



*Floating  
Power*

october  
ninety  
three

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**Venue:**  
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Petersham Road  
Richmond

Regular meetings are held in most areas  
For further details,  
please contact your local organiser

# Floating Power

THE MAGAZINE OF THE  
TRACTION OWNERS' CLUB

VOLUME EIGHTEEN ISSUE FOUR **October  
ninety  
three**

WITH the traditional rally season drawing to a close, I guess most people are thinking of putting la Traction away for the winter. Time now to contemplate all those jobs, major and minor, that really ought to be done before next year. So if there is any technical info you need, feel free to ask. Alec Bilney's list on page seven gives an indication of the sort of jobs already covered in FP over the years, but if you need help and can't get it locally, drop me a line.

A reminder that the AGM is almost upon us. Apologies for any confusion over the date on which it takes place – Sunday October 24, (not 20th). It is an important meeting, and an opportunity to have your say in the future of the the club. Full details on page 12. By the way, if you have sent in any photographs and are thinking that they have disappeared from the face of the planet – they haven't and I will be returning them shortly. Indeed I may well bring them to the AGM so if you are intending to go, please let me know.)

This issue there are letters from New Zealand, USA and Hong Kong; – it's always good to hear what's happening in the Colonies!

The events page is now thinning a little, so if you know of any event that may be of interest, please let me know and **DON'T FORGET** to send in news of what's happening in YOUR area.

Looking forward to the next Floating Power – Traction on the Southbank, a report of the recent Classic Restorations extravaganza; Ed's investigations – yes, yours truly checks out some discoveries en France, and Malcolm Bobbitt surveys the rear drive scene.

November 17 is next FP's deadline.

See you at the AGM.

John Starke

PS

(If you are organising a 'Christmas Do', let me have the details for inclusion in the next issue, the last before Christmas.)

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**cover picture**  
May 1947 Légères and Normales  
ready for distribution to Scandinavia

As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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## SOUTH BANK SHOW SUCCESS

CLASSIC RESTORATIONS held their 1993 London Rally by the banks of the Thames recently, and a very popular event it turned out to be.

Gabriel's Wharf, with its continental flavour, once again provided the venue; with musical interludes courtesy of 'Les Onions', complete with saws and accordians, and off-beat mime in the form of Dr Burnheart Gloss – also known as Rankine MacFarlane – the day was full of style and entertainment.

Over fifty Tractions lined up in front of the LWT building adjacent to Gabriel's Wharf for all to admire, along with displays of other classic Citroëns, cars and parts for sale.

However, taking centre stage on the day were three Traction roadsters. Tony Stokoe's 11BL from the Argentine, together with Slough models belonging to John Braithwaite and Michael Finn.

A full report will appear in the next issue.

**Eyes right!  
Some of the  
assembled  
Tractions on  
parade**

### New HELPLINE number

BT have advised us of changes affecting the TOC HELPLINE number, which basically means that the old number is now prefixed with 6, thus 74476 becomes 674476. This is in operation NOW, so please take note. Unfortunately, the information wasn't communicated to us in time for the last magazine.

new number



0425 674476

HELPLINE

0425 674476

(24hr answerphone)

When phoning please give:

- 1) Your name
- 2) Your phone number
- 3) Reason for calling

### Wiring diagrams

Following the articles on Traction wiring earlier during the year, the club has been approached by the Swedich Traction Club who have produced a complete manual of wiring diagrams for French cars. It is hoped that copies of the manual (with English annotations) will shortly be available from the TOC club shop.

### Tony's prize

Congratulations to Tony Stokoe who picked up the award for best Traction at the Citroën Car Club National Rally in Huntingdon recently. Tony and his Roadster pick up praise and awards wherever they go – deservedly so.

and...

### Toni's prize

Hans-Toni Weber, a fellow enthusiast and TOC member from Solingen, Germany, appears to have more than his Tractions pulling at his heart-strings at the moment. Toni and Sabine are 'getting hitched' on October 2nd in Austria. Our very best wishes to them both. Presumably the transport has been sorted, otherwise...

### .....in brief

■MICHELIN have re-introduced the 'Pilote', or Pilot as they now call it. The tyre range, essentially for the modern car, comprises CX, HX and SX. These different tyres within the range offer characteristics to suit different vehicle and driving styles. CX, where comfort is the priority; HX, specifically for the high mileage driver; SX, the performance tyre for driving at the limit. Admittedly maybe not for Tractions – but your other car might benefit!

■'H' VANS are included in a new range of miniature classics. Matchbox Collectables have launched the series under the title "A Taste of France". The 'H' vans will be produced in six different liveries including Martell, Evian and Tattinger. Available from Matchbox Collectables Centres or mail order, further details can be obtained on Freephone 0800 317913

■JUST to remind members of the letter in August's FP regarding stolen model cars.

John Waghorn's collection of over fifty model cars (mainly Tractions of various types and sizes) was stolen earlier in the year. The cars represent years of collecting and are reminders of rallies he has attended around the world.

If you are offered any of the above, or have any information that might help John in his search to recover his collection, please contact him direct.

**John Waghorn**  
**Honeysuckle Chart**  
**Leazes Ave**  
**Chaldon**  
**Surrey**  
**CR3 5AG**

# New tax on car users?

REPORTS about a new 'Road Pricing' scheme are escalating.

The scheme, first mooted last May in a government Green Paper 'Paying for Better Motorways', was given scant coverage at the time, but seems to be gaining momentum.

At first glance, the proposals appear sensible in the extreme, especially when compared with similar systems operating on the continent.

The proposed motorway toll charges are between .5p and 1.5p per mile for cars and 1.5p to 4.5p per mile for HGVs. With car toll charges in France at 5p, 7p in Italy and 10p per mile in Spain it would appear that we will have a cut-price scheme by comparison.



The yellow peril, Barry Longden's camionette carries a tuneful load

## Barry's organ

TOC stalwart Barry Longden has received a picture of his U23 and organ, courtesy of commercial artist and club member John Griffiths. The painting, which was specially commissioned by the TOC committee as a mark of thanks to Barry for his sterling efforts in support of the club, took some four weeks to complete. Barry said: "My wife thought I wouldn't need many sittings!" He continued: "Joking apart, the painting is smashing – a real work of art!"

## P34 Taxi

IF YOU read Classic Car magazine, you may have noticed an article in the August issue about a 1933 Type P34 Taxi.

The article, by Michael Ware, Curator of the National Motor Museum, is a precis of an article by Malcolm Bobbitt in FP Nov 92. Present owner, Roy Liken from Warrington, is in the process of restoring WM 9121 which has been 'off the road' for nearly thirty years and would like to find out as much about the history of the car as possible. Bought new in 1933 by George Wray & Co. of Stockport, Cheshire, the car spent the next twenty years as a taxi.

It has a non standard sunroof and boot. If you can shed any extra light on the car's history please write to FP and your information will be forwarded to Roy.

Are we being 'softened up'? Will the pill be bitter after all?

Indeed, before even contemplating the level of tolls to be levied, how widespread are the implications of all this?

Whilst the government continues to champion the rights of the individual, it also has to grasp the thorny issue of traffic congestion, currently rising at an alarming rate (100% increase in motorway traffic in the last ten years). No-one can deny that without positive moves now, the future looks bleak, let's face it, with only a finite amount of land to develop how long will this remain a 'green and pleasant land'?

Should the Road Fund Licence be abolished and incorporated into fuel costs? ...pay as you go?

## Mutual Aid

Following the Mutual Aid list (and the gaps within!) that appeared in the last issue, even more volunteers have stepped forward to breach the holes.

It is intended to print a new list at the beginning of each club year, and send it to members when they renew their membership. In the meantime perhaps, copy the list in last FP adding these names:

Keith Boyes  
66 Northfield  
Swanland  
North Humberside  
0482 631088

Richard Hooley  
26 Gullet Lane  
Kirby Muxloe  
Leicestershire  
0533 393475 Home  
0533 470880 Work  
0860 403083 Mobile

John & Bev Oates  
42 Clifton Drive  
Buxton  
Derbyshire  
0298 78473

## section scene

### CENTRAL SOUTHERN

Just a brief note regarding Christmas Lunch.

This year it is not intended to have a formal 'do', rather an extension of our meeting at the White Hart, Whitchurch, Hampshire on December 5th.

The usual fun and frolics are guaranteed! Further details from Mike Wheals 0256 771286



### PEAK NEWS

On Sunday August 22 we had our annual visit to the National Tram Museum at Crich. It was really good to see eight Tractions turn up despite a cold and showery day. The weather was so poor that we had to eat our picnics in the bandstand whilst it rained 'outside'.

Everyone seemed to enjoy themselves and had a ride or two on the trams. We then had a convoy back for hot coffee at 'Chez Oates'.

Future Events:

October 3 meeting

December 5 Christmas Lunch  
Our friendly landlord, Bob, has agreed to provide a four course meal for just £10 per head.

Would YOU like to join us?

We usually have a few quizzes and games to keep everyone amused! If you do want to come, please let us know by the end of November.

Bev & John Oates 0298 78473

### WEST COUNTRY

The West Country group had a successful inaugural get-together in Wootton under Edge on September 5, attended by five Tractions and a DS (as well as their respective occupants!).

We resolved to meet every two months for the time being, the next meeting to be at the White Hart in Ford (west of Chippenham on the A420) on Sunday, November 14 at lunchtime, when we hope for an even better turnout.

Contact for the West Country group is Steve Hawes on 0275 817973.

**J**ust a few notes about 15/6 work from a non-Traction specialist. We took on the repair of a 15/6 in a very good basic condition, but suffering from poor starting, overheating and uneven running. Using only original procedures, we finally cured everything except the overheating in stationary traffic. Here's what we did.

The fan belt was loose. We obtained an original part, clearly marked for the 15/6, but it did not fit, having appeared to have shrunk over the past 40 years it had been in store. However, the dimensions on the box enabled our supplier to come up with the correct item (including the obsolete

decided to go over the poor running problem.

First we noted the manual advance/retard control. It was instantly rendered fixed by locking at the distributor, as it has no place at all with modern fuels and the average owner's modern tools. As it was very imprecise, it was simply impossible to use anyway. We set the points gap, greased the cam and, using a strobe light, set the idle timing (cover off the clutch housing - mark inside) and verified the centrifugal advance as published in the manual. (Not so easy for the amateur, but if the centrifugal has no backlash other than at the drive gear (very slight) and you can feel the springs working

We then did some emission work (adjusting the idle mixture). Again stories of how it was supposed to run rich etc etc. But we found that now the timing was 100%, it could be set to pass any test with ease! However, the settings were not very steady and changed as the engine warmed to the boil. We were also concerned about the temperature of the carburettor which became too hot to touch. Another check in the parts book and we found that the fuel feed pipe was supposed to be sheathed in rubber (this has to be for heat insulation). Having done this we noticed that the fuel pump was bolted directly on to the block. Modern engines have the fuel pump isolated with a spacer to lower the heat transference from the block. There is not much room on the 15/6 as the pump rocker arm is rather short, nevertheless we were able to make up a 3.5 mm spacer of heat resistant rigid material and put that between the pump and the block. This reduced the pump temperature significantly and is well worth doing. (At this time we discovered that the fuel filter in the boot was sucking air to add to the problems, but re-sealing soon cured that.)

Next, we added a small aluminium heat shield to the fuel pipe where it passes over the front part of the exhaust manifold. All this again improved matters, and we quickly reached a position better than the previous compromise between engine too fast, boils water quickly and engine too slow, boils fuel!

It still wouldn't start easily when hot. We finally traced this to a low spark voltage and replacing the coil with a modern 6v SEV Marchal one transformed things. We called Champion and they suggested using copper cored L86C plugs as they have an operating envelope that exceeds the original in all respects.

Now we have a standard 15/6 that starts beautifully, goes up Alpine Passes mostly in top and doesn't pollute.

All this work took about two full days, excluding replacing the valves. Well worth it now the car runs so well. The only thing we haven't tried yet is to put a severe restriction in the air bleed pipe from the top of the water pump to the radiator as we feel that this pipe is currently short circuiting about 10-15% of the water pump output at idle.

The lesson I feel is that you should buy the basic tools, (they are cheap enough), measure the basics and validate them and then set the car up to the manufacturer's specification - it's no excuse to blame the car's age!

Ho-Hum, it still boils up eventually after you run into stationary traffic with an outside air temperature of 26° and over!! — Any suggestions?

I can be contacted on 081 459 3725

Andrew Brodie ■

# some like it HOT!



## *Andrew Brodie sets out to cure overheating and poor running problems on his 15/6*

belt section). This centred the generator better and stopped the fan slip that had been occurring, but it still got hot very quickly. We had the radiator rodded (will only work with a sound, non-corroded radiator). This had already been done once, but 4-500 miles after the restoration and it was partly choked again. A point worth noting with these old engines is that it takes time for the rust to settle! Good news - the water pump was perfect. We also sealed the radiator filler and made the pressurisation valve work. An important note: anti-corrosion additive was put in the water.

This made things a little better, but still not that good. Referring to the 15/6 parts book, we found that although most of the radiator cowling was there (fitted to later cars and well worth 'retrofitting') a piece was missing. Duly fabricated and fitted, but no measurable improvement. However, from cold it was now taking 30+ minutes to boil when stationary, so we

by twisting rotor by hand, then you should be reasonably OK until you can get it properly checked.) At this stage we were fed many stories about the engine being an old design and all this being irrelevant - you can do it by ear etc etc! However, when you think about it, the engine had over 50 years of internal combustion engine design incorporated and most of the lessons had been learned. The manual shows that the timing curve is just about the same as any modern engine. So much for the 'old design'!

It now ran better but was lumpy at idle, we therefore did a compression test. Some cylinders were very low, but it still ran fine on anything except light throttle. We took off the head and just could not believe that it would run so well with so much missing from three of the exhaust valve faces. Definitely defective stock! We got some new stainless steel valves and this mostly sorted the idle problem and made the engine run well at all speeds.

# techTORQUE2

*Alec Bilney has compiled a useful list of technical articles that have appeared over the years in Floating Power*

## engine & gearbox



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Advice for beginners: engine & gearbox	12	3
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Clutch judder remedies	6	1
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**I**t was a great achievement for the Traction Owners' Club to be selected for 'The Most Outstanding Display' award at the Top Gear Classic and Sportscar Show at the NEC earlier this year.

On the same weekend, the NEC was also the finish point of the 'Haynes Classic and Sports Car Tour' which set off from three different start points the day before. One of our members, Richard Hooley with his navigator Esther Asbury took part and they were rewarded for their efforts by being awarded the trophy for 'The Best Continental Car' in Richard's Onze Légère.

He takes up the story from before the beginning!

"Yes, this was the first time out in earnest for ILL 2673. I had been leisurely seeking a Traction for a couple of years as I indicated in my article "When in Rennes", September 1992. I had seen them at £10,000 and couldn't afford that. And I'd seen some at £5-6,000. I'd also seen them at £2000. They were interesting. They came in bits, lots of bits, rather like a jigsaw. The trouble was I didn't know if all the pieces were there! It would take someone braver than I to take one of these on! Eventually, I responded to a private advertisement in 'Classic Cars' and arranged to drive over to a lonely barn in Worcestershire to view it - a 1951 small boot Légère. There she was, still on French plates 3846 LW 12, in the dark, covered in a thick layer of dust. She fired up and the owner took me for a spin down the farm lane. I was hooked. The bodywork was in superb condition and there appeared to be no rot or welding underneath.

The interior was original and the sticker inside the glove box showed an engine rebuild at 83,000km. Current reading was 89,000. We haggled a bit and when we were both satisfied, settled on a price. The fan had become a fanatic.

That's how we came to be entered in the Haynes Tour. Our entry was accepted and we were No 3 out of 178 to start the run on Saturday May 1st from the Haynes Motor Museum at Sparkford near Yeovil.

It was a chilly, misty morning down there in Devon. The Traction was rubbing shoulders with Jaguar C Types, E Types, Mk IIs, Astons, Healeys, Jensens not to mention a Jowett Javelin.

A timed start, 9.02 am saw us away on the first leg to Longleat. The trouble was the distances were measured in miles and tenths of miles. Our speedo is in kilometres so a quick calculation was needed for every point.

Into Longleat, onto Cotswold Water Park. Lunch at Bourton-on-the-Water, then Stratford-on-Avon and Coventry by 6pm. It was a good 160 miles and tremendously enjoyable in that idyllic late spring sunshine. 9.32 next morning, only

*Richard Hooley dons goggles and driving gloves, slams right foot to the floor and embarks on...*

# ...the ROOKIE run

five miles from the NEC, we set off on a 70 mile run via the MIRA Test Track and Bass Museum of Brewing to finish at the NEC at 1pm.

Cars from all three starting points, Sparkford, London and Blackpool had all converged on MIRA and after Bass at Burton-on-Trent, were marshalled onto the grassed area right outside the front entrance to the NEC, fronting the lake. Each car was welcomed with a commentary to the assembled crowds and all 178 parked up as an extra attraction to the exhibition.

Complimentary entrance tickets to every crew took us inside and we immediately made our way to the 'Traction Owners' Club' stand to report our progress! Our

objective had been to complete the run and get our Finishers Badge. But after returning to the car found we had been nominated for an award and were to report to the main stage. We were amazed to find on our first organised tour we had been granted the 'Taurusstien Trophy' for the Best Continental Car which was presented to us by John Haynes, Chairman of the Haynes Publishing Group.

Over the last few weeks we have entered and enjoyed several such tours, including our visit to Sleningford Mill and Masham. On all of these (except Sleningford Mill of course) we have been the only Traction entered but would like to meet other owners on such events. How about getting a group together for future runs?

Richard Hooley ■



Photo: Speedsports

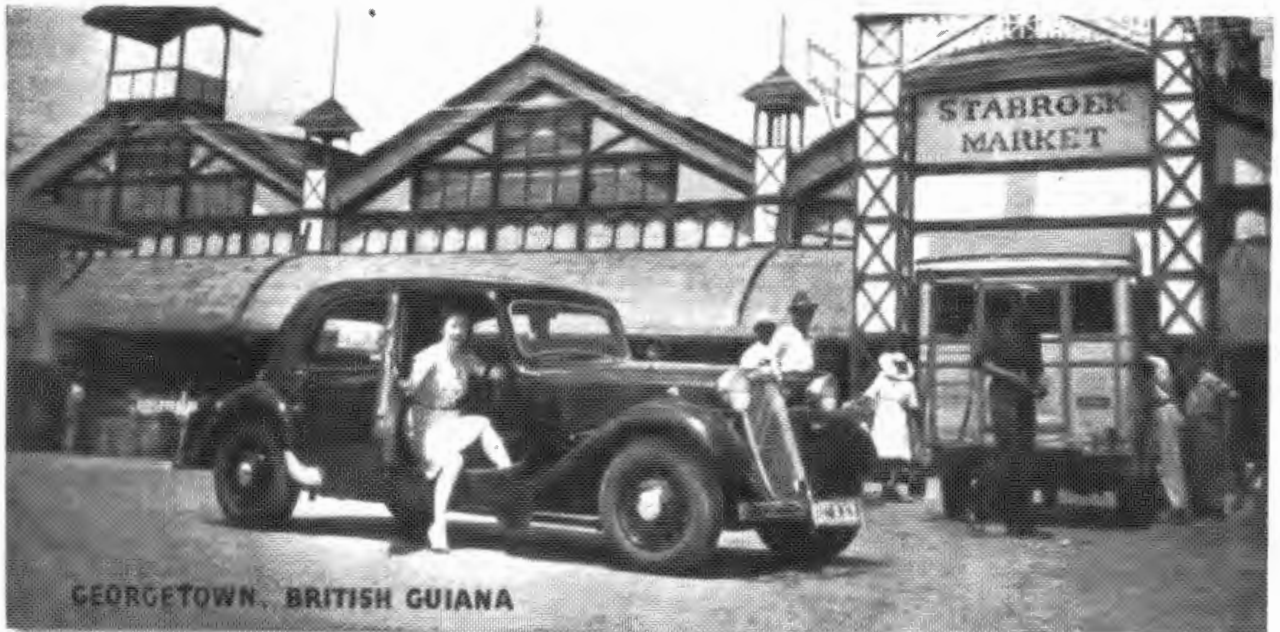
◀ Timeless style  
Richard and Esther with  
"The Best Continental Car"

▶ No turning back  
A misty start to the  
Haynes Classic & Sportscar Tour



Photo: The Portrait Co.





GEORGETOWN, BRITISH GUIANA

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**W**elcome to the fourth tour of Belgium, what a tour it was! Previous accounts of the 1st, 2nd and 3rd tours seem to dwell on the ambience of the tour, the people who are so friendly and the food which is so good and plentiful. This tour was no exception, unfortunately there were only two cars from England, Colin Gosling and myself. I drove to Namur, the start of the tour, from Banbury in what was a long day. Leaving home somewhat later than I planned I arrived at Dover with impeccable timing, 10 minutes before the ferry's departure. On the return journey my timing was even closer to the departure time – albeit after it had actually left!

On arrival in Namur I found that my limited French still worked when asking the locals the whereabouts of the hotel. They obviously understood and indeed pointed me in the right direction. There were other Tractions in the hotel car park but the owners like me had had long journeys and presumably had retired early.

The following day dawned, up bright and early by 8.30am and down to breakfast where I met the owners of one of the Tractions seen in the car park the previous night. M and Mme Desarzens with their beautiful black and yellow Familiale all the way from the Haute Savoie. I started the rally the way I meant to go on and followed the Familiale to the start point high above Namur at what was called the Citadel, but would be more familiarly known as a castle or fortress. A second breakfast and the handing out of rally plaques and route books. The route book was something which only superlatives can describe. It was separated into sections for morning and afternoon for each day. The route was very detailed, giving distances between each change of direction or junction. There were also photographs of junctions with arrows indicating the appropriate direction. The hours of work put into the route book and the English translation must be applauded. However, all that good work still did not prevent me

**...I found both cars to be much quieter and smoother than mine...**

taking the wrong direction. Some junctions were so close together that whilst reading the route book for the next junction I drove straight past it (for the safety conscious I did have one eye on the road at all times).

The first day was a trip to Brussels and the Autoworld Museum at the Cinquantenaire, a very interesting car

# Continental CULISINE



▲ Rally support vehicle... servicing acute driver thirst problems

▶ A Belgian 'Happy Eater'?

museum with a military museum opposite. Whilst in the car park a Belgian gentleman came up and started practising his English and expounding on the history of Citroën. Apparently Citroën did not have a factory in England and the wooden dashboard and straight bumpers on my car are not original and must have been fitted by a previous owner. One is never too old to learn!

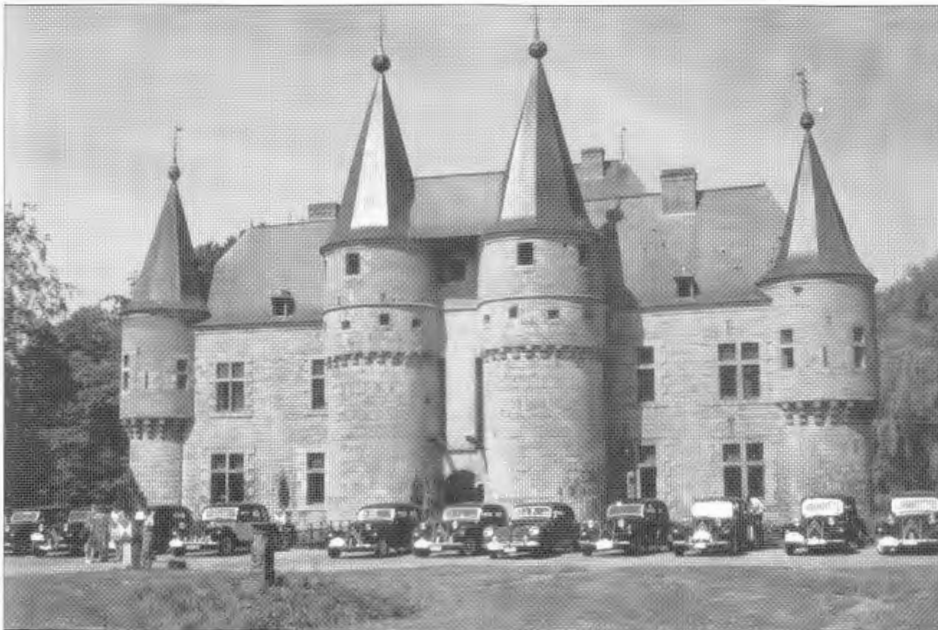
First night's dinner was back at the hotel, a wonderful buffet. The Belgians seem so good at the presentation of these meals.

Second day dawned. After breakfast I cleaned the car much to the chagrin of Colin. The day's route went close to Dinant. My route went through Dinant. The Traction I was following missed the junction and then I lost it in the traffic. Back to self navigation. After a pleasant trip through the countryside I arrived at a T junction only for a Traction to appear from the right just in time for me to resume my 'follow that car' routine. En route we stopped to see a collection of

dolls. Not quite my cup of tea but the work had obviously been painstakingly carried out and it was a good display. Next stop lunch at a hall in a local village. A very good meal followed by an array of cheeses some of which to say the least were very strong.

The evening meal was at the Casino in Namur where the law/custom is for the Belgians to give up their ID cards. Do the Government keep a check on the gamblers? Due to limited parking we were encouraged to car share. Colin and I had a lift down in a very smart Belgian car and a return journey in an equally smart German car. I found both cars to be much quieter and smoother than mine. Is there something subtly different about LHD cars or is it the way mine has been set up? A very pleasant evening, champagne aperitif, bits and pieces to eat before going in for the main meal. Afterwards there was the opportunity to go into the Casino itself. Knowing that my luck with respect to games of chance borders on the abysmal, I declined the offer and returned

***Dave Gardner arms himself with fifteen tins of spam and sets forth for Belgium – maybe its not all chips and beer... shame!***



to the hotel for a digestif. Not as I thought a biscuit, but an after dinner drink.

Day three. Today's route was to take us around the valley of the Meuse. We stopped at Ardennes to view the ceramics museum. It was here that they made clay pipes amongst other things, I always wondered how they got the hole down the stem of the pipe, now I know. Lunch was at an old windmill which is still in working order. It is 'fired up' or perhaps more correctly 'sailed up' two or three times a year. On our trip it burst into life presumably courtesy of an electric motor. The HSE (Health and Safety Executive) would have had a field day with open gear wheels and belts whizzing round driving the millstones and lifting the grain sacks between the floors.

In the afternoon we visited a Chateau, the road to it had a sharp right-hand corner. It had recently been raining and at this corner I was quite sure I would have to phone England and tell the couple who wanted the car for a wedding the following

weekend to look elsewhere. The road-holding of a Traction on wet cobbles is not all that it is held up to be, never mind, we survived to tell the tale – just! The guide at the Chateau was very well informed. At least I think that she must have been to talk continuously for 45 minute or was it an hour? Mind you, I didn't understand a lot of what she was saying. Dinner that evening was in 'Henri's Brasserie' in the centre of Namur. It was my turn to drive, taking Colin and Sabine and Toni Weber from Germany. Dinner was held upstairs in a magnificent room dating from the 18/19th century. There was a slight problem with the electrics with the main lights frequently going out. We were alright because of the emergency lighting, but the waiters on the back stairs were plunged into darkness. A local dancing school had been invited to encourage people onto the dance floor but judging by their expressions I don't think that they enjoyed it as much as we did. Possibly the chant of "un, deux, trois; un, deux, trois" put them off.

As mentioned previously I was driving, I thought I had got the hang of driving on the continent. I know that in the past I have been known to miss the odd traffic light but I thought that I had improved. However at a crossroads in Namur I thought I had priority, a similar thought was obviously in the mind of the coach driver coming from the right. Having deftly manoeuvred around the front of the coach I placed Sabine off my lap and back onto the passenger seat and drove on! Tony remarked from the back seat how strange it was that in Belgium all 50 passengers seem to cram themselves onto the front seat of the coach. I was relieved that he didn't think that I was making a pass at Sabine!

Final day of the tour, awake to signals from the stomach that all is not well down below. I know that on the last tour of Belgium when I felt like that it was due to an excess of Trappist ale. This time I had been careful to avoid it, so presumably it must have been something I ate. Quite a short journey in the morning, follow the Meuse upstream, up a hillside, down a hillside, pass through a church gathering and arrive at a Chateau for lunch. We must have arrived too early so whilst they

***...I was relieved that he didn't think I was making a pass at Sabine...***

were sorting things out we adjourned to a local café for one very slowly consumed beer. The Chateau is undergoing restoration and like many Tractions will be very good when it is finished. Unfortunately I could not do full justice to the very well laid out buffet. One of the nice touches of the tour of Belgium is the way that each participating car gets a memento, the English received umbrellas!

So the end of another grand event, I decided to break my return journey halfway and stock up on wine and beer. Apart from some erratic navigation and encountering a town in Belgium with two out of four main roads closed 'for a rally' it was an easy journey. I stopped in a motel overnight, the car park was packed so that I could hide my Traction out of sight of prying eyes or so I thought. When I awoke in the morning, it was sat in the middle of an empty car park, I was the only person stopping at the motel, everyone else had gone home after a party.

Once started on these reminiscences it is easy to overdo it so I will finish with a final thank you to the CBAC, the tour organisers and all the friendly people I met on the rally for another superb event.

Dave Gardner ■

## Annual General Meeting

**SUNDAY 24 OCTOBER 1993**  
**Commencing at 2.00pm**  
**National Motorcycle Museum**  
**Crow's Nest Suite**

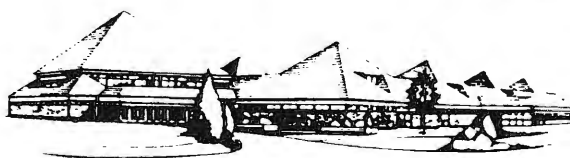
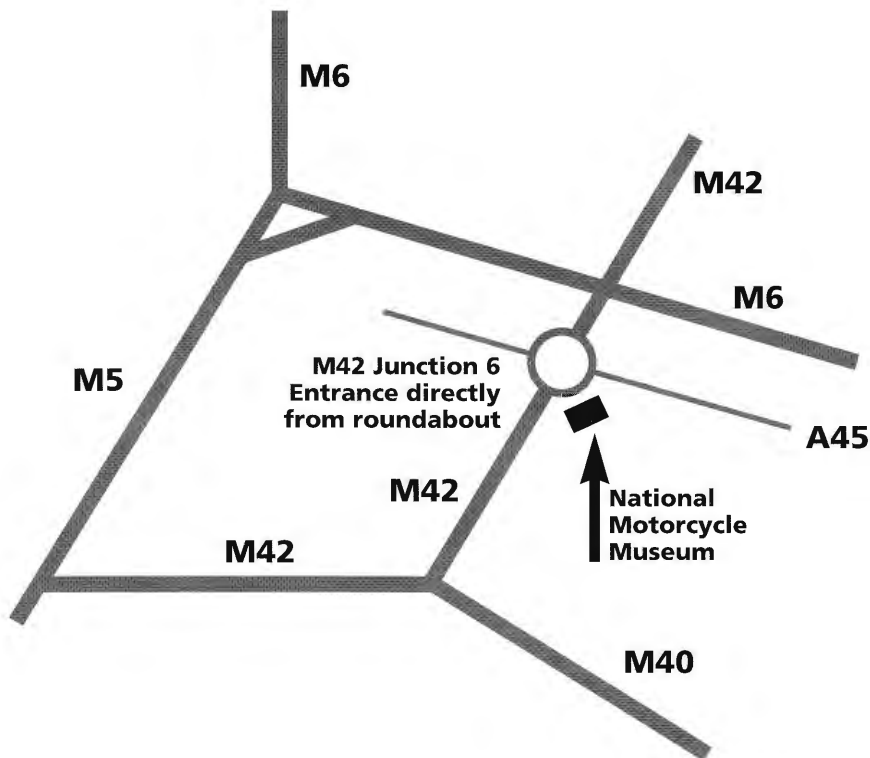
Although summer is hopefully still with us, and full enjoyment from the use of our cars has yet to be savoured, it is time again to think ahead to the club's AGM.

The National Motorcycle Museum proved to be a popular venue last year, conveniently sited in the centre of England, and offering respite from 'clubtalk' for those family and friends not attending the meeting itself.

A positive attitude to club business is needed from all quarters, members most definitely included, if the club is to progress. Most importantly the TOC is YOUR club, so do come along, meet the officers and have YOUR say in the club's future.

Agenda will include election of officers, statement of accounts, report of club activities and other points of discussion.

If there is anything you specifically want to discuss at the meeting, please put it in writing to the club secretary Steve Reed at least 14 days before the AGM. (Steve's address can be found on the contact page, inside front cover.)



### NATIONAL MOTORCYCLE MUSEUM

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# National and International Events

## October 3 Twinning Ceremony Petersfield

Unfortunately, news of this didn't come in time to include it in the last issue, but hopefully this reaches you with time to spare. A special invitation has been made to Traction owners to take part. The London section have organised a convoy drive down to Petersfield, contact Alec Bilney for details 081 546 7071

## October 23/24 Epoqu'auto International Lyon

Second only to the Paris Retromobile, this is one of the biggest international exhibitions for antique and collectors cars and motorcycles.

Organised by Les Amateurs D'Automobiles Anciennes de Lyon.  
Tel 010 33 78 24 77 74 (fax 78 52 40 21)

## October 24 TOC AGM

Arguably the most important meeting of the year. Details opposite.

## November 20/21 National Classic Car Show NEC

Major end of season show with a strong emphasis on classic vehicle clubs and their activities. Alongside the clubs will be some 300 autojumble stands and the final of the National Concours Championship will also take place. For advance tickets, see page opposite. The TOC will be present, and your assistance, as always, will be appreciated.

Stan Barker is looking for volunteers right now!

So if you think you might be able to lend a hand on the stand, please contact Stan via the Helpline.

For information on any of the above events, please phone the Helpline, 0425 674476.

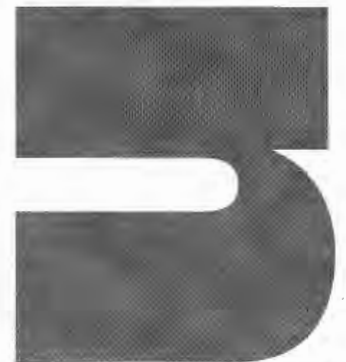
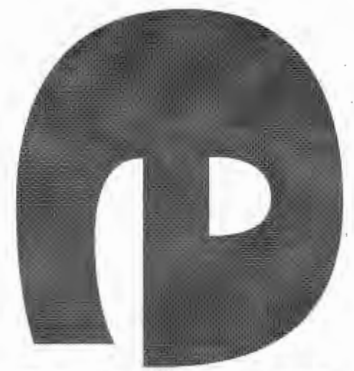
### STOP PRESS

For members attending the AGM, a number of places have been reserved for a pre-AGM lunch (from 12 noon) at the Clock Restaurant, a five minute drive from the National Motorcycle Museum (on the A45 direction Birmingham).

Cost is a modest £5.00 per head.

If you want to join us, please telephone Steve Southgate who is organising the meal.

021 357 2256





▲ **'Your Classic' convoy enjoying the weather and the open road. Do all Chevrolet's have wonky number plates, or was this a special edition?**

## Ooh, that's better!

I was sorry to have missed this year's Rally, but on the Thursday before the weekend I was hit with the dreaded appendicitis which was a bit of a shock to the system. The good thing was at least I wasn't half way up the M1 on the way to the Rally, anyway, I have made a full recovery and can manage the Traction steering again!

On my 1949 Normale I have just had fitted by Roger Williams a 10x31 crown wheel and pinion and it really does transform the car. She will now happily cruise at 70 mph and the Traction in second gear is fantastic. With no noticeable loss of power in first gear, if anyone is thinking of replacing their cw&p it is well worth while going for the higher ratio.

Much enjoying the magazine revamp and enclose a feature in Your Classic magazine on a trip we made to France in the Normale. The weekend event was organised by the magazine in conjunction with Classic Car Tours (0304 380244).

**John Shirley  
Hemel Hempstead  
Herts.**

*Glad to hear that John is back behind the wheel. The jaunt over the water seed like good fun. I wonder if any would be interested in the pre-war model he 'discovered'?*

▲ **'My Classic'... and a 1938 11BL in need of a small paint job!**

## 'All Black' Traction

Greetings from the land of 'down under'! It is comforting to know that the Traction Avant scene is alive and kicking in your part of the world and that a majority of the cars have are/have been restored to their former glory. Here in New Zealand, we are predicted to have one of the largest collections of remaining Traction in the world. A lot of the vehicles are in pristine condition, with some still being used as everyday transport. There are also many undergoing restoration and not too many left in original, unrestored condition.

As the new Secretary of the Auckland Citroën Car Club, it has come to my notice that your regular 'Floating Power' magazine, which we have great delight in receiving, is being sent to our old PO Box. As we changed this some time ago, I must apologise that you have not been advised before now.

Keep up the impressive work, and make sure you keep the Traction flag flying high over there in the UK, as I know your roads and the climactic conditions are unfavourable towards the extended life of any vehicle!

**Evan Russell  
Citroën Car Club (Auckland)  
PO Box 74-393  
Market Road  
Auckland  
New Zealand**

*Thank you to Evan for his support of what we are trying to achieve in this wet and windy land! I'm sure he won't mind us printing the Auckland CCC's address, in case any of our members need to communicate direct with fellow enthusiasts down under.*



## Best plate forward

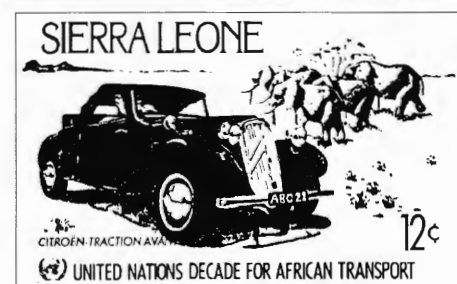
Would it be possible to send me another copy of the last 'Floating Power'? We live on a houseboat and my wife managed to drop it in the bay! I guess that means that there is a sunken Floating Power somewhere in San Francisco Bay. I've been saving every issue and would hate to be missing one.

By the way, two weekends ago there was an all French car show at Northstar Ski Resort at Lake Tahoe. It was sponsored by the Sacramento, California Citroën Car Club. We made the trip in my 1953 11B Normale. The car ran great 55-60mph except on some of the big climbs. The altitude was making it run rough at Northstar which is at 7250ft so I was a bit worried. Coming home I had to use second gear to climb up to Donner Summit, but after that we cruised well all the way home. The trip was about 435 miles – and a lot of fun! Citroëns were well represented and four Traction showed up. In fact a '49 Légère owned by David Allen of Santa Rosa won Best of Show. I told several people about the TOC and showed them some issues of Floating Power. They were all very impressed. You may be getting some requests for membership as a result!

I'm enclosing a photo of my new License Plate. Unfortunately, it arrived ten days after the show.

**Dennis Bayer  
Sausalito  
California, USA**

*Thanks to Dennis for doing his bit to promote the club. Shame we can't apply for vehicle registration numbers like the States – UZK 497 doesn't have quite the same feel!*



## Stamp on it

Just to confirm that there is another country that had a picture of a Traction on its stamps.

**Nigel Hall  
Ashton-on-Trent  
Derbyshire**

*Any more anyone?*

## Hong Kong problems

There are several points I wish to cover, so this is likely to be a bit long winded for which my apologies.

Firstly let me congratulate you on the exceptionally high standard of Floating Power. There is evidence there of good DTP software but this is obviously backed up with either years of experience or a very fertile imagination – or both. It really is a pleasure to read and show to colleagues.

Secondly, the enclosed is a page culled from a year old Classic and Sportscar magazine which may be of interest.

Thirdly, on the subject of techniques and spares I would like to both offer some information and ask for some.

The info on offer concerns radiator cores and steering rack gaiters. I had need to recore the radiator of my 1956 big boot Lt 15 some years ago in Zimbabwe. The man who did the job informed me that the core he used was for a Peugeot 404 diesel and was an easy fit. Some trimming was necessary but is indiscernible in the finished product which has performed reasonably well since (see below, however). This core has fairly narrow tubes in it which block easily so has been serviced once since installation and now there is the foot of one of my wife's panty hose fixed into the radiator inlet as a sort of long filter to snare any particles. It works so well that none have had the temerity to show up yet.

When I obtained the car the leather steering rack gaiters were pretty moth-eaten, and in the absence of new ones, I had to improvise. Once again Peugeot came to the rescue with the steering rack gaiters, also from a 404 (Rhodesia, as it was then, was lousy with 404s on account of their damned near indestructibility – an important point in Africa). These required the tubular ends to be cut off and have been fixed quite satisfactorily with baling wire instead of proprietary clamps as the wire had to be fitted into a 'valley' in the bellows type gaiter which would have been deformed by a clamp. Getting the gaiter over the tapered pins for the tie rod ends was a trick, but I made up a device from a piece of mild steel angle I had lying around which formed a crude ramp. I took time to file the outside corner of the angle to a generous radius to ease the strain and used much rubber grease and verbal encouragement. This may have been the difficult way of doing it but it saved removing the steering column from the rack, the method of doing which was not apparent and at that stage I had not yet acquired a workshop manual.

The info required and which I hope you or a fellow member can supply is fourfold:

1/ The plastic on my Bluemels steering wheel has decayed and looks splintery. At present, it is covered by a PVC sheath made by my upholsterer. Is there any reasonably easy way to remove this old plastic and replace it with perhaps timber or a polyester resin? I did have a brief go at it with a padsaw but gave in after a few minutes when it became obvious that the residue was not going to oblige by peeling of and was instead well

and truly bonded to the steel core of the wheel.

2/ The vee belt driving pulley which is mounted on a shaft carried by the gearbox casing is driven via a splined coupling in the end of the camshaft. My problem is that it is badly worn and this results in about 15 degrees of radial play which worries me. The earlier design had an arrangement like a distributor drive which seems to me to be far better as although a snug fit would be well nigh impossible to get and alignment of the two difficult on assembly, the chance of total failure would be remote. As I once had the relatively big splines on the pulley hub of my ID Safari strip out at low revs, I have little faith in the present arrangement. Can anyone please advise me whether or not there is anything to be done about this, short of changing to one of the old camshafts and its matching pulley shaft?

3/ Despite the note about good service from a recored radiator, I have experienced regular overheating on long trips around Western Australia. Years ago I had similar problems with the Safari which did not respond to servicing of the radiator. Then the water pump bearings failed and when I replaced the pump, I found that the alloy impeller of the pump was 80% gone! Corroded away by aggressive water and 18 years of use. Have you or any other members any information concerning the possible causes of this overheating, or do Traction cast iron impellers also dissolve in time? The radiator is recored, the block has been flushed and re-flushed with a selection of chemicals over the years and has lately been filled with a proprietary liquid to control corrosion.

4/ Finally, under information required is the problem of a moist patch under the fuel tank. There is obviously a leak on one of the seams at the bottom of the tank on the extreme end. This manifests itself as a damp semi-circle about 60mm across centred on the seam. A drip will form if the car is left standing for a couple of weeks and this is composed of sticky, pungent, dark red, petrol residue which I assume is all that is left of the fuel that has evaporated. It is an irritation rather than a major problem or at least will be until the next time a vehicle inspector gets underneath! Can anyone offer advice as to a method of fixing other than brazing which I am reluctant to undertake for obvious reasons?

Well, that is about all that I have to tax you with this year, hopefully my experiences may be able to help a few members and possibly vice versa.

**Rod Shaw**  
8, Mansfield Road  
The Peak  
Hong Kong

*Well, difficult to know where to start! But I'm sure Rod can rely on plenty of advice and tips from the readership.*

*From personal experience, a Bluemels steering wheel I once owned suffered from the*



*same splintering as Rod described. I tried to fill in the cracks with Araldite epoxy resin, which was fine for a couple of months. I don't know what the wheel was actually made from, but after a while and especially during the winter, the material sweated and the Araldite lifted from the surface. As the repair was purely cosmetic anyway, I didn't bother to further pursue a remedy.*

*The 11D engine undoubtedly fitted in Rod's car differs from earlier Traction engines in a number of areas, not least that the main bearings are of shell type as opposed to the white metal used previously. Another difference is the drive off the camshaft to the pulley. On earlier engines, drive is transferred via a small converter or 'dog'. Unfortunately I know of no way to convert one to t'other, maybe you know different?*

*With regard to the overheating problem, Andrew Brodie's article in techtorque might point to some answers. Stripping and reconditioning a water pump is a relatively simple operation, with all the serviceable parts available; bearing, bush, spindle etc. The impeller, which I'm sure is brass, has to be sweated off the old spindle and onto the new one. The usual areas of wear are the edges of the fins if they contact the back plate of the water pump.*

*Undertaking fuel tank repairs might result in just that! Best advice – get someone else to do it! Seriously though, thanks to Rod for his communication, it is always a pleasure to hear what is happening in the colonies.*

*If you can help or advise Rod, please write to him direct in Hong Kong.*

## Notting Hill ghost

Do you have on your register a Light Fifteen reg. no. KAD 222? It is perhaps unlikely but on behalf of a friend who currently works in Oman I would be keen to trace the car and its present owner.

He owned it in the early sixties and for a few years drove it around Notting Hill Gate, criss-crossing the Portobello Road. I recall an enjoyable ride in it round the area which ended when he failed to notice a new road sign and we drove the entire length of a one-way street the wrong way, luckily not meeting a single other car!

I should add that the car was Slough built, RHD and the owner was Mike Hind.

If you or your members can help, we would be most grateful.

**Nicholas Mackenzie**  
15 St Martin's Road  
London SW9 0SP

*Hopefully someone will know the whereabouts of KAD 222, if so, please contact Nicholas.*

## Unlocking a dilemma

My 1949 11BL when I bought it, had only one key. Distinctly un-Citroën looking, it was cut on one side only and although by some fluke it worked the ignition switch, it had no effect in any of the external locks.

I was aware that I could get a set of new barrels, but didn't fancy the expense or bother. Instead I set about having the right

key cut from the code number stamped on the ignition switch.

I wrote in French to Ronis (the lock manufacturer) in Lyons, but received no reply. After a couple of months I rang Ronis UK, where I must thank Ray Ralph who went to no end of trouble to help me, faxing Lyons with a copy of my original letter. Their response: "You'll have to change all the locks".

However, Ray had one more idea and put me in touch with Horace Smith, Locksmiths of Woking, who have probably the most complete database of lock information in the country. After a month awaiting the correct key blank to arrive from Germany, they cut and sent me a key which fits perfectly and at roughly £8 all inclusive, is a lot cheaper than new barrels.

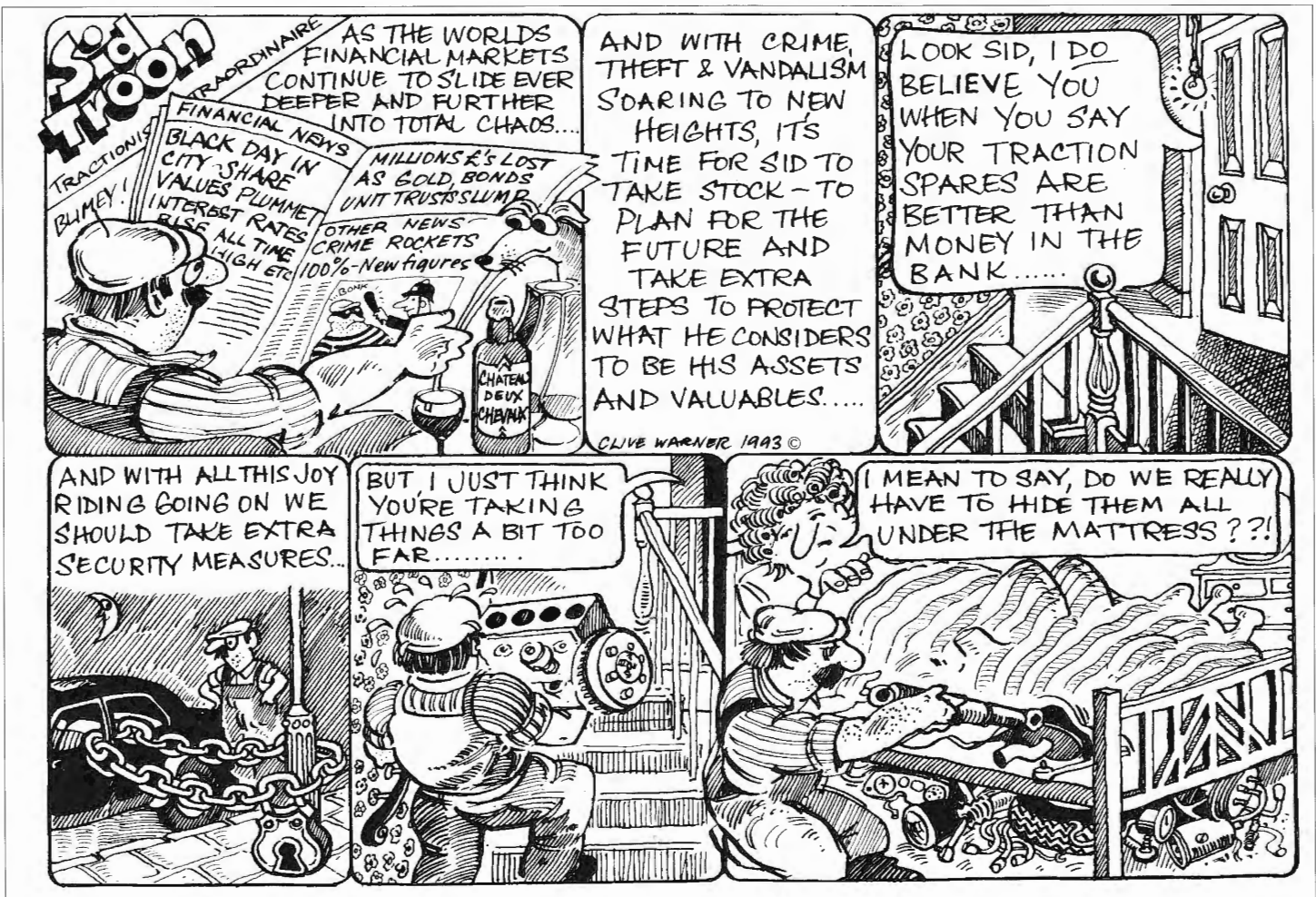
If any members need keys cut for their cars I can highly recommend Horace Smith. Their address is:

43 Chobham Road  
Woking  
Surrey  
GU21 1JD  
Telephone (0483) 761670

**Nick Cotterell**  
Credenhill  
Hereford

*Useful information there from Nick; and nice to hear that some people working in larger concerns still put themselves out for customers with problems that would be easier to walk away from.*

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	Brooklands Manual 4cylinder	£19.95
	The British Citroën (by M. Bobbitt)	£14.95

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<b>Brooklands Gold Portfolio</b>	<b>£9.95</b>
<b>The British Citroën by M. Bobbitt</b>	<b>£14.95</b>

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MoT August 1994

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Mike Tennant

49 Hollywell Road

Mitcheldean

Gloucestershire

GL17 0DL

### For Sale

Complete engine and cylinder  
head for 11CV Traction.

£150 ono also gearbox for  
above £50 ono.

Set of four 'Speed' overriders  
for Paris built Traction £35

Tel 0582 664685 evenings

### For Sale

Light 15, 1952 Slough small  
boot model in Dk Green

Bodywork good - no rust

original interior & carpet

Some retoration needed to

bring back to former glory.

All complete with extensive

range of spare parts. Would

make an ideal 'first Traction'.

£5750 ono for everything

Charles Wyn-Jones

Crewe (0270) 820268

### For Sale



Traction Legère, small boot

Paris built 1952

Superb example.

Complete and reliable.

69,000 kms, MoT

£6950

Please phone Chris Ford

0263 712160

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All work carried out on Tractions and 'H' vans from routine servicing and MOT  
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### For Sale

Radiator, water pump and four sets of headlamps for Paris built Traction  
Information and offers to:  
Maurice Bailey  
0689 (Orpington) 833418

### For Sale

Radwar rear alloy wing guards, extended type. Not a pair, but two of the same side! Unused.  
Also a set of Michelin cross plies (165x400) for those who must have originality. Good treads, side walls acceptable.  
Tel 0274 683848  
Stan Platts

### For Sale

Crown wheel and pinions  
9x31 £250 inc VAT  
10x31 £275 + VAT  
New Driveshafts, CV type with new inner carden (no exchange or reconditioned parts)  
Lt 15/Big 15:  
Taper fit £250 + VAT each  
Splined fit £325 + VAT each (includes conversion of your brake drum)  
Big 6: £800 + VAT per pair  
Many other parts for Traction being manufactured  
Please phone for further details  
Derek Fisher 0225 429533

### For Sale

Light 15 engine + b/housing  
Phone Jack Fallon  
081 886 5598

### Gearbox Overhauls

Also new bearing/oil seal flanges supplied and/or fitted. Diaphragm clutches and all types of mechanical work for your Traction including 4-speed conversions.  
Contact Roger Williams  
35 Wood Lane  
Beverley  
HU17 8BS  
Tel/fax 0482 863344

## WANTED

### Wanted

Brochures or handbooks relating to post-war Light 15. Also Bluemels steering wheel.  
Michael Wood  
0238 528221

### Wanted

Passenger sun visor for RHD Lt 15. Also one pair of front wing guards for Lt 15.  
Tel 0274 683848  
Stan Platts

### Wanted

R or LHD Traction, ideally a Big 15 but will consider alternatives. Must be sound condition and usable.  
0923 268398  
Nick Wynne-Morgan

### Wanted

One Pilote wheel for my Lt 15 (I am down to three again!)  
Keith Boyes  
0482 631088

### Wanted

Small boot French Normale, must be in good running order etc., prefer original condition but will consider restored car with history.  
Good price paid for the right car!  
Tel 0582 664685 evenings

### BACK ISSUES WANTED

The club has had a number of requests for early back issues of Floating Power. If you can help, please contact the membership secretary, Peter Riggs  
2 Appleby Gardens  
Dunstable  
Bedfordshire  
LU6 3DB

### Wanted - For Sale - Swap

50 issues of Double Chevron in mint condition for sale, wanted early teens issues - will buy, swap etc.  
Also wanted 'Floating Power' Vol 13 Nos 1 & 2 and Vol 14 No4 to date.  
Can anyone help with these?  
Tel 0274 683848  
Stan Platts

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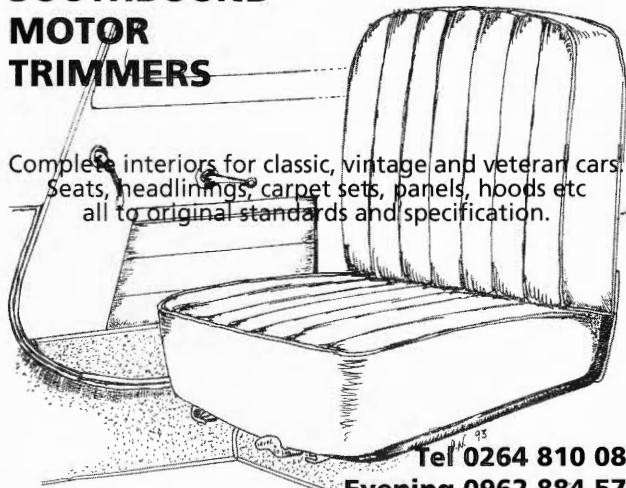
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