (0705) 451155. Home address and telephone number not yet fixed.

For Sale: Reconditioned Lt. 15, exchange driveshafts complete with carden £38.50 each, provided your old shafts can be re-used. Apply: M. Tennant, Martindle, Upton Bishop, Ross-on-Wye, Herefordshire.

Traction Poster: We now have for sale a superior poster printed in six colours, an original design by Allan Sibley. Price £2.00 plus p&p. U.K. postage 2nd class 30p. Europe postage 2nd class 50p. U.S.A., Australia, N.Z. postage 2nd class £1.50p. All orders should be sent to John Gillard.



At long last we have our very own metal Club Badge. Early members of the Club will remember we held a competition for its design, and the winning drawings were submitted by Dave Shepherd. The Badge is chrome finished with white enamel in the wings and dark blue enamel surrounding the lettering. Available from Club Shop, John Gillard, 129b Camden Street, London NW1, price £6.25 + postage. Cheques payable to Traction Owners Club.

Tool & Manual Hire Service: Front end tools for hire from JG at Club Shop. Deposit and hire charges as follows:

	Deposit	Hire
Front hub & outer bearing puller	£25	£2.50
Top ball breaker	£10	£1.00
Bottom ball breaker	£20	£2.00
Inner bearing nut spanner	£5	£0.50

Hires are for nominal periods of 7 days, although earlier return will be appreciated. Deposits are refundable only on SAFE return; any damage to tools will be deducted from deposits. You fetch and return please. Prior booking ensures availability.

Workshop Manuals Hire Service: We have a full range of Traction Manuals for loan. Please send details of your car, together with a deposit cheque for £20, plus a separate postal order for postage of £1. Make cheque payable to the T.O.C. and the postal order uncrossed payable to G. BRICE. Please enclose a SAE for the return of your deposit. The Manuals are available from the Editor.

WANTED

Due to amazing work load and old faithfuls being worn out we need additional active committee members. If you are eager to help the Club grow, contact the Chairman NOW!

Wanted: Old driveshafts, wishbones and pins, old clutches and brake shoes to help set up our exchange pool. We will collect. Contact J.G.

Traction Avant Engineering, Leeds. Mechanical and restoration work undertaken on your Traction. Engines rebuilt, white metalling, line boring and balancing. Specialist bead blasting service for those rusty components. Twin-pot servicing and repairs. Tel: John (0532) 683123 7-8pm evenings.

Citroen-trained mechanic, willing to work on Traction, A and GS Models. Professional standards at a very reasonable price. Telephone Dursley 2502 (Gloucestershire).

Repairs, servicing, restorations, & parts for Traction Avant from London's only specialists. Classic Restorations, Arch 124, Cornwall Road, SE1. Tel: John or Bryn 01-928 6613.

Professional Retrimming: Club member David Mills offers professional retrimming services. Prices on request: Colchester 330184.

Wiring and electrical problems with your Vintage, Thoroughbred or Classic car? If so contact Graham on Maidstone 62725 for the help you require. Traction's a speciality. Or write to Graham Sage, 13 Senacre Lane, Sutton Rd., Maidstone, Kent, ME15 8HB.

SPARES REVIEW

The Club Shop is now operating every Saturday 11 a.m. - 2 p.m. at Arch 124, Cornwall Road, Waterloo SE1.

Appeals for assistance have not yielded any result and since Ian Ness is removing to Newcastle it's possible that the shop may be shut without notice, so if you're proposing to call better to check first and confirm requirements. And note that if there are any meetings or rallies *the shop will not be open.*

This month we reproduce the full list. This is because of a policy change in which we are trying to reduce the amount of "fine tuning" which results from constant supplier cost inflation. Also, we want to expand into production of parts, which necessitates more money for tooling changes etc., so things are a little more expensive (but still a good deal!). . .



CLUB SPARES FOR SALE

Issue No.9 (8/80). This list cancels all previous lists. Levy prices applicable to participants only. Postage quoted is UK. Overseas please add 25% for sea mail, for O/A (on application) please state wants and send SAE for price incl. post to:- John Gillard, 129b Camden Street, London NW1.

If you can't see it, please ask. It doesn't mean we can't supply, just that we haven't had a call for it yet.

N.B. Easibleeds Ref. B11 unsuitable for new manufacture wheel cylinders (BZ).

Ref.		Normal Price	Levy Price	P&P if Reqd.
BEARINGS & SEALS				
A1	Clutch Thrust, 7/11	14.60	12.20	0.50
A2	Front Wheel - Outer, 7/11	15.00	12.50	0.50
A3	Front Wheel - Inner, 7/11	7.80	6.50	0.50
A4	Rear Wheel - Lt 15, 7/11BL	7.80	6.50	0.50
A5	Rear Wheel - B15/5, 11B/15	8.30	6.95	0.60
A6	Dynamo Front, 7/11/15	4.30	3.60	0.40
A7	Waterpump, 7/11	4.00	3.40	0.40
A8	Bellhousing pulley front, 7/11	4.00	3.40	0.40
A9	Flywheel, 7/11/15	3.80	3.15	0.40
A10	U/J kit for inner cardan, 7/11	OUT OF STOCK		
A11	Differential, 7/11	9.90	8.25	0.60
A12	Rearwheel oil seal (state model)	1.70	1.45	0.30
A13	Frontwheel oil seals (side)	6.00	5.00	0.40
A14	Gearbox oil seals (each)	5.70	4.75	0.30
BRAKES				
B1	Master cyl. complete (7/11/15)	16.30	13.60	1.25
B2	Slave cyl. complete (1" or 1 1/4")	15.60	13.00	1.00
B3	Slave cyl. state R or L (15)	17.50	14.00	1.00
B4	Master cyl. kit (inc. new piston)	4.80	4.00	0.30
B5	Master cyl. kit (rubbers only)	1.80	1.50	0.30
B6	Wheel cyl. kit (state 1" or 1 1/4")	2.25	1.90	0.30
B7	Front hose - Slough (7/11/15)	4.20	3.50	0.40
B8	Front Hose - French (7/11/15)	5.90	4.90	0.40
B9	Rear hose - Slough (7/11/15)	3.90	3.25	0.40
B10	Rear hose - French (7/11/15)	4.60	3.80	0.40
B11	Easibleed nipples (4)	3.10	2.60	0.20
B12	Short fixed rear pipe (French)	1.10	0.95	0.30
B13	Handbrake cable (state model)	8.90	7.40	1.25
B14	Brake linings (state model)	36.00	30.00	1.60
B15	Brake shoes (exchange - state model)	48.00	40.00	O/A
B16	Fixed brake pipes (Slough - state model)	14.40	12.00	O/A
B17	Fixed pipes French	13.50	11.25	O/A
B18	12V Hydraulic switches	3.30	2.75	0.30
B19	Reservoir (Girling)	2.10	1.75	0.30
B20	Copper washers (state position) each	0.06	0.05	0.12
B21	Lockheed reservoir	4.80	4.00	0.30
GASKETS				
C1	Head, 7	6.00	5.00	1.00
C2	Head, 11	6.00	5.00	1.00
C3	Manifold 7/11 (pair)	6.30	5.25	0.30
C4	Triangular manifold, 7/11	1.20	1.00	0.20
C5	Silencer	0.60	0.45	0.20
C6	Waterpump - large 7/11	3.10	2.55	0.20
C8	Rocker cover, 7/11	1.30	1.10	0.50
C9	Timing cover 7/11	1.30	1.10	0.50
C10	Solex gasket pack (state 32 or 35)	2.10	1.75	0.20
C11	Short sump set, 11 CV	3.60	3.00	0.50
C12	Gearbox set	3.70	3.10	0.50
C13	Oil pump paper gasket	0.50	0.40	0.20

C14	Head set	15.00	12.50	1.30
C15	Six carb gaskets	3.50	2.90	0.20
C16	35F carb gaskets	3.50	2.90	0.20

IGNITION & ELECTRICS

D1	Spark plugs (4)	3.40	2.80	0.50
D2	Slough distr. cap (replaces 400316)	2.40	2.00	0.30
D3	Slough points (replaces 420196)	1.20	1.00	0.20
D4	Slough points (replaces 423153)	1.20	1.00	0.20
D5	Slough points (replaces 407050)	1.30	1.10	0.20
D6	Slough points (replaces 400415)	1.30	1.10	0.20
D7	Slough rotor (replaces 400052)	1.10	0.90	0.20
D8	12v starter solenoid (bulkhead)	4.20	3.50	0.50
D9	12v starter brushes (post war)	3.80	3.20	0.20
D10	12v starter brushes (pre war)	1.50	1.25	0.20
D11	6v 3 pin headlamp bulbs	1.80	1.50	0.20
D12	Duceliet points 71990	2.30	1.90	0.20
D13	Duceliet points 71133	1.70	1.40	0.20
D14	Duceliet points 71129	1.80	1.50	0.20
D15	Duceliet points 71970	3.90	3.20	0.20
D16	Duceliet rotor 42065	2.30	1.90	0.20
D17	Duceliet rotor 49440	2.20	1.80	0.20
D18	Duceliet rotor 49423	2.70	2.25	0.20
D19	Duceliet rotor 905014	2.70	2.25	0.20
D20	Duceliet regulator 82597/11CV	19.80	16.50	0.75
D21	Duceliet regulator 83087/15CV	19.80	16.50	0.75
D22	Duceliet coil 3918	12.00	10.00	1.50
D23	12v regulator RF95	OUT OF STOCK		
D24	7" Slough headlamp glass & reflector (Wipak)	3.00	2.50	0.20
D25	Lucas sidelight - single filament double filament	18.60	15.50	0.50
		19.50	16.25	0.50
D26	Indicator lens AXO (state red, white, orange)	2.60	2.20	0.20
D27	HT cable, red & black (price per ft.)	0.36	0.30	O/A
D28	SEV points DM21117A	4.80	4.00	0.20
D29	Ducal cap 47430	5.80	4.80	0.30
D30	SEV cap 8385	5.80	4.80	0.30
D31	SEV cap 8631	5.80	4.80	0.30
D32	6v condenser (sketch)	1.60	1.35	0.20
D33	12 v condenser (sketch)	1.30	1.10	0.20
D34	12v Six starter bush & pinion	8.20	6.80	0.50
D35	Lucas cap 409564	2.40	2.00	0.30
D36	Lucas cap 409635	2.40	2.00	0.30
D37	12v dynamo brushes	1.00	0.85	0.20
D38	12v solenoid (end starter)	7.00	5.80	0.50
D39	12v solenoid (top)	4.50	3.70	0.50
D40	12v headlight bulb	1.60	1.35	0.20
D41	12v sidelight bulbs	0.50	0.40	0.20
D42	12v stop/tail	0.60	0.50	0.20
D43	12v stop	0.50	0.40	0.20
D44	6v Festoon (state stop or rear)	0.80	0.65	0.20
D45	6v Festoon (indic. switch)	0.55	0.45	0.20
D46	6v Bayonet	0.60	0.50	0.20
D47	12v Dynamo contact	2.60	2.20	0.20
D48	12v Distributor	26.40	22.00	O/A
D49	Lucas sidlight base rubber	0.25	0.20	0.12
D50	Lucas headlight catch spring	0.35	0.30	0.12
D51	H/T washers for coil	0.03	0.02	0.12
D52	H/T push connectors	0.07	0.06	0.12
D53	Complete wiring loom (state year & model)	55.00	47.50	O/A
D54	French indicator base	10.20	8.50	0.50
D55	French rear light	19.20	16.00	0.50
D56	Battery lead	3.30	2.75	0.30
D57	Junction box (not original)	3.00	2.50	0.30
ENGINE & CLUTCH				
E1	Rebuilt clutch (exchange only)	36.00	30.00	O/A
E2	Clutch friction plate (exchange only)	28.80	24.00	O/A

E3	Clutch return spring	0.60	0.50	0.12
E4	Valve springs 11/15	12.00	10.00	0.75
E5	Valve springs 7 & pre war	18.00	15.00	0.75
E6	Valves, 7, 11, 11D	35.00	27.50	0.75
E8	Valves 15 six	49.50	41.25	0.75
E9	Valve guides, 7/11 (unreamed)	9.60	8.00	0.75
E10	Timing chain, 7/11	7.80	6.50	1.00
E11	Pistons & liners, 11/15 (set 4)	100.00	84.00	4.00
E12	Piston rings, 11/15	16.30	13.60	0.30
E13	Solex 32PB carb (exchange only)	38.70	32.25	1.00
E14	Solex 32 jet kits	7.00	5.85	0.20
E15	Solex 35 jet kits	7.20	6.00	0.20
E16	Waterpump kit (new spindle) (late type - no gland nut)	19.80	16.50	0.75
E17	Rocker shaft	12.20	10.20	0.75
E18	Oilpump spring	0.70	0.60	0.12
E19	Fanbelt, 7/11	3.30	2.75	0.30
E20	Fanbelt 15	2.40	2.00	0.30
E21	Valve seals (each)	0.70	0.60	0.12
E22	11D shells (Std, + .25, + .5, + .75, + 1.0mm)	7.80	6.50	0.50
E23	Core plugs (state 25, 30, 31mm)	0.55	0.45	0.30
E24	Oilpump gears (pair)	14.40	12.00	0.50
E25	Mains & big end tab washers	1.80	1.50	0.30

RUBBERS

F1	Steering rack (pair)	6.60	5.50	0.30
F2	Ball joints (one side)	3.60	3.00	0.30
F4	Windscreen surround (price per ft)	0.60	0.50	O/A
F5	Windscreen glass mounting (price per ft)	0.10	0.09	O/A
F6	Windscreen draught rubber (price per ft)	0.23	0.19	O/A
F7	Big Boot bottom	7.50	6.25	0.75
F8	12 clips for Big Boot rubber	3.60	3.00	0.30
F9	Door surround (4 doors)	9.00	7.50	1.00
F10	Chevron pedal rubber	2.40	2.00	0.30
F11	French indicators, number plate light	5.20	4.40	0.40
F12	Handles, headlamps, etc.	5.20	4.40	0.40
F13	Shock absorber mountings	0.65	0.55	0.30
F14	Rear chevron mudflaps (pair)	OUT OF STOCK		
F15	Heater tube rubbers (pair)	8.10	6.75	0.50
F16	Front mudflaps (pair)	12.00	10.00	0.75
F17	Filler pipe rubber (Big Boot)	1.60	1.35	0.20
F18	Filler pipe rubber (Small Boot)	1.90	1.60	0.20
F19	Gearbox mounting bush	2.60	2.15	0.30
F20	Big Boot top	6.10	5.10	0.75
F21	Commerciale top rubber	6.10	5.10	0.75
F22	Greasenipple/autoblead caps (4)	0.45	0.35	0.20
F23	Windscreen drain tube	0.29	0.24	O/A
F24	French windscreen knob rubber cover	1.30	1.10	0.20
F25	Rear bumper (Small Boot) rubbers per pair	7.80	6.50	0.30
F26	Slough wiper pegs (pair)	0.35	0.30	0.12

EXHAUST

G1	Mild steel silencer	26.40	22.00	O/A
G2	Stainless steel silencer	114.00	95.00	O/A
G3	Mild steel downpipe (state model)	19.80	16.50	O/A
G4	Stainless steel downpipe (state model)	56.40	47.00	O/A
G5	Suspension straps	0.60	0.50	0.30
G6	Stainless steel thru pipe (state model)	28.80	24.00	O/A
G7	Mild steel thru pipe	14.40	12.00	O/A

DRIVE, STEERING & SUSPENSION

H1	Ball joints (state top or bottom) each	36.00	30.00	O/A
H2	Track rod end kit	24.00	20.00	0.75
H3	Rack inner pin & nyloc nut	9.60	8.00	0.50

H4	Ball joint adjusters (does away with shims) each	9.60	8.00	0.50
H5	Exchange driveshaft (state model & side)	48.00	40.00	O/A
H6	Exchange inner cardan	19.20	16.00	O/A
H7	Crown wheel, pinion & satellite wheels	200.00	170.00	O/A
H8	2nd & 3rd gear synchro	190.00	160.00	O/A
H9	Gear bushes	22.50	18.75	0.50
H10	Diff. thrush washers (state 3.5, 3.75, 4.00, 4.5mm)	1.60	1.25	0.20
H11	Exchange wishbone (state side)	31.25	25.00	O/A

TRIM

J1	¼" bead PVC wing piping (price per ft.)	.10	.08	O/A
J2	Flexible window conduit (price per ft.)	.48	.40	O/A
J3	Bonnet tape - double bead 7/8" (price per ft.)	.42	.35	O/A
J4	Window support channel	2.80	2.35	O/A
J5	Dash selector springs (pair)	1.80	1.50	0.20
J6	Bonnet stay springs (pair)	1.20	1.00	0.20
J7	Slough interior door handle	0.85	0.70	0.30
J8	Slough interior winder	1.20	1.00	0.30
J9	Slough interior escutcheon	0.70	0.55	0.20
J10	Citroen boot badge	15.50	12.90	0.20
J11	French transfer - Miofiltre	1.15	0.95	0.12
J12	French transfer - Vokes	1.15	0.95	0.12
J13	French transfer - Lockheed	1.15	0.95	0.12
J14	Chrome bonnet end trim (pair)	7.20	6.00	0.20
J15	Door panel clips (pack)	0.60	0.50	0.20
J16	PVC fuel line (price per ft.)	0.30	0.25	0.50
J17	French Big Boot handle	6.60	5.50	0.75
J18	Bonnet strip 7/11	12.60	10.50	0.75
J19	Bonnet strip, 15	14.50	12.50	O/A
J20	Key barrel sets (3) French cars	7.90	6.60	0.30
J21	Locking curly handles (no locks)	12.60	10.50	0.50
J22	Small Boot handles (French) each	15.60	13.00	0.50
J23	Locking Big Boot petrol cap	5.70	4.75	0.50
J24	Furflex draught excl. (red, fawn) per ft.	0.54	0.45	O/A
	Furflex (grey) per ft.	0.66	0.55	O/A
J25	Slough exterior locking handle	5.40	4.50	0.50
J26	Slough ext. non-locking handle	4.80	4.00	0.50
J27	Non-locking curly handle	9.60	8.00	0.50

MISCELLANEOUS

K1	Radiator hoses, 7/11	6.60	5.50	1.00
K2	Stainless hose clips, 7/11 (pair)	1.60	1.40	0.20
K3	A/C pump repair kits	3.50	2.95	0.20
K4	Speedo cable, 7/11	10.80	9.00	1.00
K5	Slough wiper arms (each)	4.20	3.50	0.20
K6	Slough wiper blades 8" (each)	1.90	1.50	0.20
K7	SEV wiper arms (each)	7.20	5.75	0.20
K8	SEV wiper blades (each)	2.80	2.35	0.20
K9	Shock absorber (state model and position)	16.25	13.00	O/A
K10	Split pins, mixed pack	0.60	0.50	0.20
K11	Spring washers, mixed pack	0.60	0.50	0.20
K12	Front bumper horns (pair)	22.80	19.00	1.00
K13	Front inner bearing tab washer	0.40	0.35	0.20
K14	Woodruff key-front hub	0.40	0.35	0.20
K15	Door hinge pins (each)	0.35	0.30	0.20
K16	Clutch pedal spring (LHD models)	1.45	1.20	0.20
K17	Distributor spring	1.00	0.80	0.20
K18	Clutch cable spring	1.10	0.90	0.20
K19	Long rear spats (pair) unpolished	18.00	15.00	O/A
K20	Starter cable (Slough)	1.10	1.00	0.20
K21	Air filter (various, state type)	5.40	4.50	0.50
K22	Tool boxes (Small Boot Slough)	18.00	15.00	O/A
K23	Door mounting rear-view mirrors	4.80	4.00	0.30

