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# Floating Power

TOC Display

Volume Six Number Three

July Nineteen Hundred and Eighty-One

The Summer round of rallies and meetings is in full swing. The CCC at Salisbury was blessed with what seems to be their usual fine weather; there was a good turn-out of Tractions and pre-Tractions. By the time you read this our own rally in Norfolk will be over, but there is still a major Traction event to come — the 5th International Citroën Car Clubs Rally at Breda in Holland, combined with the Jaarfest, which in itself is a worthwhile event. A programme is printed in this issue, and you will find a booking card enclosed — if possible do try to attend this rally as they only happen once every few years, and it would be good to show our continental friends that we have some keen British Tractionists, especially as they make great efforts to come to our rallies. Of course it does not have to be purely 'another old car do' — there's plenty of sightseeing to enjoy and I am sure it will make a good few days away. The dates are 4th, 5th, and 6th September, further details from Social Secretary. The 4th ICCCR at Chartres in 1978 was a superb event and it looks as though the 5th will be at least as good.

There may be some delay in your receiving this *Floating Power* — we have changed the artwork team. Tristram Woolston has signed off in order to drive across the Sahara in a . . . 2CV van — I'm sure you will all join in wishing him a good journey. The artwork of the magazine is a time-consuming job, and we are very fortunate in having such professional members who spend their time on putting *Floating Power* together. Thanks, Tristram, for your hard work and thanks to Tom Evans for 'volunteering' to fill the breach.

Congratulations are certainly in order to John and Shirley, married in May in true Traction style. Please someone in London try to help out with the Spares Shop so that John is not quite so overworked. I'm sure Shirley would like to see him occasionally!

Happy Tractioning,

N.H.

## TOC REGISTER CONTINUED

### New Members:

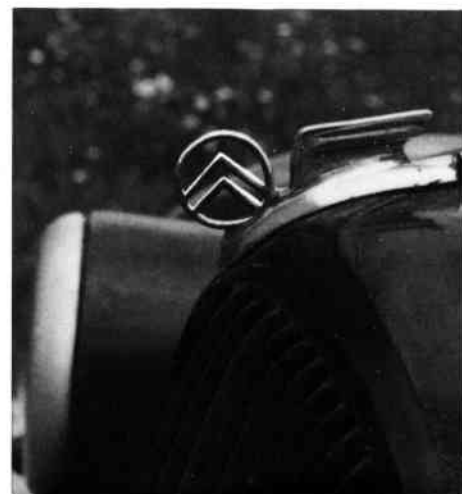
J.H. Bennett, 30 Flask Walk, London NW3.  
1953 Big Six NTY 894.

P.D. Griffiths, 47 Ingram House, Daling Way,  
London E3 5NL. 1949 Big Six JDG 193.  
Maroon. Ch. no. 118233. Formerly owned by  
Bryn Hughes.

N.E. Wilm, 23 Commissioners Street, East  
London, R.S.A.  
1948 Big 6 CE 4805. Ch. no. 118107. Maroon.

D. Tansell, 8 Tapenhall Road, Fernhill Heath,  
Worcester. 1948 Light 15, JLU 167. Ch. no.  
129283 Green.

P. Chapman, Flat 1, 63 Wood Lane, Highgate,  
London.  
1952 11B TEP 800. Ch. no. 233795, Black.



Pre-war Normale seen in Czechoslovakia in 1979  
by member Bertrand de Meaux on his epic trip  
from Lyons to Russia and back.

The JDC meeting at Silverstone was an amazing event — every type of Jag imaginable, Astons, Porsches, Lolas and Chevrons. All worth an awful lot of money and quite a few accidents that day (including a Porsche written off and a Ginetta burnt out). Greg had to start at the back of the grid due to missing his practise session because his fan belt broke on the M1. The whole event was well written up in *Classic Cars* so I won't bore you with the details.

I still hadn't got my car on the road — the delay due to the long time taken to skim the head. I started pulling the car apart the day after Boxing Day and have rebuilt it in a corner of Two Horse Hire. The car is really a Light 15 but with Light 12 barrels and pistons, Light flywheel and clutch and 3mm off the head, it passes as a Light 12.

At last I got the head back on Thursday 23rd April. On Friday the engine ran, and Saturday afternoon the car passed its MOT. To celebrate I drove 'home to mum' (for a free meal) and arrived back in London to find a message: 'You're racing tomorrow'. Having been instructed to run the car in carefully for 1000 miles by John and Bryn, I set off at the crack of dawn (now a very familiar sight) for Lydden.

As it turned out I was unable to enter my car but was loaned a Mark IX Jag (the one behind me in the picture in the last *F.P.*) to race and am at present 2nd in Class A in the Pre-'57 road-going Championship! Greg had an amazing time in the Normale. He spun twice at Paddock, the second time going completely off the track and disappearing from the crowd down a bank. "So much for the famous road-holding of the Traction" (remark from Graham Brice). *As the inside rear wheel was off the track, Greg must have been motoring quite fast.* Ed.

On the way back to London my first problem appeared. This was an air leak in the fuel line which forced me to retire from the Oulton Park race the following Saturday. It was most frustrating as I first thought it was the pump, but it eventually turned out to be a leak at the top of the pipe in the tank, so I have cut the filter off and put a plastic tube (with araldite and a jubilee clip) over the pipe. This modification also seemed to make the car go faster! I hasten to add that I've now got an in-line filter.

On Bank Holiday Monday I was at Silverstone, which was quite an eventful day. In practise I bent two pushrods ('over-revving' I was informed by a knowledgeable driver). I took them out and bent them straight (it's not surprising they bent — it didn't take much to straighten them) and put them back in again. The car had also boiled rather alarmingly. Both problems have since been resolved by a) case-hardening the pushrods and fitting a rev counter, and b) getting a recored radiator.

So out I went to race. On the warm-up lap I noticed a slight knock from the off-side-front. On the grid I got and crawled around and under the front of the car, but failed to spot anything, so off I went. The knocking got worse! Every corner I had to slow right down and then go as fast as I could down the straight. After the 4th lap it gave up and I coasted to the pit lane. The off-side-front wheel and hub was within about two threads of the big nut falling off! After a marvellous repair provided by Richard Howarth and a CSCC member, the wheel was re-attached and I drove home very slowly. I fitted a secondhand drum from John,

## HOW I DIDN'T WIN AT SILVERSTONE

but that came off on the way back from the Highbury evening class! The problem turned out to be the driveshaft — a rogue recon. I've now got an old one from a breaker which seems to be OK.

On the 25th May Greg and I raced at Mallory Park. The previous day I went out for a drive to check the car was going well. I got back to Two Horse Hire about 7pm and just thought I'd check the nuts on the gearbox flanges. (Haven't got around to getting the Nyloc ones yet.) It's amazing how fast they undo. I now check as many wheel and drive nuts that I can before every race, practice and long drive.

Back to the story. I discovered the off-side cardan was rather floppy and recalled a judder/jolt about half an hour previously. Frantic phone call to the Arch for information where miraculously John was still working. Apparently a circlip had broken/fallen out and the cup and needlebearings had disappeared. John gave me a pile of cups and bearings and with the advice "it's a fiddly job" I set to work. I would have done it, but the bearings the other end had part fallen out and part got jammed in the wrong place and that cup was rusted in solid. Luckily Greg and Kathy came to my aid at about midnight with a replacement cardan. It IS possible to replace the cardan by only breaking the bottom ball joint and track rod end, if you have one person heaving the gearbox one way and the other pulling the shaft out of the splines. We finished at about

3am (it's just as good as being on a GP team) and I was left to clear up, go home and have a bath and some breakfast (or was it supper?), and set off for Mallory.

Car wouldn't start! I changed the battery but it still wouldn't go. It sounded as if the motor had jammed and I was able to start it first go on the handle. So I arrived at Mallory without any further mishap.

It poured with rain and our practice was fantastic. Mallory is a strange circuit with a very tight hairpin and a long bend the other end (Gerrards). Gerrards was very good for tractions as not many cars could overtake us. On one lap four of us went into it together — Greg, me, an A35 and the Zodiac (last year's championship winner). When we came out the Zodiac was a good 50 yards behind us. Unfortunately the sun came out in the afternoon.

My practice time was 0.1 sec lower than Greg. He removed his oilbath airfilter and richened the mixture before the race and improved his lap time by 8 sec. I did that last weekend and put a virtually straight through exhaust (still legal noise level as checked by the RAC), and I think I've added about 10 mph to my cruising speed.

At the moment I'm having some twin SUs, that I've borrowed from Allan Sibley, rebuilt and hope to try them out at a sprint at Goodwood next weekend.

Don't forget **Donnington on 26th July** where Greg and I will be racing in the Pre-'57 roadgoing race on Saturday, and on Sunday in the Pre-'65 saloon race.

If you want any free tickets for any event we're in, please phone me at home (01-735 5087) or at work (01-735 1860), and I can leave them at the gate on the day.

A.L.

### RACE RESULTS SINCE SILVERSTONE

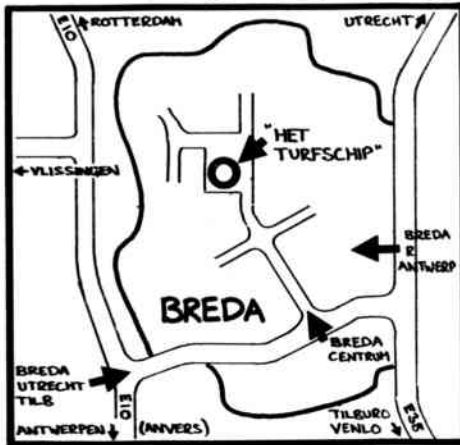
Track	Date	Position	Fastest Lap Time	MPH
Silverstone JDC	4th April	GH 20/21	140.7	57.49
Lydden	26th April	GH 11/12	109.4	51.87
Oulton Park	2nd May	GH 8/16 AL Ret'd 3rd lap	149.5 206.8	54.38 46.96
Silverstone	4th May	AL Ret'd 4th lap	207.49	45.41
Mallory Park	25th May	GH 14/17 AL 15/17	117.5 122.6	62.71 58.84





# 5th I.C.C.C.R.

## Breda, HOLLAND. 4th, 5th, 6th SEPT.



The International Citroën Car Club Rally was first organised in Porec (Yugoslavia) by the YU AS Club (Yugoslavian Citroën Club). 1300 people representing 18 countries, met along the Adriatic coast. The second rally was organised by the E.E.C. (Austrian Citroën Club) in Vienna. The third I.C.C.C.R. was held in Kenilworth (Coventry) England, and was organised by the Citroën Car Club. It was a typical English atmosphere in which the event took place: steam-cars, old planes, agricultural vehicles and the traditional Concours d'Elegance. The 4th I.C.C.C.R. was organised by the Club de la Traction Universelle and was held in Chartres, France, on 16th, 17th and 18th September 1978. Among many beautiful cars to see, there also was a car museum, dinner with international artists and a 2CV-cross.

In case you have not participated in one of the previous I.C.C.C.R.'s you will now have the chance to come to the FIFTH I.C.C.C.R. on 4th, 5th and 6th September 1981 in 'Het Turfschip' in Breda, Holland. In co-operation with Citroën Nederland and the aid of the Dutch Citroënclubs (2CV-Wagel, Het Eendēi, E.E.E.C., Ami-6 and ID/DS-Club Nederland) TRACTION AVANT NEDERLAND has organised this main event of Citroën.

**PROGRAMME:** Because of the expected large participation of the festive night (with dinner-dance) on 5th September (Saturday evening) it will be in your own interest to book in advance for this splendid evening. In case there will still be possibilities during the I.C.C.C.R. to participate at this evening, which we don't expect, you will have to pay a considerably higher sum. Of course you are free not to participate at this evening, but then you will be missing the following: dinner with consommé madrilène, jambon canadien with several kinds of vegetables, salads, sauces

etc, café glace. The famous Maison van den Boer will take care of this dinner and that means without any doubt quality; — various kinds of live music in a number of rooms with, of course, dancing — intimate bar around a fire-place. During this evening you will undoubtedly have the chance to contact your (foreign) Citroën friends. There will also be a free baby-sit in one of the hotels and at the camping-site 'Fort Oranje'. There will also be free transport to your hotel or camping-site, so that there is no need for you to drive under the influence of alcohol. The amount for participation at the festive-night should be indicated at **B**.

**OVERNIGHT STAY:** We have taken care for reservation at camping-site 'Fort Oranje' (between Rijsbergen en Breda) and four big hotels in Breda.

**Camping-site 'Fort Oranje':** the costs for the whole weekend (arrival on 3rd September to departure 7th September) will be approx £5 per standing-place or per family, which has to be paid upon arrival at the camping-site. It will be possible to park your car beside the tent or caravan and furthermore there is a free swimming pool. To book for this camping-site you can mark it with a cross on the registration card. You will then receive a confirmation and registration for the camping-site and which has to be handed over in September. To be sure of a place it is essential to send in your registration as soon as possible. This special price will only be valid when you book in this way.

**HOTELS:** The organisers have given you the choice between four hotels: Euro-motel Brabant, Euro-motel Breda, Novotel Breda and Hotel Mastbosch.

Contact Social Secretary for details. Discount if booked in advance.

As we have already informed you before, it will be financially very attractive to register in advance. Not only for you, but also for the

organisers who can take the necessary measures. We therefore count on your co-operation and hope you don't come haphazardly to Breda; because then we can't guarantee you anything.

Please make sure your registration card is sent in before the 10th August so that you will receive your confirmation of reservation by return, as well as the parking-card and possible camping reservation. Don't forget to send the amount due at **A, B and C** as well!  
SEE YOU AT THE FIFTH I.C.C.C.R. ON 4th, 5th and 6th SEPTEMBER IN BREDA.

Het 5e I.C.C.C.R. Committee  
Postbox 1043  
2240 BA Wassenaar  
Holland

The programme is as follows:

**Friday, September 4th**

Arrival of the first participants in Breda. Traction Avant Nederland will welcome them with a drink. Opening of the Citroën museum in 'Het Turfschip'. The museum consists of about 35 very special Citroëns starting from the A to the X. Besides there will be a market with spare parts, books, catalogues, miniatures etc. During the whole weekend Citroën films and slides will be shown as well as an exhibition of all kinds of Citroën features. In the evening there will probably be a big barbecue with a lot of music.

**Saturday, September 5th**

The same activities as already described on Friday 4th. Besides these there will also be lots of smaller activities which cannot yet be described. Furthermore there will be something (a lot) organised for the children. In the morning there will be a show of Citroëns from 1919 on, accompanied by people dressed in clothes of the same age as the car. In the afternoon there will be a Concours d'Elégance with a

jury of local- and Citroën-known persons. Registration can only be done on 4th and 5th. In the evening the highlight of the I.C.C.C.R. will take place: a very large and tasteful dinner with different kinds of music. During and after the organisers have taken care of baby-sitting and transport to the hotels and camp-site.

**Sunday, September 6th**

The activities of the Friday will be continued. At approx 11.00 a.m. a trial rally between the Citroëns will be held and for this rally the cars will be divided into different classes. In the afternoon the giving of many prizes will end the I.C.C.C.R.

To have a well-organised I.C.C.C.R. it is essential that participants send in their registration as soon as possible. Due to the expected large attendance it will also be necessary for you to pay certain things in advance: only in this way will you be sure of certain facilities, and the organisers can thus already pay some of the organisation costs. You can book by filling in the enclosed registration card and remitting the money.

**Additional Information:**

**Registration fee:** for this you will receive: — a parking place for the marked days (a card will be sent to you, together with further information);

— a ticket for every participant, which gives you the right to visit the spare part-, book-, miniature-market, movie-room and the museum;

— a welcome drink for every participant; — all information about the I.C.C.C.R. with a programme.

The total amount for the registration should be indicated at **A**.

5-ICCCR

REGISTRATION for the 5th International Citroën Car Club Rally



BREDA (NL)

4,5,6 sept. 1981 I participate on  4th September,  5th September,  6th September.

Registration: ... adults at DG 20,- per person = DG ...  
... children (from 4 to 14) at DG 10,- per child = DG ...  
Total DG ... = **C**

Festive night:  Saturday, 5th September, diner dansant:  
... persons at DG 41,- per person = DG ... = **B**

Overnight stay:  Camping site "Fort Oranje" (babysit for ... children for the Friday/  
Saturday-evening)  
 Hotel, please fill in the back  
 I take care of my own overnight stay

The total amount of **A**, **B** and **C** (P.T.O.) of DG ...,- will be paid today:

through enclosed (Euro)bankcheque (add DG 5,- for banker's fee)  
 cash together with this form in a registered envelope

(place) (date) (signature)

Hotel booking:

Euromotel Brabant  
 Novotel Breda  
 Euromotel Breda  
 Motel Mastbosch

Babysit for the Friday/Saturday for ... children  
(only in the Euromotel Brabant and Novotel Breda)

Number of rooms: ... single room  
... double room  
... double room for 3 persons  
... double room for 2 adults + 1 child  
... double room for 2 adults + 2 children

Overnight stay:  3rd/4th September:  room/breakfast  room/breakfast/dinner  
 (Thursday/Friday)  
 4th/5th September:  room/breakfast  room/breakfast/dinner  
 (Friday/Saturday)  
 5th/6th September:  room/breakfast  room/breakfast/dinner  
 (Saturday/Sunday)

First payment + fee (hotel): . persons at DG 35,- per person = DG ...,- =

Subscriber : .....  
Address : .....  
Place : .....  
Nation : .....  
Telephonenr. : .....



# TRACTION ARRIERE

Correspondence to  
Martin Lloyd

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

Well, after Graham's article in the last issue of *Floating Power*, I felt sure that this issue was going to be a bit of a let-down. However, thanks to Alan Walton who owns 'Madelaine' (a 1925 5CV-C3) we are indebted for a newspaper article of exceptional interest.

From the newspaper cutting which was published in a London national newspaper, September 1920, we can see that Messrs Graston and Harrods were trying very hard to sell Citroën cars. Unfortunately I have been unable to discover any further details from Messrs Harrods or any information about Messrs Graston. We have no idea how successful the event was, but I assume it must have been the largest sales drive that Citroën had been involved in up to that date.

It is interesting to note a few details from the

photographs of the event. Alan had them reproduced from an original, which was very kindly loaned by Mr John Ratcliffe of Ashcott, Bridgwater.

Firstly, the cars are all posed for the photograph in the centre of the road. Somehow I think that this may be frowned on today, parking a car, let alone four, in the centre of the road in Knightsbridge! This presumably was to ensure that Messrs Harrods shop windows were not obscured by the cars for the photograph.

Secondly, the road surface, which can be seen in the enlargement of the leading car, appears to be cobbles. However, a friend is of the opinion that they are in fact wooden blocks! Apparently these had a surface laid on them; this used to wear off fairly rapidly and then become extremely treacherous in the wet.

(I remember similar blocks in Norwich — well before being old enough to drive though. Ed.)

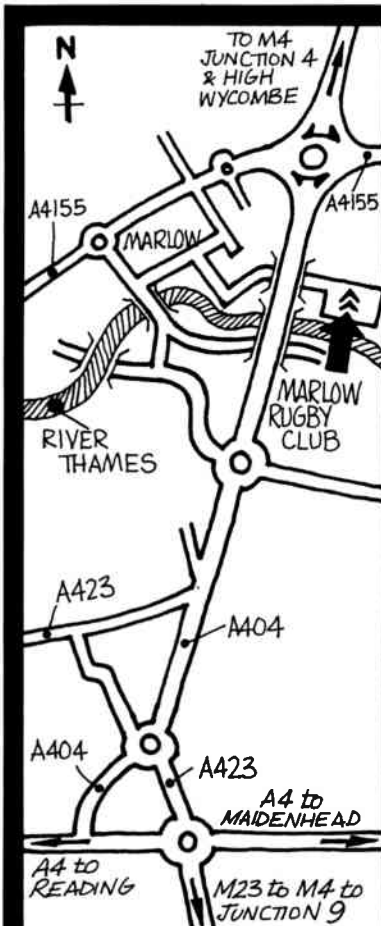
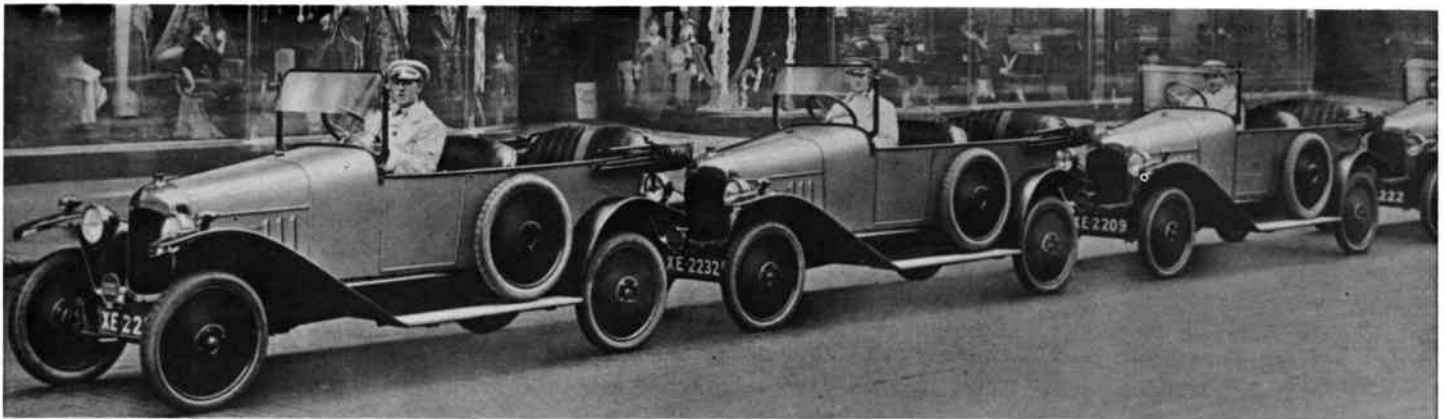
It is also very interesting to see the fashions of the day in the 'Autumn Display', along with the other items on sale.

That just about wraps it up for another issue. I should like to thank Alan again for his kindness in sending the newspaper cutting and arranging for the photographs to be copied. Also, to thank Mr Ratcliffe for the loan of the original photograph which brought the newspaper article to life. Anyone else got anything similar?

By the time you read this the 'Rally' will be over and it looks as if there will be a good turnout of 'Tractions Arrière'. Well — more than one anyway.

Happy tractioning, Avant and Arrière.

M.L.



## TOC Camping Weekend 7, 8 & 9th August 1981

Marlow Rugby Club, Riverwoods Drive, Marlow, Bucks

(Full camping facilities, including showers with hot and cold water)

**FRIDAY 7th** - Arrive campsite early evening, Noggin & Natter at Local Pub.

**SATURDAY 8th**

- 11.00 hrs - Depart for convoy drive through local countryside.
- 12.30 hrs - Arrive at 'Spade Oak', Well End, for pub lunch.
- 14.45 hrs - Depart for convoy drive to Eton Wick, Nr Windsor, to visit TOC member Tony Oliver's private collection of military and civilian vehicles from 1925-1945 including 1928 Citroën Kegresse, 1930 Citroën C6 Truck, 1937 & 1938 Citroën 4 cly and 6 cly Trucks, Light 15, and a 1924 British Army 1924 Crossley Kegresse.

21.00 hrs - v. late - Barbeque party at the Marlow Rugby Club. Bar, Folkgroup. (Please bring own food which will be pooled, and extra booze for when bar closes.)

**SUNDAY 9th**

- 12.30 hrs - Pub lunch.
- 14.30 hrs - TOC Grand Scenic Treasure Hunt/Mystery Drive
- 17.00 hrs - Approximate finish
- 18.00 hrs - Presentation of prizes. First Prize — Floating Power plaque and certificate. Runners-up prizes.

### DIRECTIONS TO MARLOW RUGBY CLUB

From either M4 or M40 take A404 (North or South) to BISHAM turnoff (West at roundabout), follow road into MARLOW. After crossing suspension bridge take first turning on right, Lock Lane (at Marlow Donkey Pub) and drive to end of road. At 'T' junction turn left, follow road under dual carriageway to Marlow Rugby Club.

# MEMBERS CARS

Several years ago, when Greg announced that he was getting rid of the MG Midget, I had no idea that our lives were going to change. After discussing the merits of various makes of car and almost deciding on a Renault 5, Greg mentioned, out of the blue, that he had always fancied a Light 15. I could vaguely picture the car he had in mind, and then only after Greg's reference to Maigret! However, we began scanning the columns of *Exchange & Mart* for a white Light 15, not realising that Citroën did not do it!) After a few weeks, there it was — well, almost. The advert said it was a Citroën, it was white, it was 15 — but Big not Light. This was another aspect of the car Greg knew nothing about, but, nothing daunted, off he went to see it. It surpassed his wildest dreams, and so we became the proud owners of JLX 244K and members of the C.C.C. (This was before the T.O.C. existence.)

I was soon as enthusiastic about the car as Greg, particularly as I was allowed to drive it and was on hand when Greg worked on the car, to hand him tools and read bits out of the workshop manual! As the years passed, Greg got himself another car for everyday use, as it was essential for him to be motorised and it meant that any major work on the traction could cause problems — this was a theoretical supposition as it had always been very reliable, but the car was deteriorating because of lack of time at weekends to do the necessary improvements.

Eventually, the car was shut in its lock-up with a few minor jobs pending and, two years later, when they were still waiting to be done, we found the engine had seized. (There is a moral there somewhere!)

Over the years, Greg had always expressed a longing for a small boot, Slough built Light 15 (as well as the Normale, not instead of!), but had considered that having two part-time cars was a bit extravagant. I pointed out that, although I use a car every day, I do not clock up a lot of mileage, so I could use a Light 15 as my sole means of transport without running it into the ground. The suggestion bore fruit and

we were soon looking for a suitable car. It was decided that, as the Normale was in need of a certain amount of work to get it back on the road, we should look for a Light 15 that was not in need of major work — particularly as I was going to be responsible for its upkeep!

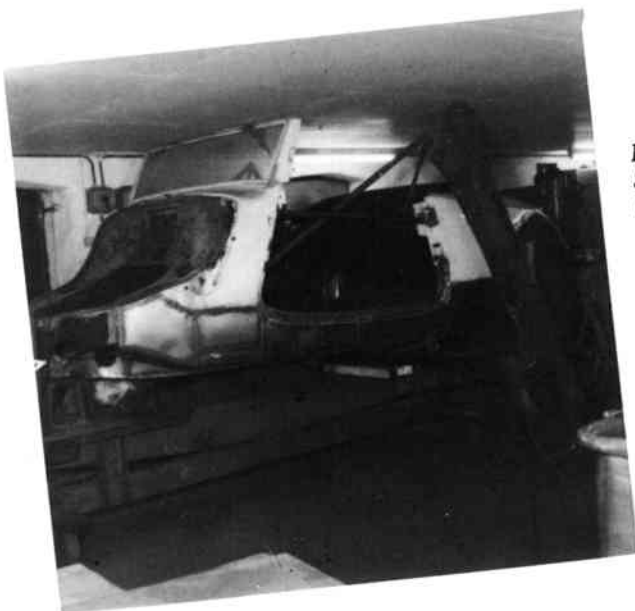
And so, last summer, I became the owner of EFR 208, a very nice 1950 Light 15. Its restoration was not totally complete — thus the tatty bumpers which are doing service till I find a matching pair — and there have been one or two mechanical problems (those of you who attended the Autojumble at the Arch earlier this year, will know what one of the problems was!). However, I use the car, in London, and have taken it on outings to Holland (for the Jaarfest), the TOC picnic, visits to Silverstone and Enfield Pageant of Motoring, where it proved the value of front wheel drive by negotiating the sea of mud that had once been a playing field, without recourse to the tow trucks, which were very busy extricating many of the participants.

I have not found that driving a traction in London is more difficult than using a more normal car, except perhaps for parking. In fact, from my experience of driving both the Normale and the Light 15, there are definite advantages. I have met much more consideration from other motorists and even those notorious people — London bus and taxi drivers — have been known to give way to a gleaming traction!

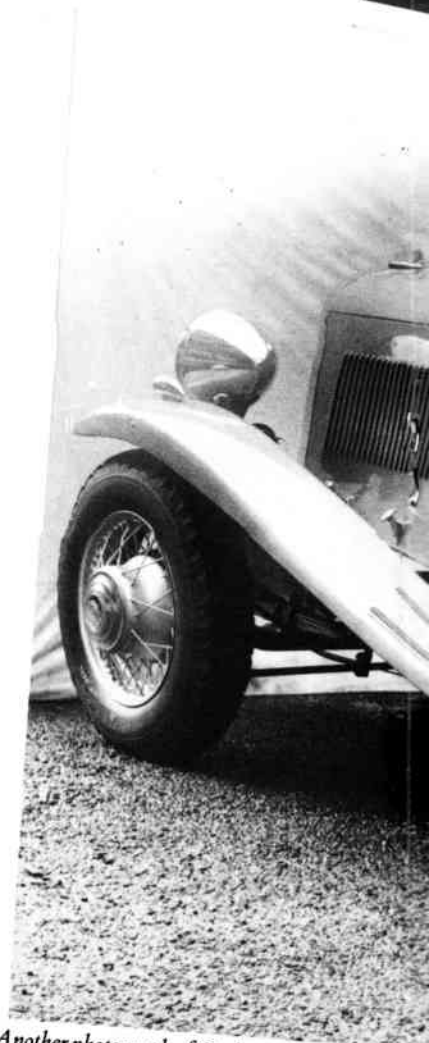
No sooner had I got the Light 15, than Greg was fretting to get the Normale back on the road. The engine was sent off to John and Bryn for rebuilding and the few minor problems, that had caused the car to be garaged in the first place, were seen to. Whilst waiting for the engine, Greg discovered that Antonia Loysen was keen to try Classic Saloon Car racing and, never backward at trying something new, Greg decided that he would do likewise. Mechanically, the Normale was pretty sound, so it was more or less a matter of putting back the engine, passing the M.O.T. and carrying out the extra safety features required by the

R.A.C. Each time Greg races, he tries something new to get more speed out of the car and, as he is at work during the week, I have found myself changing carburettors, as well as the more mundane tasks like washing and polishing it. For someone 5'4" tall, the washing and polishing (particularly of the roof) is decidedly harder than changing the carburettor! I am sure it is all good practice for when I come to work on my Light 15, but at the moment, with the racing season at its height, Greg's car takes precedence. I shall just have to hope that the Light 15 develops no major problems in the meantime!

**Kathy Hayes**



*Roadster restoration by Lars Törnblad, Borgstena, Sweden. This car was very bad, needing a complete new floor. It was assembled from two cars using the original Fenwick Citroën tool 2600-T.*



*Another photograph of Graham Brice's Ranalah Tourer — this time seen when new. Courtesy of National Motor Museum, Beaulieu.*

1947 Light Fifteen. Believed French built with  
r.h.d. If so it later had a Slough early '50s rear  
bumper fitted. But look at that window! Does

anyone remember this car? The photograph, courtesy  
of the National Motor Museum, Beaulieu, was  
taken in 1963. (It looks like a Slough product to me. Ed.)



lah  
of

# Correspondence

Dear Nick,

I have been reading with great interest items concerning next year's Peking to Paris rally. Now that one of the Club members is participating I hope the Club magazine will keep us well posted on the preparations and any possibilities for members to get involved by providing support vehicles, or whatever is necessary.

Regards,  
Jim Conlin  
Boulder, Colorado 80302, U.S.A.

*We will certainly give details in the magazine as soon as possible. If you are in a position to offer specific support, I am sure Antonia Loysen would be delighted to hear from you — please write c/o Editor. Thank you for your interest. Nicholas Hall.*

Dear John,

Here is a selection of photos of the Coupé we found in Inverness. The car had been lying in a shed since 1954. The dent in the dicky was caused when at some time part of the shed roof fell on the car. As a result water must have flooded through the interior for some years, hence there is a fair amount of rust which the pictures don't show. Nevertheless the car is in pretty good order. After cleaning points and plugs and fitting a battery, the engine started without any bother.

As far as its history is concerned, I don't have a great deal. The log book shows that the car was re-registered in the London area in 1951 and had a number of owners within a short period.

The car is definitely 1935 vintage — tell tales are — chevron under the grille, two vents, centre instruments, early (non rack & pinion) steering, etc.

The body seems to be original, except that it has been fitted with special wings as the photos show. This must have been a post-war modification which was a fashionable thing to do at the time.

The car was sold to me as having a 1911 cc engine, but in fact the head casting is stamped 72 x 100 which corresponds to 1628 cc.

The engine No. is 1856 in the log book, and the chassis No. is 101435, but I have as yet not found any plate on the car. I have a list of French chassis nos. but the nos. between 100,000 to 200,000 are not allocated — I take it that that series was probably assigned to the Slough factory? Perhaps you will be able to sort this one out for me, and I look forward to your reply.

Meanwhile, I hope to now find the time to do whatever is necessary to put this car on the road as soon as possible.

King regards,  
John Savelli  
Bog End Farm, Falkirk.



## RALLY PROGRAMME AND EVENTS TOC attending marked by \*

### 1st/2nd August

Woodvale Rally '81, Woodvale Airfield (A565), Southport.

### \*7th/8th/9th August

TOC Camping Weekend, Marlow Rugby Club, Riverwoods Drive, Marlow, Bucks.

### \*9th August

TOC Treasure Hunt — Prizes

### 9th August

Witham Vintage Vehicle Rally, Witham, Essex.

### 12th/13th September

East Midlands Festival of Transport, Elvaston Castle, Nr. Derby.

### 27th September

Saddleworth Vintage Vehicle Rally, Nr. Oldham.

### 25th October

Grand London Autojumble, Royal Horticultural Society's Old Hall, Vincent Square, London SW1.

### 31st October/1st November

Classic Car Show, Metropole Hotel, Brighton. TOC Stand, Club Shop — come and see us!

## FUTURE RACES

26th/27th July DONNINGTON —  
\*CLASSIC CAR WEEKEND\*

### 2nd August

Mallory Park

### 6th September

Mallory Park

### 16th August

Mallory Park

### 13th September

Donnington or Oulton Park

### 31st August

Thruxton

### 20th September

Snetterton

See A Loysen's article for Race Prog.

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# Classified

## Change of Address

**Le Club de la Traction Universelle**  
Communique à tous les amateurs de Tractions Avant Citroën et à  
tous ses amis sa nouvelle adresse et son nouveau numéro d'appel téléphonique

19 rue du BANQUIER  
75013 Paris Tel. 331 89 98

Permanence le mercredi de 15 heures à 22 heures et le vendredi  
de 15 heures à 19 heures

**For Sale:** Big 15, Slough built, 1954. One owner many years, sadly must sell. Rebuilt gearbox and driveshafts shortly before being taken off the road about five years ago. Needs some tidying up. New silencer ready to fit. £450 or offers. Bill Thornycroft, 112 Broxholm Road, London SE27. Tel: 01-670 4798.

**For Sale:** Excellent fibreglass wings for Light Fifteens, complete with all fixing flanges. £35 each. Contact Mike Tennants, Martindle, Upton Bishop, Ross-on-Wye, Herefordshire.

**For Sale:** Light 15. Good condition, taxed, MOT, price around £2,000 — offers? Apply Mrs Boston, Llantrisant, S. Wales. Tel: 0443-226982.



**For Sale:** S/H 165x400s in varying states of wear. Tel: Runcorn 69217.

**Wanted:** Hub caps and "spiders" for "Pilote" style traction wheels. Tony Mackertich, 9 Ives Street, London SW3. Tel: 01-584 9345.

**For Sale:** Citroën Light 15 Maker's Instruction Book issued April 1950, 24pp, £3.00. Citroën 12, Light 15, 15 1937-39 Maker's Instruction Book, 29pp + charts, £5.00. Citroën 12 Maker's Instruction Book issued 1934, 64pp, £5.00. Citroën Six 1939-40 Maker's Instruction Book, £5.00. Citroën Light 15, Big 15 Maker's Instruction Book issued 1953, 23pp, £3.00. Citroën 12-24 1927-29 Maker's Instruction Book, 32pp, £10.00. Citroën 1952 brochure for Light 15 & Six, full colour, 6 pages 7½x8½, £3.00. Citroën 1952 sales leaflet for Light 15, Big 6 & Big 15, 2 pages 7x8¼, £2.50. Classic Car Profiles No. 117, Traction 1934-55, £1.00 each. Many other motoring books in stock. Payment with order please to: Automobilia, Queens Park Villa, West Drive, Brighton, Sussex, England.

**For Sale:** 1947 Light 15, Slough built, black with sunshine roof. New exhaust, rewired, newly fitted engine and brakes overhauled. The bodywork is fair and the car is in running condition, but with no MOT as yet. Simple project to complete restoration. Offers invited. Contact Nicholas McKay, Old Cottage, Denham Village, Bucks. Tel: Denham 832697.

**Wanted:** Model tractions for private collection. Anything considered from wrecks to rare/obsolete. Details and prices to Geoff Carter, 15 Well Garth Bank, Bramley, Leeds LS13 1EW, Yorks. Tel: Leeds 574552.

**Also Wanted:** *Floating Power* Vol. 1 nos. 1 & 2, preferably good condition.

**For Sale:** Back numbers of *Floating Power* Vol. 1 no 6, Vol 2 nos 1, 2, 3, 4, 5, & 6, Vol 3 nos 1 & 2. £2.00 each + postage from G. Carter, 15 Well Garth Bank, Bramley, Leeds 13 1EW, York.

**For Sale:** 1952 Light 15. Completely rebuilt engine gearbox and front axle assy, comprising new pistons, rockers, all new gears, clutch assy etc., few other bits. Sensible offers. Tel: Rugby (0788) 78331 (office hours). Mrs. C. Mousley.

**For Sale:** Citroën Traction Big 15, 1953 Slough built. Very good mechanical condition. Body needs some attention and tidying up but the car is in driveaway condition. Price £800. Location near Newcastle upon Tyne. Contact Peter Stenner, Tanglewood, Wingrove, Rowlands Gill, Tyne & Wear. Tel: (02074) 42542.

**For Sale:** Slough Light 15, small boot, complete but dismantled. Another Slough Light 15 for spares. Prices to be negotiated. H.G. Havaux Ltd., Whatlington Garage, Sussex. Tel: Sedlescombe 307.

**Wanted:** Small boot filler cap for 1939 Slough Light 15. J. Waynam. Tel: 021-778 2828.

**For Sale:** 1954 15-6 H ('Big 6'). Dark blue; excellent all-round original condition. Pierre Monturat, tel. Abingdon 28822 (day, 27651 (evening)).

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(0532) 683123 7-8pm evenings.**

**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.**

## SPARES SHOP

As reported in the minutes of the AGM, the Club Shop desperately needs help. The following assistance would be much appreciated:-

- 1) Staffing at the Arch for Saturday opening 11 a.m. to 2 p.m. A little technical knowledge is helpful but any help would be appreciated.
- 2) Collection of spares: Most spares must be collected and a large proportion is sourced in London — so anyone travelling around London could be a help. Anyone travelling to Depanoto, or to Holland (T.A.N. Shop) or Paris (T/Universelle Shop), would help solve the major problem of our spares operation.
- 3) Technical research and sourcing: Any suggestions of contacts, sources or services would be most helpful.



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Moulbarton 73140

**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. Tractions a speciality. Or  
write to Graham Sage, 13 Senacre  
Lane, Sutton Rd., Maidstone, Kent,  
ME15 8HB.**

**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 crossed payable to G. BRICE. Please enclose a SAE for the return of your deposit. The Manuals are available from the Editor.

## CLUB SPARES FOR SALE

Owing to inflation some of the Club Spares have increased in price. An updated Price List is therefore necessary.

Issue No. 10 (4/81) 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 (B2), but an alternative set can be obtained.

Ref.		Normal Price	Levy Price	P&P if Req'd.					
<b>BEARINGS &amp; SEALS</b>									
A1	Clutch Thrust, 7/11	16.20	13.50	0.50	D3	Slough points (replaces 420196)	1.20	1.00 0.20	
A2	Front Wheel - Outer, 7/11	16.20	13.50	0.50	D4	Slough points (replaces 423153)	1.20	1.00 0.20	
A3	Front Wheel - Inner, 7/11	9.00	7.50	0.50	D5	Slough points (replaces 407050)	1.30	1.10 0.20	
A4	Rear Wheel - Lt 15, 7/11BL	9.00	7.50	0.50	D6	Slough points (replaces 400415)	1.30	1.10 0.20	
A5	Rear Wheel - B15/5, 11B/15	9.54	7.95	0.60	D7	Slough rotor (replaces 400052)	1.10	0.90 0.20	
A6	Dynamo Front, 7/11/15	4.30	3.60	0.40	D8	12v starter solenoid (bulkhead)	4.20	3.50 0.50	
A7	Waterpump, 7/11	4.80	4.00	0.40	D9	12v starter brushes (post-war)	3.80	3.20 0.20	
A8	Bellhousing pulley front, 7/11	4.00	3.40	0.40	D10	12v starter brushes (pre-war)	1.50	1.25 0.20	
A9	Flywheel, 7/11/15	3.80	3.15	0.40	D11	6v 3 pin headlamp bulbs	3.00	2.50 0.20	
A10	U/J kit for inner cardan, 7/11	OUT OF STOCK			D12	Ducelier points 71990	2.30	1.90 0.20	
A11	Differential, 7/11	11.10	9.25	0.60	D13	Ducelier points 71133	1.70	1.40 0.20	
A12	Rearwheel oil seal (state model)	2.40	2.10	0.30	D14	Ducelier points 71129	1.80	1.50 0.20	
A13	Frontwheel oil seals (side)	6.00	5.00	0.40	D15	Ducelier points 71970	3.90	3.20 0.20	
A14	Gearbox oil seals (each)	5.70	4.75	0.30	D16	Ducelier rotor 42065	2.30	1.90 0.20	
<b>BRAKES</b>									
B1	Master cyl. complete (7/11/15)	18.40	15.30	1.25	D17	Ducelier rotor 49440	2.20	1.80 0.20	
B2	Slave cyl. complete (1" or 1 1/4")	16.20	13.50	1.00	D18	Ducelier rotor 49423	2.70	2.25 0.20	
B3	Slave cyl. state R or L (15)	17.40	14.50	1.00	D19	Ducelier rotor 905014	2.70	2.25 0.20	
B4	Master cyl. kit (inc. new piston)	4.80	4.00	0.30	D20	Ducelier regulator 82597/11CV	19.80	16.50 0.75	
B5	Master cyl. kit (rubbers only)	1.80	1.50	0.30	D21	Ducelier regulator 83087/15CV	19.80	16.50 0.75	
B6	Wheel cyl. kit (state 1" or 1 1/4")	2.70	2.25	0.30	D22	Ducelier coil 3918	12.00	10.00 1.50	
B7	Front hose - Slough (7/11/15)	4.60	3.80	0.40	D23	12v regulator RF95	OUT OF STOCK		
B8	Front Hose - French (7/11/15)	6.70	5.60	0.40	D24	7" Slough headlamp glass & reflector (Wipac)	3.20	2.60 0.40	
B9	Rear hose - Slough (7/11/15)	4.10	3.40	0.40	D25	Lucas sidelight - single filament double filament	18.60	15.50 0.50	
B10	Rear hose - French (7/11/15)	5.10	4.20	0.40	D26	Indicator lens AXO (state red, white or orange)	2.60	2.20 0.20	
B11	Easibleed nipples (4)	3.10	2.60	0.20	D27	HT cable, red & black (price per foot)	0.36	0.30 O/A	
B12	Short fixed rear pipe (French)	1.10	0.95	0.30	D28	SEV points DM21117A	4.80	4.00 0.20	
B13	Handbrake cable (state model)	9.60	8.00	1.25	D29	Ducal cap 47430	5.80	4.80 0.30	
B14	Brake linings (state model)	36.00	30.00	1.60	D30	SEV cap 8385	5.80	4.80 0.30	
B15	Brake shoes (exchange - state model)	48.00	40.00	O/A	D31	SEV cap 8631	5.80	4.80 0.30	
B16	Fixed brake pipes (Slough - state model)	14.40	12.00	O/A	D32	6v condenser (sketch)	1.60	1.35 0.20	
B17	Fixed pipes French	13.50	11.25	O/A	D33	12v condenser (sketch)	1.30	1.10 0.20	
B18	12V Hydraulic switches	3.30	2.75	0.30	D34	12v Six starter bush & pinion	8.20	6.80 0.50	
B19	Reservoir (Girling)	2.10	1.75	0.30	D35	Lucas cap 409564	2.90	2.40 0.30	
B20	Copper washers (state position) each	0.06	0.05	0.12	D36	Lucas cap 409635	2.90	2.40 0.30	
B21	Lockheed reservoir	5.20	4.30	0.30	D37	12v dynamo brushes	1.00	0.85 0.20	
<b>GASKETS</b>									
C1	Head, 7	6.00	5.00	1.00	D38	12v solenoid (end starter)	7.00	5.80 0.50	
C2	Head, 11	6.00	5.00	1.00	D39	12v solenoid (top)	4.50	3.70 0.50	
C3	Manifold 7/11 (pair)	6.30	5.25	0.30	D40	12v headlight bulb	1.60	1.35 0.20	
C4	Triangular manifold, 7/11	1.20	1.00	0.20	D41	12v sidelight bulbs	0.50	0.40 0.20	
C5	Silencer	0.90	0.75	0.20	D42	12v stop/tail	0.60	0.50 0.20	
C6	Waterpump - large 7/11	3.10	2.55	0.20	D43	12v stop	0.50	0.40 0.20	
C7	Waterpump - small 7/11	1.80	1.50	0.20	D44	6v Festoon (state stop or rear)	0.80	0.65 0.20	
C8	Rocker cover, 7/11	1.30	1.10	0.50	D45	6v Festoon (indic. switch)	0.55	0.45 0.20	
C9	Timing cover 7/11	1.30	1.10	0.50	D46	6v Bayonet	0.60	0.50 0.20	
C10	Solex gasket pack (state 32 or 35)	2.10	1.75	0.20	D47	12v Dynamo contact	2.60	2.20 0.20	
C11	Short sump set, 11CV	3.60	3.00	0.50	D48	12v Distributor	26.40	22.00 O/A	
C12	Gearbox set	3.70	3.10	0.50	D49	Lucas sidelight base rubber	0.25	0.20 0.12	
C13	Oil pump paper gasket	0.50	0.40	0.20	D50	Lucas headlight catch spring	0.35	0.12	
C14	Head set	15.00	12.50	1.30	D51	H/T washers for coil	0.03	0.02 0.12	
C15	Six carb gaskets	3.50	2.90	0.20	D52	H/T push connectors	0.07	0.06 0.12	
C16	35F carb gaskets	3.50	2.90	0.20	D53	Complete wiring loom (state year & model)	55.00	47.50 O/A	
<b>IGNITION &amp; ELECTRICS</b>									
D1	Spark plugs (4)	3.40	3.00	0.50	D54	French indicator base	10.20	8.50 0.50	
D2	Slough distr. cap (replaces 4003162)	2.90	2.40	0.30	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	
					D58	12v sealed beam headlights	4.60	3.80 0.40	
					D59	12v contacts for sealed beams	2.10	1.75 0.20	
					D60	Angled suppressor plug caps	0.42	0.35 0.20	
					D61	Straight plug caps	0.24	0.20 0.20	
					D62	Rubber fingers for distrib. caps with top push fit H/Ts	0.05	0.05 0.20	
					<b>ENGINE &amp; CLUTCH</b>				
					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	14.40	12.00 0.75	
					E5	Valve springs 7 & pre-war	18.00	15.00 0.75	
					E6	Valves, 7/11/11D	36.00	30.00 0.75	
					E8	Valves 15 six	54.00	45.00 0.75	
					E9	Valve guides, 7/11 (unreamed)	9.60	8.00 0.75	
					E10	Timing chain, 7/11	8.40	7.00 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)	OUT OF STOCK		
E17	Rocker shaft	16.80	14.00	0.75
E18	Oilpump spring	0.70	0.60	0.12
E19	Fanbelt, 7/11	3.40	2.80	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
E26	Waterpump bush (late type)	2.80	2.35	0.20

### 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 foot)	0.60	0.50	O/A
F5	Windscreen glass mounting (price per foot)	0.10	0.09	O/A
F6	Windscreen draught rubber (price per foot)	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)	OUT OF STOCK		
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	Grease nipple/autobled 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 pair (top & bottom)	72.00	60.00	O/A
H2	Track rod end kit	24.00	20.00	0.75
H3	Rack inner pin & nyloc nut	13.80	11.50	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 foot)	0.10	0.08	O/A
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J2	Flexible window conduit (price per foot)	0.48	0.40	O/A
J3	Bonnet tape - double bead 7/8" (price per foot)	0.42	0.35	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	Citroën 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 foot)	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) (price per foot)	0.60	0.50	O/A
J25	Furflex (grey) price per foot	0.72	0.60	O/A
J26	Slough exterior locking handle	6.00	5.00	0.50
J27	Slough ext. non-locking handle	5.40	4.50	0.50
J28	Non-locking curly handle	9.60	8.00	0.50
J29	Polished front early-type Radwar kick plates (each)	24.00	20.00	O/A
J30	Pre-war bonnet flap springs (pair)			
J31	Pre-war bonnet handle coil springs (each)			
J32	Chromed brass Slough headlamp rim clips	1.70	1.40	0.30
J33	Light 15 chromed grille crest	7.20	6.00	0.50
J34	Big 15 chromed grille crest	7.20	6.00	0.50
J35	Post-war bonnet handles chromed (pair)	9.60	8.00	1.00

### 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)	5.40	4.50	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 & position)	16.00	13.30	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	(polished)	24.00	20.00	O/A
K21	Starter cable (Slough)	1.10	1.00	0.20
K22	Air filter (various, state type)	5.40	4.50	0.50
K23	Tool boxes (Small Boot Slough)	18.00	15.00	O/A
K24	Door mounting rear-view mirrors	4.80	4.00	0.30
K25	Petrol hose jubilee (each)	0.20	0.17	0.20

Good news has been received from T.A.N. that they will shortly have available French cloth which should be considerably cheaper than Depanoto. More details will be published when received. Also T.A.N. will produce front silentblocs; price is expected to be about £100 for a set complete with the splined shaft.

