

MOCK



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Floating Power

Volume Seven Number Three

July Nineteen Hundred and Eighty-Two

The TOC at Glamis was a most enjoyable event, and seemed to me to justify entirely the decision to go to Scotland. This was only possible due to John and Dot Stavelli's organising efforts. The Strathmore Club Extravaganza that we participated in on Sunday was a lively occasion, something like the old Peshurst Pageant of Motoring, and it was rewarding to see three Traction in the final award winners' arena. A report of the Rally will appear in the next issue of *FP*. So far as your Editor and family were concerned, we considered we should stop on the way up, so stayed in Hull with friends – the Transport Museum in Hull is very interesting if you are in that area. On Thursday we travelled across country, down Sutton Bank – good brakes needed – to pick up the A1. We met John Howard and his father, both in Traction, at a service station, but unfortunately went wrong near Newcastle and lost them. On the return journey after a week looking at castles and houses, we came down the West coast and stayed a night in the Cotswolds, calling in to see Andy Fennick the next morning. Andy is hoping to move into new premises soon, but we were able to see some interesting projects, including Bryn Hughes's 1934 Slough Super Modern Twelve. On the last leg of the journey we caught sight of a very smart Paris Big Fifteen.

The whole expedition amounted to about 1,200 miles at about 28 mpg, which in view of our speed, roads used and full load is not too bad – but John Gillard manages 32 mpg in a Commerciale with twin carbs! (Our car is an 11BLD).

Tony Hodgekiss was a founder member of the TOC and a very able chairman for the last few years. Tony has decided that the time has come to pass the responsibility on to fresh shoulders, but will stay on the committee and share the Secretaryship with his wife Maria. Perhaps their daughter Anna will make a future TOC Secretary. We all owe our thanks to Tony for his hard work in keeping the TOC running and his patience and skill in chairing the Club's committee.

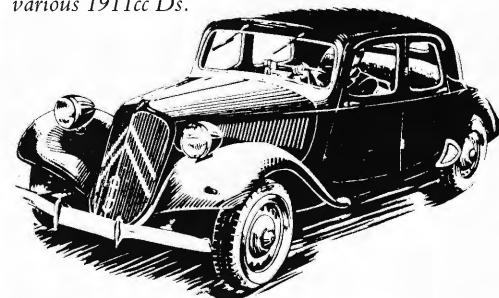
A very well-known member has taken over the Chairman's post – Bernie Shaw – and we all wish him the best of luck.

N.H.



WAR STORY

Mr. G.B.S. Low of Dundee lent this photograph of a Traction recaptured from the Germans outside Lübeck on 7th May 1945. He and his friends used it to play dodgems with a BMW staff car; it was then used as part of the bonfire for V.E. Day. Despite this brutal treatment Mr. Low owned a fine selection of Traction which I gather were better looked after: 1937 Light Twelve, 1936 Light Fifteen, 1949 Light Fifteen, 1954 Light Fifteen and various 1911cc Ds.



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

Mr. Johnson, who formerly owned, Darracq, Rolls-Bentley and Studebaker cars, bought this Citroën and drove it about 1,000 miles in standard form. He decided that he liked it and took it along to Pat Whittet & Co., Ltd., to have some additional urge instilled. The Ventor blower installation fits in very neatly with the under-bonnet scheme. A Type R 020 four-lobe supercharger is mounted high up on the near side and driven from the front of the camshaft in two stages, first by chain enclosed in a neat alloy casing and thence by short triple belts running over spring-loaded jockey pulleys. An S.U. carburettor behind the blower feeds via a curved inlet pipe and a large-bore delivery pipe passes from the blower, behind the engine, to the centre of the six-branch inlet manifold on the off side, where a blow-off valve is hidden beneath the delivery-pipe/manifold junction. At the back of the engine the main oil feed is tapped to provide drip-feed lubrication of the rotor gears and the driving chain. K1-gas injectors enter the delivery pipe on the off side and here also it is tapped for the boost-gauge line. The pulley on the camshaft having been sacrificed for the chain sprocket, a new belt drive has been devised for fan and dynamo. The supercharger blows at 4 to 4½ lb./sq. in. at maximum speed; the compression-ratio of the engine has been lowered from 6.7 to 6.4-to-1. To obviate valve bounce ⅜-*in.* packings have been inserted beneath the valve springs and a Fram filter and Rumbaken Oil Coil are fitted. The engine is otherwise the standard 3-litre Citroën unit evolved some years ago for lorry

VOITURE FAMILIALE POUR L'ENTHUSIASTE

propulsion. The bonnet has been felt-lined to absorb noise and a boost gauge and oil and water thermometers have been added to the unobtrusive square-dial instruments on the right of the standard fascia panel. Hand ignition control is a standard fitting.

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

The true maximum speed is probably in excess of 90 m.p.h., and on traffic-infested roads 70 to 75 m.p.h. was the usual gait. The feeling of absolute security up to maximum speed is most pronounced. As with the "Light Fifteen," however, so in this "Six" speed as such is sub-

ordinate to the delightful manner in which the car gets on with its job. The steering is so obviously connected to the front wheels and so pleasantly high-g geared that its heaviness is no disadvantage. The Lockheed brakes require fairly heavy pressure but are free from fade. The ride is so level-keel that it ensures complete confidence when cornering or standing on the brakes in an emergency, and the suspension so effectively absorbs road shocks that to ride in any seat in this car is to realise how much the French knew about motor car design fifteen years ago and how sadly our designers lag behind. For the Citroën Six derives its delightful riding and handling qualities from front-wheel-drive, low build, torsional suspension, and rigid one-piece construction, features which caused English eyes to goggle at the Citroën Twelve away back in 1934 and have enabled Citroën cars to serve ordinary Frenchmen as such satisfactory utility motor-cars ever since. It may even be said that the "Six" has more refinement of running than its famous contemporary the "Light Fifteen."

Moreover, as it has been naturalised, the car we tried has r.h. drive and spares and service were available from Staines.

In his blown Citroën Six Mr. Johnson has a profoundly inspiring car. The supercharger, now that its bronze and steel rotor gears are bedded in, imparts

merely a low hum to the under-bonnet silence and apart from that only a little resonance and wind-roar, more noticeable in the back than in the front seats, proclaim the sort of performance that is being delivered. After the wire-mesh was removed from the radiator grille no serious overheating has been experienced, and during our drive the water temperature did not exceed 75°C. The blower belts have lasted about 5,000 miles. Castrol XL oil and the plugs supplied with the car are used, and a double S.U. pump now looks after the fuel feed. Fuel consumption has scarcely increased since the engine was blown, 16 to 17 m.p.g. being normally obtained; 10 per cent. benzole is added when available. The only serious trouble in 5,000 supercharged miles was clutch slip, which Monaco of Watford cured by fitting different linings, which sweetened the action. Oil pressure, when hot, is 30 lb./sq. in. at 70 m.p.h.

In spite of its 10 ft. 1½ in. wheelbase the car can be thrown about with impunity. An American Bosch radio is fitted and tyres are 185/400 Michelins.

No car is perfect, as Mr. Johnson is the first to admit, but the snag-sheet relating to his present car is a very short one. Bottom gear is too low, and an additional gear between middle and top, with the latter a still higher ratio, would be an improvement, as at present the Citroën is a top-gear car. Hunting at idling speeds is evident to a slight degree due to supercharger surge, which is common to many blown engines, and the car sometimes suffers from a very slight "flat-spot," noticeable when opening-up from low speeds. The accelerator pedal has rather a long movement, and clutch engagement is rather difficult.

After which you return to the opinion that here is one of the few truly-great quantity-production cars of the present day. That such a bold statement is no exaggeration can be appreciated when to the foregoing remarks are added the facts that Citroën still refuses to streamline or aerodyne his cars, and that the doors of the all-steel body swing easily on their hinges and allow entry and egress with a minimum of contortion.

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

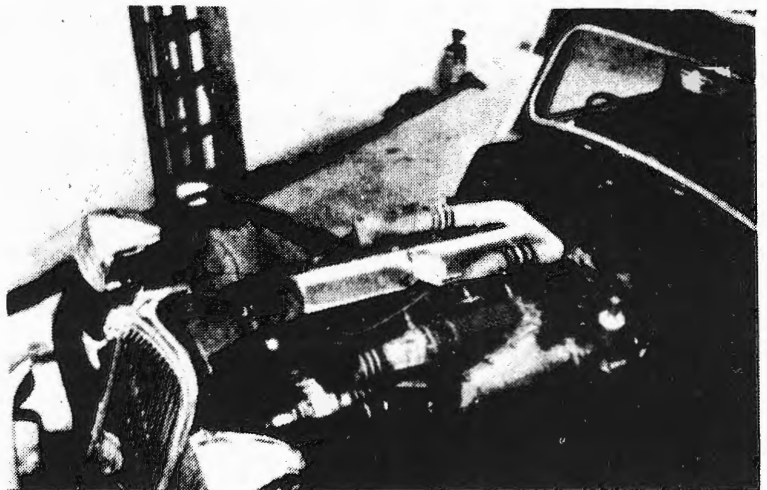
DECEMBER, 1949

MOTOR SPORT



This special installation on a six-cylinder Citroën is one of the many which have been designed and built by the Little Men from Lightwater.

Take your car to Whinlands Works and let them show you how easily a supercharger can be fitted under the bonnet. Until you have been there it is quite impossible to realise the extra motoring power which is available down at Lightwater.



WHINLANDS WORKS, MACDONALD ROAD,

LIGHTWATER SURREY

TELEPHONE: BAGSHOT 338

Main Agents throughout the South of England for Wade Superchargers and Installations.



TRACTION ARRIERE

Correspondence to
Martin Lloyd

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

It was a fine sunny day at the end of April when I found myself in the depths of East Sussex. My journey had been caused by an advertisement in *Thoroughbred & Classic Cars* for a Weymann bodied Citroën – not to buy it, but just to look at it. I had contacted the owner and been given permission to photograph it, the results of which can be seen. The chassis is standard C4F of 1931, and the body so typical of the Weymann style.

It seems strange to think that the Weymann style, which originated in France, should only have been available on the Slough built cars. They were manufactured from 1928 up to 1931, although it is possible that some could have been produced before this date, but until now I have been unable to find any reference prior to this date.

The Weymann bodies, although wooden, should not be confused with other wooden-framed bodies. The framework is rigidly secured to the chassis at a number of points but is especially designed in such fashion as to be flexible, so that it can “give” without damage. In order to allow the frame to flex without producing squeaks or rattles no wooden members are permitted to touch one another, there being a clearance space at each joint. The connections are made by metal strips and angle pieces, which are recessed into the woodwork and secured by means of screws. Practically no panelling is used, the frame being covered by fabric backed with wadding and canvas. Because it was responsible for making fabric coverings popular the Weymann body is often confused with other types which are merely rigid panelled jobs finished with fabric instead of cellulose.

The fabric used, was described thus, ‘a leather-cloth artificially compounded of rubber and leather and often coated with a layer of cellulose’.

It is interesting to note that in 1929 the six-cylinder models were £345 and £360 for the two and four door models respectively, while in 1931, the end of the era for the Weymann Citroëns, the prices were down to £275 and £280

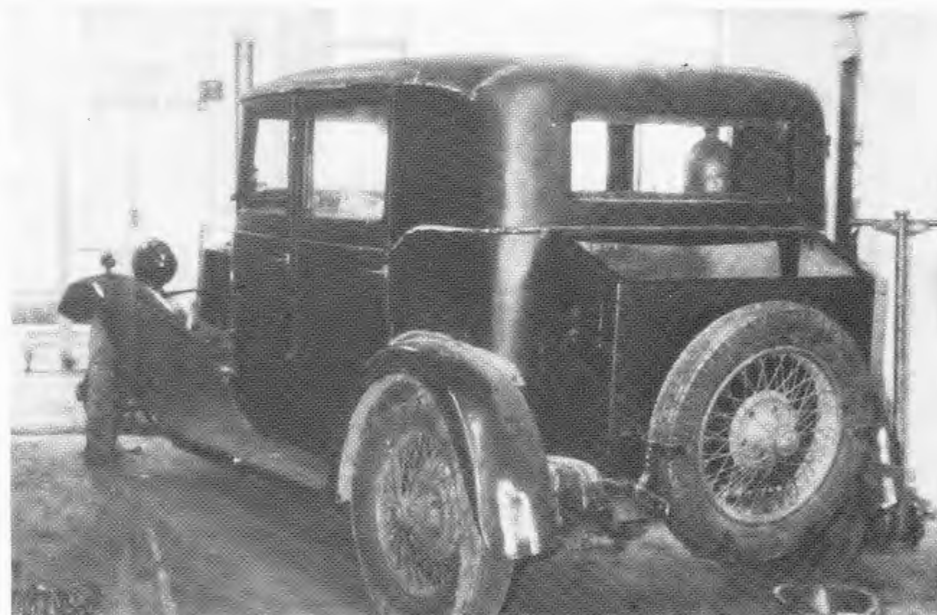
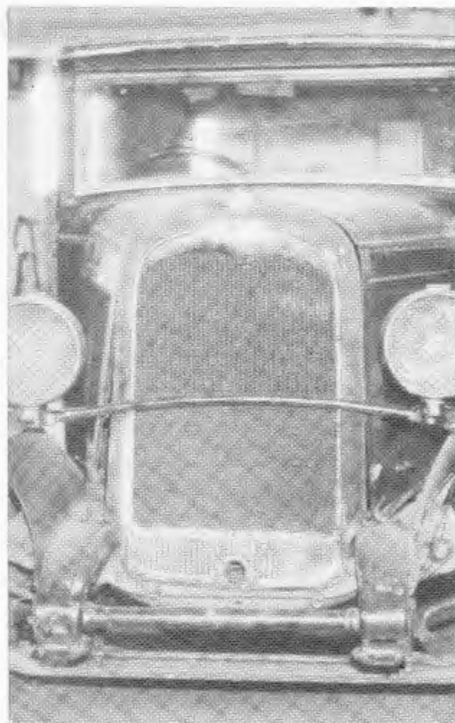
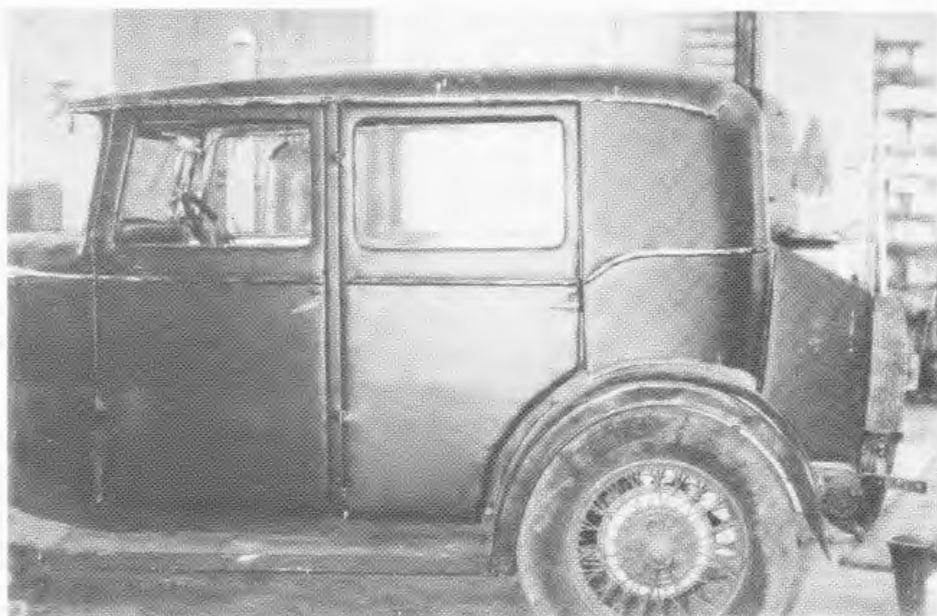
Still, I digress. The car was nearly complete, the rear trunk lid being the only major item missing. The engine runs, although this was not demonstrated, the only fault being an oil leak so I was told. The fabric body had been recovered, not to a concours standard but quite acceptable. It is always difficult, at least I find it so, to describe a car’s condition, so what one person calls reasonable another may call rubbish. However, I would sum this car up

as being a real middle of the road job, it strikes you that you could have it running and on the road in a month, or spend as long as you like on it to bring it up to concours standard in the true sense of the word. After all, if all the parts are there then to bring the car up to concours standard is far easier, as originality, in a car of this type, must be 90% of the work.

As for rarity, it is again difficult to say, there being to my knowledge no production figures for the Weymann bodied Citroën. However there was a similar car offered for sale some 2/3 years ago so there is at least one other, but they are not exactly common.

Should anyone be interested in the car the asking price is in the region of £1000, and if they contact me I would be pleased to put them in touch with the owner

M.L.



Road Research Sixes

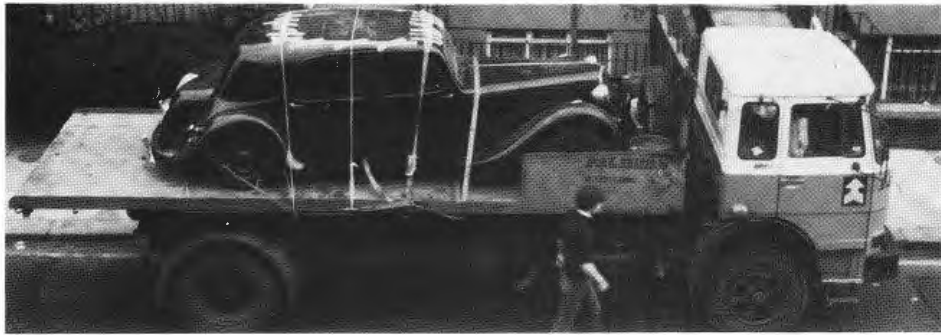
It is good to be able to report that two Slough Big Six H's used for road research are in the hands of club members. Steve Southgate's is fully restored, and appears in splendour at Breda. The other emerged recently from a London scrapyard, and was acquired from John and Bryn by Ray Andrews.

These cars received extensive modifications to the body – removing the rear seats, floor and most of the roof – to accommodate the fifth, testing, wheel and a great deal of other equipment.

Ray desperately needs a complete interior, any Six H hydraulic parts and bonnets: please ring him, 04296 5759 if you can help.

I believe Tractions were used for testing out on the roads. I remember stopping at a service station on the M1, probably about 1962, and seeing a Traction with a fifth wheel installed behind the front seats. I am almost certain that it was neither of these Sixes but perhaps someone else can remember it (or them!). Please let me know, and any information on special-purpose Tractions would be most gratefully received. For instance, is it true that the Police Driving School at Hendon used a Big Six?

N.H.



1955 Six H, formerly Road Research Lab. being collected from the Arch by its new owner, Ray Andrews from Hartlepool.

Technical Tips

Owners and drivers of French edition cars may well have been depressed and intermittently terrified by the feeble performance of their 6v headlights. Even with white bulbs fitted, decent reflectors, and a battery and dynamo in sound working order, a passenger in my II Normale asked me if I had remembered to switch them on as we left a well lit town and drove into seemingly unrelieved blackness. One possible remedy which I shall describe was forced on me by the purchase of a Familiale (immac. cond. low mileage, one careful owner) which had rusted out reflectors cunningly concealed under silvery sellotape.

Two 7" reflectors and lenses intended for bulbs were bought, and the lenses were parted from the reflectors by grinding or filing away the corner at point A. The part of the reflector that is crimped over the lens can then be peeled off with a pair of pliers and discarded. The rubber gasket is retrieved and stretched a few times so that it fits the French lens. The lamp is then assembled using the French lens and rim, followed by the rubber gasket, then the reflector, the whole being held together with the original wire spring clips. Lucas type spring clips are a usable substitute for rusty originals, and clear silicone RTV jointing on the contact areas of lens, gasket, and reflector keep water out, and prevent the annoying habit of the lens fogging up after rainy weather which seems to be a part of the original set-up.

The next stage is to detach the adaptor

from inside the headlamp shell and substitute a Lucas type one. The result is a hybrid headlamp which is virtually undetectable externally as such, thus preserving the nice bulbous French lens, and which when used gives a beam which is quite acceptable for use other than in built-up areas with first class street lighting.

Jonathan Howard

I also was worried about the headlights of my 11BLD. My solution was to buy a pair of Ducellier headlight reflector and lens units, accepting modern bulbs. However, the modern lenses looked wrong, and so when one was broken accidentally, I took the opportunity of grinding off the flanges as shown by Jonathan Howard and using the original lenses, but keeping the advantage of using the modern reflectors and bulbs – the latter probably being better than Lucas pre-focus 6v.

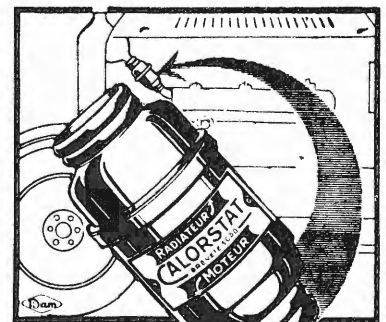
Then Andy Fenwick spoiled my satisfaction by giving me his solution. If the original reflectors are good (or good enough to be resilvered), use the good or replated originals, and the old bulb holder with 6v continental halogen bulbs – yes, they are available.

All you need to do is to remove the two contact strips from the bulb holder, and solder two suitable spade connectors to the main and dip beam supply wires, push them onto the appropriate bulb contacts, switch on, and wow! While you're at it, an earth return wire from the bulb holder back to the main body shell is a worthwhile addition, as the earthing is particularly critical on 6v cars. It is often the cause of electrical problems on Paris cars as I know

from direct experience. If the wires are showing their age you might as well replace the headlamp harnesses back to the junctions under the bonnet – don't be tempted to use thinner wire, 6v carries a lot of amps – then you can include the new earth in the same sheathing and make a really neat job!

N.H.

When respraying, Phil Robinson uses self-etch primer which prevents paint chipping so readily at edges such as those of doors and bonnets.



Le cerveau du radiateur

Le radiateur de votre voiture est un terrible prodige. Il dissipe à tort et à travers la chaleur du moteur.

"Calorstat" rend le radiateur intelligent. Il dose le refroidissement, et maintient constante la température de l'eau autour des cylindres.

Il rendra votre voiture plus nerveuse et plus économique.

"Calorstat" est simple, sûr et peu coûteux.

Although this advertisement dates from 1928, this thermostat would be a practical and interesting modification for a Traction.
From *La Vie de l'Auto*.

1955 Traction compar Road

The Belgian Citroën Club published recently a summary of a road test in the Spring of 1955 in which the Traction was compared with its rivals, by the magazine *L'automobile*. I presume the Traction was fitted with the latest, slightly more powerful 11D engine. It is not clear what make is a 'Versailles' – it is presumably a Simca or Renault, but Georgano's *Encyclopaedia* does not mention it, and the National Motor Museum does not have a picture of one. Perhaps someone could tell me?

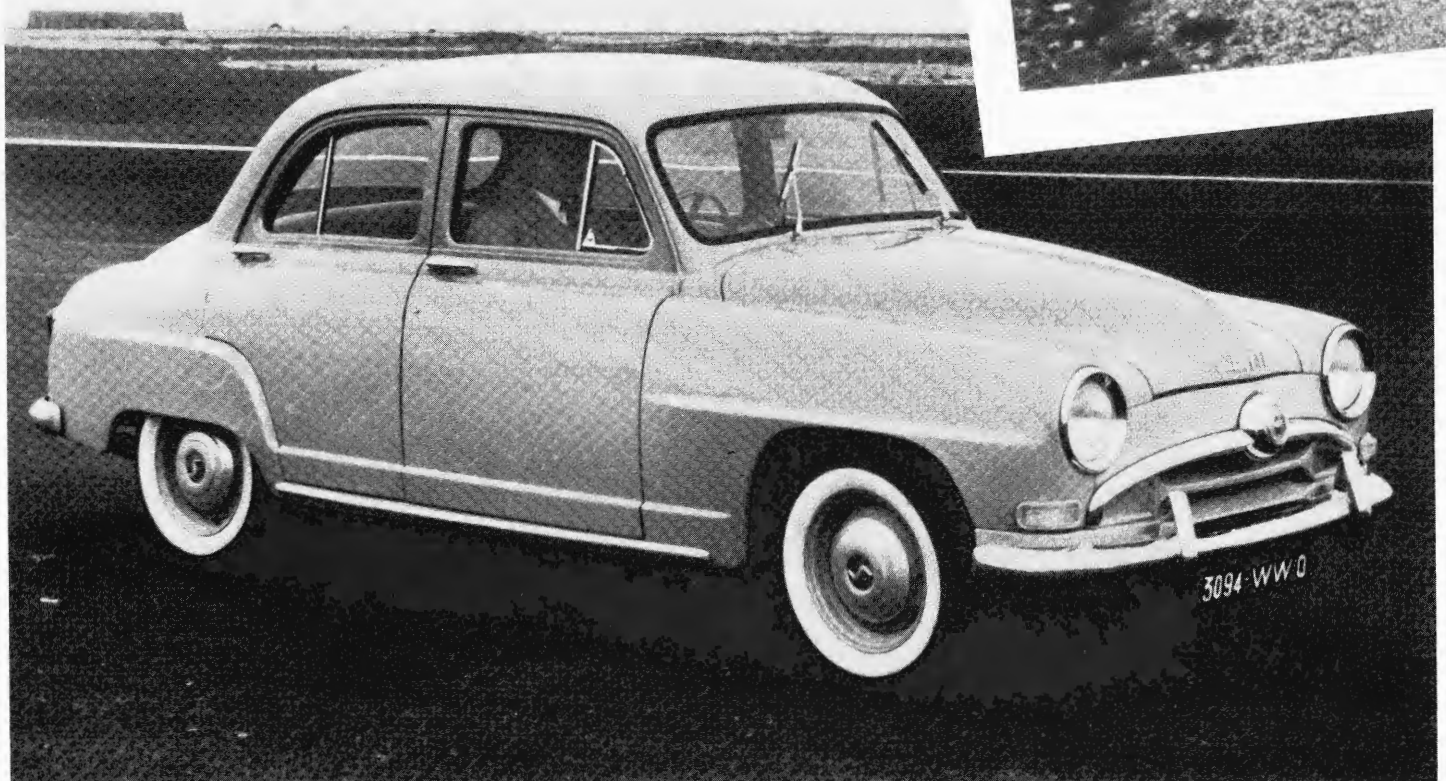
This test might provide a few surprises. Why attempt, towards the end of a long life, the Monthtéry track with an 11CV Citroën (i.e. Traction)? Well, with this car, it's a little like returning to a good book one read some years before. One would think that there was nothing left to discover...but new unsuspected aspects appear.

It must be admitted also that many readers have asked for such a test. And, as we are testing medium mass-production French cars it would be illogical to leave out one marque. We voluntarily chose the

'Normale' (Big Fifteen). By its size and usefulness the 'Normale' is comparable to the Renault Frégate, both having the same engine capacity. This gave us a good opportunity to transform a duel into a five-sided combat – adding Renault Frégate, 'Versailles', Peugeot 203 and Simca Aronde.

It cannot be denied that the 'Traction' with its somewhat old-fashioned lines, still holds a competitive place in the 7-11 CV market: it is cheaper than the Frégate for example. The 'Traction' has benefited from mechanical improvements since its introduction over twenty years ago, particularly since the War, which endow it with good practical value, although overtaken by its rivals in the matters of comfort, vision and ease of handling. Used to modern cars, we noticed immediately the unwelcome groaning noises of the 'Traction' when pushed hard. The three-speed gearbox limits the use one can make of the engine, and above 100 kph one is looking for a fourth gear. Road-holding, long legendary, endeared the Traction to us however; we only deplored the strength required to hold the steering on bends taken flat-out, foot to the floor.

1953 Renault Frégate (similar to 1955 model)



1955 Simca Aronde

Comparative Test

SUMMARY OF TEST FIGURES OF THE 11B NORMALE AGAINST ITS YOUNGER RIVALS.

Faster acceleration than the Peugeot 203 and Simca Aronde to 70 kph. The Simca pulls ahead from 80 to 100 kph. However, although the 'Normale' is beaten easily by the 80 bhp 'Versailles' the Frégate is no better than the 'Normale' until over 60-70 kph, when the Frégate's 4-speed gearbox proves decisive. Maximum speed obtained

was 116.122 kph, equal to the Peugeot, but beaten by the Simca, (120 kph) and of course by the Frégate and 'Versailles', on account of the 'Traction' body style and three-speed gearbox. Braking was found inferior to that of the other cars. On fuel consumption; the two smaller 7CV engined cars – Peugeot 203 and Simca Aronde – were more economical. The Citroën was very close to the Frégate's consumption, but did better than the larger 'Versailles'.

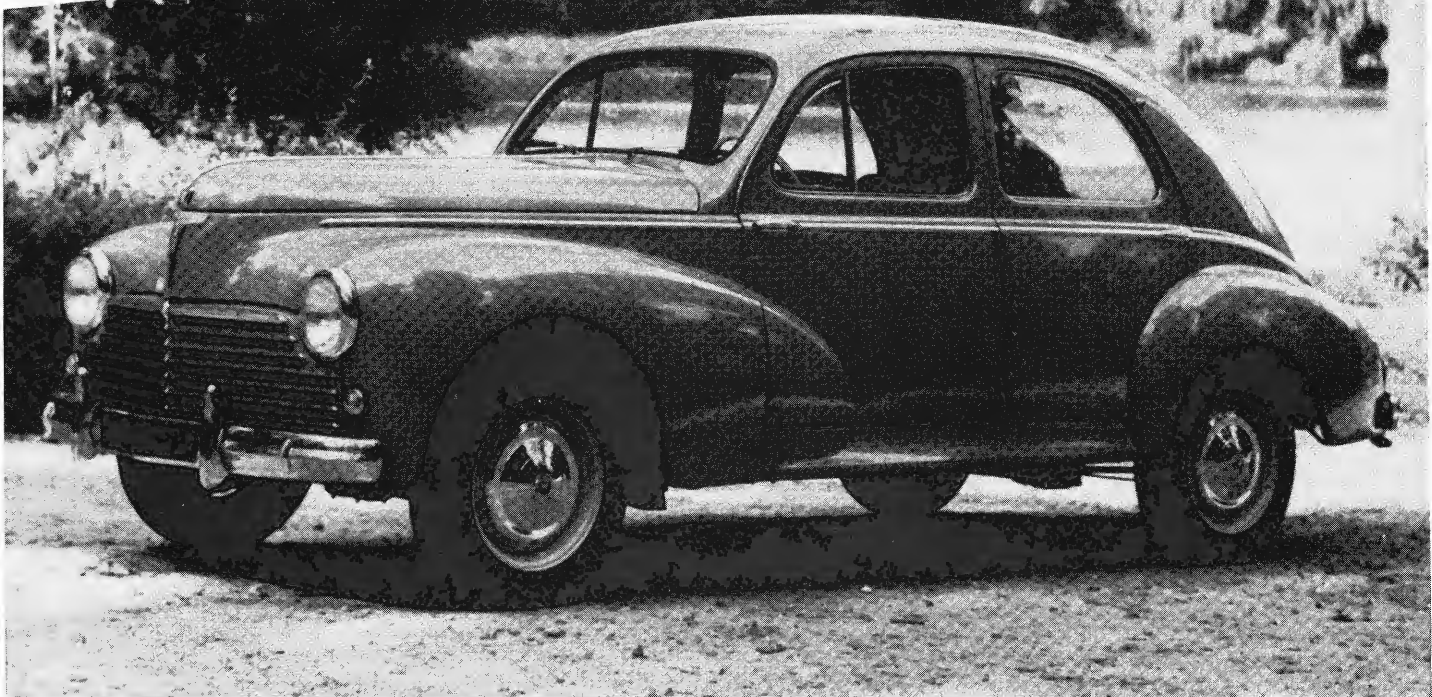
On the Monthtéry circuit, the roadholding of the '11' (Normale) due to its front-wheel drive, wide track and low build permitted better averages than the Peugeot and Simca, and was almost as good as the Frégate (90.308 kph).

Weight. Equal to the 'Versailles', but better in fuel economy. More than the Frégate, which was more economical.

Space. Front: Slightly more elbow room than than the Peugeot 203. But having two separate front seats put the Traction slightly behind the Frégate and Versailles with their bench seats, also used in the smaller Simca. Rear: Better or equal to its rivals, except the larger Frégate.

The '11' (Traction) is superseded, yes, but not out of date. With its cast-iron cylinder head, the '11' Citroën engine is a little old-fashioned. But the disposition of the valves (overhead) places it among the modern engines. The three-speed gearbox constitutes its most serious handicap and prevents full use of the available power. The use of 'traction avant' which gives safety and road-holding, also gives a large turning circle because the constant velocity joints cannot operate at an acute angle.

Finally, the shape of the 'Traction' and solutions to certain details – wings, separate headlamps – make this motor an historic vehicle.



Correspondence

Dear Tony,

A sunshiny Saturday morning in November heralded the beginning of the Citroën Traction Register's (S.A.) second National Concours d'élégance. Our hosts Steve and Noyce le Roux having only just returned from their "Citroën-trip" to Europe, had gone out of their way to make this a great day.

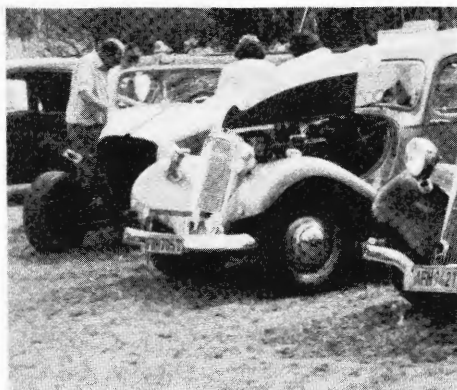
Cars arriving at their smallholding in Walkerville were all parked in one great semi-circle on the front lawn. Variety there was a-plenty with big-boots and "small"-boots, silver metallics to two-tone black and maroon, a 1925 B10 to a DS-20/5.

With the judges sweltering in and under cars (ha-ha) the proceedings got under way with much swimming, drinking and eating from the braai (barbeque). News and views were exchanged among members and fabulous tall stories told.

The prize-giving caused much hilarity with special prizes awarded for cleanest car (last year's dirtiest) the last of the latecomers and most unusual car. The turnout was well up on 1980 and a fine day was had in the true Citroën tradition (Bless good ole André),

Tony, I hope the above will do as a little story for *Floating Power*.

Yours in Traction,
John Groen



Spot the Langenthal roadster!

Dear Mr. Shepherd,

I regret that I will not be renewing my TOC membership this year. My wife and I are expecting our first child, and the Tractions have both, regretfully, been sold. Finances are tight, but my interest is undiminished. In the meantime I'm still Citroëneering with my 2CV.

Two observations: Have you considered including 'H' vans with the Tractions? They are contemporary, and the van is based on the car.

"Traction" means "pulling", hence "Traction avant". Rear Wheel drive has to be called "propulsion arrière", "pushing". Or am I missing an "in" joke?

Best wishes,
C. B. Cillooley.

Surely its possible to run a Traction and a family? The TOC committee would welcome contact with H van owners and anyone who would like to write about these vehicles for F.P. is asked to contact the Editor. Since Mr

Cillooley raises a semantic point I could point out that strictly H vans are not 'contemporary' with the cars – they appeared later and were produced until much later. On the matter of Traction Arrière I admit that personally I do not like the expression – it almost seems to suggest an unpleasant medical procedure – but Mr Cillooley is on weak ground by suggesting that 'traction' must mean pulling from the front. Although traction has come to mean forward in French, originally it was 'traction avant' of course; the 'avant' was necessary to show it was front drive – hence 'traction' to mean rear wheel drive is clearly possible.

In England, trains can be electric traction without the driving wheels being at the front, and steam traction engines are well known for being rear wheel drive! The motoring press also often uses the expression 'loss of traction' to describe skidding or wheelspin under extreme conditions irrespective of whether the car in question is rear wheel or front wheel driven. Ed.

Dear Tony,

Thank you so much for your letter concerning my old Traction, ETE 498F. Please accept my apologies for not replying sooner.

I enclose a photo of it in its native land when, as you can see, it was 4963 BV 75. I understand it was a 1938 11 BL Perjo and as you can see it had Pilote wheels and bonnet flaps (not louvres). You can also see the top-mounted wipers and large chrome headlamps. The grille was possibly not original and probably dented. (yes, Ed.) The seats were light brown herringbone cord-type material, and the front ones had chromed handrails. The dynamo was originally 3 brush but I spent what was meant to be a sociable weekend in Paris with my sister (apologies for her spoiling the photo) and her boyfriend scouring scrapyards for a replacement. It ended up having a two brush and regulator fitted – but I did drive from Sussex to Lancashire (in daytime!) with only the battery.

The starting handle had no support, but a threaded sleeve screwed on to the gearbox casing around the dog. Unfortunately the necessary thread was mostly stripped.

The plates fitted in the UK were plain black with the then – popular (and legal) stick-on letter. Unfortunately the shop only had a motorcycle-size 'T' left, so the back plate was ETE 498F which later attracted the attention of the police, I understand.

I worked at Leyland Motors (Truck & Bus) at the time, as a student apprentice engineer and had the wheels sandblasted and sprayed.

In fact the car was never mine but I ran it for four months July–October 1968. My sister brought it from Paris because I reckoned she could sell it for a profit in the UK. I couldn't have been more wrong! Despite advertising in *Motor Sport* and *Ex and Mart* I had but one bite from a Dutchman. (and he got away!) Asking price was £100 (and no, there isn't a 0 missing.) Condition was really sound although there were a few superficial dents (and I mean a few!) I think the roof had a couple of rust patches.

My sister sold the car for about £20–£30 to a friend of hers in London, The Hon. William Ward, who gave it to a friend for his 21st birthday. It was then that I lost touch.

At that time I think the float in the carb didn't, and mpg was about 12. (I only realised what must have happened later.)

I hope this explains my interest! I wonder if the car is in a barn, broken, or exported. Do the Swansea people take kindly to enquiries for tracing owners through their registration numbers? (No, but you can ask a friendly policeman or traffic warden to do it for you – if you know one!)

I would love another Traction but have an older house which constantly needs improving, a large garden, small family, GSA and Dyane and no spare money to the tune of £1500 which I expect I'd need for a reasonable one.

I look forward to meeting you sometime at a meeting/rally – when I get around to coming!

with best wishes,
Robert Harris.

Anyone with any information about this car please write c/o the Editor.



Classified

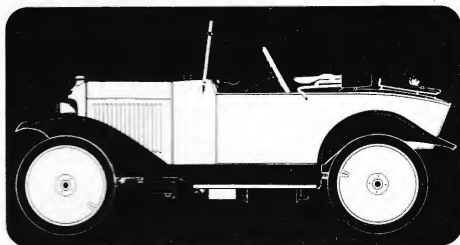
For Sale: 1952 11BL. Completely restored in 1981. Engine, gearbox, driveshafts, steering and brakes all reconditioned. Fitted with valve radio and twin Solex 'Ace' conversion and wire wheels. Many spares. £2,800. Contact Paul Butler, telephone Kidderminster 700328.

For Sale: Onze Normale, 1955, good condition throughout, only one previous owner. View 20k south of Paris near Monthlery. Contact the owner, M. Robert Cordebar, Route de Briis, Marcoussis, 91460 France (M. Cordebar has no English) or Richard Todd, 12 Whinlands, Knodishall, Saxmundham, Suffolk.

Trailer or Transporter required. To transport Allan Sibley's AEL Traction Special to and from Brighton Classic Car Show for the Traction Owners Club Stand on Thursday 4th November and Sunday 7th November 1982. Please phone on work 01-240 3616 or home 01-809 0397.

A book containing 192 pages of black and white pictures of cars in attendance at Breda and brief descriptive comment and history is available from the Club Shop. Price, including postage, £7.75. Applications to JG.

All your coachwork requirements. Collection and delivery arranged, Andy Fenwick (TOC member), Manor Coachworks, Manor House Farm, Tockenham, Swindon. Tel: Swindon 851476, around 7 p.m.



5 CV Cabriolet

SPARES SCHEME



The future of the spares shop is in serious jeopardy. John Gillard has built up and run the spares side of the TOC almost single handed, and no-one has come forward to give substantial help. John is finding it impossible to make headway in his restoration business at the Arch due to incessant telephone calls and visits from people wanting spares or advice during his working hours. This prevents John doing his job and consequently if the TOC spares service is to continue in future the following points must be observed: The Club Shop will be open at the Arch once a month on the second Saturday of the month, except when this coincides with a TOC event, in which case the Shop will be open the third Saturday. No telephone orders will be accepted. All orders must be on the TOC Spares Order Form: full details of part(s) wanted are essential. All orders and correspondence to be addressed to **Sid Griffiths, 47 Ingram House, Daling Way, London, E3 5NL.** John is not the TOC technical adviser - do not waste his time by phoning for advice. Manuals are available on hire from Graham Brice - and why not try to contact a local member if you want advice? That's part of what a one-make club is all about.

If you still feel like ringing John - write instead clearly stating your problem. Address it to the Editor, *Floating Power*, 16 Lymbourn Road, Havant, and he or his colleagues will endeavour to advise. Such correspondence may be of value to other members so can be published in F.P. if suitable.

EVENTS

28th/29th/30th August

Festival of Transport, Broad Farm, Hellingley, Sussex. S.A.E. Mike Moore, 20 Downsview, Heathfield, Sussex.

4th-5th September

"2nd Rallye de Nuit" organised by Club Belge des Anciennes Citroën. Details: H. de la Briere, Vuurgatstraat, 4, 1900, Overijse, Belgium.

12th September

York Historic Vehicle Rally, Clifton Park, York.

Rally programme:

17-18 September: TAN (Dutch Club) Rally at Kijkdnin near the Hague.

Saturday: autojumble, concours and, in the evening, the well-known TAN dinner-dance. Sunday: visit the Hague. Contact Social Secretary for further details, or TAN direct.

18th-19th September

"Jarfeest" organised by Traction Avant Nederland. Details: De Pevponcherstraat 80, 2518 sx. 'S Gravenhage, NL.

Tel: 070-457372 between 6 p.m. & 8 p.m.

*26th September

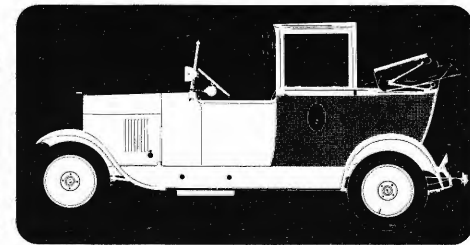
TOC French Picnic. Meet at the Rainbow as last year.

2nd-3rd October. Harvest Steam-Up, Chilcomb House, Winchester, just off by-pass. Over twenty steam traction engines, threshing, fairground organ etc. etc. Please contact Editor if interested as we could have the Tractions in a group.

6th - 7th November

Classic Car Show Brighton. The Citroën Car Club and the Traction Owners Club are putting on a bigger and better display than ever. Make a note to offer your assistance.

Further details of the above events available with a S.A.E. to the Social Secretary.



Landulet Taxi B 14

CLUB SPARES

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. 11 (4/82): 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. postage 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. Easibleads Ref. B11 unsuitable for new manufacture wheel cylinders (B2), but an alternative set can be obtained.

Ref.		Normal Price	Levy Price	P & P if Reqd.
BEARINGS & SEALS				
A1	Clutch Thrust, 7/11	18.00	15.00	0.60
A2	Front Wheel - Outer, 7/11	17.40	14.50	0.60
A3	Front Wheel - Inner, 7/11	10.80	9.00	0.60
A4	Rear Wheel - Lt 15, 7/11BL	9.00	7.50	0.60
A5	Rear Wheel - B15/5, 11B/15	10.20	8.50	0.60
A6	Dynamo Front, 7/11/15	4.10	3.40	0.40
A7	Waterpump, 7/11	5.30	4.40	0.40
A8	Bellhousing pulley front, 7/11	4.80	4.00	0.40
A9	Flywheel, 7/11/15	4.80	4.00	0.40
A10	U/J kit for inner cardan, 7/11	13.20	11.00	0.60
A11	Differential, 7/11	11.40	9.50	0.75
A12	Rearwheel oil seal (state model)	2.50	2.10	0.30
A13	Frontwheel oil seals (side)	6.30	5.25	0.40
A14	Gearbox oil seals (each)	6.00	5.00	0.30

BRAKES

B1	Master cyl. complete (7/11/15)	19.50	16.25	1.25
B2	Slave cyl. complete (1" or 1 1/4")	17.40	14.50	1.00
B3	Slave cyl. state R or L (15)	17.70	14.75	1.00
B4	Master cyl. kit (inc. new piston)	5.60	4.70	0.35
B5	Master cyl. kit (rubbers only)	2.70	2.25	0.35
B6	Wheel cyl. kit (state 1" or 1 1/4")	3.00	2.50	0.35
B7	Front hose - Slough (7/11/15)	5.00	4.20	0.45
B8	Front hose - French (7/11/15)	6.70	5.60	0.45
B9	Rear hose - Slough (7/11/15)	4.50	3.75	0.40
B10	Rear hose - French (7/11/15)	5.40	4.50	0.40
B11	Easibleed nipples (4)	3.40	2.80	0.20
B12	Short fixed rear pipe (French)	4.00	3.30	0.30
B13	Handbrake cable (state model)	16.80	14.00	1.50
B14	Brake linings (state model)	24.00	20.00	1.80
B15	Brake shoes (exchange - state model)	60.00	50.00	O/A
B16	Fixed brake pipes (Slough - state model)	PRICE ON APPLIC.		
B17	Fixed pipes French	PRICE ON APPLIC.		
B18	12V Hydraulic switches			
B19	Copper washers (state position) each	0.06	0.05	0.20
B20	Lockheed reservoir	5.50	4.60	0.35

GASKETS

C1	Head, 7	7.20	6.00	1.25
C2	Head, 11	7.20	6.00	1.25
C3	Manifold 7/11 (pair)	6.90	5.75	0.35
C4	Triangular manifold, 7/11	1.50	1.25	0.20
C5	Silencer	0.90	0.75	0.20
C6	Waterpump - large 7/11	3.00	2.50	0.20
C7	Waterpump small 7/11	1.80	1.50	0.20
C8	Rocker cover, 7/11	1.50	1.25	0.50
C9	Timing cover 7/11	1.50	1.25	0.50
C10	Solex gasket pack (32PB1C)	2.40	2.00	0.20
C11	Short sump set, 11CV	3.60	3.00	0.60
C12	Gearbox set	3.60	3.00	0.40
C13	Oil pump paper gasket	0.60	0.50	0.20
C14	Head set	14.40	12.00	1.60
C15	Six carb gaskets	3.00	2.50	0.20
C16	35F carb gaskets	3.00	2.50	0.20
C17	Hot spot (late type)	1.00	0.80	0.20

IGNITION & ELECTRICS

D1	Spark plugs (4)	3.60	3.00	1.00
D2	Slough distr. cap (Replaces 4003162)	4.20	3.50	0.45
D3	Slough points (Replaces 420196)	1.50	1.25	0.20
D4	Slough points (Replaces 423153)	1.50	1.25	0.20
D5	Slough points (Replaces 407050)	1.50	1.25	0.20
D6	Slough points (Replaces 400415)	1.50	1.25	0.20
D7	Slough rotor (Replaces 400052)	1.20	1.00	0.20
D8	12v starter solenoid (bulkhead)	4.50	3.75	1.25
D9	12v starter brushes (post-war)	4.10	3.45	0.35
D10	12v starter brushes (pre-war)	1.50	1.25	0.35
D11	6v 3 pin headlamp bulbs	3.00	2.50	0.35
D12	Ducelier points 71990	2.60	2.20	0.20
D13	Ducelier points 71133	2.10	1.75	0.20
D14	Ducelier points 71129	2.10	1.75	0.20
D15	Ducelier points 71970	3.80	3.20	0.20
D16	Ducelier points 42065	2.60	2.20	0.20
D17	Ducelier rotor 49440	2.50	2.10	0.20
D18	Ducelier rotor 49423	3.00	2.50	0.20
D19	Ducelier rotor 905014	3.00	2.50	0.20
D20	Ducelier regulator 82597/11CV	21.00	17.50	0.75
D21	Ducelier regulator 83087/15CV	21.00	17.50	0.75
D22	Ducelier coil 3918	12.00	10.00	1.50
D23	12v regulator RF95	OUT OF STOCK		
D24	7" Slough headlamp glass & reflector (Wipac)	3.50	2.90	0.45
D25	Lucas sidelight - single filament - double filament	19.20	16.00	0.45
D26	Indicator lens AXO (state red, white or orange)	2.60	2.20	0.20
D27	HT cable, red & black (price per foot)	0.35	0.30	0.35
D28	SEV points DM21117A	3.60	3.00	0.20
D29	Ducel cap 47430	6.00	5.00	0.45

D30	SEV cap 8385	6.00	5.00	0.45
D31	SEV cap 8631	6.00	5.00	0.45
D32	6v condenser (sketch)	1.80	1.50	0.30
D33	12v condenser (sketch)	1.50	1.25	0.30
D34	12v Six starter bush & pinion	8.20	6.80	0.75
D35	Lucas cap 409564	4.80	4.00	0.45
D36	Lucas cap 409635	4.80	4.00	0.45
D37	12v dynamo brushes	1.20	0.95	0.35
D38	12v solenoid (end starter)	7.00	5.80	1.25
D39	12v solenoid (top)	4.40	3.70	0.60
D40	12v headlight bulb (state type)	2.00	1.65	0.85
D41	12v sidelight bulbs	0.55	0.45	0.20
D42	12v stop/tail	0.65	0.55	0.20
D43	12v stop or trafficator	0.55	0.45	0.20
D44	6v Festoon (state stop or rear)	0.80	0.65	0.20
D45	6v Festoon (indic. switch) or 3 watt bulb	0.55	0.45	0.20
D46	6v Bayonet 21w indicators	0.80	0.65	0.20
D47	12v Dynamo contact	2.60	2.20	0.45
D48	12v Distributor	30.00	25.00	O/A
D48a	Distributor drive dog	2.60	2.20	0.35
D49	Lucas sidelight base rubber	0.30	0.25	0.20
D50	Lucas headlight catch spring	0.40	0.35	0.20
D51	H/T washers for coil	0.04	0.03	0.20
D52	H/T push connectors	0.12	0.10	0.20
D53	Complete wiring loom (state year and model)	60.00	53.50	O/A
D54	French indicator base	10.20	8.50	0.60
D55	French rear light	19.20	16.00	0.60
D56	Battery lead	3.30	2.75	0.45
D57	Junction box (not original) six contact	3.80	2.50	0.45
D58	12v sealed beam headlights	4.60	3.80	0.60
D59	12v contacts for sealed beams	2.40	2.00	0.35
D60	Angled suppressor plug caps	0.45	0.38	0.35
D61	Straight plug caps	0.35	0.30	0.35
D62	Rubber fingers for distrib. caps with top push fit H/Ts	0.06	0.05	0.20
D63	6v flasher relays	6.50	5.40	0.35

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	OUT OF STOCK		
E4	Valve springs 11/15	13.20	11.00	1.00
E5	Valve springs 7 & pre-war	18.00	15.00	1.00
E6	Valves, 7/11/11D	36.00	30.00	1.50
E8	Valves 15 six	54.00	45.00	1.50
E9	Valve guides, 7/11 (unreamed)	12.00	10.00	1.00
E10	Timing chain, 7/11	8.30	6.95	1.50
E11	Pistons & liners, 11/15 (set 4)	105.00	88.00	O/A
E12	Piston rings, 11/15	24.00	20.00	0.70
E13	Solex 32 PB carb(exchange only)	48.00	40.00	O/A
E14	Solex 32 jet kits	3.60	3.00	0.35
E16	Waterpump kit (new spindle) (late type - no gland nut)	OUT OF STOCK		
E17	Rocker shaft	16.80	14.00	1.00
E18	Oilpump spring	0.95	0.80	0.20
E19	Fanbelt, 7/11	3.30	2.80	0.60
E20	Fanbelt, 15	2.60	2.20	0.60
E21	Valve seals (each)	0.30	0.25	0.20
E22	11D shells (Std, +.25, +.5, +.75, +1mm)	7.20	6.00	0.60
E23	Core plugs (state 25, 30, 31mm)	0.85	0.70	0.35
E24	Oilpump gears (pair)	15.60	13.00	0.90
E25	Mains & big end tab washers	1.80	1.50	0.35
E26	Waterpump bush (late type)	2.80	2.35	0.20

RUBBERS

F1	Steering rack (pair)	7.20	6.00	0.35
F1a	Rack pin mounts (pair)	0.90	0.75	0.20
F2	Ball joints (one side)	3.60	3.00	0.35
F4	Windscreen surround (prices per foot)	0.60	0.50	0.45
F5	Windscreen glass mounting (price per foot)	0.17	0.14	0.35
F6	Windscreen draught rubber price per foot	0.29	0.24	0.45

