

# *Floating Power*

August 1997



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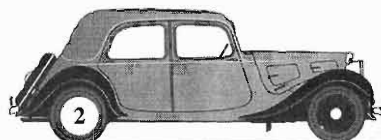
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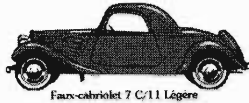


\* Club Tools are available in these areas  
For details of area meetings, please contact your local organiser



Berline 7 C/11 Légère

**2 contact**  
AREA CONTACTS



Faux-cabriolet 7 C/11 Légère

**4 toctalk**  
NEWS

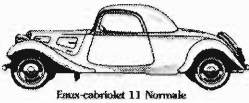


Berline 11 Normale

**5 sectionscene**  
AREA CONTACTS

**6 ICCCR 1998**

**7 Tour of Cumbria**



Faux-cabriolet 11 Normale

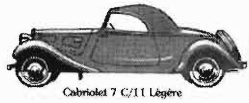
**8 The Van I Couldn't Overturn**

**9 Thai Traction**



Conduite intérieure 11 Longue

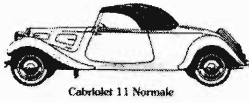
**12 Tour of Brittany**



Cabriolet 7 C/11 Légère

**17 events**  
NATIONAL & INTERNATIONAL EVENTS

**18 foc correspondence**  
HAVING YOUR SAY



Cabriolet 11 Normale

**20 foc ads**  
MARKETPLACE



**22 more foc ads**  
CARS, PARTS, SPARES ETC

**EDITORIAL**

By the year 2000 the E.U. intends to ban leaded petrol despite objections from the U.K. government. It is already unavailable in Germany and parts of France and I would be interested to hear from either U.K. members or members abroad on how they cope with this situation and what experience of engine damage can be attributed to unleaded fuel. Articles please.

The E.U. are at present trying to push through another piece of bureaucratic legislation; namely the re-manufacturing of body panels will only be allowed by the manufacturer of the car! It beggars belief how this could have been even thought of apart from the present car manufacturers trying to tighten the monopoly of authorised dealers and price fixing. I wonder if Citroën would be interested in producing wings for us? (see Parts News).

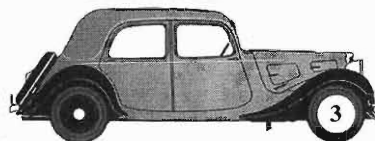
In the U.K. we are fortunate to have a body (F.B.H.V.C.) who are looking after the interests of the old car owner otherwise we could end up like the Germans who now have road tax for all non-cat. cars which has quadrupled and we have no tax on cars over 25 years. End of politics.

Thanks to all who wrote and phoned support for the new editorial team. Looking through *Floating Power* back copies, I note a constant theme from editors, namely lack of members articles. Time changes nothing so please write your piece and inform us of the way you keep your car on the road etc. Don't forget it may seem trivial to you but new and life saving information to another.

G.R.

**FRONT COVER**

A 1934 picture from the London Car Exhibition. Note 2 glove boxes, rear light, Rosalie Steering Wheel.



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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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## PARTS NEWS

### WINGS

As we all know wings for Tractions are a constant area of concern from damage and rust and are difficult to find in any half way decent condition.

The good news comes from Dennis Ryland, Club Spares Secretary. Dennis heard of a 1947 car for sale with a selection of parts. Of the parts he was amazed to find 4 brand new wings but the owner would not sell them separately and Dennis was forced to buy the car. No great loss as he says the car is actually very good and is now for sale.

The T.O.C. Committee decided to purchase the wings from Dennis and will be used as a pattern for reproduction and will belong solely to the T.O.C. for future production. More news when a suitable manufacturer is found.

### EXHAUST MANIFOLDS

Dennis informs me that the last production batch is sold out and a new batch is on order.

### CITROËN SCRIPT

The chrome Citroën script for the boot lid on Slough cars is being produced by the Prince of stainless steel, Jonathan Howard.

They are being produced in stainless steel and the quality is excellent. A thicker gauge than the original and will be available complete with fixings for car boot, wall, necklace or belt buckle. Price will be around £27.50.

Phone Jonathan on 01608 643065.

**Editors Note**  
*There are no smelling errors in this issue*

### WET LINER BASE SEALS

There are very tight tolerances on the protrusion of the liners above the face of the cylinder block. The nominal height is 0.10mm (1.004") with a tolerance of plus or minus 0.025mm (0.001"). However two adjacent barrels should not differ by more than 0.025mm (0.001").

The seals supplied with the new piston and liner sets are in one thickness only - 0.10mm (0.004") - and this may not give the required liner heights. To get over this problem, seals are now available, colour coded in the following thicknesses:

0.05mm	(0.002")	- Blue
0.07mm	(0.003")	- Green
0.10mm	(0.004")	- Orange



### ANOTHER WORKING COMMERCIALE

*Terence McAuley putting his car to a very good use. If only we could have deliveries like this, but Terence, what really is in the barrel?*

0.125mm (0.005") - Purple

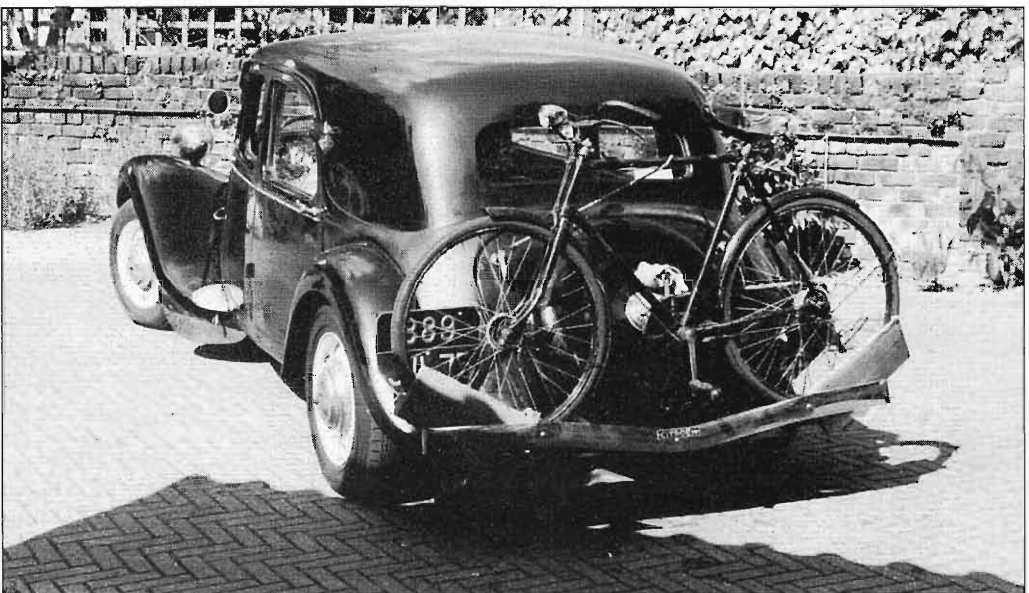
0.15mm (0.006") - Clear

The cost is 41p each and they are available from Roger Williams at S.C.D.

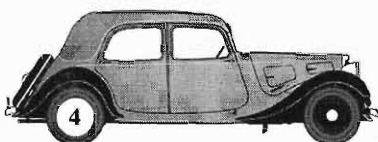
I also have the earlier thicker figure of 8 gaskets available.

Roger Williams (01482 863344)

### BICYCLE RACK FRENCH STYLE



*Following the recent article on constructing your own rack, Roger Williams sent this photograph of a French visitor with high tec cardboard and an elastic rope - to secure the bike to the boot handle. After many miles the bike was still there!*



*Here is the excellent response from the front cover of the last issue. Are poets born with the pen or is this a sign of a well read and educated membership?*

*From: Bob Cordon Champ*  
In Stroud, a noisy French  
Traction  
Blew its horn to force some  
truck action.  
An Albion perfide  
Arrived at great speed  
And reduced its length to a  
fraction!

*From: Roy Hamley*  
To each and every action  
There is an equal and  
opposite reaction.,  
Of which my beloved  
Traction  
Is sadly living proof.  
(Apologies to Newton)

*From: Gillian Robb*  
The refuse-collector loved  
action  
But couldn't get no  
satisfaction.  
So he glanced to the rear,  
Put the dust-cart in gear  
And reversed straight into a  
traction!

*From: Gerry Rayment*  
There once was a chap  
named Lance,  
Who crashed his Traction  
from France,  
The people came far,  
To see his squashed car,  
As this would be their last  
chance.

*From: Fred Annells*  
A motorist was driving  
through Stroud,  
He took a long look at the  
crowd.  
He got such a bump  
On the car's poor old rump  
It sent it up to the clouds.

*From: Leo Quinn*  
The brakes squealed loud  
As the man from Stroud  
bravely faced the inevitable  
doom  
Twixt Albion and a refuse  
truck  
his Traction's end did loom.

With a violent smash  
And the breaking of glass,  
his pride and joy did buckle.  
Yet "Lucky Jim" from the  
wreck emerged  
with barely a grazed knuckle.

At the kerb a crowd  
with heads sadly bowed  
viewed the miserable event,  
And all agreed reluctantly  
that the car was terminally  
bent.

But all was not lost  
As jim assessed the cost  
For he was adept at doing  
deals,  
"What am I offered" he  
shouted,  
"for a cherished number and  
3 pilote wheels?"

## CHAIRMAN'S NOTE

During the last two months I have been fortunate enough to attend both the T.O.C. Annual Rally at Grimsthorpe Castle and the Brittany Rally. The former was very well attended, as is expected nowadays, despite the appalling summer Britain had experienced up until then, and the Brittany Rally was its usual very well organised confusion and fun. The next big event in the Club calendar will be the Annual General Meeting, on Sunday 28th September. There is an announcement on page [ \* ] describing the location and the social events surrounding it. Informal conversation with club members during the events above indicate that positive views will be put forward. The A.G.M. is certainly the place to do that. It would be helpful, though, if the Committee could be informed beforehand of any policy matters that may be raised. Points can be made from the floor, of course, but if the Committee is to respond properly, then some preparation is often desirable.

Many members will remember Bob Wade as an active member of the Club and editor of *Floating Power* before moving to France. We have recently learned that his son has been killed in a tragic car accident. The Club will surely join with me in sending sincere condolences to Bob and his family in their sad loss.

### V5 - DUAL NOTIFICATION & STATUTORY OFF-ROAD NOTIFICATION

As from the 1st January 1998 it will become legally binding for an owner to notify the DVLA if he or she owns a vehicle that is off the road and untaxed. This will become known as Statutory Off-Road Notification, or as is the current practice of using acronyms SORN - or perhaps it should be SAWN in some cases! Be aware of this requirement, which we are sure will become widely publicised in due course, and is likely to attract a fine if the procedure is ignored.

## sectionSCENE

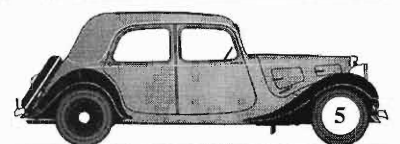
### PEAK NEWS

Seven Tractions took part in the annual High Peak Historic Vehicle Club Run in June - a pleasant drive around the Derbyshire/Staffordshire border in the company of lots of other classic cars. Dave Gardner won the Concours d'Etat in the post war class and was awarded a tankard - see photo.

Our next meeting is on August the 2nd which will be a Boules knockout - all are welcome.

On September the 7th we have organised a visit to the Midland Railway Centre in Ripley, Derbyshire (6 miles from M1 J28). The plan is to meet at 11:30, you can either take a picnic or buy food at the centre. All rides on the trains will be half price. Please telephone if interested and we will give you further directions.

*John & Bev Oates 01629 582154*



Dear Citroën Fan,

Thank you first of all for the interest shown in the 11th ICCCR.

Since the first international meeting in 1972 at Porec (former Yugoslavia), this event has been organised at regular intervals of three years in several countries around Europe.

Now Belgium, for the first time ever, has taken on the organisation of the 11th ICCCR to be held in 1998. All Belgian Citroën and Panhard clubs have got together and the **Domaine Provincial of Chevetogne** has been chosen as the location for staging this worldwide encounter.

More than 4000 vehicles are expected to be present and participants will have the opportunity, over a 500-hectare area, to relive in detail the history of Automobiles Citroën.

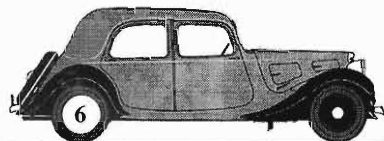
While a particularly varied and attractive programme will be on offer, there will also be ample spare time to explore a location and surrounding area

in a region of outstanding beauty; not to forget the opportunity of making contacts as a start of new friendships.

The rally will also provide the chance to experience the region's culture and its typical local cuisine, and to get to know Belgian folklore and customs.

*The following are some of the focal points of the agenda of this international meeting:*

- 4000 Citroën and Panhard vehicles - dating from 1919 to 1998 - from around the world, involving all the clubs.
- We shall be celebrating the half-century of the 2 CV!
- Belgium, the Kingdom of comics.
- A museum of prototypes and Citroën cars never shown before.
- Citroën: in sports and competition.
- Citroën in scale models, mock-ups and miniatures: over 1000 exhibits.
- Discovering the Ardennes and Belgium.
- Exchange mart.
- Exhibition of the 1998 Citroën range.



- Air baptisms by helicopter.
  - Parachute jump demonstrations by the Belgian national military team.
  - Dance nights.
  - Gala dinner.
  - A range of excursions.
  - Barbecues.
  - Souvenirs of the 11th ICCCR will be on sale.
  - Olympic size swimming-pool, outings and entertainment, pedal boating on the local lake.
  - The 100th birthday celebration of the Michelin Man!
- The services of an information centre will be available (24 hours a day) throughout the entire event. Please request a registration form using the attached reply coupon if you would like to take part in the

11th ICCCR 1998 to be staged at Chevetogne (Belgium), August 21 - 23 1998.

*See you in Belgium!  
Paul Wils, President*

**For an application form,  
phone the helpline.**

**HELPLINE  
01425 674476**

(24hr answerphone)

When phoning please give:

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

Dear Sir,  
Over this winter I decided to take my 11BL engine apart as following on from the Heart of England Tour I heard a clicking which would not go away. Removal of all components of the engine in my Workshop showed that a piston ring on the last piston removed had cracked.

As a result of this I decided as the engine was of unknown mileage I would re-build it and not having undertaken this sort of work before proceeded with some trepidation.

The following might be of help to other Tractionists who feel inclined to do the same and there is no reason with the Slough Red Book, tools and space that one should not as the engine is fairly straight-forward and has no gimmicks.

1. Have means to lift the engine out of the car essential and move around the Workshop an adopted local food trolley came in useful.
2. Have enough Workshop space and plenty of boxes to keep labelled up components together, where possible re-attach the bolts or nuts to the components removed.
3. I fitted new piston and liners to the block and found very quickly that it was impossible

to get the liners seated correctly within the tolerances shown in the book and gave both the head and block to Bill Flower "Middlesex Re. Boring Co. Ltd." telephone number 0181 959 1352 to

surface grind and set in the liners at the correct height and same came back like new and quite relatively inexpensive. John Gillard of "Classic Restoration" was given the job of remounting the big ends and supplying the clutch. The crank shaft was also checked for stress fractures and new timing chain supplied.

4. I found that the book description of fixing the oil pump which also drives the distributor at the top end does not mention this fact and offset drive referred to is on the distributor end not the Pump body end. If only they had mentioned this in the book, I managed to finish up with Number One plug winding up due south 180° out. It doesn't matter but next time will hopefully get it right.

5. It is essential to use plenty of a good sealing compound at the various gaskets mentioned and if in doubt where to use it, use it.

6. The Club spares send me a gasket set for the re-build but ask for Water Pump gasket as well this was not in the kit. I also had John send me a copper head gasket which I felt I was more at home with and is more forgiving. When fitting the gasket fit is round the right way as the head stud collet is central and therefore the gasket can be reversed. It is essential to fit it blanking off the *forward* block water way.

7. I fitted a new clutch and this then required re-setting up of cable adjustment and gear change rods. I did not strip the gearbox which had given no trouble.

8. Though I didn't strip the carburettor I cleaned all the jets and reset it up on running the engine and looking at the colour of the plugs which is

a first rate indication of how well the engine is doing or otherwise.

9. From the start I was advised by Bill Flower to use a non detergent oil in the Sump and I purchased Castrol LX 30 under the label Classic LX

30 which is classified for this purpose and essential so I was

advised as the engine has no outside filter, which I am certain could be devised somehow, perhaps someone knows how to achieve this in the Club, let me know.

Don't forget to coat all running bearing surfaces with oil as this is what the big ends, camshaft etc. will run on until the engine gets going properly and pumps hopefully oil around.

I hope the above will be of help. I finished the project over a period of three winter months a good deal of downtime waiting for bits and pieces and wound up with four washers which I still do not know where they came from, however touch wood etc. the engine is up and running and hope to see you all this season somewhere.

*Yours faithfully,  
Alan F. Hill*

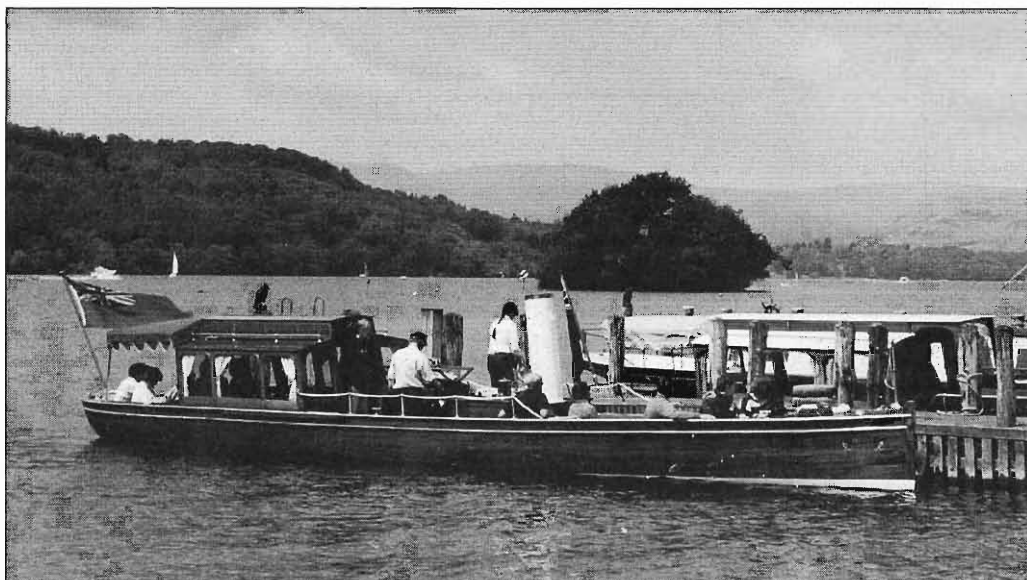
*Thank you Mr. Hill for an informative and helpful letter. I have found that the red Slough manual is not always as clear as one would wish, as it is a translation, does not cover more recent cars, and sometimes specifies unnecessary work, such as removal of the front wings in order to get the engine out.*

*Concerning liner heights in the engine, I would refer readers to the article on "Wet liner base seals" by Roger Williams in this magazine.*

*With reference to the skew gear that drives the oil pump and distributor, this does in fact have an offset slot to drive the distributor, which means that there is only one correct way to fit the distributor drive. When fitting the oil pump, first set the with no. 1 cylinder (water pump end) at T.D.C. power stroke. Fit the oil pump so that the offset slot is parallel to the engine, with the offset towards the centre of the engine. Unless I am mistaken, this useful information is only given in the French manual.*

*For an engine that has been rebuilt and thoroughly cleaned out, normal multigrade oil is quite suitable. Much more important is to change the oil frequently, especially if the car is used for short journeys. It is impossible to change the oil too frequently and cause damage, whilst the reverse is all too true.*

*Jonathan Howard*



Malcolm Bobbitt, in choosing routes through the magnificent scenery of the Lake District for his Tour of Cumbria, had wisely avoided the more arduous climbs when in transit between some fascinating attractions. André Citroën, on the other hand, was always seeking new chal-

So it was that finding himself with an hour to spare 'Sir Edmund' Southgate proposed an attempt on Wrynose and Hard Knott Passes, 393 metres above sea level with gradients up to 1 in 3. Helen and I, carried along on the wave of enthusiasm, decided to follow Steves' Slough Six

view, pose for the camera and offer assistance to the driver of a Nissan which had 'boiled' we turned and retraced our steps.

We got away with it so it was an adventure, if my clutch had burned out, as it threatened to do, it would have been folly but as I said before it's a thin

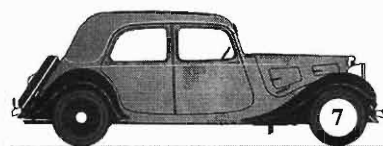
## BECAUSE IT WAS THERE!!

lenges to demonstrate the superiority of his products and in the T.O.C. today we still find owners who are prepared to drive the thin line between adventure and utter folly; the exploits of David Boyd, to name but one, are well documented.

in our 11BL. With only one anxious moment when baulked by an Audi driver who appeared to have left his road sense down in Ambleside, we negotiated Wrynose and climbed to the summit of Hard Knott. Here pausing briefly to admire the

line! Unconfirmed reports suggest that two members undertook the same journey in a larger than average motorhome; now anyone doing that must surely be Two Bricks short of a load!!

*Graham Jones*



# THE VAN I COULD NOT OVERTURN

Continuing the series or road tests/evaluations of Citroën vehicles contemporary with the Traction and continuing the celebration of the half-centenary of the H van, a

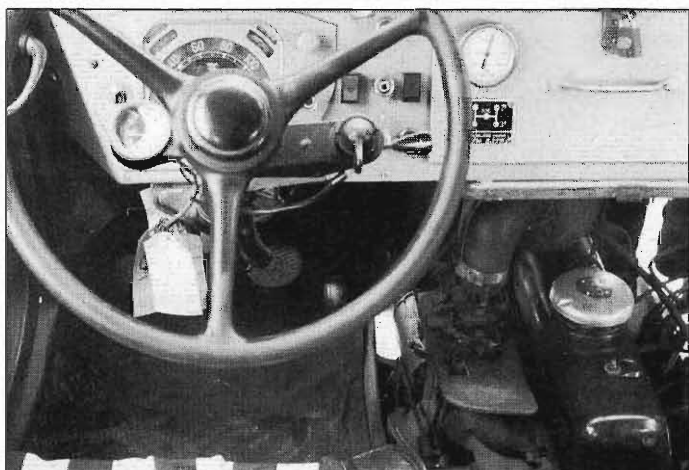
Present reading is 107,000km. Under the bonnet the radiator is plainly that of a Traction Normale, but reversed. The motor is in effect an iron-



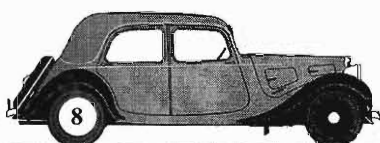
*An all too familiar view for other road users*

1957 HZ van, the property of Mr. Peter Mitchell was procured through the good offices of Mike Wheals. The HZ designation means that this particular van was intended for lighter use, as the gearing is higher than the normal HY. It was used by one family as a very basic camping and recreational vehicle, clocking up just under 95,000km from new.

head 11CV Traction avant motor put in front of the gearbox, an arrangement echoed by the 2CV and the GS. It was de-tuned to give a power output of about 45 bhp. Later on, a version of the alloy crossflow ID head was fitted, which meant that the block could be fitted with 72mm bore liners which reduced the capacity of the engine to 1628cc or 9CV,



*The driving position. Labels round steering column are service records.*



which was a more favourable tax banding, while the actual power output of the engine remained the same owing to the more efficient head. This also means, incidentally, that there is still a good supply of 72mm bore pistons and liners for the owners of pre-war 9CV Tractions. Peering up underneath its square cut corrugated iron passion killer skirt the sinuous shape of what looks remarkably like a 15-6 front cradle is revealed. Promising stuff. Steering rack is the

in creature comforts would rapidly lead to degradation of moral fibre, and practices of unspeakable beastliness. Thus such onanistic accoutrements as a heater, a headlining, door trims, sound insulation and draught proofing were rigorously eschewed, ensuring that owners and drivers of H vans were the Right Stuff. Speedometer is similar to that of a Traction but calibrated to a more modest top speed, with the ammeter and fuel gauge coyly peeping out from behind protective grilles. Ignition, choke and starter are operated by round knobs that look like they were borrowed from an old typewriter. The 'glovebox' is large enough to accommodate several pairs of welding

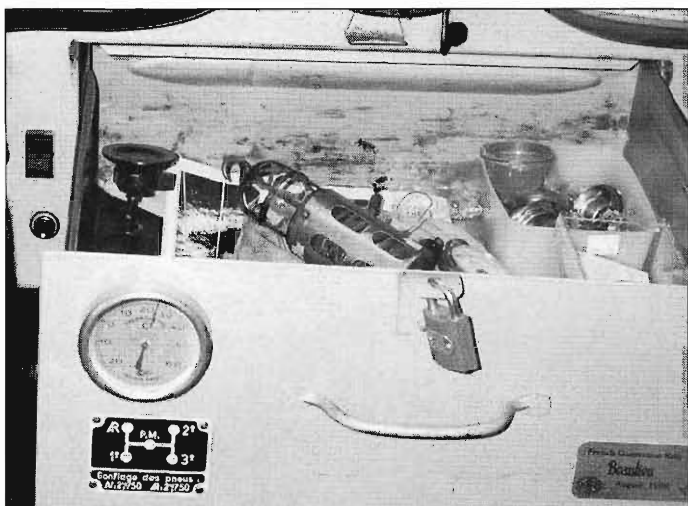


*Earlier H vans have round wheel arches.*

same as a normale or 15-6, but the steering column is fitted with two bevel boxes to take the drive from the steering wheel through two acute angles. Suspension is all-independent, torsion bar. Front brakes are twin leading shoe, very similar in principle to those of a 15-6. Drive shafts are similar to those of a Traction, but beefier. Getting into the van and sitting on the 2CV like seat it seems that the designers were of the same mentality as the founders of my public school who were convinced that the provision of, and indulgence

gauntlets with room to spare. Wiper motor is probably the only thing to be taken from the H van and fitted to Tractions, where it was cunningly made to be as inaccessible as possible. Handbrake lever is borrowed from the Traction. Big butch semaphore indicators were original equipment, now supplanted by flashing indicators. After a gruff get-up call from the 6V starter the motor settles down to a steady idle. When in good order, these 1911cc motors have a very reassuring unbreakable feel





*Room for all this, and something for the weekend, sir.*

to them, and this is no exception. The clutch is progressive and judder free, clearly different to the horrid thing fitted to 4 cyl Tractions. The three speed gearbox is shifted by a remote floor mounted lever alongside the driver's seat. It has a clutch interlock similar to that of a Traction which curiously only operates between two gears, so that clutchless changes between first and reverse can be attempted but not between second and top. Funny that. Steering wheel is three spoked, similar to that of a pre-war Traction. Later H vans stayed with a three spoked wheel which will fit a Traction. The smaller diameter wheel, allied to the same rack and pinion setup as a

Normale, and bigger section tyres makes for colossal steering weight at low speeds. Not a vehicle for gorgeous pouting creatures this. Out on the open road the cornering and roadholding is astoundingly good. Realising that I had the owner of the van sitting next to me, and the co-editor sitting on the rear wheel arch next to an open side door, and that there were some unfixed chests and boxes in the back of the van some restraint was called for. Nevertheless corners and s bends were taken with complete ease and aplomb at speeds which would have induced appalling tank-slappers in any commercial vehicle of the same vintage. For example, the Ford transit,



*Chevrons are the only ornamentation*

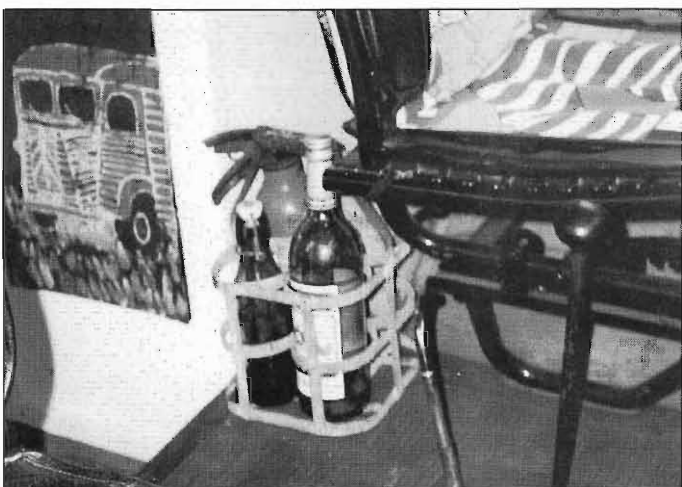
introduced nearly 20 years after the H van had leaf springs, a beam axle on the front, a nasty steering box, rear wheel drive, a high load floor, a smaller volume and weight carrying capacity, and very inferior brakes and handling.

I was glad that this van was the higher geared HZ, as a lightly laden HY could be very wearing over long distances. The suspension was quite firm, but well damped and extremely stable. From time to time one reads in the more blimpish areas of the press about the progressive moral decline in society. It could be that this was reflected in later versions of the H van which were fitted with a heater, lighter steering, more compliant suspension, and more powerful brakes and engine. Disgraceful.

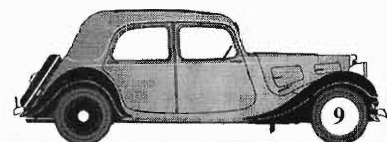
As far as the appearance of

this vehicle is concerned, it is a real pleasure to see a utilitarian vehicle whose form has been dictated by function and practicality, and not by trendy designers and stylists. The resultant honesty is very refreshing and all too rare. The inspiration for the title of this article was a 1930's road test report of the Traction 'The car we could not overtake' which was a tribute to the gung ho spirit of road testers at the time. My most sincere thanks go to Mr. Peter Mitchell, the owner of LFF 612 for kindly allowing me to assess the possibility of overturning his van.

*Jonathan Howard*



*Gear lever, hand brake, fire extinguisher and refreshment fall easily to hand.*



from Lt. Col. John Gamlin

# THAI TRACTION

I joined the T.O.C. in May last year, noting on my application form that there had been a few "modifications" to my car, and you asked me for some photos, particularly of the engine bay.

I have put off replying and sending you any photos until the car was in a suitably restored condition. When I bought her she had barely been driven for two years as the previous owner (a German, the Brewmaster for Singha beer - Thailand's largest brewery) had left her to be sold after he moved to America and I had simply stopped out of curiosity to see what the car was whose back I had spotted sticking

the wipers are French SEV with a French Marchal wiper motor; the instruments are all German, which the previous owner had obviously bought, the steering wheel is a Nardi Torino (no expense spared!), and due to the modifications it is impossible for me even to tell if she was originally right or left hand drive. I have always loved the shape of the Traction Avant, but know virtually nothing about them as I have always

dle from a '6': he carried on to say "I know how clever and adaptable these orientals are, and back street garages can sometimes achieve the seemingly impossible!" If he were to see my car he would have no doubts.

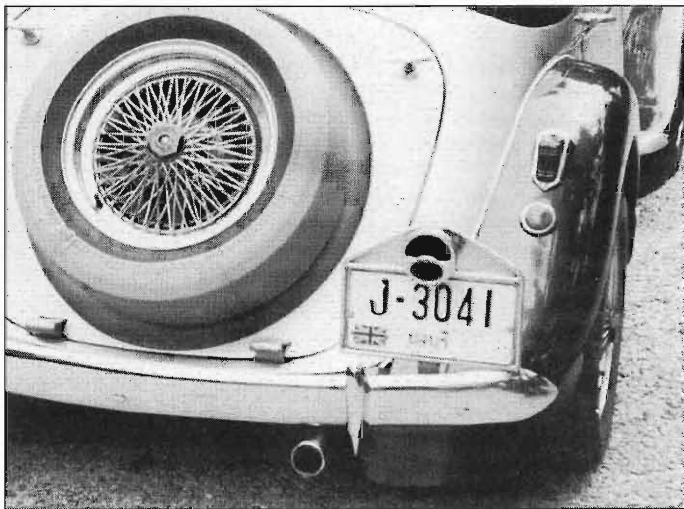
Before going into detail on the mechanical conversion I should let you know that Traction Avant lovers of a nervous disposition should stop reading at this point and that I was not responsible for most of the changes! The modifications, however, have been carried out to a very high standard and to the untrained eye they appear to be original.

The original floorpan has been retained and strengthened with cross bracing to allow for a transmission tunnel as the car is now rear wheel drive, using a 2 litre Mitsubishi 'E' series engine (as used in the Mitsubishi Galant) mated to an automatic gearbox (floor shift) and rear differential ad narrowed rear axle. Front suspension is by VW Beetle torsion bars, while leaf springs of an unknown origin but apparently slightly longer than the original are fitted at the rear. I also have no idea where the

steering is from, but it is very light and power assisted. Brakes are Toyota discs all round, servo assisted. Cooling is by a "blower" fan behind the radiator, assisted by an electric fan in front of it. The car has been completely rewired, with a new loom, relays, etc, whilst retaining switches, lights, wipers, semaphore indicators, etc, of the correct period if not necessarily the correct model, except for electric windows in the front with the motors behind the door panels.

The interior had been completely re-trimmed when I bought her, with a wooden dashboard and central console for the gear lever, stereo and air conditioning unit (!) and wooden window and windscreen frames (possibly original). The headlining was diamond quilted and buttoned in grey, with matching door panels. The front seats were modern items, although the rear seat appeared to be original in worn black vinyl - I had the seats recovered in matching grey vinyl, with buttoned cloth centres (£100, including new front carpets, a spare wheel cover and a fitted rear seat cover to protect the rear seat from my two dogs!).

As so much of the car had already been modified I felt that any more changes I made would hardly cause any more outrage, so I made a few minor modifications of my own, for example remov-

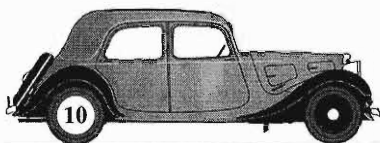
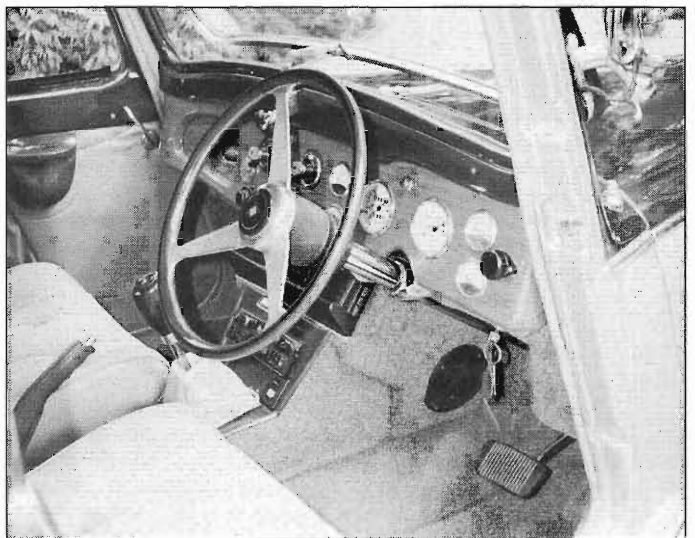


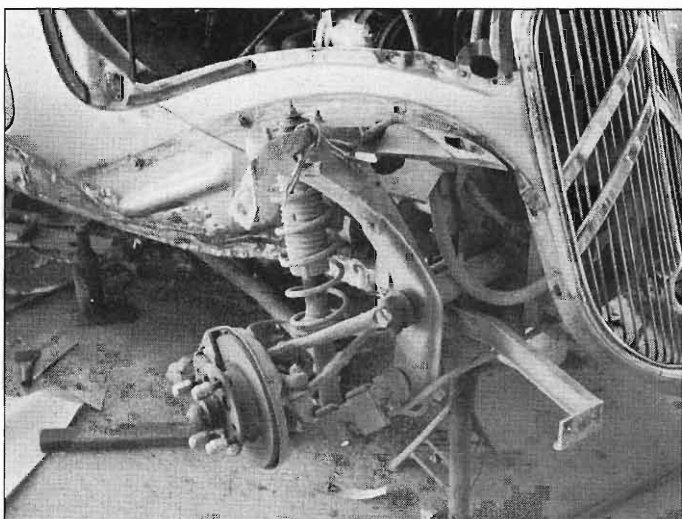
out of a roadside workshop where they were repairing some electrics. The car, apparently, had been his wife's car as he himself had driven a Jaguar XK 140 coupe!

I know nothing more of the car's history, beyond that the last owner was supposed to have spent £15,000 on the car's conversion!! I am not even sure which model she is as there are actually two chassis numbers: BPV 13557 stamped on a plate welded to the chassis and 136357 on a Slough chassis plate stating that the car is an 11CL8. To add to the confusion the lights are all Lucas, but the main Lucas headlights are marked "Foreign Glass" and

previously owned British cars, including a Triumph Roadster of a similar vintage. After reading some magazine articles and looking through *Floating Power* I am guessing that my car is actually an 11BL of around 1948, but that is purely a guess and she may even be a combination of two cars!

Bodily, as far as I am aware, she is perfectly standard, but mechanically it is a different story entirely. I was actually quite amused by a letter from Fred Annells, in a letter in the June '95 copy of *Floating Power*, in which he said that he "found it a bit hard to believe" that a Normale Roadster in Vietnam had been restored using the cra-



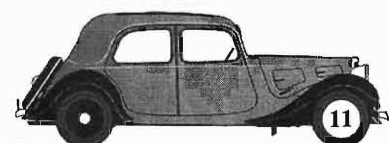
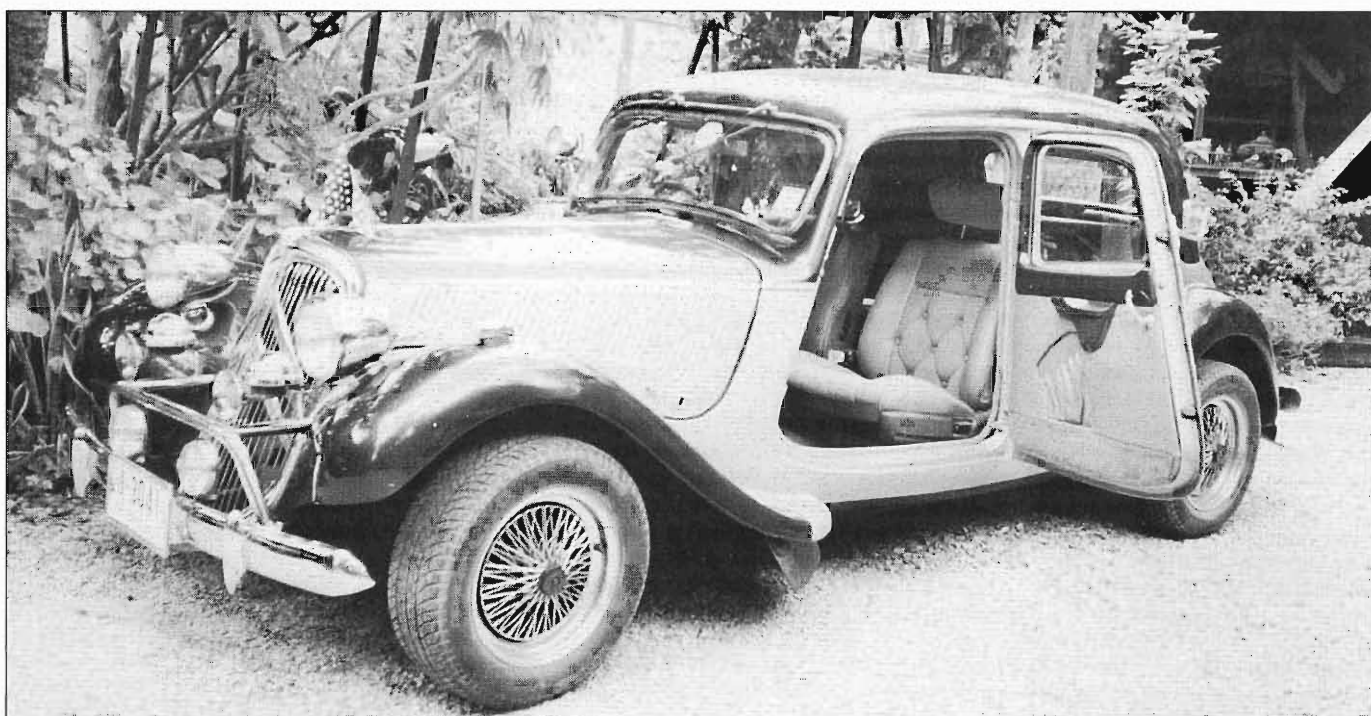


ing the front indicators which looked like after-market items fitted to meet legal requirements (although they could be original as some cars in Floating Power have identical units) and replacing them by fitting double filament units in the Lucas Torpedo sidelights. The original petrol cap was missing and, as I think the original filler pipe extending beyond the body is one of the few things that lets down the smooth lines of the car, I cut the pipe down and fitted a Monza style flip cap - the petrol tank is still original. I also disliked the rear number plate light (also apparently

original, if ugly!) and replaced this with a much prettier Model 'A' Ford stop/tail/number plate light unit. At the front I was missing the front bonnet strip end trim, so I had one made with a small built-in flagpole (angled to match the grille!) and I fitted "cat's eye" covers to the headlights - the spotlights, horns and horn support/crash bar were already fitted. I had no choice with the spare wheel cover, as the original was missing when I bought the bar and, in any case, it would probably not have fitted over the 195/65 tyre; one of the things that

surprises me most with the conversion is how well it all fits together and how things look like new, relatively low profile tyres (at least when compared with the originals) do not look out of place. It even fooled the son of a past chairman of the French T.O.C. (so he claimed) when he saw my car here in Pattaya! As I live by the sea rust had taken its toll of the bodywork. The door skins were rusting badly, the floorpan had rusted through completely in places and the front chassis "arms" were also rusting badly and the chromium was in a bad way, so I decided to have all the bodywork repaired locally and to have the car re-sprayed in two-tone blue (again, I am afraid, highly unoriginal, but very pretty!0. I have enclosed photos of the car undergoing "restoration" as this was the ideal opportunity to get photos of the engine bay, suspension, etc. I am sure you will agree with me that even though the car may not be to everybody's taste the total bill for £750 including all bodywork, welding, new panels, re-spray and re-chroming of both bumpers, headlamp shells, horn support/crash bar, etc, will make

those facing similar work in the U.K. a bit sick! The car is very easy to drive, as she should be with a modern 2 litre engine, power steering, servo assisted disc brakes etc, with a turn of speed that takes a lot of people by surprise, and I enjoy driving her enormously. As I said, she may not suit some classic car aficionados, but how many of them would be prepared to use their cars to take two boxer dogs to the beach for a swim in the sea twice a day? I hope the above has been of some interest to you and would be grateful for any information you could give me on the car's origin, date and place of manufacture, model number, etc. As an overseas member of the T.O.C. I would also like to say how much I look forward to getting my copies of Floating Power and how much I hope that the quality of the magazine continues.



# CITROËN MAD ON THE 13TH TOUR OF BRITTANY

When Stan Barker told me that he wouldn't mind a few people dropping out of this year's tour, I knew I was on to a good thing. Having heard so much about the special nature of the Brittany tours, I decided it was time my family experienced this legendary Tractioneering event. We do a fair few Traction miles, but mostly of the spontaneous, "Hey, let's go down to Devon today," type. I also realised that people doing this sort of tour for the first time have to throw in some major mechanical wild card, so I ripped out our perfectly functional gearbox and replaced it with a rebuilt one containing a 10x31 c.w. & pinion. The work was finished with hours to spare, and it will be a long time before I am welcome near Hull again, but thank you, Roger, for your patience.

Our journey to France was uneventful, just one tyre blown out, two boilings up and close involvement in a major accident on the A3. Things improved when we mustered at the docks of St. Malo on a bright and cheerful Friday morning, where tour instructions packs were handed out amid the greetings of people renewing friendships. Thirty-one cars, twenty-four of them British, and none of them quite the same, convoyed off around the Côte Armor on a route that never failed to impress us with its rural charm. It was a totally new experience for me to drive along with Tractions to the fore and aft, strung out like a mobile exhibition along the road. We use our Slough car so much because it is the only vehicle that our children are never sick in, and so it was a constant joy to watch the unique movement of the suspension on the other cars

over bumps and round corners. What a revelation it must have been back in the mid thirties!

Come noon the cars were couched in the shade of a pine wood between the heath and the sea for the first mid-day picnic. A small sea breeze moved the warm, resin scented air through hot radiators as we walked to the edge of a lake and laid out the fruits of a hunting expedition in the local super-marché. The true calibre of our various bon-vivant companions was quickly revealed as equipment was set out. Patés were spread, cheeses, savoured, corks popped, colourful salads dressed and ripe fruit warmed in the sun as people settled in to French style eating. Some of the group ate in the woods, and the howls of laughter and singing made me wonder if the mushrooms I had seen growing there were entirely for culinary use.

The effects of lunch were worked off on a short walk past a mystical menhir and down a nearby cliff to the stunningly positioned Forte du Latte on its pinnacle of granite overlooking the bay. Listening to the guide's account of the history of piracy and war in the area gave some idea of the nature of Brittany's long links with Cornwall. Legend says there once was a land bridge called Lyoness which crossed the Channel before King Arthur, but now it is his shared deeds which seem to join the two lands. The lichen covered battlements and towers entertained our invasion of Tractionists well for a couple of hours. There was even a medieval hint of Citroën back axle in the cantilever system for the drawbridge.

Mounted up for the afternoon

drive, we soon entered the enchanting landscape of real Brittany on roads that Tractions were made for. Rack and pinion steering and hydraulic brakes made light work of the roads that wound through an ancient landscape of tiny fields, with glimpses of the nearby sea over sandy coves and rocks. Eighty kilometres of prettiness later we arrived in Etables Sur Mer for our first of many Pots Amical. Speeches were made in a



*The weight of Concours Cups proved too much for Dennis Kallend's car.*

stripy tent, which seems to have been issued to all French town halls, and just enough pink drink was administered to make putting up our own tents fun. Dennis Kallend obviously hadn't had enough pink drink because his clutch had begun to make serious retiring noises. I think the drink might have eventually cured the problem, but there were dark mutterings over the bonnet about major surgery.

Alec Bilney had kindly brought along a new tyre for me to replace my earlier blow-out, and I just had time to fit it before setting off for a different kind of grand-bouf set out in the local leisure centre. The food was, of course, beyond expectations, with local specialities served in vast quantities. However, there was a special ingredient in the air which created a common language, so we wandered around enjoying the companionship of seventy or more new friends. Paul and Pat DeFelice had a wedding anniversary to celebrate, so we all helped them with rude jokes and appropriate presents while they sat in speechless matrimonial harmony. Then they got better.

We were woken the next day by a dawn chorus of French camping noise and were shocked to find Peter Simper and friends busy in their garage playsuits. They had got up early and had Dennis's engine entrails laid out on the grass, as disturbing as a Damian Hurst exhibit. I was in time to see the clutch fingers being whisked away for welding and reshaping, pretty clever on a holiday Saturday. Luckily this was to be a short driving day, so they could work on and catch up later. We drove the fifty kilometres of heath and hidden beaches in glorious morning sunshine. Some of the

coves we passed are so secret that over a hundred airmen were shipped to freedom by the French Resistance from them during the war.

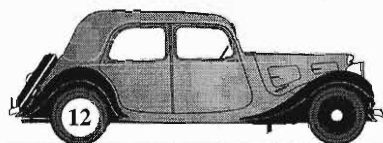
We lunched on mussels, frites and wine in a picturesque harbour listening to the clink of halyards on masts and the echoing cries of seagulls. Paimpol, like all old fishing ports, has a history of bravery and hardship which shows in the narrow streets and stone houses. Today it basked with us in the sun and offered up model boats, pottery and striped Breton jerseys from tiny shops. Mid-meal the mechanical wizards arrived triumphant with a huge amount of honking and waving. Peter seems to have stuffed a flugelhorn band under his bonnet and several others were just as loud, in fact Barry Longden tries to hide his natural shyness by having the massed brass bands of Manchester in his car. The tolerance in the French villages for this amount of noise was amazing, try it in Britain and the Musicians Union would lock you up and throw away your compressor.

The Tractions were arranged in the harbour car park and I took this occasion to join the bonnet lifters in inspecting the cars. There was a lot to see, from two 1938 French légers through all the various normals, Peter Simper's newly painted famille, to the sixes and finally two handsome Cabriolets, one of them Steve Southgate's six cylinder.

The road out of Paimpol was a perfect after lunch test for man and machine, and we minced out of town behind the decaps up a hill that set the straight cut cogs of first gear screaming as you held it round several tight ascending bends. Some managed to get into second gear, but with my higher geared



*The first lunchtime stop on the Brittany Rally. A lovely introduction to a fun event.*



box bedding in nicely, I held first to twenty miles an hour. On one of the later descents everyone was shocked to hear a huge explosion from Paul DeFelice's smart small boot Slough car. Those of us who were party to his digestive problems stood well back until he and his family emerged shocked but intact. It turned out to be a build up of unburnt gas in the nether regions of his exhaust pipe and, having seen the size of his lunch and heard his complaints about the weight of Dennis's engine, it could have been a lot worse.

Now we were travelling through a summer picture of hay in proper stacks, small woods of low oaks and isolated dark stone farm houses bedecked with flowers. Clouds of pink and purple hydrangeas hung from the hedgerows and garden walls, only matched by the smoke signals from the back of Dennis Ryland's tidy 1951 Light Fifteen. Lost with about ten other cars, we sat with our motorcycle guides on a low sea wall watching Dennis trace one of those intermittent engine faults that get us all at some time. To participate happily in convoy driving you have to develop a phlegmatic disposition, and in all that Bretton beauty we chatted to the Australians about their Citroën collection on the other side of the world.

Those in charge soon found us and whisked us off to a farm camping site where I missed the pink drinks, because Satan's Gnomes had been at work on my car too. Somehow a flexible brake pipe had become a one way valve, allowing fluid into the wheel cylinder but not letting it out, giving me a hot hub and strange braking. Once diagnosed, the problem was solved quickly by Mike Tennant actually having a spare pipe to hand, God bless his rubber socks!

The amicable drinks might have been missed, but we weren't late for the evening meal and entering the restaurant was an eye-popping event. Tables groaned with every type of shellfish heaped on platters standing among endless bottles of wine. We were welcomed in by smiling staff and met with gusto the sightless gaze of pink crabs, langoustines and prawns standing guard over reefs of clams, escargot de mer and oysters. Armed with a set of tools to winkle, pry, ease and coax the treasure from each shell, we downed the goblets of cold wine and, ah, the gift of languages came back. Noël Langouët, one of the motorcyclists, gave a fascinatingly odd animal impression show that broke down any remaining barriers - how do you respond to having an amorous gibbon in the room?

Barry the Brick overcame his normal quiet demeanour once more to lead a rendering of "I am the Music Man" which nearly lifted the roof off. French, Bretton, British and Ozzie, all roared out the song while Barry energetically acted out the instruments. I even managed to

explain to a confused French couple why holding your nose and hitting your throat signifies bagpipes. No wonder the Scots want devolution.

The Chef emerged to further roars of approval, and with a glassy look of pure happiness he went from lady to lady signing cards. I heard him compliment my wife and whisper that he very much liked "Les belles dames" - well, I suppose I had become partial to the Brittany Tarts, so we were equal.

It rained in the night, and next morning our dusty paintwork looked refreshed, and as we watched a 6H rise up from the grass the sun came out. Soon after, cruising down the sunken lanes, my chromed Slough headlight backs were once again reflecting an heraldic blue sky studded with symmetrical little clouds. In the clear morning light freshly turned hay lay in lines over well tended fields as if the farmers had made lines in apricot jam with a fork. If this fragile landscape is threatened by Euro-agribusiness then France, and the world will be the losers. We have lost such intensive farming in Britain and our countryside will never be the same, because rural depopulation must be linked to a lack of haystacks.

By mid day we had entered the wilder scenery of the Armouric Park, and wound our way through heather and bracken covered moors to Huelgoat for a picnic lunch by the lake on the edge of town. The cars were going well and spirits were high, so jolly japes began again. I can't think why people pick on poor Barry, Mrs. Brick must have been so worried when he got chained to a tree. After all he had only accidentally poured five gallons of water over two picnic-ers. And don't ask how the Six cabriolet became hitched to a gypsy caravan. Mind you, I think the padlocks came from her hand-bag.

We had a couple of hours to explore the strange delights of the town. Torn between the bar and a cool valley of tumbled boulders close by, we got busy. It was so mossy under the canopy of trees that even the air seemed green, with shafts of yellow sunshine piercing the gloom like six volt French headlights and the stream gurgling with the thirsty noises of a Big Six fuel pipe. It was becoming more and more obvious that Brittany is a curious part of the country, and the local language is not quite French. I kept seeing the word "mad" and learnt in the museum at Huelgoat that it is Bretton for good. It has an odd appeal, like American's using wicked and bad. There were also speed boats made from 2cv bodies on the lake, but that is for another club.

Another evening, another camp site, only this one offered emerald grass at the edge of a lake between the folds of wooded hills; perfection. We lined up the cars for speeches and as the pink drink hit



*End of the road - Rennes*

the spot the sun lit our cars with warm light and they shimmered in the lovely evening air. Chrome sparkled, paint gleamed red, white and blue, and black. As the bottles gurgled, I admired the cars and appreciated all the hours of work that had gone into their various restorations. Yet it was not the smart cars that caught my eye, I was having a holiday romance with Patrice's honest French Normale which was on loan to the Ozzies. It is so untouched that I expect even the oil is original, yet it had purred along without complaint and the patina of age compliments the design of a car meant for work.

Later we settled down to (so soon!) the last meal of the trip. Between the hors d'oeuvre and the main course we were treated to an amazing cabaret by five of the British ladies. To roars of approval after a huge introduction from their new manager, Terence McAuley, they danced a very adult version of The Spice Girls song "Wannabe" in scandalous costumes. Sides ached, tears streamed and the joint jumped. I learnt later that the change of management involved great financial cost, and thought of the man who sold the Beatles. Mind you, I bet the out-going manager was pleased not to get their drinks bill.

I was happily stumbling back from the gents humming the Spice tune when Barry appeared from a side room and insisted that I must introduce the next act. At the same time I glimpsed behind him the strangest sight this side of the Port Said Old Sailors Rest Home, and still reeling from the shock, was forced in front of eighty eager Tractionists. Barry whispered something about The Chevronettes, and as I blurted out the words, in they burst. I can only describe them as a kind of visual jazz. Several Frenchmen cavorted and Can-Canned about with huge plastic bosoms and short skirts, then went into the Macanella, all doing different versions and only coming together to expose confused bits of plastic and flesh.

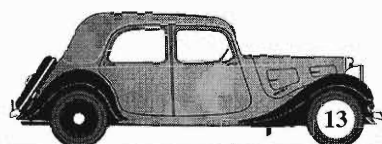
We Macanella'd down the road the next day and the horns seemed

louder than ever, yet the enthusiasm for Tractionis in the villages never waned. Surprised people by the roadside waved whatever came to hand, I saw bread, a bunch of roses, a walking stick, a dog, a baby and a step ladder all waved at some point in the trip. We pot amicaled and lunched in a sleepy village, then visited its museum of regional crafts where a display of ancient machinery showed how things were made in the past. It was interesting to see how the intricate local slate roofs were made, but the old dental equipment upstairs struck a nerve and I left to check my gearbox.

The last run of the trip was along major roads to the city of Rennes. The Tractionis showed a fair turn of speed for their age, but several modern cars put on a display of formation skidding just in front of our part of the convoy and came to rest at various angles across the road. Our motorcycle guides saw they were unharmed and we trundled on, happy to be in our own time bubble from a less hurried era. We all arrived safely in Rennes and formed up across the appointed square after enjoying the short run of cobbled road leading into it. Overlooked by ancient half timbered buildings our little group of travel-stained cars were inspected by Bastille Day crowds and explored by image acquisition units, as TV cameras are called these days.

It was a sad moment, goodbyes and promises for next year were made to new friends, and sincere thanks were given to Patrice Crusson and his officers for inviting us and Stan Barker for liaising to such good effect. The invaluable motorcyclists couldn't be thanked enough for their work of patiently shepherding us around the department. Commemorative plaques were gratefully accepted after some moving speeches, but the best souvenirs were in our minds and stomachs. Another mad Citroën trip for the Citroën mad.

*By Tony Buxton*



# THE ANORAK'S QUIZ



Here is a picture of Anorak Man posing with a 1948 (same year as the first 2CV) Velocette. The engine design dates from 1934 (same year as the first Traction). New for 1948 were oleopneumatic forks (same principle as the rear suspension of a 15-6H). Cylinder head is of crossflow design (same as the DS). Spooky eh?

Right that's got the irrelevant tosh over with, now down to the serious business of the quiz. Firstly I would like to thank those who took the trouble to respond. It seems that the response was overwhelming compared to that to the crossword run by a previous editor of *Floating Power*. Secondly it would seem from the covering letters sent in with answers that to be knowledgeable about Traction is a symptom of some deep personal unhappiness. At one time the scores were very close between three entrants and so I was obliged to ask my mirror mirror on the wall who was saddest of them all. As the

answer was of course me, readers will know that I pen these words through a lithium and prozac induced haze. Without further ado, answers and explanations are as follows ..

1. 1950.
2. 1953. One respondent, who ticked a "no publicity" box, but who may have family connections in the crisp industry, wrote "Whoever answers question 2 correctly should be made to polish the suspension of a TA with a toothbrush, for being such a sad case". This change of bearing width was made late in the production life of the Traction. Most, but not all Traction's have been modified to take the wider bearing. If a 19mm wide bearing is fitted in place of a 17mm bearing, when the brake drum is fitted it will press very hard on the inner race of the bearing, causing failure within a few miles. I have heard mechanics who should know better complaining about the poor quality of wheel bearings

when the real reason lies elsewhere. If replacing the outer bearings, either measure and fit identical bearings, or if necessary, have the spacer that goes between the inner and outer bearings turned down by 2mm.

Conversely, fitting a 17mm wide bearing to an already modified hub carrier will result in the outer bearing going so far in as to cover the extraction groove, making its subsequent removal almost impossible using conventional non-destructive means.

3. 1938.

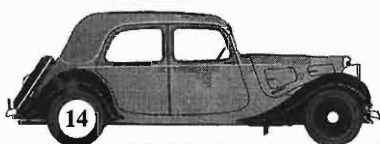
4. 18.

5. This one generated a wide variety of answers. Firstly, in 1946 Slough Light 15s had only one rear light, and no reflectors. Secondly no screen washers were fitted. The letter and spirit of current M.O.T. legislation is that all cars must be fitted with screen washers irrespective of age,

unless the screen can be folded out of the driver's field of vision e.g. Jeep, Series 1 Land

Rover, Traction Roadster. Fortunately some, but not all testers benignly bend the rules to pass a car without washers but with an opening (hinged) screen. Thirdly, in 1946 Slough Light 15s were delivered with the old, now outlawed system of headlamp dipping, where the nearside headlamp went out, and the offside headlamp had its reflector moved by a solenoid to lower and offset the beam to the left. Many respondents cited the absence of flashing indicators. It seems that traffickers, if fitted as original equipment and in working order, are acceptable.

6. No one knew the answer to this: The volume of the combustion chamber is stamped on the top of the cylinder head, water pump end, under the rocker cover. For example, it might be 77. Divide 1911 by 4 to get the volume of an individual cylinder = 477.75. Now divide 477.75 by 77, which will correspond near enough to 6.2, which was the com-



pression ratio of a perfo engine up to 1950. Successive rectification of the cylinder head will decrease the volume of the combustion chamber, thus increasing the compression ratio, so that this number cannot be relied upon as an exact guide now.

7. On a 1950 Slough Light 15 the Ammeter was manufactured by Lucas, the fuel gauge by British Jaeger.
8. On a 1951 Slough Light 15 (small boot) the fuel filler was on the left, and on a 1953 Light 15 (big boot) the fuel filler was on the right.
9. One 1954 24 Slough-built familiales and one commerciale were made to a special order and exported to Australia, where it is thought that 18 survive.
10. In 1946, the windscreen wipers of Slough cars were fitted at the base of the windscreen. This idea was not taken up by the Paris factory until 1952. Of much more importance, in 1950 when a bumper crop of 2070 Light 15s were made, the pedals were modified so that the clutch and brake action were lightened considerably, and the brake master cylinder was moved to the inside of the horn or jambonneau, vastly simplifying its removal and replacement. Again Paris cars did not benefit from this improvement until 1952.
11. 2,500 feet per minute.
12. Rubery Owen.
13. 27.25 hundredweight.
14. Various figures given, but 45<sup>1</sup>/<sub>2</sub> feet seems the norm. No shopping car for Madame, this.
15. £10. The source I had quoted this, but it appears that £6 7/- 10d. inc. purchase tax is the more accurate figure, so I have accepted either.
16. Four. 8X31 (familiales and commerciales) 9X31 (legeres and normales) 10X31 (economique, intended for legeres) and 8X35 (special for mountainous regions).
17. 1936.
18. £1 11/- 2d. (including purchase tax).

19. Primarily by looking for an extra moulding round the rear window. Pilote wheels, bonnets with doors, and radiator grilles can easily enough be transferred to post war cars.

20. Direction of rotation of the engine. So that's it. As I was writing the answers and order of winners, I received a response from Alec Protos of New South Wales, Australia with a carefully researched set of answers. Reasonably enough, he writes that question 5 was unfair to those not familiar with British M.O.T. regulations. Even so, Mr. Protos wins in spite of this handicap with a score of 25 out of a possible 29. My congratulations to him, and he receives a year's subscription to the T.O.C. Runners up are Bob Wade, now expatriate previous editor of *Floating Power* with 23 points, and Mike Tennant of Gloucestershire, he of rubberware fame, with a score of 22. Books will be on their way to you with my congratulations. So close behind, and deserving a mention, were Terence McAuley and an Anonymous Man, with equal scores of 21. One respondent, fuelled by French sunshine and bonhomie sent in a set of answers which I print with pleasure. The booby prize is on its way to you, Rik Blote. To all the other entrants, thank you for your response, perhaps after reading the answers you will be wiser but sadder, so to cheer up, here are Rik's answers.

*Jonathan Howard*

1. Seals - carbonised or raw were too small - They used Walruses up to 1946 and Giraffe after 1953. What they used in between and where Elephants go to die nobody knows.
2. 1936. August the 10th at 14.26 and 17 seconds (or was it 28 seconds?)
3. The interlock has never been on any gearbox yet - who the hell would want to "surf the interlock" from their gearbox? (WWCOM@gearbox).

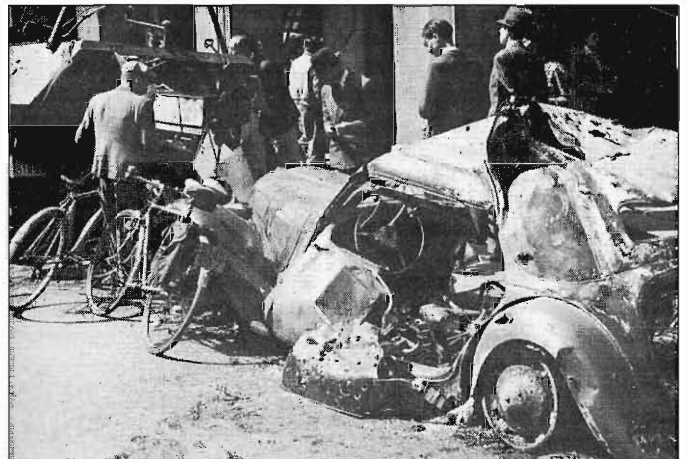
4. None but they didn't fool us tech freaks - we spotted the engine after a while.
5. No washers, No indicators, No skill in welding the thing back together again.
6. Cylindre head has number under the valve cove.
7. Bodgit and Scarper.
8. It's underneath - but you have to be really quick with the spanner to minimise leakage I find.
9. That question is risquée - do we count all or only the legitimate families?
10. RHD and plaque in engine bay saying Made in England.
11. Do you mean the one with the standard 9 tooth pinion or the 8 tooth mountain option or the 10 tooth economy 6 version? PS. what wheels and tyres were fitted?
12. Road wheels - steering wheels or Mike Wheels?
13. Rather a lot I think.
14. Even more I think.
15. Trick question this one since they never had sliding sunroofs, only sticking ones were supplied.
16. Count du Crown Wheel 8  
Count du Pinion 9  
Count du Mike Wheels 10  
By my count that makes three - well four if you include my count (careful how you spell count).
17. Pack an Onion steering was reserved for the U.S. market where they don't like the steering wheel too firmly connected to the road wheels.
18. Nothing - "standard

equipment" - it was the hole in the bulkhead that cost the money.

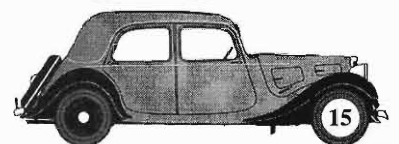
19. Pre-war ones have bullet holes in them. (The rear window is no guide because mine had a new roof panel in 1949 or thereabouts after an accident).

20. Pre-war 15/6 had the engine block rotating anti-clockwise whilst the crankshaft remained stationary. Post-war they made the crankshaft rotate clockwise and the block was stationary. Controversy still abounds as to which was the best system though post-war carburation and exhaust are generally considered cheaper to repair. There's also slightly less vibration some say.

*Rik Blote*



*Picture of a pre-war traction. Note the bonnet with doors, the pilote wheels, the extra moulding round the rear window, and of course, the bullet holes*



# NOTICE D'ENTRETIEN

Last year at a Bourse in France I was fortunate to find 2 owners handbooks. One is dated May 1934 and the other February 1937.

The 1937 book was relevant to my 1936 car but it is interesting to study the detail changes illustrated from the '34 to '37 cars.

Firstly the '34 handbook is a provisional issue as stated on the front cover. Inside one is asked to complete the card enclosed (this is naturally missing) and from the 15th June an updated handbook will be sent to you.

One can only imagine the panic there must have been at Citroën when the changes were made to the Traction and brochures and other literature were instantly redundant.

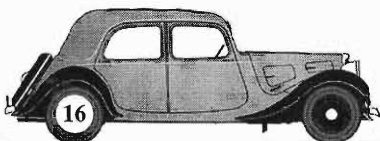
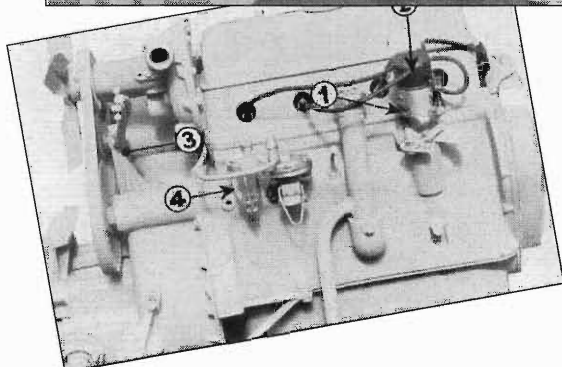
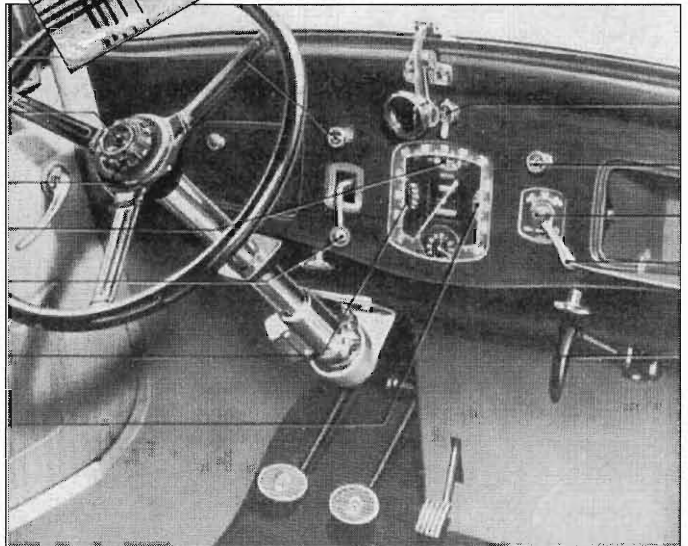
Both books are interesting records of the early cars and at the same Bourse I also purchased the 1933 book listing all Citroën concessionaire world wide.

*Glen Robb*

### NOTES OF INTEREST

Round brake/clutch pedals  
2 glove boxes

Light switch on dashboard  
Rosalie steering wheel and column





## **national and international events**

### **1997**

**21st SEPTEMBER**

**The London Classic Car Show, Ascot Racecourse.**

**27th September**

**Pre-A.G.M. 'Allo! 'Allo! party at Rene's Cafe, Tumbledown Farm, Melton Mowbray.  
Contact Richard or Esther for further details on 01664 840453 evenings.**

**28th SEPTEMBER**

**T.O.C. A.G.M., J.B.'s Restaurant and Carvery, Solihull.  
Pre meeting lunch - phone Steve Southgate for booking**

**15/16 NOVEMBER**

**The International Classic Cars Show, N.E.C. Birmingham.**

**29th NOVEMBER**

**Christmas Bash - Walsall - Book early for reservations, ring Barrie Brick or Steve (would you buy a car off this man) Southgate. Also - kids, if you can sing, dance, play a musical instrument, dustbin or pan lid then ring Barrie Brick for an audition.  
Barrie - Home 01565 873092      Steve - 0121 3571056  
Work 0161 8728947**

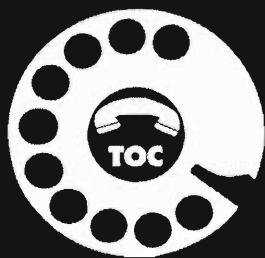
### **1998**

**May 23rd, 24th and 25th**

**The next Heart of England tour will be:  
The Raid du William Shakespeare around Warwickshire.  
Contact Richard or Esther for further details on 01664 840453 evenings.**

**August 21-23**

**11th International Citroen Car Clubs Rally.  
Chevetogne nr Lamur, Belgium      Phone Help Line for details and Application Form.  
Help Line Phone/Fax 01425 674476. (24 hr answerphone service)**



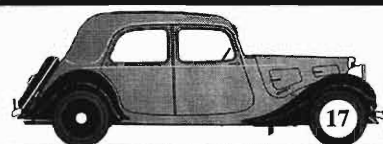
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Dear Jonathan,  
 After reading about the disappointing response to your quiz I was moved to put pen to paper as it reminded me of the time when I was editor and similarly decided to run a "traction crossword" with the grand prize of a club sweat-shirt. The response of the membership then, as now, was staggering with not one reply received when when after I offered the prize to the first incorrect entry received. I therefore felt a great deal of sympathy with you after all the effort you had gone to in production of the quiz. I must admit that when I first browsed the questions my initial score was a paltry 7 1/2 points and was not going to improve without a little research and so I left it there. After receiving the current mag, however, and with it your pleadings, I decided to have a go and my offering is herewith enclosed.

Whilst writing I must take the opportunity to thank you and Glen for taking over the magazine and to congratulate you both for maintaining the standard. I have always felt that the editor(s) should to a certain extent be controversial and if possible generate debate, opinion and response from the members. Do you remember my deliberately provocative editorial on originality which certainly touched a nerve with you and Roger Williams at the time - how I did enjoy the replies!! One should give the membership cage a damn good rattle from time to time!

I will write to Glen shortly as during my brief research for the quiz I came across some material which you may be able to use in a future issue. I was going to use it myself but it was put to one side and forgotten about - I'm sure you will be able to use it!

Keep up the good work -  
 Kind regards and best wishes,  
 Bob Wade

*Thank you Bob Wade for that kind and encouraging*

*letter. It would seem that to receive ten or so entries to the quiz is a minor miracle. I would like to take this opportunity to beg leave to inform readers that Anorak Man has ridden off for ever on his Velocette, to be replaced by Cage Rattler at the same address. You have been warned.*

*Jonathan Howard*

#### LETTER FROM A GREEK HAT

Dear Glen,  
 My copy of 'Floating Power' arrived this morning and I feel obliged to record that in my unbiased and dispassionate



opinion, its contents bear a close and uncanny resemblance [permanent and written testimony] to the verbal exchanges so often witnessed at club get-togethers i.e. that of general bickering and sniping - both personal and technical! As a general forum for comment (particularly useful in the context of overseas membership) I regard this as a positive development, and therefore feel inspired to enquire where Mr. Crawford found the time to put pen to paper (in order to extol the virtues of that dreadful 'coal scuttle' he insists upon driving around in) - but conversely can't be bothered to write to my insurance company regarding the endorsement of his particulars on my Traction policy (more so as the vehicle is temporarily in his care).

(More fool you, Ed).

It has occurred to me to move my Traction over here to Greece - but I wonder how long it would survive on Kiffisias Avenue during the daily/incessant North-South migrations. That said, Citroëns are well represented here - GSA's are everywhere,

DS's are reasonably plentiful too, but I have yet to see a Traction. Naturally all cars are in daily use - whether road-worthy or not! A current fad hereat seems to be driving cars around without any front wings - I suppose these ancillaries are considered quite superfluous to forward progress (ditto indicators, brakes, etc. etc.).

Pedestrians are quite definitely second class citizens in this city; similarly pavements are for parking on, puddles are for splashing through, and traffic police for baiting! Naturally M.O.T.'s don't fea-

ture (this is Europe after all), speed limits only relate to the unquoted maximum performance of any particular vehicle, and emission regulations relate to a punch in the face - subsequent to shouting 'Malaka' at the opposition! The fatalities on the roads within Athens are recorded as having factual demographic consequences - these are actually reducing the under-thirty year old population significantly. Annual road deaths exceed those sustained during any contemporary conflict in which Greece has been a participant!

Only yesterday a young man was finally arrested after hitting a woman - who literally exploded with the force of the impact (parts of her were found on top of shop awnings nearly half a kilometre away). This was the third time he had caused similar road deaths - for which he had received cautions-only!

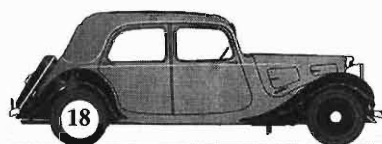
Incredibly, many older and classic vehicles do survive - possibly because they no longer actually move (albeit that remaining stationary within this city affords little additional protection). The other

day I recorded a Mk 1 Cortina, a Mk 1 Zodiac, a Renault 4CV, one DS, and a Bella/Zundapp scooter - merely by rotating my camera through three hundred and sixty degrees!

Athens has a Citroën Owners Club, but I have yet to make contact (Lucky them, Ed). This is not for want of trying - their telephone seems to be permanently out-of-order, and they keep moving their 'Steki' [hang-out/pub/meeting place]. There is little doubt that the all pervading Mediterranean attitude will feature in this clubs operational strategy i.e. that of emerging after nightfall, consuming outrageous quantities of ouzo or racki, falling asleep over said beverages, and then staggering off to bed for the day!

Enclosed herewith are one or two photographs of the relics knocking around this city - I shall forward more as and when I encounter same. In the meantime please advise Messrs Ryle and Co. that the air-cooled engine is dying a death principally because it is bloody noisy - albeit that it remains the principal method of propulsion in the context of most motor cycles (whereat efficient interior heating is not a consideration). Note also that when utilised in motor cars it has usually been consigned to the nether regions/rear in order to cause as little aural inconvenience as possible to the occupants [and as much to pedestrians] as possible. Only Citroën saw fit to mount these units predominantly under the forward areas of a motor car - thereby curtailing any conversation or adverse comment regarding the advisability (or otherwise) of doing so!

Other manufacturers occasionally mounted air-cooled engines under the bonnet ... some particularly malicious designers specified two stroke units for good measure. The principal exponents of this method of torture were the infamous East Germans - the culmination of their research efforts resulting in the Trabant (yet another occupant of Mr. Crawford's stable). This machine not only features an under bonnet air cooled two stroke power unit - it also omitted at least two necessary cylinders, a couple of doors, a petrol pump, fire



wall bulkheads, an additional six volts of electricity, decent brakes, radial ply tyres AND SOMETHING VERY HEAVY FILLED WITH WATER SHOULD YOU BE UNFORTUNATE ENOUGH TO BE THE INDIVIDUAL WITHIN THE VEHICLE WHEN THE INEVITABLE IMPACT OCCURS!

Yours from the land of Aristotle, Homer and Zeus, David Caunce (The Greece Monkey)

Thank you Dave, good to hear your hat is still full of Greece.

Hurry home, Colin misses you!

Regards Glen

Greg & Elaine Mason  
54 Greenways Crescent  
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BN43 6HS

We purchased a Slough built Light Fifteen in December 96, and have had several very pleasant outings including meeting Carla and Dave from Ringmer with their Paris built Traction and driving in tandem to the Bluebell Railway, to meet up with Peter Simper and the London Branch for a delightful afternoon of Trains and Tractions.

Whilst exhibiting at the Adun Vintage Transport Rally, we were approached by a gentleman who claimed to be in possession of a large number of Citroën cylinder heads, which he wished to dispose of. Any interested parties please contact Bob Pumfrey on 01273-416645 ext 702325.

Apart from the name and address of the last owner, we have no history of our Traction and would be grateful if any readers have any knowledge of our beast.

The details we have are:  
Reg. No. UVK 683  
Colour: Silver  
Slough built Light 15  
Vin. No. 9/532146  
Eng. No. ANO 4799  
Purchased 8-12-96  
from Ulberleigh  
Nr. Barnstaple  
N. Devon  
All comments thankfully received.  
Regards.

Dear Glen,  
The enclosed photo (right) are of Tractions used in the shooting of the TV Movie "The Rescuers" in Stratford, Ontario.

Only the Familiae was used and had the Chevrons removed to make them look like Mercedes-Benz, the three pointed star made from aluminium foil.

Regards,  
Larry Lewis  
Toronto

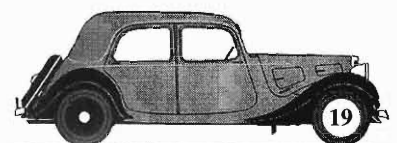


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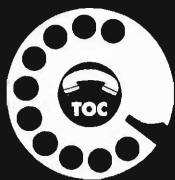
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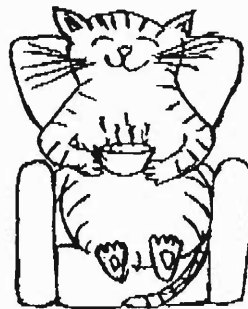
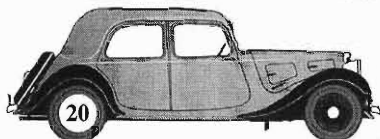
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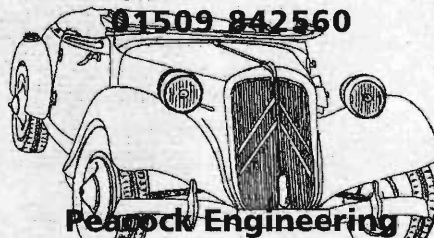
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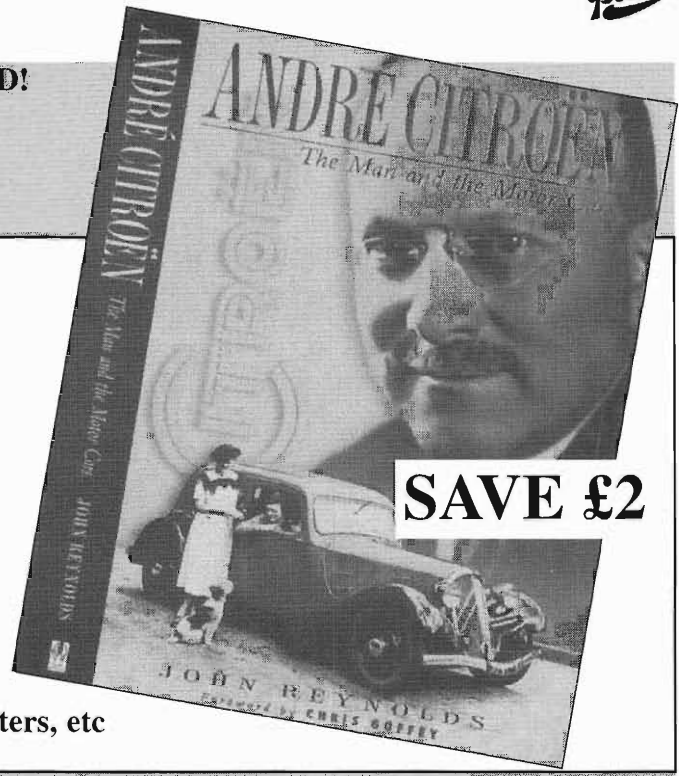
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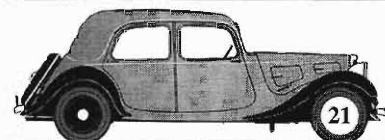


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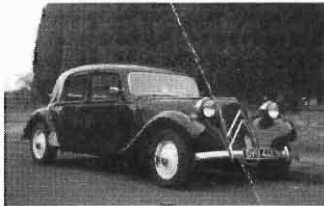
**Please send all adverts to the Editor (address on inside front cover). Automatically included for two issues, unless you instruct otherwise.**

## CARS FOR SALE

**1966 D.S. 21 Saloon.** Excellent original condition. Paris built L.H.D. Believed to be French Diplomatic vehicle. Interior unmarked grey cloth. Excellent body panels/body work in black chrome good. Low mileage. Full tax and M.O.T. on sale. Unique, rare and desirable vehicle. £6,500. Bryn Leonard 01884 820799.

**Slough built LT.15** in need of restoration. Spares include engine, gearboxes, doors, wings, wheels, cradle, lamp, etc. A veritable Aladdin's Cave of spares.

Phone/Fax Anthony Scannell 00-353-1-8338718 (Dublin).



**1953 Paris Built Normale** imported 1965, very sound roadworthy car, 11 months M.O.T. Tax exempt. Within the last 4,500km new clutch, decoke, new valves and radiator cleaned out. Owned by me for the last eleven years sadly now little used; lost garage so offers around £4,250.

For further details ring Leicester (0116) 2882276. M. J. Ashby

### HY-FIVE-OH!

Celebrate 50 years of the shed with the beautiful 1980 petrol H-Van. Professional camper

conversion, all the toys, loads of spares. Concours winner, full service history (really!) and rock-star provenance. Roger Prior 01922 863117 (Midlands)



**1951 Paris built Légère 11 BL**, white with small boot and dipped bumpers. M.O.T.'d and taxed, good runner. Bodywork untidy in places but cosmetic work only needed. A solid car for improving. Offers around £4250.00. Contact Mark Hathaway 01923 854713 (Hertfordshire).

### CARS FOR SALE

**1953 SLOUGH LIGHT 15** Sound car, dry stored. 20 years. Swansea registered. £1,650 o-n-o. Phone 01992/460310 (Herts) M. Vickerstaff

### Citroën Traction

**Commerciale, 1955**, near concours. Dark green/black wings, peacock drive shafts. Probably best available. Dennis Ryland maintained with engine and gearbox rebuilt. Valued £10,000. Ill health forces sale. Offers to Kevin Bond. Tel. 01963 350464, Somerset.

### 1956 Paris-built Normale

Big boot, restored France 1991 used in Maigret TV series Granada 1994, UK registered 1996 & MoT'd. In very good order, colour grey. Recent rechroming to bumpers, new carpets, garaged, regularly driven - a solid and reliable car, well maintained, wax-oiled - hence no rust. Offers £5,500.

Bill Gale  
01704 872134 (home)  
01704 546260 (work)

### 1954 Light 15 Slough-built

RHD. Excellent condition, Burgundy Red, sun roof. Offers around £8700.

Christopher Burke  
0181 977 3292

### 'H' vans from £750 to £3250.

Vans available in France are only one hour's drive from Caen ferry terminal. Phone or write for current stock list and further information.

The H Vanarium  
PO Box 7303  
Whitchurch  
RG28 TYR  
Tel: 01264 738004

Mobile: 0850 570444

### 1954 Paris-built Normale

UK registered 1990. Black. Mechanically sound. S/S exhaust to be fitted. Needs some attention to bodywork. Reluctant sale due to lack of time. Offers around £4000. Richard Frost 01306 730923 (Surrey)

### 1953 Paris-built Légère 11BL

Black, large boot, imported 1977, dry-stored for approx 15 years. Fully rebuilt engine incl. new pistons & liners, timing chain, etc. New brakes incl. m/cylinder, linings, hoses, etc. New lights, new exhaust system very sound bodywork, a solid car. Offers around £5000.

Rob Graham 01323 870842

### Tractions...

a selection always in stock. For further information contact Steve Southgate 0121 357 2256 (evening) 01902 495 758 (office hours)

### 1923 5CV Cloverleaf

Normandie style body £6000 ono or PX for Traction Hugo Wilson Home 01420 561421 Work 01420 561025

### 1953 TRACTION 11 BL

Probably the best example available. Imported from France after 20 year lay up and totally restored in every detail with an emphasis on restoration of original parts rather than replacement.

The interior has been completely retrimmed and repainted. The whole car is quite exceptional and as new in every respect. Bills for £15,000. 300 dry miles since rebuild. A stunning example which must be seen. £10,500 Colin Appleton 01244 570742

### 1953 PARIS BULT 11B

Big boot, black base metal respray with new door skins and bottom, boot floor and front floor section, new wiring loom, 6 volt black battery M/cyl, brake shoes, flexi pipes and metal pipes, hub cover and door handles re-chromed. Headlining seats and door panels professionally re-upholstered in "pattern" woollen cloth. Reluctant sale due to loss of double grage. £7,500 J. Palmer (0113) 2562706

### SMALL BOOT NORMALE 1952

Reconditioned engine, fully reconditioned gearbox with new high ratio c/wheel and pinion by Roger Williams. Recon carburettor and rebuilt radiator with new core.

Four almost new X tyres, very good body and good original interior. A nice reliable car. Some French history. A selection of very nice period accessories and a number of spares go with the car. £6,450 or sensible offer Telephone Peter Riggs on 01582 664685 after 07.30 p.m. and weekends.

### 1955 11B FAMILIALE

Belgian built, black with silver sports wheels. ID19, 4 speed conv. engine and gearbox just rebuilt. New subframe and silentblocks, peacock drive-shafts, new sills and door skins. Re-trimmed, M.O.T. 1 year. £8,000

Jack Westwater 0131 225 3277

### 1952 Traction Light 11 Siebel

Berlin. White with big boot. French with original registration, as seen in Next Directory. Requires minimal attention and T.L.C., has been garaged for 3 years. £3,000 o.n.o. Call Rex 01420 22949 Farnham evening.

### Normale French built 1957.

Regularly driven. Re-built engine/gearbox, steering, brakes, re-con. dynamo, exhaust, all by John Gillard Classic Restorations. F.S.H. since import. Some French history. Manuals. Garaged. Cover. Reluctant sale. £6,000 o.n.o. Chris Godwin - 0181 - 858 - 9415 S.E.

**Normale 1954.** Finish black, original seats clean, new roof lining, mechanically sound, Peacock drive shafts, brakes overhauled, new gearbox and engine mounts, steering overhauled, good runner. (Reluctant to sell but baby forces sale). Offers around £4,200. Phone daytime 0181 - 560-3267 - Ricky or Peter.

## WANTED

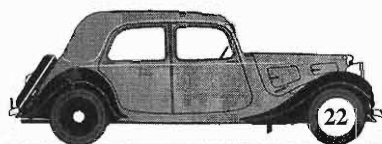
### Anybody seen my decap?

Dark green DS 21 Chapron Cecapotable, fawn leather, late wings (faired headlamps) LLC 754P. Reluctantly sold against a promise of "first refusal". If resold; not kept. It would be nice to know it is being enjoyed and driven and not salted away. Please report sightings to Roger Prior on 01922 863117.

**Brakedrums with damaged** tapers required to create pool for an exchange service.

Roger Williams  
01482 863344  
Fax: 01482 888619

**Small boot legere or light fifteen**, well sorted condition 2



car preferred but anything considered apart from basket case. Can any member assist with viewing and finding a car for me?  
Tel. Peter Tyson. 015394 45368 eve/wk.

## PARTS FOR SALE

**Body and mechanical spares** for Light 15 and some mechanical spares for Big 15.

Mick Boulton  
01939 220254 (Shropshire)

### LIGHT 15.

Sunroof, panel and frame £25.  
Slough flat dipped bumper and iron £15.  
Lucas headlamp, good chrome £5.

Marchal fog lamp £7.  
Marchal spot lamp £7.  
Heater tube assembly (no rubbers) £10.  
Big 15 starter hole grill wings £10.  
H10 spark plugs (20) £1 each.  
Phone Colin Moss 0181 398 3176 (Evenings)

### 1 set of re-lined front Brake

Shoes (late type)  
1 Piston ring set boxed as new £30  
1 cylinder head (11cv) £20  
1 CIBIE headlamp (type TP500) £10  
1 pair of headlamp reflectors (type TP500) £5  
1 hubcap center (brass) French/early English £5  
Phone Steve Hedinger 01344-24528 (Berkshire)

### Twin carburettor set

Solex 32PBI on inlet and exhaust manifolds. All linkages included. Good condition.

David Boyd  
01527 892134 (Worcs)

**Instruction Book** for twelve, light fifteen, and fifteen. Dated September 1939, near mint unread condition including oiling chart, etc. Slightly dog-eared cover. £70.00 O.N.O.  
M. H. Tebbett 01684-563315.

### Light 15 gearbox

Very good condition. Thoroughly checked, cleaned, painted and fitted with new oil seals. Ready to install with rhd bell housing. £350

Nick Gundry  
01453 884615

**Traction gearbox, good condition, £220.**

Phone Frank 01365 325847

### Brakedrums with damaged

tapers required to create pool for an exchange service.

Roger Williams  
01482 863344

Fax 01482 888619

- **Pair of Bumpers** for post '52 Slough Light 15 (rechromed).  
- **Dark red leather rear seat** complete for post '52 Lt. 15 (very good condition).  
- **Heller Citroën Traction 1/8th scale model plastic kit** - as new.  
Please phone Michael Wood 01238-528221

### SET OF DOORS

Light 15, very good condition, straight, no filler. Ex South Africa so rust free. Also 2 good small boot lids.  
Phone Marcus Carlton  
Tunbridge Wells 01892 532896

## NEW PARTS

**French number plates.** Your traction is not equipped yet with authentic black/alu French number plates? Send me your car registration number, FF 400 in cash, U.K. or Euro cheques in French Francs. You will then receive them in 3 weeks (specify small or big boot).  
Write to Gwenaël André, 25 rue Saint-Héliier, 35000 Rennes, France. Phone: (33) 02.99.65.47.03.

**Rubber plugs for front cradle** tubes. £2.40 per set of 4+P+P

Rear engine mount £10 each (exchange)

Side engine mount pads

£1.60 each +50p sae  
Silentblocs £60 per set of 4 (exchange)

Petrol tank filler pipe rubbers

(large and small boot) £2.50 each + 50p sae  
Triangle door rubbers £14.80 per set of eight + £2 P&P

Gaiters for top & bottom swivels £2.50 each + £1.50 P&P

Steering rack pin rubbers

£1.20 per pair + 50p sae  
Rear Panard rod cones

£2.50 per pair + 50p P&P

Rear bumpstops

£15 per pair + £1 P&P  
'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). £28 + postage to cover 2.75lbs weight.

Ball pin adjuster for the track rod end. £11 + £1.50 P&P.

PLEASE NOTE:

Exchange items only sent when old ones received first.

Mike Tennant  
49 Hollywell Road  
Mitcheldean  
Gloucestershire  
GL17 0DL

### New stainless steel bumpers

for Tractions. Made from 3mm

304 grade stainless steel. Four types available: 'dipped' Legere & Normale and post-'52 'straight' Legere & Normale.  
Supplied drilled and polished 'ready to fit'.

These bumpers will not rust, are stronger than the originals, there is no plating to crack or peel - minor damage can be inexpensively corrected and repolished. All types £230 per pair

Jonathan Howard  
Tel 01608 643065  
Fax 642973

### P.F.P. MODEL CARS

These Citroën cars are revival of the Citroën toys from the thirties.

At that time Citroën made, for advertising, children's model cars. Big ones were very luxurious but the 1/43 scale range was cheap. Bodies were



made in plaster and flour, with lead wheels and red rubber tyres.

These toys were very naive pretty charming, but because of Citroën financial managing, eventually production ceased. Nowadays, you can keep living the spirit of these toys by buying a P.F.P. model car (made in Paris).

Jean Pirot Price £17 (inc p+p)  
8 Rue du Cloître Saint-Merri  
75004 Paris  
tel 00-33-1-42 74 66 97 (REP)  
fax 00-35-1-42 78 11 55

## OTHER

### Paris Central Location, Studio Apartment.

2 Metro stops from Eurostar Train Terminal. Quiet Street, 1st floor, Sleeps 4, Kitchenette.

Available April onwards.  
Phone Frank 01365 325847.

Western Loire  
Charming village home. Sleeps 5/6. Exposed beams, splash pool, 300 metres from river ('Thouet'). Secure courtyard parking for four cars. Vineyard next door!

Available May - October. 10% discount for TOC members.

Phone Colin or Jacky Porter  
01865 204994 work  
01734 615721 home

### South Brittany

Farmhouse, 15 minutes from

Quimperlé. Rural situation, but with shops only 3 mins. 15 mins to sandy beaches, forest, lovely rivers and estuary walks. 85 miles from Roscoff. Sleeps 7/9. Available to rent most dates. Early booking essential. From £120 to £265.  
Phone John or Eileen Wain for details 01803 782468

### Normandy

Two lovely 18th century gites. One hour from Cherbourg.

Sleep 4 or 6 plus baby. Electric heating, log fires and every comfort. 13km from the sea. Ideal base for visiting invasion beaches, Bayeaux, Mont St Michel. Available separately or together for short breaks or longer holidays. 10% discount for TOC members.

Phone Tom or Gill O'Malley on 01252 795182 for details.

### Cote d'Azur

Very special B&B in the South of France. Bring your own Traction to meet ours and be pampered in a beautiful old villa overlooking the Med near Monte Carlo.

Margaret Ritson  
Tel: (33) 93784725  
Fax: (33) 93786401

### Loire Valley

Large, classic country house 5km west of Langeais, (between Tours and Saumur), ideally situated for wine lovers and chateaux visiting. Sleeps 8-10 in 4 large bedrooms with 1 acre garden and ample space for Tractions! Available to rent from £375-650 per week.

Tel. Brian Thorley  
01253 295409 office  
882558 home

### CAHORS

Camping Le Ch'Timi, Lot 3 star campsite (70 pitches) plus static caravans. Full facilities, Swimming pool, Bar, Children's play area etc. Stunning areas with lots to see. Tractionistes especially welcome!

Phone Rik or Marie on 010 33 65 36 52 36

### Southern Brittany

Camping Le Bohat, Sarzeau. Large 4-berth caravan with awning and mains electricity. Available mid May - mid Sept. Swimming pool, children's pool, creperie. Bookings taken now.  
Tel. Stan Barker 01425 672311

