



*Floating
Power*

december
ninety
three

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



Floating Power

VOLUME EIGHTEEN ISSUE FIVE **december**
ninety
three

Welcome to the bumper Christmas issue of Floating Power. I shall try to refrain from using too many seasonal clichés.

Humbug!

Was it some rampant Taiwanese virus that struck at the last minute (or simply an allergy to AGMs!)? Anyway, feedback suggests that overall the club seems to be progressing in the right direction with a very positive attitude towards the club's future from those attending.

This issue sees the introduction of a new column – 'découvri', for all those Tractions abandoned without hope, until one day...

So, what will Santa bring you this Christmas and what does '94 hold in store?

- A set of special Traction tools for you to use?
- Reprints of your favourite technical articles from Floating Power?
- Rallies and events throughout the year?
- Membership of the best club catering for owners of the older Citroën?
- A tunnel under the English Channel?
- Free MoTs?
- A new parts list?

Sid Troon's on the piste at the moment, returning in the new year. Meanwhile, here's what's on offer next FP:

Rally reports – Michael Wood on the inaugural Irish Rally and Andrew York on bricklaying in Brittany, also front-end technicals from Roger Williams.

January 17 is the deadline date for your letters and other contributions.

Bon Noël...see you in '94.

John Starke

Well, that was a bolt from the blue, Classic Cars Editor of the Year, no less. The boy dun well.

2

contact

AREA CONTACTS AND MEETINGS

4

toctalk

NEWSDESK

6

techtorque

GORDON SMITH STARTS AT THE VERY BEGINNING

8

traction arrière

DOWN ON THE FARM WITH MALCOLM BOBBITT

9

nec? toc!

TRACTIONS AT THE NATIONAL CLASSIC CAR SHOW

10

southbank show

ANOTHER SUCCESSFUL DAY BY THE THAMES

13

events

EARLY INFO FOR '94

14

correspondence

HAVING YOUR SAY

16

in committee

YES, WE DO HAVE COMMITTEE MEETINGS

17

découvri

IF YOU GO DOWN TO THE WOODS TODAY...

18

classified

MARKETPLACE



cover picture
Classic skyline
photo Peter Mackertich

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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Traction twinning triumph

TRACTIONS from the Central Southern and London areas were on show at a Twinning Ceremony in Petersfield, Hampshire recently.

As the town was celebrating the first anniversary of twinning with Baretin in Normandy, local resident and TOC Secretary Steve Reed organised a display of classic Citroëns to add some 'atmosphere Français'.

Twelve cars, two 'H' vans and the now infamous musical Yellow Peril were the centre of attraction for visitors to Petersfield town square, the venue for the event. Steve Reed and the other Traction enthusiasts were treated to lunch by the local retailers' association.

The French visitors from Baretin,



Photo: Portsmouth Publishing & Printing Ltd.

Steve Reed & Co flying the flag for Anglo-French relations.

enjoying a hospitality weekend, were suitably impressed: "Everyone thought it was wonderful" said spokesperson Jill Towner.

AGM

THE 1993 TOC AGM was very well attended with over 50 members making the journey to the National Motorcycle Museum.

Chairman Roger Dyer commented on the encouraging number of new members present.

Membership secretary Peter Riggs reported that 86 new members joined in the year April 92 - March 93 and in the six months to October 93 the membership increased by a further 68.

Topics of discussion included tools for all areas, TOC becoming a limited company, plus reports on the preceding year's activities.

All committee members were re-elected, with the exception of Phillippe Allison who has to bow out due to other pressures.

A copy of the AGM minutes will be sent to all members when available.

Here it comes!

PARTS supremo Dennis Ryland informs us that an updated TOC parts list is almost upon us. It is hoped that copies of the new list will be circulated to all members with the next issue of FP.

Techtorque reprints

IN RESPONSE to an increasing number of requests for technical information, the club can now offer a reprint service.

For the nominal fee of £1 per article you can have a copy of a technical (or indeed any other) article from the 'Floating Power' archive. Please write to the Editor with your requirements enclosing an s.a.e. and your payment.

Sticky winners

Judging has taken place in the competition to design a TOC windscreen sticker/tax disc holder. Full results in next issue.

Citroën awards

TOC members scored well at the Citroën Car Club's Stratford Rally - the biggest event in the CCC calendar.

With some thirty Tractions/rear drive appearing out of a total attendance of over 400 vehicles, award winners included: Barry Longden Best Rear Wheel Drive Andrew York (Normale) Best Traction (2nd David Boyd's roadster) John Griffiths and his Légère won the Dave Green Trophy.

.....in brief

■CITROËN have achieved their most successful year to date, with car sales reaching 72,640 as at end of October, an increase of 25.8% over last year. Citroën's growing strength in the UK market is reflected in the fact that they have outstripped VW by some 30%.

■SMILE PLEASE - you're on a speed camera. The Department of Transport are placing their 'box brownies' on two motorways until May 1994 for a trial period. M4 eastbound from the Heathrow spur to the M25; and on the M25, clockwise between junctions 12 & 13. "No problem for a Traction" I hear you cry; maybe not - unless, like David Boyd, you have a 10x31 crown wheel & pinion fitted in your gearbox! SAY CHEESE!

■WORRIED classic car owners have had their fears eased over spares availability. As reported in August FP, the EC has been looking at introducing new legislation protecting manufacturers against the copying of designs (parts, panels etc.). However, they seem to have seen the light and propose to restrict the legislation to vehicles under three years old. Phew!

■WOULD YOU LIKE A FREE MoT? You would? Then just take your car to your local Halfords ServiceCentre for a 12,000 service and a FREE MoT is all yours (or your car's). Classic Cars? No problem says Hugh Burley from Halfords, "The garage managers will do their best to help owners of classic cars."

The free £23 test is at the discretion of the branch manager.



**Pinched –
The picture featured last issue**

STOLEN!

THE painting of Barry Longden's famed yellow camion featured last issue has been stolen!

Having been framed, the picture was en route back to Barry, when it was stolen from the boot of the framer's car whilst in Salford near Manchester.

Fearing that the painting may be sold at a car boot sale, or worse, destroyed just for the frame, Barry appeals to anyone who may know of its whereabouts to contact him via the Helpline 0425 674476.

Tools 'R' Us

EVER WANTED to remove that dodgy driveshaft or replace a worn-out wheel bearing but couldn't due to lack of the special tools required?

It's no longer a problem as the club has ordered a set of special Traction tools for each of the club sections.

Members wanting to work on their cars will be able to hire the tools on a regional basis from an area contact.

Full details, including hire terms, will follow when the sets have been delivered, which hopefully will be early '94.

Now that's as near a guarantee of satisfaction as you can get!

Floating Power No. 1

FLOATING POWER is the best classic car club magazine in the country – that's official! At a ceremony held at the N.E.C. during the recent National Classic Motor Show, Classic Cars magazine presented John Starke with their prestigious Editor of the Year award for producing the best car club magazine in the country.

With hundreds of magazines to consider, the judges looked at all elements including

Up a blind alley

FOLLOWING a lead from a French contact, Mike Wheals and Bernie Shaw investigated the possibility of purchasing some engines whilst in France recently.

The story centred on a French Training College near Paris which was looking to sell a number of Traction and H type engine and gearbox units that had apparently been rebuilt by the students. However, they were unsure of exact numbers of units available.

Unfortunately, it transpired that there were no Traction items and only three H type engines all of which were unrestored – condition unknown. Mike Wheals thought that they might warrant further consideration if suitable transport could be arranged.

More Mutual Aid

More volunteers to add to your list:

South West
Gordon Smith
Bodger's
Throwleigh
Okehampton
Devon
EX20 2HX
tel 0647 231247

North
Stan Platts
1a Moorlands Road
Birkenshaw
Bradford
BD11 2VH
tel 0274 683848

Scotland
Frank Grant
Dun Donnachaidh
Crathie
Ballater
Aberdeenshire
tel 03397 42272

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

design & style, continuity, information, entertainment and above all meeting the needs of the readership.

Designing and editing 'Floating Power' for just over a year, John, who owns a 1952 Légère said: "The award came right out of the blue, to receive it is a big honour for me. It is especially pleasing to have major independent recognition for club and magazine."

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, Whitechurch, Hampshire on December 5th. The usual fun and frolics are guaranteed! Further details from Mike Wheals 0256 771286

PEAK NEWS

Future Events:
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.

Bev & John Oates 0298 78473

EASTERN

The Eastern Section is planning an informal get together near Christmas, at the Marlborough Head, in the centre of Dedham (off A12 on the Essex/Suffolk border) on December 7th, 8pm.

If you are interested in coming along, please phone John Starke on 0206 231241.

WEST COUNTRY

The West Country group meets on the second Sunday of alternate months.

The next gathering is lunchtime on 9th January at the White Hart in Weston-in-Gordano, on the B3124 between Portishead and Clevedon.

This could be your first opportunity to air the Traction in 1994!

We hope to discuss our programme for the forthcoming year.

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

let's start at beginning...

(it's a very good place to start!)

Tied to a shoestring budget, Gordon Smith begins restoring his Normale – learning on the job

About three years ago I helped my brother move to Brittany from Yorkshire and ever since, I've regularly travelled across to help him renovate his house. Imagine my delight to discover that Jean-Francois, the owner of a local bar, had owned a 1956 11 Normale for about 10 years intending sometime to renovate it. He gladly agreed to help me find a Traction and even took me on a tour of the countryside visiting wreck after rusty wreck. I had partly learnt to drive in a Light 15 years ago and had decided to own one myself someday. I suppose I was looking for a cheap but roadworthy Légère. Then about a year ago Jean-Francois decided that he would never get round to renovating his Traction so he offered it to me. It wasn't a Légère and it wasn't roadworthy... but it was cheap so I accepted!

He had been the second owner having bought the car in 1983, and had driven it 10kms to his father's garage business and started to strip it down prior to renovation. That's about as far as he got. So basically I had bought a kit of parts. As far as I can tell, everything is there except the petrol tank, the spare wheel, the air cleaner and some bits of trim. The bodywork was in quite good condition except for a couple of rusty sills and a big hole where the front floor should have been! Oh yes, and the rusty door bottoms and the inevitable missing front wing tips under those alloy kick plates.

We moved the car to my brother's cellar (he calls it a garage) where he was going to help me fix it up in exchange for my help on his house. One year later after me working on his house and no help on my car, I decided to bring the car back home to Devon. I guess it worked out fine really because by now customs regulations had changed and I had no import duty or VAT to pay. And so it was that on June 9th this year, the car was finally on my drive. Surely now I would get some work done on it, after all, who can stand looking at an old wreck covered by a tarpaulin every day?

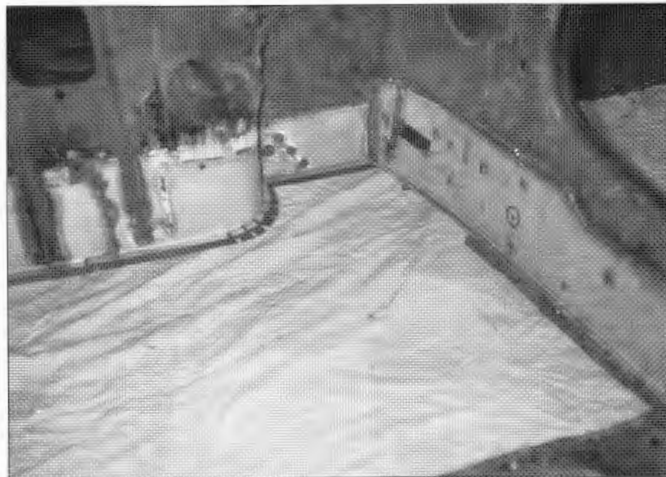
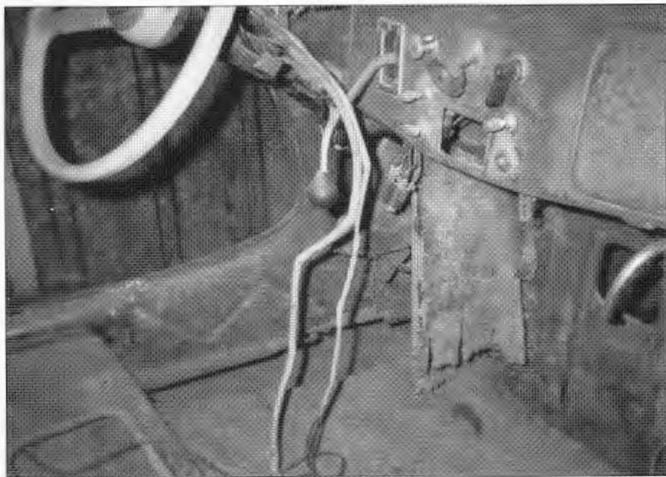
I started by completing the strip down, making lots of notes to give myself a fair chance of getting most of it back together the right way round. I also had the task of going through piles of nuts and bolts and things trying to figure out where they came from. I've even found a some parts that I don't believe even belong with the car, but I'll keep them just in case.

Then I started the proper work. I started to repair the inner sills, I used some 6" x 0.5" repair section to rebuild the inner sills and the bottom of the bulkhead. I cut out the old rotten metal and used rust proofer on the rest. I had to make half a dozen cuts in the 0.5" edge of the new bulkhead bottom to enable it to bend around the curved bit. I was also careful to take patterns of holes to allow me to cut them in the correct positions – important for the throttle pedal etc. I must mention

here that I have never welded before but a friend, Paul, offered to let me use his MIG welder (what a hero). In the end, I was so happy to save the cost of buying one, that I paid for him to do the actual welding for me. However, I did a little weld just to say that I tried it – what a mess I made! I read somewhere that it's as easy as drawing a line. I obviously had to learn to draw first.

The next stage was the actual floor panel. I had cut it out as far as the front seat support, which was also badly rusty at the front edge. After a lot of umming and ahing I decided to take the seat support out and remove more of the floor, this would result in a better job, and anyway it was easier to repair the seat support box section on the bench. I cut through the three triangular floor reinforcers underneath the floor as well. I made up a 0.75" x 0.75" right angle length to repair the rear edge of the seat support and remade the front edge starting from some 4" x 0.5" right angle repair section. Then I made a pattern from some cardboard for the new floor. I guess I must apologise to those purists out there who would have bought the proper floor repair panel but I'm running on a tight budget. I cut the floor out of out of some 1.5mm metal I had bought in France so maybe that makes it sort of original! After several trial fittings it went in a treat. It was important to support the floor at its correct height during fitting otherwise the downward bow of the heavy sheet would allow an oversize

the very



floor to appear correct, resulting in a dipped floor! The floor rested on the new lip created by the inner sill repairs and the new bulkhead bottom and overlapped the old floor by about 2 inches. I drilled 7mm holes around the edge of the floor about every 2 or 3 inches. Paul used these to create spot welds by filling them with weld. He also ran a weld along the old/new metal overlap from underneath, for strength and to keep the weather out!

Next I made three floor reinforcers out of strips of metal 4 inches wide. First I made them into 2" x 2" right angle strips then I bent 0.5" of each edge to get that 'v' shape. Then I drilled the 7mm holes along the edges, cleaned up the burrs with the grinder and fitted them under the car. They were slightly larger than the originals so they overlapped part of what was left of the old reinforcers. Whilst still underneath, I made up the two saddles that support the handbrake cables using the old ones as patterns.

The battery tray bottom was rotted out, I guess due to acid spillage. I had to remake a bit of the bulkhead lip at the front of the battery tray first then I made a new battery tray bottom with 1" sides, once welded in, this doesn't appear very pretty so I hope the battery will hide it! Before fixing, though, I had the chance to Hoover out all the rust from the usually closed sections either side of the battery tray, I also treated as much as I could reach with cure-rust.

I poured some cure-rust down the windscreen surround drainage channels and used the Hoover (on blow) to ensure they were fully treated.

Now came the sills. I started by cutting out the rotten stuff with an angle grinder and tried to finish with a straight top edge. Once these holes were available it gave me great access to waxoyl inside the sills. The sills are effectively made up from three pieces, the outer skin, the inner skin and a heavier hidden middle bit which stops at about the start of the front wings. I also sprayed waxoyl up the front 'A' pillar and into the front 'horn' that supports the front suspension. The removed section was about 20" long and included the bottom 0.5" lip. Fortunately it was all under the front wing so any mistakes I made would be easier to hide! Messing about with a piece of cardboard cut to the profile showed me that the curve seemed to be about constant. What was changing, was the amount of flat metal underneath the sill before the 0.5" lip. In the 20" length this changed from 2 inches to about nothing. I started with some flat metal about 22" x 7" an acro-prop and a piece of heavy right-angle steel. I clamped them together with the new metal in between and started bending using just my hands. I removed it many times for trial fittings and eventually achieved a close approximation of the required curve. Next I put the right-angle lip on and cut off the excess. Then I

shortened the length a bit to match the hole in the car and finally cut the top edge to finish with the new sill slightly smaller than the hole. Now I'm told there is a tool called a 'joggler' or something to put a stepped tab onto metal but you know my budget and Paul the MIG didn't have one so I improvised by fitting a strip of metal 20" x 1.75" to the back of the top edge of the new sill, leaving a 0.75" tab sticking out for fixing behind the original metal along the top edge of the hole. This tab had to be shaped to fit around an obstruction under the sill which was the curved plate that holds the captive huts for the wings. Paul started welding the new sill along the top edge and even though it was 24 hours since I waxoyled, it caught fire! We quickly extinguished it but I now wonder about the quality of my rust treatment!

The driver's side sill rust damage was slightly worse and the hole extended back beyond the end of the wing. I decided to do this side in two parts, with a join just under the wing bottom. This worked out alright, although I've got lots of filling to look forward to!

More news soon I hope. So if any members are in Devon and want to kick tyres and give me some advice, cups of tea can be arranged. Telephone 0647 231247

Malcolm Bobbitt documents a farmyard practice that would give Edwina Currie a heart attack

As reported last issue, the article earlier in the year concerning Richard Liken's Slough built taxi caught the attention of Michael Ware, curator of the National Motor Museum at Beaulieu. Michael compiles a regular feature for Classic Cars magazine and decided that Richard's taxi was of such rarity and interest to deserve wider coverage. Writing in his 'Discovered' column, Michael outlined the car's history and appealed for any other known history about this particular car.

Since the item first appeared in Floating Power I have received an update from Richard on his progress in restoring the taxi; it seems that the main structure is quite sound, apart from superficial weathering and decay, and that the car is well on its way to completion.

If any further information is forthcoming on the history of this rather interesting car I shall report in due course, in the mean time Richard continues his labour of love and I know we shall look forward to seeing the taxi in all its glory in the near future.

A little time ago I received a letter from Hazel Simmons who remembers her uncle having an early Citroën. The point of her letter was to ascertain the type and model that he would have owned, a clue being that the car could be converted into a van with little effort. After sending Hazel various pictures the car was eventually identified as a Farmer's Waggon built on the B12 or 11.4hp chassis. Further correspondence revealed more about the car and the use to which it was put. I quote from Hazel's letter:

"From your photographs I can identify the car in which I am interested as the Farmer's Waggon that lets down at the back with the hood still covering the car and the rear windows rolled up. My uncle's car was certainly a right hand drive of the car illustrated.

The purpose for which he required the vehicle was as a wholesale egg merchant, a business he set up in 1924 from his home in Somerset. He organised a weekly collection round of eggs from local farms and smallholdings, of which in that era there were so many and for whom there was no central organisation and distribution. The eggs he bought were packed into wooden crates in the back of the Citroën.

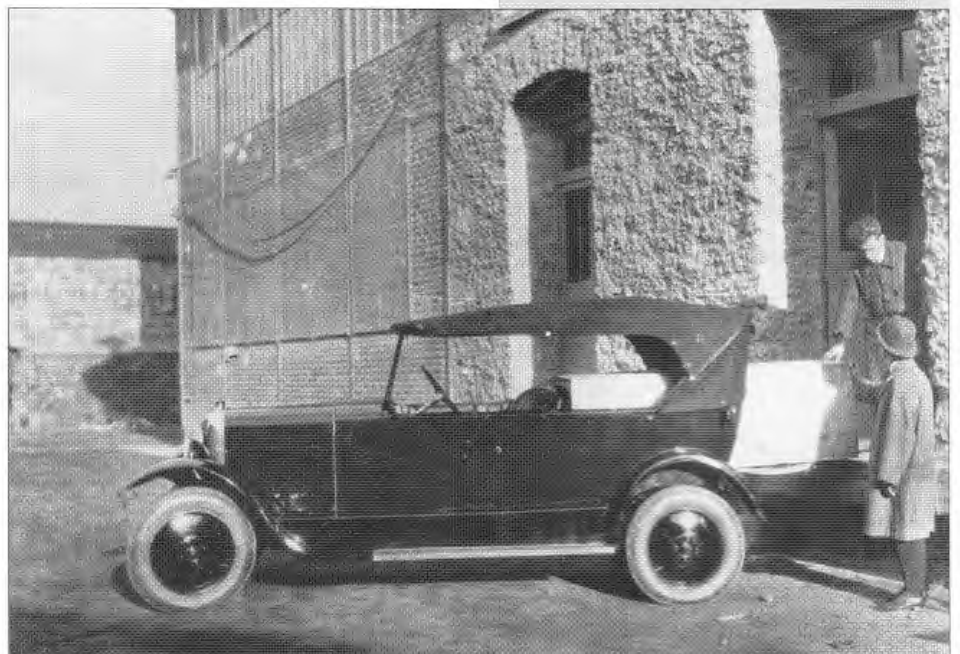
That evening the chenille table-cloth was removed from the large kitchen table to hand-wash the farm dirt from the eggs, very necessary! Next morning they were tested, individually by hand by means of a paraffin lamp, the only available lighting in that country area. It was the BEST lamp that was used – an Aladdin with a mantle (instead of the usual wick) and this gave a cleaner and whiter light. The glass shade was replaced with a deep biscuit tin which had an egg-shaped funnel soldered into a hole in one side. Each egg was held against this and discarded if any black or dark patches were visible. Otherwise the egg was 'good'.

The eggs were then packed that day into the wooden crates each holding one gross and taken in the Citroën to the local station to catch the 9am train the next morning. Carter Patterson's horse and cart collection service delivered them to London grocers that afternoon.

Are eggs any fresher or safer today? The enterprise gave a WW1 veteran a living at a time of such difficulties for the demobbed soldiers."

Malcolm Bobbitt ■

Citroën Farmer's Waggon circa mid Twenties Forerunner of the Range Rover?



going
to
work
on
an
oeuf



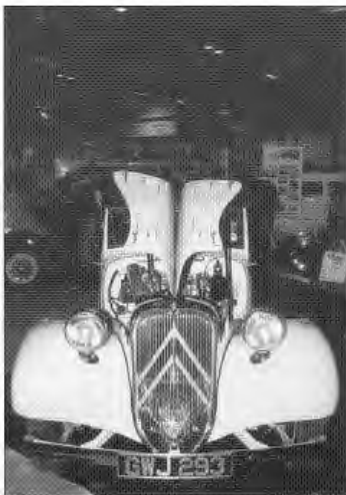
Photo: Classic Cars

◀ TOC stand before the rush

Clockwise, starting far left

- | | |
|----------------------|--------------|
| 1939 Slough Lt 12 | Rod Burn |
| 1937 7C | Dave Almond |
| 1938 7C | John Cobbold |
| 1939 Slough Roadster | David Boyd |

▼ Pre-war chevrons adorning John Almond's 7C



Bird of Paradise:
David Boyd's roadster
ready for take-off



Display panels designed and
made by John Griffiths:
Eiffel Tower à la André Citroën

NEC? toc!



*Halls 11 & 12 at the
NEC were filled to
bursting with classic
cars – from Trabants
to Ferraris, and with a
veritable Aladdin's
cave of an autojumble,
this year's National
Classic Motor Show
was quite simply the
best yet.*

*The TOC's stand
featured four pre-war
Tractions...*

...and the Eiffel Tower!



Photo: Peter Mackertich

*renowned
Melvyn Bragg
impersonator
Sam Wells takes
time out to report
on the alternative...*

south bank

The third annual London Rally for Traction Avant owners looked as though it was going to be as wet as last year's – at 7am (well, you have to get up that early to see if it's worth polishing the car) the rain was drumming down in a bid to merge river with sky.

Luckily, by the time I approached the entrance to the Gabriel's Wharf rally site – evocatively guarded by a strategically-parked 'H' Van – the clouds had eased off; and though no-one could describe the weather as August-like, John Gillard and his team from Classic Restorations could perhaps feel that their weeks of painstaking organisation were not going to be in vain.

As Tractions of all types and ages began to arrive on the Embankment display area, it became evident that the cloud-laden sky hadn't deterred anyone – in fact the total number of cars on display was eventually an impressive 57. Amongst them – and treated to a position of honour with the



'Les Onions'
Which one is Les?



show



Photo: Peter Mackertich

dramatic backdrop of St Paul's across the river – were no less than three Roadsters.

Elsewhere, there was a display of other noteworthy examples of the marque, including an early 2CV, a DS, an exotic SM, and, to bring things up to date, the most recent Citroen, the Xantia (thanks to Citroen Berkeley Square).

Entertainment throughout the day was provided by Les Onions, a roving troubadour group whose eclectic musical repertoire ran the whole gamut from French folk music to popular song, and whose instruments ranged from musical saw to Jew's harp. Equally memorable was the slapstick arrival of the egregious

Dr Burnheart Gloss in an appropriately-distressed 'H' Van. The doctor's mix of mime, farce and good old-fashioned knockabout fun drew a crowd of young and not-so-young – including several bemused passers-by.

Later in the afternoon, I was promoted to the exalted heights of Concours Judge. Luckily, the event had carefully been billed as a Concours d'Elégance rather than a Concours d'Etat, which meant that I wouldn't have the onerous task of deciding whether the right widgets were on the right flanges for the right year – you know the sort of thing. In fact, there was one car that had really caught my attention from

the start, which was a pre-war Légère owned by Slobodan Damjanovic. A South-of-France car, it had been untouched by any form of rebuilding or restoration, and sported a wonderful array of entirely period accessories – including running-boards (yes!) and some rather fetching-looking curtains at the side windows, presumably to keep madame free from the glare of the Mediterranean sun. Complete with somewhat scrofulous paintwork, the car had a wonderful patina of age which Slobodan had very sensibly decided to retain.



Photo: Peter Mackertich



Uncovered – John Braithwaite's roadster

Dr Burnheart Gloss tries on a new drainpipe for size



southbank *show*

▶ PART TWO

The second entrant to attract my attention was Ian Nixon's Normale - Ian had entered thoroughly into the spirit of the occasion by artfully adorning the interior of his vehicle with a selection of evocative period artefacts, such as a fifties song sheet, the kind of camera your aunt might have had, and a packet of Gold Flake (remember them?). And the third car to win an award was the Middletons' dark blue Light 15 - well, just because it was a nice car. The prizes were presented by Chris Goffey.

The other 'competition' event was the Treasure Hunt, a sort of crossword-on-legs

devised by the fiendish mind of John Gillard. As it happened, the bars and restaurants of the Wharf proved so attractive to many of the rallyistes that the organisers weren't exactly deluged with entrants for this event - though, by a neat and appropriate twist of fate, it was won by Chris Goffey's wife.

All in all, it was an excellent day, with an impressive turnout of cars lining the Embankment-side avenue of trees. I, for one, certainly hope that John and his colleagues will repeat the event in 1994.

Sam Wells ■



National and International Events

Dates to note for 1994:

11 – 20 February

Le Retromobile

Parc des Expositions, Paris

Acknowledged as the Best Classic Car Show in Europe.

26/27 February

Practical Classics Show

Earls Court, London

The now famous chevrons will provide a fitting backdrop for our stand at this popular show.

6 May

Channel Tunnel Convoy

The Eastern Section is organising a convoy run to France to celebrate the opening of the Channel Tunnel. This will take place on the first day – 6 May, after the Queen takes the first train through

Anyone interested in participating should contact Ian Nixon on 0268 751033.

30 April – 2 May

BBC Top Gear Classic & Sportscar Show

NEC

In spite of an appearance by Jeremy Clarkson, this show's inaugural year proved proved enormously popular, this will no doubt be the major multi-marque event of the year.

27 – 30 May

TOC Heart of England Tour

Celebrating the 60th anniversary of the Traction Avant.

Visiting, amongst others, Warwick Castle, Burghley House and the Bass Museum of Brewing at Burton-on-Trent.

10 – 12 June

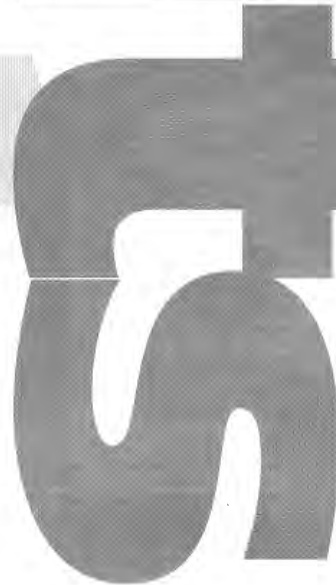
TOC Annual Rally

Cheshire

The annual rally goes from strength to strength.

Barry Longden is currently searching the North-West for the best hostelry, a suitable venue for refreshments during the heatwave.

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



Relieving the suspense

I notice in your August editorial you mention Alec Bilney's list of technical articles, can I say I would be happy to pay a few bob for photocopies of any I need, if such a service can be made available.

My Light 15 rebuild is progressing well, the biggest problem so far was removing the rear suspension. Using the clamp technique as described in the manual I simply could not get the torsion bars to budge at all, even with a very big hammer. After several days of Plus Gas and the judicious application of heat (silentblocs burn very well!) I gave up the struggle, there had to be another way.

Both the outer sills on my car had to be replaced so I cut away just enough metal to expose the rear-most tubular crossmember mounting captive nuts. After cutting one side of the captive nut cages and bending them out of the way, it was possible to unscrew the nuts and push the bolts back against the silentbloc carriers. There is just enough room to get in with a junior hacksaw and cut off the bolt heads, then you can pull the bolt back out of the way, but be warned, each side took about half an hour and three or four blades.

Once the other four mounting bolts inside the car are removed, the crossmember comes out with the entire rear suspension attached. In the workshop, with better access, it is much easier to drive out the torsion bars and a little more heat can be used on the splined silentbloc with less fear of setting fire to the car!

One further problem was finding replacement bolts (the size being M25 fine thread). Dies for this size seem impossible to get so a friend made some up, plus nuts to match, with a BSF thread.

I plan to use the car regularly when finished and I have been toying with the idea of fitting a period type remote oil filter to save the hassle of dropping the sump for every service. Was such an accessory available, and if so, how was it fitted?

Frank Grant
Ballater
Aberdeenshire
Scotland

See toctalk for news of techtorque reprints.

When in Lyons...

You may or may not recall but you were kind enough to send details of Epoqu'Auto International which took place last month in Lyons. Fabulous is a much maligned word but is the only way to describe this event. The exhibition hall was huge with one floor given to displays of classic motors and a second for new/used/reproduced parts and an autojumble that was second to none. We will certainly go again given the chance.

Jon Palmer
Pudsey
Leeds

Just a pity it coincided with the AGM!

Stateside Challenger

Enclosed are my dues for this year. I have also enclosed photocopies of the brochure that was used to sell the Citroën in the United States back in 1938/39.

The Citroën as you can see in the brochure was called the 'Challenger' and was sold in Los Angeles, California. The Challenger Motor Car Company still exists today.

My uncle purchased his car new in 1939 and is recorded as a 1939 although it was actually built in 1938. I inherited this car upon his death in August last year. He was 92 years old when he died and drove the car up to the time of his death.

Jack O'Rand
Santa Maria
California

Apologies to Jack for not printing his letter earlier in the year.

Below is the plate on Jack's Traction - translation provided.



IN ORDERING PARTS REFER TO
SERIAL NO. 41757
MOTOR NO. DZ 02348
THE CITROEN
CHALLENGER MOTOR CAR CO.
LOS ANGELES, CALIF.

Co-op could pay dividends

How many members would like to undertake a restoration project but lack the proper facilities? How many members have restored a car and vowed "never again" because they lacked the right equipment, adequate secure space, lighting, heating, power tools, air compressor etc., etc. I might just have the answer!

Having spent three years restoring a car in a lock-up in London, I know, first hand, the hardships of undertaking such projects without the proper facilities.

How about forming a restorers' co-operative in N. London, N. Middx or S. Herts, where we pool our knowledge and equipment and take advantage of the economies of scale that can be realised by restoring a group of cars together.

Renting a lock-up usually means you get somewhere dark and damp without so much room to swing a cat! Where, as a co-op of between six and ten classic car owners, we can probably take advantage of the slump in the commercial property market and get a good deal on a real workshop unit.

I must stress that this is not a commercial venture, but just a suggestion on how we can help each other by clubbing together. So if anyone thinks that this could work for them, or alternatively has any suggestions to make, please call me on 081 340 9155.

Colin Peck
London

Just pointing out that although Colin isn't a member of the TOC, he has written inviting response from interested club members.

New Members

1201	J Poor	Bridgend	Glamorgan
1202	J A Lovett	York	Yorkshire
1203	G de Goede	Vlaardingen	Netherlands
1204	P L Cooper	Blackheath	London
1205	C A Pyrah	Masham	Yorkshire
1206	J Davis	Lugarno N.S.W.	Australia
1207	R N Spencer	Streatham	London
1208	D J Rodericks	West Hampstead	London
1209	J R Whowell	Kensington W.A.	Australia
1210	J D Howard	High Wycombe	Buckinghamshire
1211	J R B Taylor	Bridgewater	Somerset
1212	M S Courtier	Dorchester	Dorset
1213	D Runciman	Kowloon	Hong Kong
1214	C P Goodwin	Blackheath	London
1215	P Gillin	London SW19	
1216	P de Felice	Winchmore Hill	London
1217	R Albeson	Edinburgh	Scotland
1218	S M Foxell	London	
1219	R Gillespie	Portelenone	Co. Antrim
1220	C J White	Frome	Somerset
1221	D M Kallend	Cookham Rise	Berkshire
1222	M C Rainbow	Middleton Chany	Oxon
1223	B Akin	New Barnet	London
1224	R Johnson	Little Staughton	Bedfordshire
1225	N Wynne-Morgan	Sarratt	Hertfordshire
1226	J&L Jenkinson	Cleveleys	Lancashire
1227	S White	Abbeywood	London
1228	T W O'Malley	Frensham	Surrey
1229	E Pennington	Moseley	Birmingham

Roadsters revealed

I enjoyed the photograph of Tony Stokoe's roadster in the August issue of Floating Power. I haven't yet seen this car in the 'flesh' but from that photograph it looks magnificent.

Like most Traction enthusiasts, I've always been fascinated by the roadster, particularly the surviving original r.h.d. models. Just recently I saw David Boyd's well known car GWJ 293 again at the VSCC Prescott and that started me thinking about roadsters in general and club members' roadsters in particular.

Of course there have never been enough of these rare machines to go round for all of us. I didn't even know such a thing as a Traction roadster existed until the early seventies. It was on a visit to Beaulieu that I saw my first one, CRY 788. It apparently belonged to Joe Judt, editor of the Citroën Car Club magazine, and was painted a metallic silver blue. The hood was raised and at the time I was vaguely unimpressed with the aesthetics.

Shortly after that encounter I spotted a maroon roadster in the showroom of a Citroën agent in Salisbury. This one was registered CFG 715 and needless to say was for display only! Some years later I persuaded the garage proprietor, Brian Lawrence, to lend the club the car for the TOC display at the Bristol Classic Car Show.

Anyone who has been involved with Traction for any length of time will have encountered a grey and black roadster registered SW 6178. This car has always been well used, it belongs to Walford Bruen and I can remember when it was a sort of sky blue colour.

Then there was the roadster undergoing restoration at Peacocks which duly emerged as DUO 157. Intriguingly, at that time in 1982, there was also a broken and very rotten roadster in Peacocks' yard. I'm sure someone somewhere knows what ultimately happened to that one.

A well known white car which featured in all the glossies back in the late seventies and early eighties was 36 CTR. At that time, this car seemed to be the definitive high profile roadster and even took part in Citroën's own TV commercial for their BX model.

There are others. Fred Annells owns the sole surviving example of a Slough Big 15 roadster. When I last saw this car it was virtually walled up in Fred's garage but it may or may not be on the road now. Another well known roadster is GRB 911 but I've only ever seen photographs of this one.

An earlier issue of Floating Power featured a photograph of a ragged looking EJJ 922 which had at that time just been discovered. Mysteriously, very few other details were ever forthcoming on this car.

Someone called Albert Archer wrote about his roadster in the Citroënian a few years back. His car was registered GS 9576 and it wasn't that many years ago so it must still be around somewhere.

I know that I've missed some. Wouldn't it be nice if someone co-ordinated an up-to-date article, with photographs, of all club roadsters for a future issue of Floating Power.

Incidentally, back in the late seventies a member called William Sellers used to campaign a roadster in the VSCC competitive events. This car was registered HVW 7. I had a look round the car when he lived in Thornbury and it was fitted with aeroscreens and an Arnott Supercharger. OK, I know it was French and left hand drive – but it didn't half go!

**Nigel Webb
Glastonbury
Somerset**

*The car dreams are made of...
the only one I've ever managed to own is
LHD, black and about three inches long.*



**GWJ 293
David Boyd's
roadster at the
1991 TOC rally
in Bridgnorth**

Please send all letters
to the Editor:

John Starke
The Cottage
Harts Lane
Ardleigh
nr Colchester
Essex CO7 7QE
Tel 0206 231241
Fax 0206 230546



new number

0425 674476

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

inCOMMITTEE

Well, you could ask what has happened to 'In Committee' over the past few months. One of the main problems has been the Traction. Some of you with very long memories will remember the article that appeared in FP, was it five years ago? I had nearly finished it then! Well I've still nearly finished it, only more so! The other main problem has been work. I've been so busy surveying quantities that unfortunately 'In Committee' has suffered somewhat. I did think that perhaps no-one would miss it, but I understand questions were asked in the House – or was it the AGM?

Anyway, to business.

As I said last time, keen followers of Floating Power will have worked out how many months are missing, but let's say that we're covering the last few meetings.

Finances

Peter White, our financial wizard, tells us that we have £15,497 in the building society, £933 in our current account at Barclays and at the last count around £7,000 in the spares account. As you will appreciate, these figures are constantly changing because of things like magazine publishing costs, purchase of spares etc.

Magazine

John Starke, as you will all know, is doing a superb job with Floating Power. It is nice to see that his efforts are recognised not only by you and me, but also by the media. John has just received an award for Editor of the year from Classic Cars magazine, but he will probably be too modest to tell you himself. He mentioned again that he is still awaiting "a couple of lines" on all committee members and Area Reps so that you, dear reader, will know who you elected. John also reminds advertisers in FP that it is necessary to have paid your membership fee to obtain free advertising.

Social Calender

As FP covers the calender in detail every issue, I won't duplicate things here, but it is worth mentioning the preparatory work that Stan Barker is putting into the 60th Anniversary tour for next May bank holiday weekend, so mark your diaries now!

Membership

Peter Riggs tells us that the membership stands at 485. Marcus Lasance has produced a current membership list copies of which have been sent to all Area Reps. If you require any information/contact with other members in your area, please speak to your Club Area Rep. (Due to data protection legislation, we have to restrict distribution of these lists.)

Spares

Dennis Ryland and Roger Waters are preparing a new spares price list even as you read this!

Dennis is still having problems with bad payers. You will all appreciate that it is difficult for prices to be 100% correct and up to date and therefore when Dennis has to send goods out 'on trust', he does expect payment by return. A few people are spoiling the system for the majority. Clearly these 'offenders' will not be supplied in future without pre-payment. The club has sent final demands for outstanding amounts and if payment is not forthcoming, legal action WILL be taken. The Committee is divided over the introduction of credit cards, which will incur an element of additional cost. This will be discussed at the next meeting in January.

The club is organising reproduction chassis plates (if you have lost yours) with Steve Reed being the man in charge. He will of course require full documentary evidence of vehicle details before issuing these plates. This service is not meant to be a cheap way of getting a box of bits registered and on the road.

Sets of tools have been ordered so that all areas will have a set each. (Further details will appear in FP when they have been delivered.)

AOB

We are going to increase our Public Liability insurance in the light of recent claims reported (not against us I hasten to add!).

We are also looking at Limited Liability, particularly in view of the fact that rules on the other side of the Atlantic are somewhat different to ours. If you have any personal knowledge or experience in this area and are prepared to help or advise, please contact any of the committee.

Well, playmates, that's about it for the moment, apart from one item from the last committee meeting which I produce in full for reasons that will be obvious. In the meantime, Happy Tractioning and Happy Christmas!

"A committee member had been approached by a member who had had problems with another club member as regards work carried out on that member's vehicle. Suggestions have been made by members in the past where this sort of thing has occurred, that mention should be made in the magazine or even that the particular member 'at fault' should be refused club membership in future years. The committee discussed this at length. The following statement was made:

"The committee cannot set itself up as a judge or arbitrator in matters between club members. Club members should always ensure that agreements made between themselves and other parties, including other club members, are clear to both parties. Members are reminded of the legal expression "Let the buyer beware"."

Martin Nicholson ■

replacement parts

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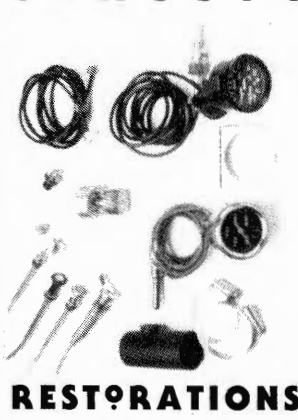
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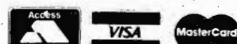
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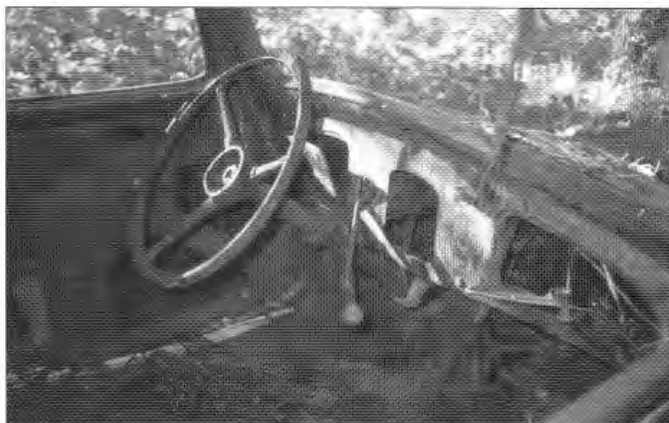




découvri

if you go down to the woods today...

These cars aren't for sale, so...



I wonder if it will start?

Earlier in the year, amid promises of avoiding scrapyards and La Vie de L'Auto, John and the family Starke went en vacances to SW France; however, on arrival...

Camping Ch'Timi, near Puy l'Evêque sits overlooking the Lot river as it slowly snakes its way to the Atlantic. The river seems to have a calming influence on life here, with "à demain" very much the local philosophy of life.

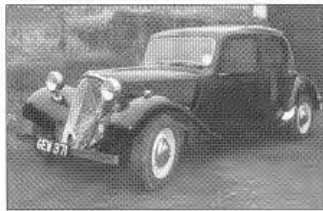
What's more, owner Rik Blote runs a pre-war Légère which he restored in England before moving lock, stock and traction out of the rat race to this tranquil site slap bang in the middle of Cahors appellation vineyards – paradise on earth.

Having an interest in Citroëns, Rik quickly brought to light no fewer than four tractions within a half mile radius of the campsite. In varying states of decay, three of them are in woods where nature is slowly but surely taking its course – one of the cars is now little more than a twisted carcass. The fourth, a late Normale, rests quietly in a barn together with a few other retirees of different marques; apparently not for sale. The most interesting of the quartet is a pre-war model, probably dating from late 1935 as it sports twin scuttle vents and a central speedo together with an opening boot. Sadly beyond restoration, it's fate seems sealed.

So, if you want a break in an idyllic setting (with a walk in the woods highly recommended) contact Camping Ch'Timi on 010 33 65 36 52 36. By the way, Rik offers special discount to anyone bearing loaves of Mother's Pride! John Starke ■

CARS FOR SALE

For Sale



1949 Light 15
A sound car with the following work done:
new drive shafts, outer wheel bearings, inner cardans, shock absorbers, outer sills.
New silentblocs and clutch, engine rebuilt and sunroof repaired.
Original leather interior, some history available with old log book etc. MoT and Tax
£6950
Tel. John Shirley
0442 214631 daytime
0442 241483 evenings

For Sale

1951 11BL French built RHD
Acquired in Paris 1973 and imported into UK 1983.
One owner for last 20 years.
Black, excellent condition with restored body and mechanics.
MoT August 1994
£6,500 John Thompson
081 459 0831

For Sale

1925 Citroën 5CV Cloverleaf
Yellow, perfect condition
£6000
Contact Brenda Lenaham
0620 842240

For Sale

1939 Slough Light 15
Two-tone black / grey with sunroof. Complete restoration to the highest standards undertaken in the past three years. A sheer delight to drive. Totally original - any inspection invited.
£8,500 ono
Tel 0252 795423
Rodney Burn

For Sale

11BL 1954/55 Paris built
Excellent mechanics and bodywork
New MoT £5000
Phone 071 956 4610 during office hours for more details

For Sale

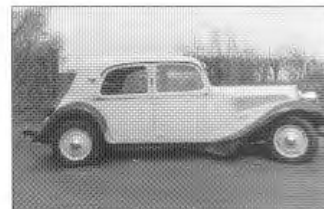


1953 Big Boot Paris built Normale.
Why not realise your dream at last?
MoT and Tax, good runner, but still some body work left for you to lovingly care for.
Price £4250.
For more details, please phone Alasdair Bowman
(0702) 77444
9.30am - 4.30pm

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

PARTS FOR SALE

For Sale

Petrol tank filler pipe rubbers (large and small boot)
£2.50 each + 30p s.a.e.
(large enough for the rubber)
'H' van radiator hose set (three hoses) £17.50 per set + £3.25 P&P.
Driveshaft inner bearing ring nut spanner (with reinforced ring around teeth for those nuts that are very tight).
Cost £28 + postage to cover 2.75lbs weight.
Ball pin adjuster for the track rod end. £11 + £1.50 P&P.

Mike Tennant
49 Hollywell Road
Mitcheldean
Gloucestershire
GL17 0DL

For Sale

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

Traction Restoration & 'H' Vanarium

All work carried out on Tractions and 'H' vans from routine servicing and MOT preparation to major overhauls and complete restoration.

All work to a high standard at reasonable rates.

'H' vans supplied from stock or imported to order.

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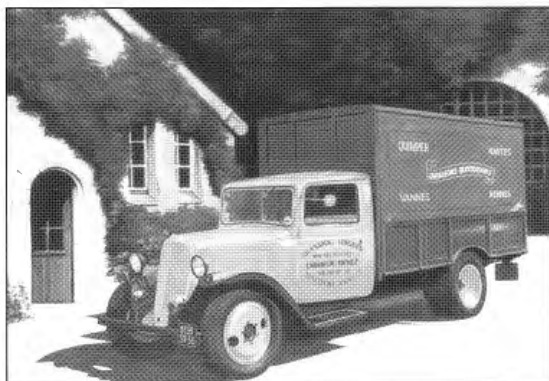
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For Sale

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

DON'T FORGET

You can include a photograph of your car or parts for sale with your advert (all classified adverts are free to members).

WANTED

Wanted

Traction to drive away.
Must be sound and roadworthy.
Martin Rhodes
0206 303323 work
0206 395522 home

Wanted

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

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

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

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

Wanted

SIX! SIX! SIX!
Have you any surplus parts for Six Cylinder Traction? Will buy or exchange for 4 cyl bits. Items specifically needed include:
straight rear bumper, Big 6 badge, radiator grille, nearside rear light, air filter, 6 long pilote wheelnuts (swop for 6 new short ones)
Marcus Lasance
0206 230109

Wanted

Light 15 small boot (preferably RHD) for restoration.
As a new club member I would also like to be an owner, but funds are short as I have just finished restoring two Citroën Bijous. Has anybody got a Traction in need of tender loving care?
Tony Hillyard
0342 893031 (Surrey)

Wanted

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

OTHER

CAHORS

Camping Le Ch'Timi, Touzac, Lot
3 star campsite (70 pitches) plus static caravans
Full facilities
Bar, Swimming pool
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Stunning area with lots to see
Tractionistes especially welcome!
Phone Rik or Marie on
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From £75 per week
Details from Stephen Berry
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All advertisements are accepted in good faith by the Editor but no representations are made as to the truth or accuracy of the same. Readers should therefore satisfy themselves as to the suitability of goods and/or services offered before entering into any agreement. No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

Please send all adverts to the Editor (address on inside front cover). Automatically included for two issues, unless you instruct otherwise.

Charente/Dordogne border

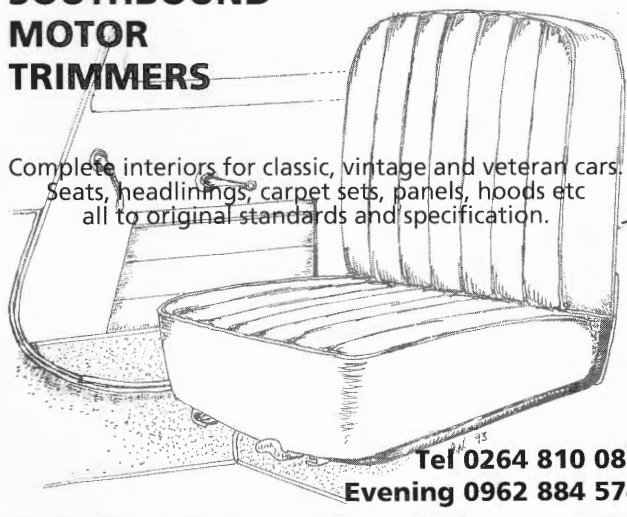
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