



Floating Power

Volume Seven Number Five

November Nineteen Hundred and Eighty-Two

Having mentioned the idea of special events for 1984 to mark the fiftieth anniversary of the launch of the Traction in the May issue of *F.P.*, I am glad to report that the sub-committee has been busy. However, celebrations for this event are naturally still very much in the early planning stages. Clearly plans must be co-ordinated between the TOC and other Citroën clubs, and with Citroën Cars Ltd. At present we are suggesting three events: a presentation to evoke the original launch of the Traction; displays of Tractions in selected dealers' showrooms; the Combined Citroën Car Clubs Celebration Rally. These would be scheduled between April and August 1984. Members will be kept informed as soon as a firm programme is agreed.

Talking of events, I am sure participants will agree that the various meetings of the TOC in 1982 were all well worth while – and of course there is still that Christmas Nosh-Up to come – details in this magazine. In addition, there are the various Section pub meetings, and here I must congratulate Simon Saint of Worcester for putting together a programme of meetings in the West Midlands – if you live in that area why not call in to one of their meetings?

If you are using a Traction this coming winter for the first time you may find my experience useful: in cold weather use some sort of radiator muff; some cars seem to need hand priming of the petrol pump (saves battery turning over the engine for ages); be generous with the grease gun at the front end – water can drive into the ball joints sometimes, and also into the steering gearbox – check the rubber seal at the bottom of the column; I use plenty of Waxoyl (no connection with the firm I hasten to add – another compound would probably do) including some on all the chrome – I know it does not look very smart, but it comes off easily with white spirit if you're going somewhere special, and rechroming is not getting any cheaper! Trying to find a really good period heater (is there such a thing? you may well ask) is very nearly an essential if you are travelling far in very bitter weather. Finally, it obviously pays to have the engine in good tune (as always), particularly the electrics, and on 6-volt cars remember the battery can go flat in no time; if your back lights are dim (like mine) it would probably be worth having bolt-on high intensity lamps – at least for the winter. Of course there are advantages in using a Traction in winter – the handling on ice and snow is amazing. By now you will all have put in anti-freeze, so on this wintry note it only remains for me to say a big 'thank-you' to all contributors to *F.P.* in 1982 and to wish our readers a very Happy Christmas and Prosperous New Year.

N.H.

Nigel Webb's trusty Light Fifteen . . .

. . . in winter . . .



. . . and summer



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BREDA OR BUST

PART ONE:
THE BEGINNING

It was about six-thirty when Allan Sibley rang me to say that he was on his way. I had about half an hour to get ready and have breakfast, I had already packed so I tucked into some tea and Farley's. Just before Allan arrived I decided to dig out the sleeping bag. I couldn't find it – it was then that I remembered lending it to someone who hadn't returned it. Mind you, I was too excited to care – who needs a sleeping bag at a rally anyway?

Allan arrived and after a quick cup of tea we left to pick up Bryn Hughes. He was all ready and waiting, complete with an enormous kit-bag which was supposed to have contained a tent. With the aid of shoe-horns we eventually managed to get everything into Lucifer, Allan's demon-red Light 15, although it it was more like Apollo 15 inside. As well as Allan, Bryn and myself, there were two tents, our luggage, enough food to feed an army, posters, clutch parts, spare driveshafts, and Allan's entire tool kit (special front-end tools included).

With no trouble at all 'Lucifer' hammered off through the Blackwall Tunnel and towards Sheerness. It was on the way to Sheerness that the first signs of excitement began to show. Merely mentioning 'Amstel Pils', 'Autojumble', and in particular 'Amsterdam' caused Allan to fumble for his Old Holborn, roll up and reduce it to ash in seconds – all with one hand! I just rattled on about six-cylinder roadsters whenever Bryn mentioned 'ace parts' and four-speed boxes in 'primo' condition.

After a short stop in Sheerness to exchange currency etc, we went on to the ferry terminal arriving with half an hour to go before we were due to board. Most of the TOC party had already arrived and some people were anxious over our non-arrival. (Allan had all the ferry tickets and

received the warmest reception he has ever had). Soon after, everyone else had arrived and we were all talking of last minute preparations of the cars. In some cases such as John Gillard's Light 12 and Greg Hayes' 11B the cars were ready only a few hours before they were due to leave. The TOC convoy was quite a sight in itself including a C4G, a Ranalah tourer, a special bodied Light 12, a Slough small-boot Six, a Commerciale, Light and Big 15s, a G.S., a motorhome, and a red Alfasud. (This last car is now a familiar sight at TOC rallies, although thumb-screws have been applied to persuade the owner to buy another Traction.)

We boarded the ferry, which was fully equipped with bar, sauna, swimming pool, shops and restaurants. We soon invaded a corner of the bar and the serious business began, wads of photographs were passed around amongst the beers. After a couple of hours the TOC section of the bar resembled a football special – empty beer bottles covered the tables and half of us were asleep.

After the seven hour trip on the ferry, we arrived at Flushing, Holland and had soon passed through Dutch customs. We assembled by the roadside just outside the ferry terminal to check details of how to get to Breda, who would lead the convoy, who needed petrol and such. At this point I moved out of Lucifer and into Greg Hayes' 11B. After ten minutes of total disorder cars began to move off, Lucifer leading. This was a bad omen! Despite the fact that we had already suffered Allan's bad navigation the previous year in Deventer, Greg and I caught up with the convoy consoled with the fact that Al was driving and Bryn map-reading. Only John and Shirley Gillard didn't join the convoy. "We're going to take out time, see you later at the campsite."

Anyway, I like to have my breakdowns in private!" explained John.

At this point I should explain that all was not well with Greg's 11B. Only a week or two previously Greg had blown his engine up at a Classic Saloon Car race. He hastily arranged the loan of a spare engine from Antonia Loysen, and only hours before we were due to be at Sheerness the two of them transplanted the spare into the 11B. The engine ran beautifully but the clutch mechanism was a real killer! A more apt description would be a 'snatch' mechanism; on taking up the drive the car would suddenly judder fiercely, the front wheels would screech and the car take off (almost literally).

The campsite was just outside the town of Breda, but for some stupid reason the convoy went into Breda and the first available traffic jam. After a tour of the town we were heading for the campsite, Fort Oranje. Our arrival was incredible, the campsite was on a main road which of course had cycle-ways on both sides. These were separated from the road proper by verges which were quite high in places, and of course Fort Oranje was obscured by trees. Luck was on our side, I just caught a glimpse of the campsite as we drove past it. Not far along the road was a bar which had a car park large enough even for Traction-size U-turns. The convoy turned here and set off down the cycle-way to the campsite. We checked in and were shown to our field by the owner who drove some horrid Kojak-type American car.

By now it was early evening, so the number one priority was to get the tents erected. Every TOC event is carefully planned to ensure that tents are always erected by torchlight. I helped Allan (well, I held the torch) erect his 'Lawrence of Arabia' special, interjecting with suitable





The Rally Site.

pleasures left to man. Anyone who has slept in a Traction will remember what your knees feel like in the morning – knackered UJ's. I attempted to get out of the 11B and walk, but just stumbled around like a new-born calf for about five minutes. It was about 10.30 and Allan and Bryn had already left for the rally itself. Half way through breakfast two Tractions came into the campsite. Nick Hall, Antonia Loysen and Val Mercer had arrived via Harwich. They soon had their tents pitched and despite the almost insurmountable problem of finding somewhere for Nick to hang his dinner jacket, they were soon sipping fresh brews of Earl Grey and Darjeeling. It was nearly mid-day when the rest of us got to the rally at 'Het Turfschip'. Het Turfschip is a large conference/exhibition centre complete with banqueting halls and an enormous car park. A long marquee had been erected along one side of the car park and this housed the reception desk, Autojumble and a bar. Outside the

comments such as "bring on the dancing-girls". Typical Sibley planning ensured that he was next to the toilets. The real fun was watching Bryn Hughes erecting his special SAS-style tent which he had borrowed. It was very low-slung and a sort of distorted tetrahedral shape, obviously designed by the same bloke who designed cardboard milk-cartons as an apparatus for apprentice limbo dancers. Bryn eventually succeeded and demonstrated how to get in it – on his stomach.

I began to explore the campsite and found another field where there were other tractionists, including John and Shirley who despite leaving the ferry-terminal last, arrived first. There was also a vast amount of activity in erecting stage and sound equipment for the next evening's Barbeque. After a few beers, courtesy of the antipodean contingent, I staggered back to the other field. By this time I had decided to take up Greg's offer of sleeping in the back of the 11B, instead of freezing to death in Allan's tent. I settled down on the back seat and went out like a light. The

next morning Kathy Hayes woke me with those magic words "tea Syd!", and she thrust a mug of life-giving liquid into my hands. The sight, smell and sound of eggs and bacon frying is one of the last unspoilt



Team 'L'Escargot'.



marquee were tables and chairs which overlooked the main area of the car park, this being roped off to form an arena. This 'arena' was reserved for all the special cars, i.e. Roadsters, Chaprons, Rosalies etc. My favourite was an old Citroën Bus, which when it was started belched so much thick blue smoke that it looked as if it had caught fire!

All the other cars were parked around this main arena. Although these were the 'voitures ordinaires', that is Tractions, DSs etc, I spent a good two hours enjoying the cars before getting to the main arena. I think it's all too true to say that no two Tractions are alike. Antonia and Val had prepared a display called 'Team L'escargot' which featured racing photographs of Antonia's and Greg's Tractions at various Classic Saloon Car race meetings. The two cars were parked next to each other and the display placed in front of them. It was very impressive, arousing great interest in some people and total disbelief in others. The

other car instilling disbelief in most people was Lucifer, most people had never heard of a car like it, let alone seen one – pillar-box red with every chromed trim and accessory known to man. Its main attraction being the highly polished alloy rocker cover on view, courtesy of the 'Sydwar' broom-handle bonnet prop.



AET 'decapotable' at Breda.



Some members of the English and New Zealand party at Breda. Left to right standing: John Gillard, Nick Hall, Antonia Loysen, Allan Sibley, John Howard, Bryn Hughes, Greg and Kathy Hayes. Front: Val Mercer, Syd Griffiths.



TRACTION ARRIERE

A section devoted to rear wheel drive Citroëns produced between 1919 and 1939.

Correspondence to Martin Lloyd

You may recall in a previous issue I referred to some queries from an Australian with regard to British Citroëns in that country. Well, since then I have had more correspondence on this subject and thought it worth publishing in part:

"I am surprised when you say that there are few C4 and C6 of Slough origin, I would have thought there would be many. I have established contact with two other owners, one has a C4 and one has a C6. However, because of the enormous distance between us these contacts are letter only. To illustrate: the nearest contact to me in Perth is in Adelaide – a distance of 2,775 kilometres. However, I have not given up on finding someone else in this enormous State who has a C4 or C6. There are a few boat-tails (one fully restored), plus a couple of other types, one a B14 and one a B12 I think.

The C4 I have carries no identification as to the body origin. Citroën at Slough advised me that the car came out in 1930 – but that's all. It is presumed that most were rolling stock with bodies added here. The C4 seems to have no structural wood and aluminium strips, which sounds a little sophisticated for Australia, but I don't know. The C6 has a "Richards" body (like the photostat). They were a South Australian body-building firm, and the car has their little plate.

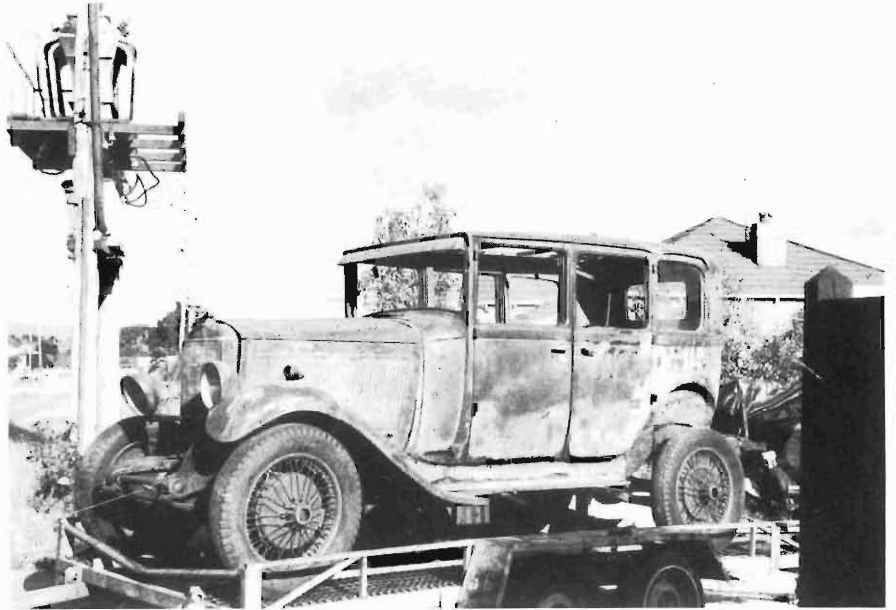
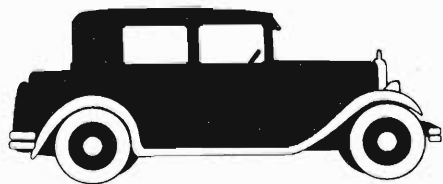
I note your car has solid wheels. The handbook shows wire wheels and my two cars have these (Rudge-Whitworth).

Also it appears that the C4 had no chrome. The radiator surround was German silver (bronzed), the lights were painted (by the owner? – I don't know) but the C6 had a chrome surround and lights – Lucas Bi-flex.

I'm not sure if I told you I have the instruction book plus a spare parts catalogue. I bought these with the C6. It seems that the C6 owner bought up the Citroën stock when the distributor (Dalgety & Co) sold out. The parts are quite comprehensive if a bit tatty. They all had original tickets on them, but many are moth-eaten. There are also some aluminium casings, plus a petrol tank for an earlier model."

My own feelings are that the photo is of a Slough built "all steel" C4, not an Australian bodied Citroën, fitted with Rudge wire wheels instead of solid or the normal Citroën wire wheels. Also – can you imagine your nearest contact being over 1,700 miles away!

M.L.



The Australian C4.

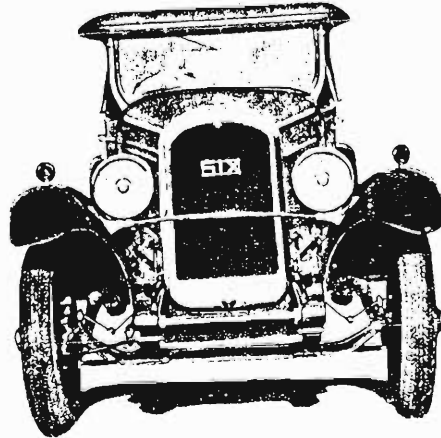
THE MOTORIST AND WHEELMAN.

June 20, 1934

60



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The photostat of an Australian C6 referred to in the letter.

Technical Tips

SO YOU THINK YOU KNOW YOUR TRACTION?

The following are recommended workshop times as published in 1946 in Pierre Denis' book *La Traction Avant Citroën*.

- 21. Remove engine, ancillaries, remove gearbox. Total strip and clean and examination of engine, assembly of necessary parts for replacement. Polishing of bearings, reassembly including oil pump overhaul and setting clutch, rectifying valve seats, setting timing, refitting and testing. **65 Hours**
- 22. Removal of engine, refitting of exchange unit including transfer of ancillaries, clutch and gearbox and testing. **12 Hours**
- 23. Head removal, stripping, valve and valve-seat rectification, reassembly and fitting and testing. **8 Hours**
- 24. Head gasket replacement. **3 Hours**
- 26. Replacement of barrel gaskets (engine not removed). **6 Hours**
- 27. Con-rod replacement (engine not removed). **10 Hours**
- 28. Barrel and piston replacement (engine not removed). **12 Hours**
- 29. Clutch replacement (engine removed, Light 15). **12 Hours**
- 30. Clutch replacement (engine not removed, Big 15). **7 Hours**
- 33. Gearbox change (engine not removed). **5 Hours**

- 34. Steering rack removed, refurbishment, refitting and setting up. **12 Hours**
- 35. Steering rack exchange. **4 Hours**
- 36. Replacement of front cradle (Light 15) by engine removal and transfer of running gear. **30 Hours**
- 37. Driveshaft replacement (both sides) **8 Hours**
- 38. Change inner cardans by breaking lower ball joints and swivelling driveshafts up on wishbones. **8 Hours**
- 39. Total brake rebuild. **12 Hours**
- 40. Brake reline. **8 Hours**
- 41. Master cylinder re-rubber (cars with external master cylinder). **6 Hours**
- 44. Fit exchange radiator. **3 Hours**
- 45. Fuel pump and carburettor cleansing/overhaul. **2 Hours**

the various engine components may be experienced with a compression ratio higher than that of the engine when designed:

The volumes listed below should be taken with the cylinder head absolutely level with the valves and sparking plugs in position, and the measurement should be taken with diesel oil introduced by means of a calibrated burette. A special notched rule helps in determining when the correct amount of fluid has been introduced into the head. As a guide to machining the head, volume is reduced by 4 ccs. for each millimetre removed from the head (theoretical figure). Care must be taken not to reduce the thickness between the face and the water jacket too much.

Volume of Head ccs.	86	84	82
Compression ratio	6.06	6.17	6.28

RAISING C.R. ON TRACTIONS

26th February 1960

Dear Sirs,

Your letter of the 17th February has been passed to us by our Spare Parts Department so that we may reply to your enquiry regarding the raising of the compression ratio on your car.

We have much pleasure in giving you the following information, which we are sure will be of assistance to you in altering this compression ratio, but we would, in passing, mention that premature wear of

80	78	76	74	72	70	68	66
6.40	6.53	6.67	6.80	6.95	7.11	7.27	7.43

Yours faithfully,
Citroën Cars Limited,
S.J. Blake,
Service Department.

This is a copy of a letter kindly forwarded by Hal Junker.

Y.H.V.R.

YORK HISTORICAL VEHICLE RALLY

Sunday morning, 12th September, dawned in a typical Autumn fashion but the weather boffins promised 'bright periods with possible showers later'. Temperatures of 21°C were the order of the day. None of this seemed to disturb VLY 67 nicely tucked up in its garage having gone through an internal and external wash and brush up the previous day.

A final dust down with the magic brush and at 10.00 am off we went to rendezvous at Woodhouse Moor, Leeds, for the drive to Clifton Park, York, a journey time of about one hour. At 10.55 am precisely I was approached by a rather large P.C. who enquired if I was 'the driver of that black car over there'. Adorned in a Traction Avant Tee-shirt and TOC badge I decided not to deny it, but when he invited me to be the first car off the mark in the convoy I realised that that particular P.C. was an astute and learned fellow.

The drive was nothing to tax the capabilities of VLY and having crossed from West Yorkshire to North Yorkshire it shone in all its glory in the warmth of the sun. The approach and entry to Eboracum proved that interest by the general public in the older cars is still there, even if just for Dad to tell the lad "I had one of those years ago". But the lads held their own when they saw the Maigret car.

Eventually all the cars, single and double

deck buses, light and heavy commercials, motor cycles, military and emergency vehicles were all neatly parked having been directed by friendly and efficient marshals. A look through the catalogue (free to entrants) and a walk around the compounds confirmed VLY to be the only Citroën present. (I wonder if there is an award for being the only one of its kind?) Judging commenced at 1.30 pm by a member of the RAC and a representative of the YHV Group. I tried to inject a bit of humour, but as usual got the non-committal nod. Ah well, 4.30 pm would provide all the answers.

Meanwhile, the crowd was circulating round the 300 or so entries and stalls, amongst which I spied Jim Cole from Newcastle. As the temperature improved

Harry Howard's Big Fifteen VLY 67 (at Glamis)



so did the knowledge of the viewers.

Him to Her: "See that bent thing in the dash, that's the gear lever, takes a bit of getting used to I can tell you."

The Confident One: "Ah, here's a Citroën Light 15. I saw one in that *Radio* show about a French detective."

Clifton Park is a rather good location being only about a mile from Bootham Bar, one of the gateways to the ancient city and the facilities provided in the clubhouse were of a very high standard.

As usual, there is always something the organisers cannot predict. The glorious weather in the afternoon must have emptied the city pavements and with Cameron's Bitter being dispensed at 52p (yes fifty-two) a pint the toilet facilities were rapidly overwhelmed. A hot-dog stall sold out completely by four o'clock, but with great enthusiasm a voice on the public address announced that the ice-cream van was now also selling hot-dogs! I was not tempted.

Gradually the sun retired behind gathering clouds and a rather stiff breeze blew up. The effect of that was to disperse the PA announcements in the wrong direction, and I never did hear whether K30-Citroën Big 15 was called for an award. Never mind, they have my address and telephone number.

I did enjoy the day and the serious interest in the car. I must book earlier next year and get a mention in the programme.

Harry Howard

Members Cars

SIBLEY'S SPECIAL

Early this year I purchased a very unusual sports race car which is based upon Citroën Traction Avant mechanics. The car seems to have been built in the late 1930s. A plate affixed to the chassis reads 'Voiture Aël, Type 1500, No. de Serie 118-53-75'. This number is also stamped into the chassis. On the dash is another plate which reads 'Dr. Lepelletier, 19 Rue Gambetta, Clamart, Seine'. This is either the manufacturer's plate or a previous owner. The car originates from France.

All that is known about the car's history is that it was owned in France by Ludo Pivron in 1973. During September of that year it was imported into England. The Import Document notes that it was known as 'St Phall'. The car was found in the Gloucestershire area in May this year.

Before we go into details some general observations should be made. There is no doubt that it was built for racing: it is clothed with an aerodynamic body style which is very light – chassis and body are of aluminium, professionally constructed. The mechanics are similar to Traction Avant but incorporate some interesting and typical racing features.

Body & Chassis

The body as mentioned is aluminium which seems to have been formed by a combination of methods: rolling, hand-beaten and bent around the body frame. It is held on this framework by aluminium rivets and small steel nuts and bolts – there are thousands of them – all nicely corroded. The body frame is made from L-section aluminium. The frame is secured by coachbolts to a steel tubular backbone. Also attached to this backbone is a very large aluminium box girder frame which supports the power and drive unit.

Engine

The engine is Citroën Traction Avant and is possibly 1490 c.c. The engine number is 121-212-47. It is not known what if any, internal modifications have been made. The sump is massive and it may hold up to double the capacity of oil of the standard Traction sump. The engine is no longer 'floating' but is fixed rigidly to the chassis. The most interesting part of the engine is the cylinder head, made of aluminium. The letters D.B. and no.8 are incorporated in the casting indicating that this is a Deutsch-Bonnet manufactured accessory – I shall come back to this later.

Gearbox

This is probably an ERSA 4-speed gearbox, only dismantling the box or driving the car will tell, as the casing is the same as the normal 3-speed gearbox. The usual number on the casing has been ground off with the following number stamped on it: 545-703-0. The speedometer drive hole on the side of the box has been capped off and the gear-change rods are much longer.

Front Suspension

Similar to Traction in layout but without the front cradle. Upper wishbones are the same except pin and brushes are in a different housing. Lower link arms are the same but there are no torsion bars. Lever arm dampers are fitted on both sides, fitted above upper wishbones, and act on lower link arms. Instead of the torsion bars two transverse leaf springs are fitted below the link arms. The car is very stiff at the front.

Rear Suspension

Telescopic shock absorbers on each wheel. Again, no torsion bars, one transverse leaf spring being fitted instead.

Steering

Rack and pinion same as Traction, although positioned differently. Turning circle seems to be much wider than Traction. Car is right-hand drive.

Drive

The car is front wheel drive. Driveshafts are pre-war and seem to be the same length as fitted to the Onze Normale.

Configuration

Twin downdraught 32AIC Solex carburettor mounted on the manifold – EPAF MODELE DEPOSE.

Electrics

French 6-volt system. Standard Traction Avant. Headlamps are two Cibíés, and at the rear there is only one stop-tail light. The only instrument that now remains is an ammeter.

Cooling System

Twin radiators, one each side of gearbox, feeding water to a separate header tank and then to the water pump. Note that the radiators are normal T.A. but have been turned around, filler top blanked off and opening for hoses repositioned. There is a manufacturer's plate on top of one of these which reads: 'Aratation Garantie Tel Ale 22-12. C Lardy 741. 34 Rue Carves, Montrouge, Seine.

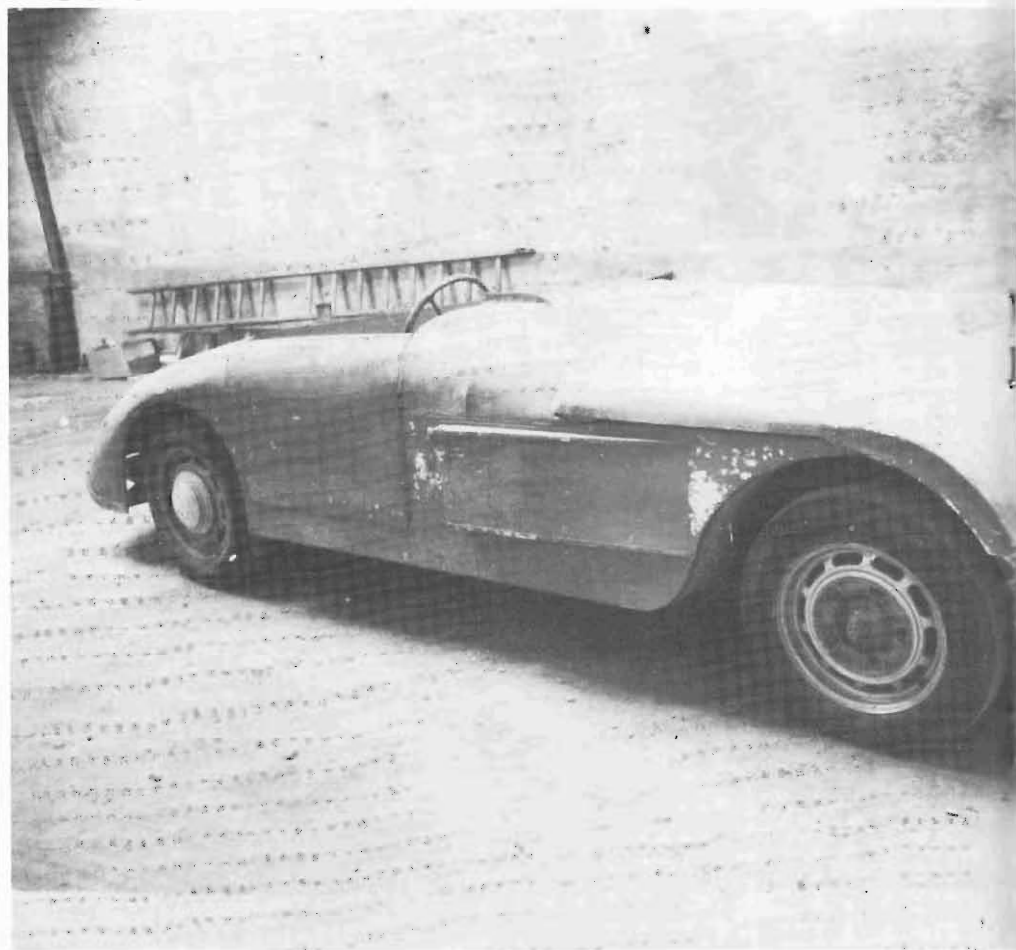
Brakes

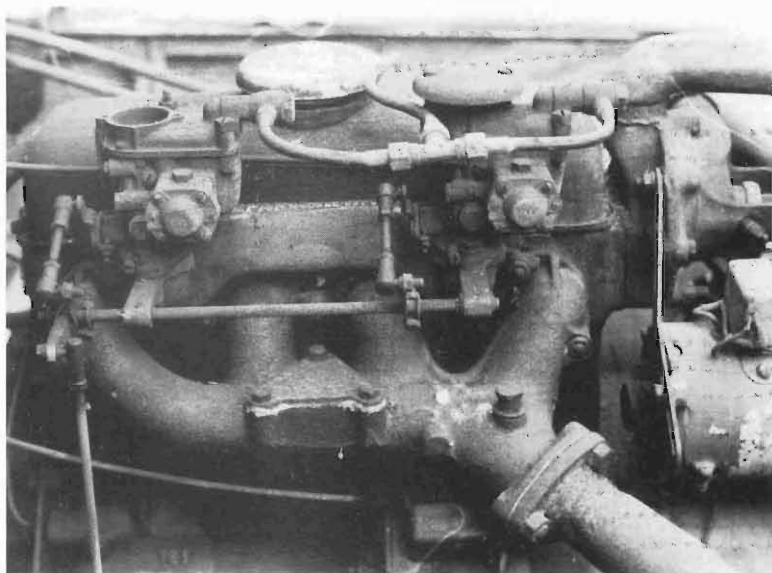
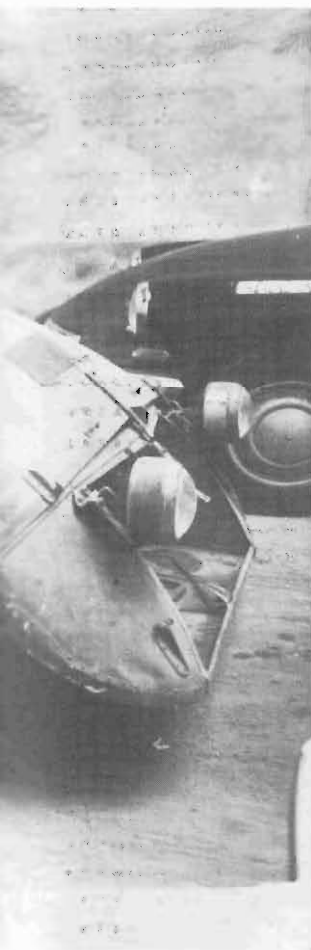
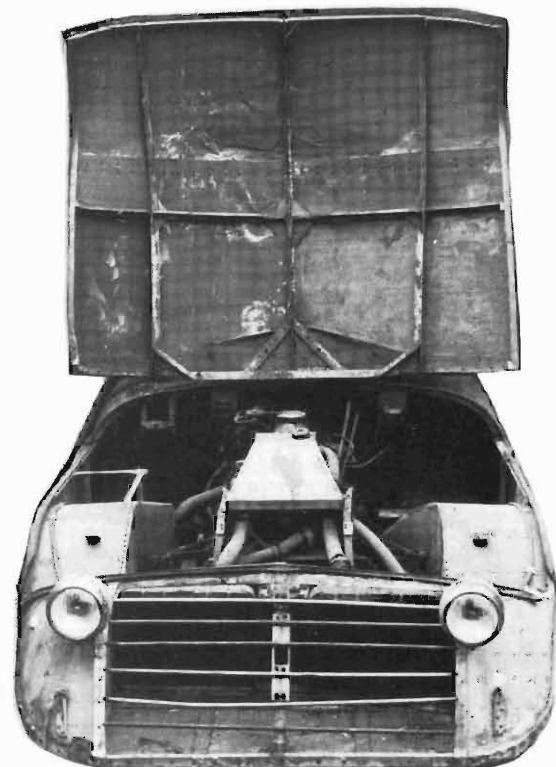
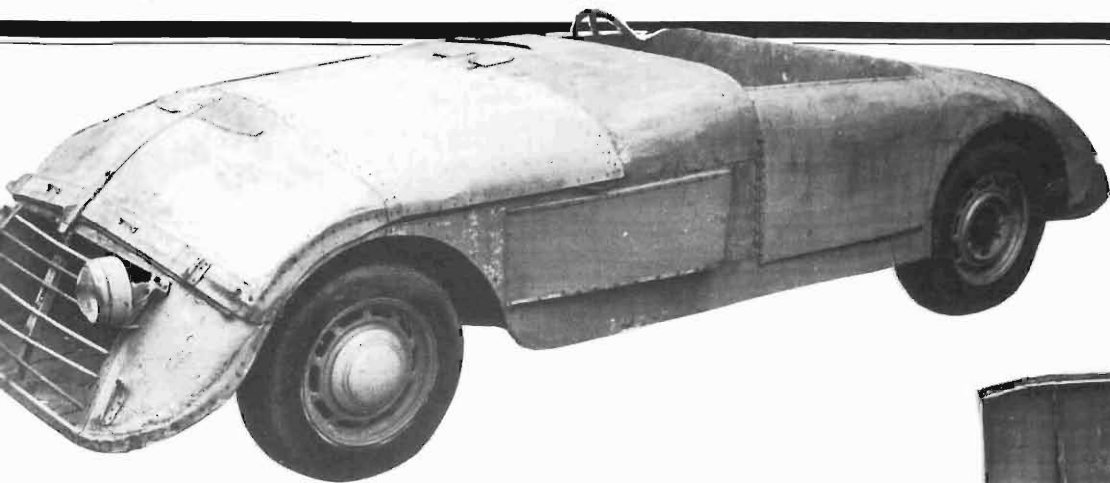
Normal Traction front and rear with cable handbrake. The rear brake backplates are fitted with air vents. An additional handbrake is positioned beneath the centre of the dash which activates the rear brakes. The handbrake arm is massive – similar to a railway signal box points lever.

Wheels

Are cast aluminium with hub caps. These wheels are identical to those on Mike Tennant's Light Fifteen. Tyres are 165 x 400. There is a spare wheel fitted in the rear boot.

Photograph by Ludo Pivron taken in France in 1973.





Dimensions

Overall length – 14'7"
Overall width – 4'10"
Wheel Base – 8'8½"
Track Front – 4'6"
Track Rear – 4'9"

Whilst trying to find something of its history, I have come across some interesting information. I was led to believe that this car may have been one of two such cars entered for the Le Mans 24-hour Race in 1949 – the first Le Mans after the Second World War.

The cars were known as DBs (Deutsch-Bonnet) and were certainly based upon Citroën Traction Avant mechanics. The cars' numbers were 41 and 42. Car No. 42 was driven by Deutsch and Bonnet. At midnight on June 25th after eight hours of racing and 72 laps, their position was tenth, by 5 am on June 26th after thirteen hours racing and 18 laps, their position was sixth. 11 am saw Deutsch-Bonnet leading their class (1101 c.c. to 1500 c.c.). Unfortunately on the 175th lap they had to retire with engine failure. During the race while stopped at their pits for refuelling, the car caught light but the flames were eventually put out. Apparently similar accidents used to happen quite often at Le Mans. Car No. 41 was driven by Lachaize and Debillé and finished 16th overall, coming second in their class (1101 c.c. to 1500 c.c.), covering 1483 miles at an average speed of 61.8 m.p.h. Of the forty-nine starters only nineteen completed the race.

Deutsch-Bonnet built 'specials' based upon the Traction Avant Citroën in 1938. After the War limited production began from 1947. The first DBs were competition machines, built largely from reconditioned components using 1½ and 2½ litre

engines and four-speed gearboxes. From 1950 onwards they specialised in producing machines based upon Panhard mechanics which they entered at Le Mans until 1961.

The photographs that I have seen of the DB cars do not resemble the car described here, either it is totally different, it's been rebodied, or it's a different model.

I have recently discovered a Lepelletier AËL at the Musée de l'Automobile at Châtelleraut which requires investigating.

Basically the car is in very sound condition and fortunately fairly complete. There are areas which will require work. The chassis will only need cleaning and painting, but the body needs extensive work, mainly panel beating and machine rolling as there are many dents, a few of the floor panels will have to be replaced, but these are the only major parts that are badly corroded. All the small nuts and bolts which hold the body to the chassis frame will need replacing, as these are badly rusted.

The engine is seized at present, but will be the first item to be rebuilt – naturally all the mechanics will eventually be looked at and put back to full working order.

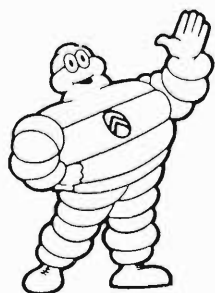
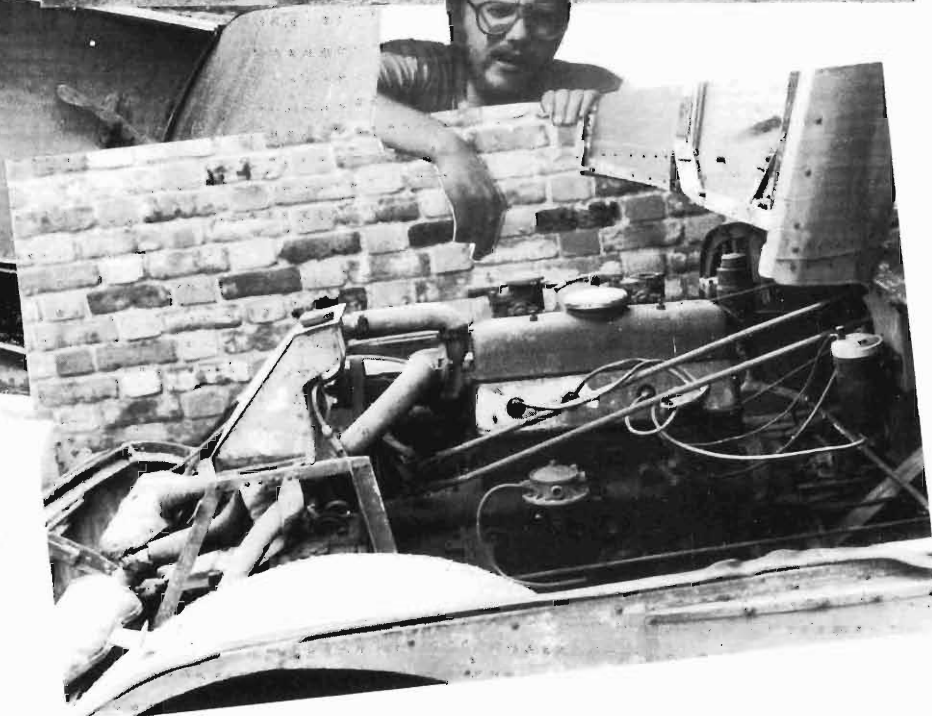
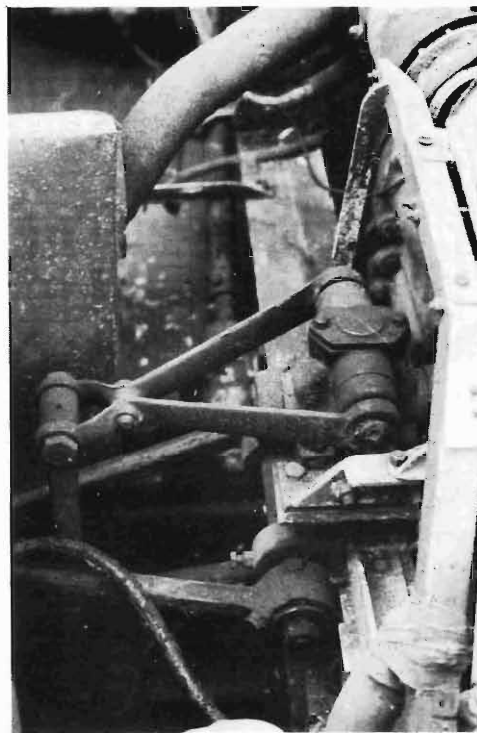
I can only see one problem area which is the seats, these have virtually disintegrated and so I will have to find some alternative form of seating.

If anyone knows of any information regarding this car or advice for its restoration, I would be very grateful to hear about it.

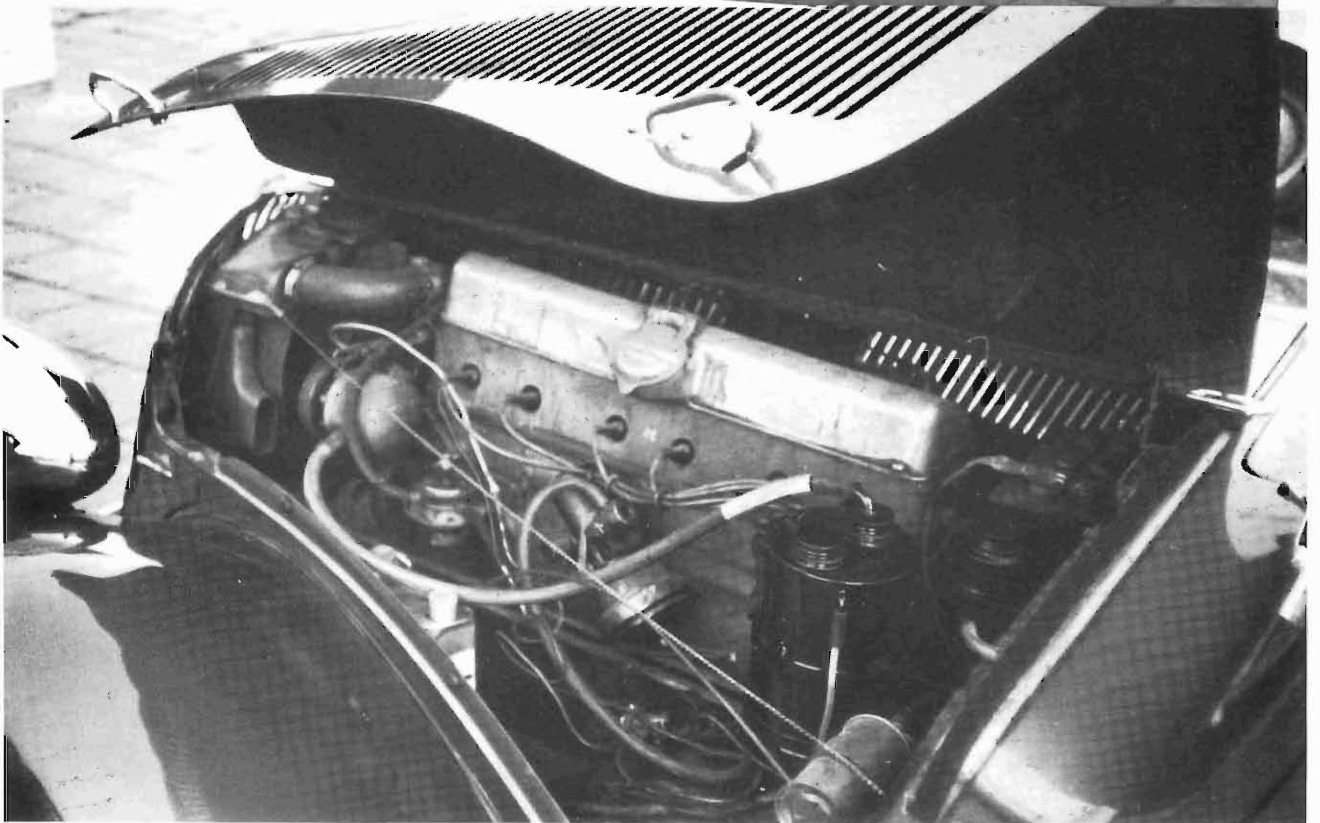
Come and see it on the TOC/CCC Stand at the Brighton Classic Car Show, 6th & 7th November.

(Whilst researching, I came across another Citroën that was entered for Le Mans in 1932. Does anyone know about this one?)

Allan Sibley



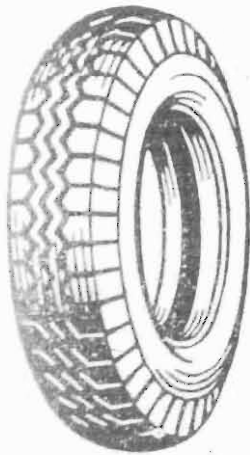
Archive photographs kindly sent by member Seafield Head. He recorded this fine 15-6 in Sweden (near Trollhattan) in 1973. Perhaps a Swedish member can tell us who the car belongs to.



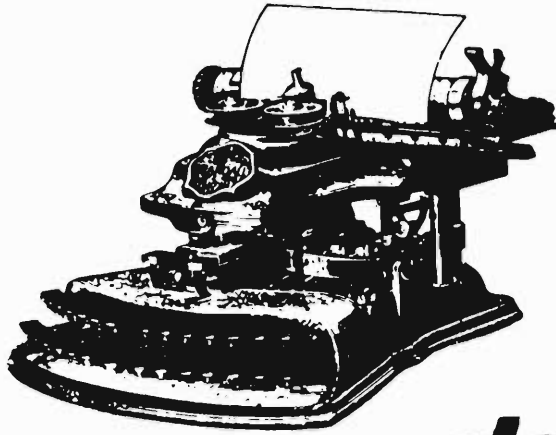


*Feed
your tyres
regularly —
they need air
every week*

Forgive us insisting on this point, but it really is important. Think of lbs. pressure in terms of £ sterling.



MICHELIN
TYRE Co. Ltd., Stoke-on-Trent



Correspondence

Dear Nick,

We intend to organise a West Midlands Section pub meet or other function bi-monthly on the last Thursday of the month. However, anyone just passing through Worcester on the off-chance can usually find one or more TOC members at The Anchor Inn, Diglis Basin, Worcester.

If in doubt or for any information contact Nick Joyce on Worcester 358552, or Simon Saint, Worcester 54961.

With best wishes,
Simon Saint.

See Events column for details of West Midlands Section venues.

Dear Tony,

It was with great pleasure that we noted your mention of our Club in your March edition of *Floating Power*, and also the showing of photographs from Noel Wium of our Club, who is a very enthusiastic member.

We are particularly interested in your mention of cars in Venezuela, and would be grateful if you could send us their addresses as I hope to visit South America in January 1983, and will be in Caracas during this time. It would be most interesting to meet car owners and see their cars. We also plan to visit Argentina, Brazil and Peru, and would appreciate any information you have of these countries.

We are also trying to arrange a group for the next ICCCR meeting, and would appreciate any information as to dates and venue. At this stage I would like to extend an invitation to any of your Club members who visit South Africa; please contact us as we would love to meet them and show our cars, as well as help with with any travel arrangements etc.

Is there a possibility of obtaining a complete set of *Floating Power* for our Newsletter, namely *Citroënnews*?

Please give my regards to John Gillard and Kathy Hayes, whom my wife and I met at Arch 124 in September 1981.

Thanking you,
S.P. Le Roux,
Chairman C.T.R.

Dear Nick,

Club Shop News: At the moment I am preparing the new Tee-shirts for early 1983, and would like to get some opinions from the membership on the following:

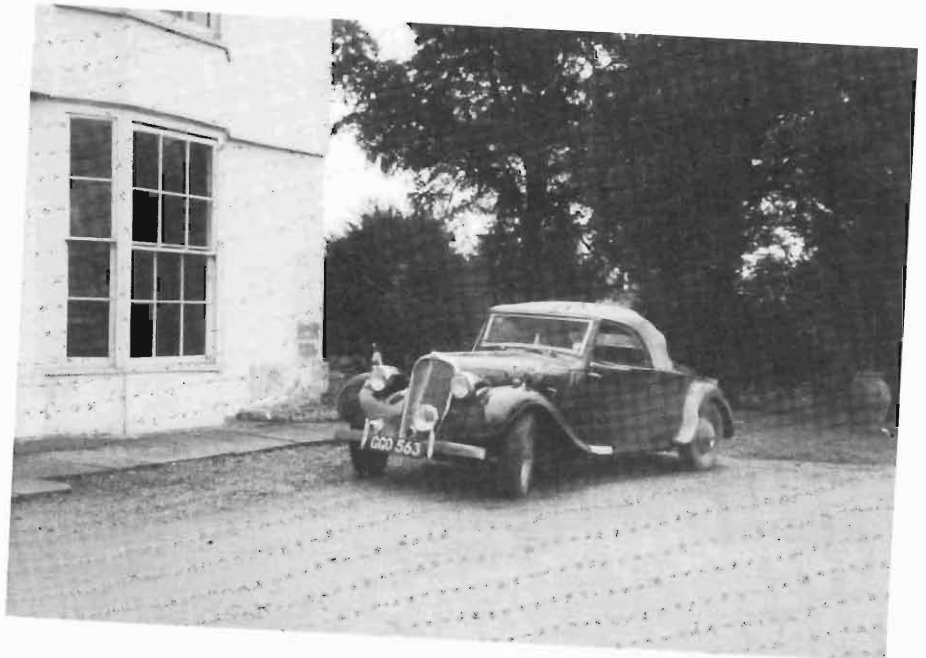
1) Sizes: i.e. do we want to produce children's Tee-shirts?

2) Quality: if members are willing to pay say a £ more, we could obtain better quality shirts than previously supplied, i.e. shirts that don't shrink so readily.

3) Colours: the Tee-shirts will be black printed on one colour. White is obvious, but are there any other colours members would (or would not) like to see?

If anybody has any views on the above, or anything else, I should be grateful if they would drop me a line.

Many thanks,
Sid,
47 Ingram House,
Daling Way,
London.



Dear Mr Hodgekiss,

I was reading the magazine *Citroën* the other day about the Light Fifteen. In the late 'fifties and early 'sixties I owned a Light Fifteen, the picture of which I am enclosing. I regret our parting with it as I realise it must be worth a lot of money. I wondered if you could trace this car in your membership, as I would be very

interested to see it again. The registration number is GGO 563.

Yours sincerely,
Bill Sellick.

(If anyone knows this car please contact me.
Note special headlamps. Ed.)

RADIO NORFOLK CAR RALLY

On September 12th, BBC Radio Norfolk held a car rally in Norwich. I quickly phoned round the Eastern Section stalwarts, the Warners and the Cotterills and before you could say André Citroën we have a mini club meeting. We were delighted to find the C 4 (mentioned in FP vol 7 no 4) amongst the Morris Minors and Ford Pop's. Needless to say the Tractions stole the show.

Tom Evans





CARS FOR SALE

CITROEN GS 1220, Club Break sw. 1974, vinyl trim, converti-
seur gearbox, radio, superb con-
dition, meticulously maintained,
genuine reason for selling; \$6495.
478-4854

CITROEN, L15, 1952, classical dis-
beauty, body and paint in good
order, mech sound, needs in-
terior restored, wof; \$2450. Ph
481-040.

CITROEN L15, 54, good cond all
round; \$1900. Ph 536-5133.

CITROEN sales and service. S...

CITROEN, white, 1964, second
mtr, good all round cond, no
rust; \$2950. Ph 482-073 or 483-
067.

CITROEN. Best selection and ser-
vice in N7...
Ph 86-820; ah 65-140.

CITROEN, 1954, L15, very good
cond; \$2750 ono. Ph 279-9555.

CITROEN, 1955, L15, excell cond;
\$3300 ono. Ph 478-4399.

cond. must sell, offers. Ph 7149

As seen in the
"New Zealand Herald"
August 7th '82

P.S.
Approx 2 dollars
to the pound.



DOWN UNDER

AGM: The Annual General Meeting of
the Traction Owners' Club will take
place on Friday 28th January 1983.
Provisional venue: the Jack of Newbury,
Binfield, Nr Bracknell, Berks.
Full details next issue (January 1983).

CHANGE OF ADDRESS
John Howard has moved to
18 Thwaites, Keighley,
W. Yorkshire BD21 4NG.

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.

LONDON SECTION PUB MEETINGS

Organiser: Kathy Hayes
19 Winton Avenue, Bounds Green,
London N11. Tel: 01-888 6790.

30th November

The Anchor, Bankside, Southwark

28th December

Ordnance Arms, Ordnance Hill,
St. John's Wood.

1983

8th January (Saturday)

London Section Dinner at Les Routiers,
Camden Lock. Contact Kathy Hayes if
interested.

WEST MIDLANDS SECTION MEETINGS

Organiser: Simon Saint, Snig's End,
Danes Green, Worcester.
All meetings start at 8 p.m.

16th December

Christmas Do - Please bring a bottle.
Mike Stacey's Farm House, Gorsehill,
Abbey Farm, Broadway. (Approx 1 mile
West of Broadway).

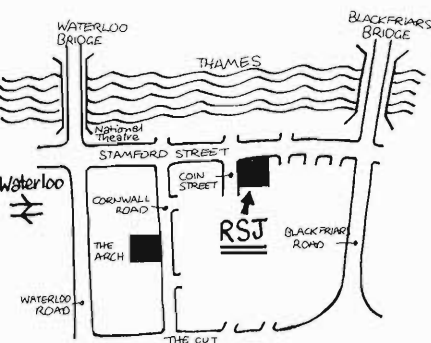
27th January 1983

Pub Meeting - Plough Inn, Longdon,
Worcs. On B4211 near Upton-upon-
Severn.

31st March 1983

Pub Meeting - Chequers Inn, Cutnall
Green, Worcs. On A442 near Droitwich.

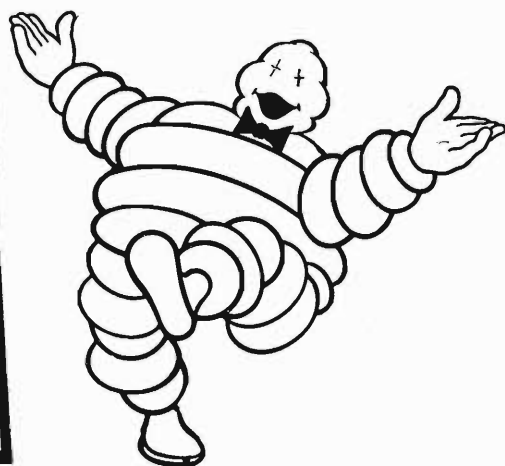
CHRISTMAS NOSH-UP



RST
RESTAURANT

13a Coin Street SE1 01-928 4554

CHRISTMAS NOSH-UP
Saturday 18th December. At the RST Restaurant (same as last year) 13a Coin Street, London SE1, just round the corner from the Arch. For a delicious dinner and convivial evening please book NOW with Kathy Hayes, enclosing a cheque for £9.75 per person - buy you own drink on the night.



Classified

Wanted: Original 3 piece dash from 1940 Slough Saloon for copying or purchase. J. Gillard 01-928 6613 (daytime).

For Sale: 1955 Paris-built 11BLD. This car has been in everyday use since a thorough overhaul about two years ago. Generally in good condition throughout, including original upholstery. £1,500. Nicholas Hall, 16 Lymbourn Road, Havant. Tel: 0705 474731.

For Sale: Light Fifteen radiator, good condition £25; pair reflectors to fit TP500? £10; French hubcaps need chrome £1 each; one French hubcap BRASS also needs chrome £2. Steve Hedinger, tel Windsor 52963.

For Sale: Paris built 1951 RH drive Big 15 MLP 627. An opportunity to procure an unusual example of this model, complete with big boot and full-size sunroof. Main body without any rot whatsoever and minor attention to door bottoms only required. New: brake linings, drive shafts, exhaust silencer, windscreen rubber, outer wheel bearings, battery. Reconditioned: dynamo, carburettor, radiator, starter motor, front wings, wiper motor, speedo incl. clock and counters. Many spares: 2 engine blocks, crank shaft, cylinder head, brake seal kits, gearbox, spare tyres and tubes. Tools: many special tools included. Made to the order of a British diplomat, complete with manuals and spare parts list, full documented history. A rare chance to obtain one of the better models, now available. Lot price £1,250. A.G. Shaw, 38 Roewood Lane, Macclesfield, Cheshire. Tel: 0625-612598.

For Sale: Light Twelve and Fifteen Citroën workshop manual 1938-1950 £15. Light Fifteen engine gasket set (Payen CS1A152) less head gasket £2. Post extra. J.J. Hall, 30 Woodlands Drive, St Albans, Herts. Tel: 0727 64311.

For Sale: Remnants of 1952 Big Boot Light 15 (no body panels.) John Wisdom - Tel: South Godstone 3205.

For Sale: New square clock in maker's box for '40s & early '50s Light 15, £10 incl p&p. New square water temp gauge incl sender, will fit in place of square instrument on similar Light 15, £12 incl p&p. John Gillard - Tel: 01-928 6613. (working hours).

For Sale: 1938 Slough Light 12. Body professionally rebuilt, high quality cellulose, new chrome, good original interior. Engine & gearbox original 80,000 miles. Unique wings, interesting history, reliable car, £3,600. J. Gillard. Tel: 01-928 6613 (working hours).

Wanted: Magneto and dynamo for 1925/6 B12. John Gillard, tel: (working hours) 01-928 6613.

For Sale: Due to new arrival Bernie Shaw's ex-concours winning 1956 Onze Normale (l.h.d.). Sound and reliable, just re-upholstered in original cloth. Sensible large offers. Tel Bracknell 27383, or write - address inside front cover.

For Sale: Michelin Cross-ply 165x400 only about 500 miles covered; £20 plus VAT: Brentwood Tyres Ltd. Tel: Brentwood 215521.

All your coachwork requirements. Floorpans to original spec - as in Arch - V section underfloor stringers; small boot rear skirts - Light & Big 15 available. Collection & delivery of your car arranged. Andy Fenwick (TOC member). Please note now at new premises: Heddington Coachworks, Heddington, Chippenham, Wilts. Tel: 0380 850198.

For Sale: 1949 L.H.D. Slough built Light 15. Engine No. 711, Chassis No. 135214. This car is subject of articles in *Citroënian* of Dec 75/Jan 76. Exported new to Egypt it had one careful lady owner before being bought by myself in 1973. Driven back to UK in 1977 via Rome, where it had £500 engine/front end re-build. Generally in very good and original condition. Several spares, workshop manual etc. £2,250 Car kept near Dursley, Gloucestershire, but please contact Hugh Leach in first instance at 21 Choumert Square, Peckham Rye, London SE15. Phone 01-732 0282.

For Sale: 1940 Light 15 Roadster, last one built at Slough. Black with red hood. Excellent condition, new Connolly hide interior, rebuilt engine, new drive and brakes. MOT to November 1983. Available with twin SU conversion, spare set of Pilote wheels and five new 165x400 Xs. Price negotiable - contact John Watson, 7 Lexington Way, High Barnet, Herts. Tel: 01-440 4322.

For Sale: 1952 Slough Light 15, small boot model with sunroof. Running order, but needs attention to door bottoms and brakes. Five new Michelin Xs. Offers to Colin Hargreaves, Oak Cottage, King Street, Fordwich, Canterbury, Kent. Tel: Canterbury 711842.

Wanted: Tyres, 155x400 Xgood/new condition. R. Diamond, Flat 1, Sara's Court, 80 Canterbury Road, Whitstable, Kent.

Wanted: Tyres, 165x400 XAS in good/new condition. J. Gillard. Tel: 01-928 6613 (working hours).

MISCELLANEOUS

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 £25 and separate postal order for £1.75 for postage. Cheque payable to the TOC, postal order payable to Graham Brice, 46 Mayfair Avenue, Loose, Maidstone, Kent. Please enclose a SAE for return of your deposit.

For Sale: 1952 Slough Light Fifteen, small boot, sunroof, running order. Needs attention to door bottoms and brakes. Five new Michelin X's. Offers to Colin Hargreaves, Oak Cottage, King Street, Fordwich, Canterbury, Kent. Tel Canterbury 711842

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.

CLUB SHOP PRICE LIST NOVEMBER 1982

Back Nos. of Floating Power (Subject to availability)

1 copy	£2.00 plus postage
2 - 19 copies	£1.50 each plus postage
10 or more	£1.25 each plus postage

Posters

Les Traction	£2.00 plus postage
Traction Avant	£1.25 plus postage
Sepia photograph of Dr. Buckley's	
Light 15	£1.50 plus postage

(Hurry - not many left.)

Tee-Shirts

'Amaze Your Friends - Drive Traction Avant' (white, blue, yellow or red)
£2.50 each plus postage.

Metal Car Badge

blue/white chrome finish
£7.50 plus postage

Button Badges

2" diameter TOC logo on yellow and Floating Power emblem on white
50p each plus postage

Enamel Brooches

1 1/2" long by 3/4" Light 15 (small boot pre-war). Enamel with chrome finish dished wheels in three colours. Black (of course), Red & Green £2.00 each or set of the 3 colours £5.00 plus postage

Place your orders with Syd Griffiths, 47 Ingram House, Daling Way, London E3 5NL.

Buy now for Christmas presents!

SPARES SCHEME: When ordering spares please send remittance with order, using current spares list prices. Any extra will be invoiced at time of despatch of your order.

CLUB SHOP has for sale:

5CV head gasket	£5
B12 head set	£12
B14 head set	£12
10hp (8CV) Rosalie head set	£12
C4 clutch linings	£9 per set
B2, B10, B12 clutch linings	£9 per set

PLEASE USE THE PRINTED ORDER FORM

