



# *Floating Power*

October 1997

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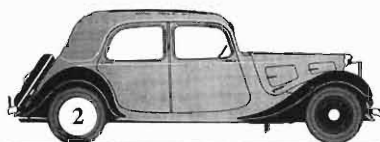
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755611

\* 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

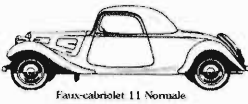
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**10 Bargain Panels**

**14 Kiwi Roadster**



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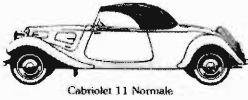
**16 Clutch Problems**

**17 events**  
NATIONAL & INTERNATIONAL EVENTS



Cabriolet 7 C/11 Légère

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HAVING YOUR SAY



Cabriolet 11 Normale

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MARKETPLACE

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CARS, PARTS, SPARES ETC



**EDITORIAL**

This summer in France, Gillian and I had the pleasure of visiting Bob and Pam WADE and they have asked me to send thanks to all friends who have written following the sad loss of their son. The contact from old friends was a source of great comfort to them and on behalf of the club, we wish them both well.

There is a total silence from rear wheel drive owners and I know there are many Traction owners with an RWD in the garage. An article please or I will have to resort to reprints.

For members who consider their talents may be in writing scripts of Allo Allo (BBC comedy?) please read the real thing from Jean PIROT on the correspondence page.

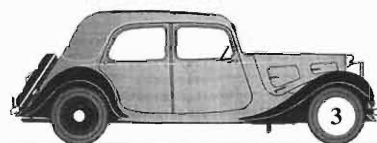
I have received my application for next years ICCCR in Belgium, and if you have not already written please contact Stan Barker who has a supply of forms. The Belgium Citroën Club has had a dry run in August for next year's event. A total of 385 cars turned up including a 1919 Type A, Bijou (must be rare in Belgium) and a 1939 Rosengart Supertraction.

Following the A.G.M. where I fully expected to be sacked, I wish to thank members for all the assistance given, encouragement and patient understanding with errors. This job is still a very new "experience" but the reward is talking and corresponding to like minded friends.

Apologies for the description of the front cover on the last issue. You will find the photograph in the centre page of this issue.

**FRONT COVER**

Reflections of Brittany from Frank Bell.



**Floating Power**

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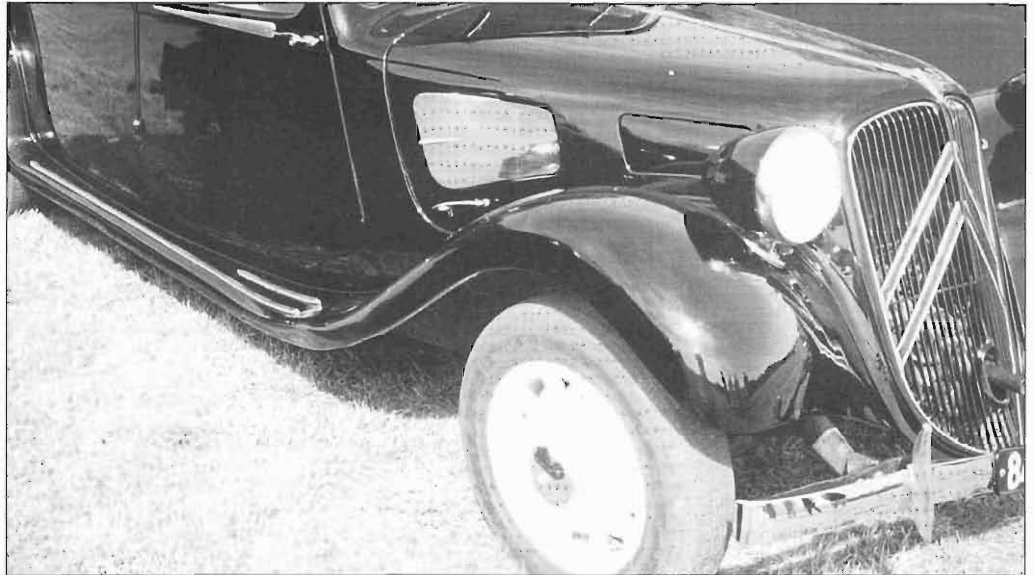


As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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Since 1994, Pascal Berthelot has taken a census of all the Citroën "Traction Avant" in the world. This research includes all models of "Traction", whatever their state of repair. The technical information gleaned from them has been put together and analysed, thereby allowing certain vehicles to be dated and the different modifications catalogued. This will enable us to have a better understanding of the factory alterations, which were undertaken at that time, and to recreate a description of the estimated 30,000 vehicles. It will also answer questions which, up until now, have been unanswerable (the 22 example).



**THEY DO EXIST** - If like me you get tired of the same question "Where are the Running Boards", I was somewhat amused to meet in France this 1938 Normale with the said item everyone in England thinks the car had. The owner informed me it was fitted when new.

This mammoth task has begun and enclosed with this issue is the form for completion. Please send this to Pascal Berthelot. Thanks go to Mike Vickerstaff who has produced the forms and supplied them for Floating Power.

## THE TOUR OF BRITTANY 1998

The Tour of Brittany will be on 11/14th July based on the Loire Valley. Stan Barker warns that the numbers are restricted to 25 cars and he has already had a strong response for places.

## NATIONAL RALLY 1998

Following this year's National Rally, it was announced and has been confirmed that next year's Rally will take place on June 19/21st in the area of Chippenham, Wiltshire.

Let us hope the weather will be kinder than this year's event.

## HANDBOOK OF TRACTION TIPS

Tony Hillyard is compiling a glove box size handbook of useful 'get out of trouble tips' for the Traction.

He has suffered, like most of us, from those infuriating little problems our cars seem to enjoy, in his case splitting the bottom front ball joint without the "correct special tool".

Tony phoned Alec Bilney to arrange hire of the recommended special tool to be told he didn't really need it, there was another way. And it worked!

So he wondered how many other club members could benefit from such hard won knowledge.

If you have any helpful tips, no matter how bizarre! and would be willing to share them with other T.O.C. members, please write, phone or fax your tip to:

Tony Hillyard  
Vine Cottage  
Water Lane  
South Godstone  
Surrey RH9 8JX  
Tel/Fax 01342-893031

## FLOATING POWER: THE FACTS

At the last A.G.M., member Graham Jones queried the production costs of Floating Power, remarking that in the period 1st April 1996 - 31st March 1997 that the cost of the magazine had risen by

over £4000.

As the magazine and its costs have been a much-debated subject with many invented figures being bandied about it is worth giving a fuller and more detailed explanation than was given at the A.G.M. In the period 1st April 1995 - 31st March 1996 John Starke, the previous editor only produced five magazines instead of the required six by dint of combining volume twenty issues five and six in February 1996. The cost implications of this are obvious.

Since then (period 1st April 1996 - 31st March 1997) the magazine costs have been as follows.

April 1996 - £1690.60 (contained supplement with rally information, events page and direct debit forms).

July 1996 - (£1690.60) (an accidental overcharge by Bailes, should have been £1482.00, corrected in September).

Sept. 1996 - £1482.00

Nov. 1996 - £2184.52 (contained spares list and A.G.M. notes).

Jan. 1997 - £1950.00 (£1450 to Bailes the printers, £500 paid to editor John Starke).

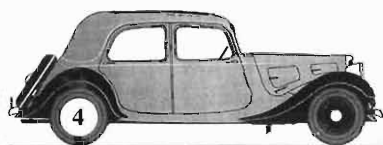
March 1997 - £1994.68

(new editors and printers. Contained renewal form, rally form and direct debit forms). Total - £10783.80 As shown on accounts approved at the A.G.M.

For further information, the cost of the June magazine was £1428.99, and the August issue £1444.87. In view of the considerable extra costs, not only of printing and production, but also of postage, which is very weight-sensitive, the use of supplements, inserts, flyers and so forth is being kept to a minimum.

As the present editors are not being paid £500 per magazine, (the issue over which Marcus Lasance chose to resign as chairman and director of the club) there is a saving of £3000 per annum to the club, which is why the subscription was not increased by £6 this year. Members who feel aggrieved at being deprived of the opportunity to pay a higher subscription are most welcome, but of course not obliged to send their surplus cash to the editors.

Jonathan Howard



## CHAIRMAN'S NOTE ABOUT THE A.G.M.

As announced, the 1997 Annual General Meeting of the Traction Owners' Club took place on Sunday 28th September.

The A.G.M. has five duties placed upon it by the Club Rules. The first is to examine and approve the annual accounts for the past year, and appoint the auditors for the next year. This was duly done. The second duty is to receive a report from the Committee on the activities of the Club during the year. Committee members with significant duties presented short summaries of their actions and decisions, and each was applauded unreservedly by the meeting for their work and the devotion of their time to Club business.

The third duty of the A.G.M. is to elect the President, Secretary and Treasurer. This was a shoo-in for the incumbents who had proved their ability throughout the year, and were willing to continue. The meeting agreed there is no point in changing a winning team. The fourth duty is to elect the Committee, and this was the point where contention began.

It will be recalled that the T.O.C. became a limited company in 1994, accepting restrictions upon itself in order to limit its own and its officers' liability in the event of a misfortune. Part of that process requires lodging with the authorities a set of the guidelines, called Articles of Association, that we would live by. To reduce cost and time spent on the task, a standard set had been adopted and lodged. Unfortunately, in the years since, they have never been reviewed, nor reconciled with the practices of a small car club like the

T.O.C. Quite simply, there was no need to; the Club was functioning happily, and all was well. As is always the case, though, the differences came to light at a time when two different views were expressed about procedural matters, and this A.G.M. was just such a time, because different voting procedures existed. But with the help of a knowledgeable member, experienced in these matters, a compromise was agreed, and the voting went through. The maximum number allowed, eighteen, out of nineteen nominated persons, were elected to the Committee, almost unanimously. The Committee will address the conflict of rules to ensure the situation does not arise again.

The final business to attend to is discussion of any other matter raised by a Club member who wishes to be discussed, and has previously notified the Secretary. This year, uniquely and unpleasantly, there was a heated debate on a motion to cancel the membership of Marcus Lasance, on the grounds that his public behaviour since resigning as chairman had been detrimental to the Club and the Club's reputation. During the debate, it became clear that the distress felt by the Committee at the series of derogatory and personal comments by Marcus on his Internet page, was widespread throughout the membership. Many speakers indicated that they wished a distinct message to be given to Marcus that the practice should stop, and in the end he was asked to give a clear undertaking that he would remove all such material, and cease working against the Committee. Marcus said he now recognised he had heard the democratic voice of the wider membership, and gave the undertaking sought. As a

result the original motion was withdrawn.

The A.G.M. has signalled two clear messages to the Committee, and both will be heeded. The first was a confirmation of the political aphorism. "Let the people decide". The consequences flowing from the change of editorship in January, starting with Marcus's resignation, had rumbled on for eight months. This had been unexpected as far as the Committee were concerned and, except for simply announcing the fact, no situation reports had been issued in the magazine. It meant that news leaked out piecemeal. Those who knew how silly it was did not wish to inflate it; those who heard titbits naturally had their curiosity whetted, and neither were satisfied. In future, summaries of Committee meetings will again appear in the magazine, giving an outline of matters discussed, and hopefully avoiding a repeat of the unpleasantness we have just experienced. However, on this particular matter, surely the book is best left closed.

The second message was that the Club membership wholeheartedly endorsed the decisions taken by the Committee in the matter of the editorship of *Floating Power*. Not only was this evidenced in the general debates and during informal discussions, but in the lengthy applause that resulted when Glen Robb and Jonathan Howard ended their Editors' Report by saying "We undertook to produce the magazine, and we did it!"

## sectionSCENE

### PEAK NEWS

Our annual Christmas dinner will take place on Sunday December 7th. The new landlord has promised us an excellent three course meal plus coffee and mince pies for £12.50. Sounds good to us.

Aim to arrive at around midday to take part in a fun quiz and eat at 1.15 (ish). We need names by end of November. So please give us a ring.

Bev and John Oates  
01629 582154

### SOUTH MIDLANDS SECTION NEWS (Section 13)

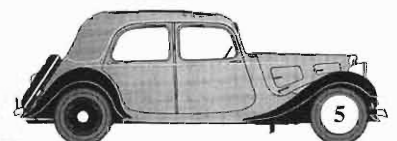
As is now well known, our meeting place is The Fox public house at Lower Oddington near Stow on the Wold on the second Wednesday of the month at a nominal 8 p.m. The Fox has been expertly chosen for its authentic Cotswold atmosphere, fine Cotswold cuisine, and stunning Cotswold bar staff. This will also be the venue for our Christmas Bash on Sunday December 29th at mid-day.

All are welcome, including spouses of either gender, concubines, co-habitants of any persuasion, minority groups, children etcetera, whether paid-up T.O.C. members or not. It would be good to see certain Gloucestershire Traction owners for a change. I can think of a splendid Normale in Charlton Kings and a Light 15 in Gretton whose owners rarely are seen... Sadly, David Counce will probably be in Greece. Please telephone Colin Crawford on 01242 574509 if you would like to join probably the most irreverent, certainly the most irrelevant Club Section on this post-festive occasion..

### EAST MIDLANDS SECTION FORMED

Any members living in the East Midlands will be welcomed at the first meeting of the group at 12 midday on Sunday 12th October (and subsequently on the second Sunday of each month) for lunch at 1 p.m., at The Flying Childers, Kirby Bellars, near Melton Mowbray. Please telephone if any further information is required.

Helen Brixton  
0116 211 4359.





## CUMBRIAN TRACTION GROUP

Last Sunday the organisers of Raid Cumbria met among the wonderful Cumbrian fells at Branthwait, the home of Bob and Jan Cuppage, to reminisce, relive the summer and look at photographs of the Keswick meeting. We were provided with a splendid lunch and a sufficiency of wine (i.e. the drivers were sparing in their consumption). The conversation lead to a wonderful turn out of members in the Lakes. **THANK YOU ALL.** We considered doing it again next year but decided that would be too soon.

What else can we do? became the topic of conversation.

This is what we decided. We would like to make a Cumbrian Tractionists Group because we would like to keep in touch and would like to meet the other Tractionists in the county. A count up revealed 10 cars in the county, without consultation of the membership list. We hope that Traction owners will consider this as an invitation to join us. The meetings will take place about every three months on a Sunday.

**OUR FIRST MEETING WILL BE** Sunday November 16th from 12.00 p.m. at the

Swan Grasmere. The Swan is on the A595 Ambleside to Keswick road (not in the village). The Swan provides a reasonable lunch, which includes a choice of Bar Snacks and has a car park.

The second meeting will be at the beginning of March, venue yet to be confirmed but possibly the Strickland Arms on the A6 just off the M6 near Kendal.

The third meeting to take the form of Jan's Big Day Out, venue and date to be decided but probably at the end of May with the probability of overnight camping and an evening barbecue, dependent upon response and enthusiasm!

It would be nice to have some feedback so,

- a) we know you can read,
- b) we can warn the pub to expect more than three cars,
- c) we can find out who is interested in meetings.

With very best wishes from

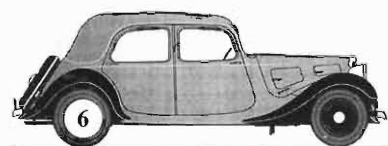
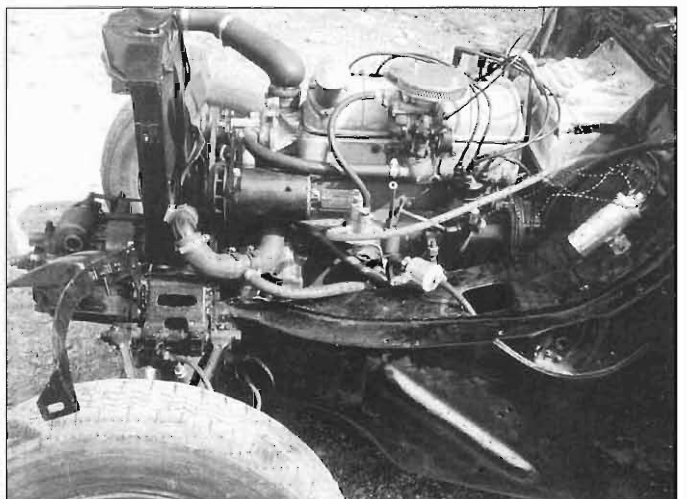
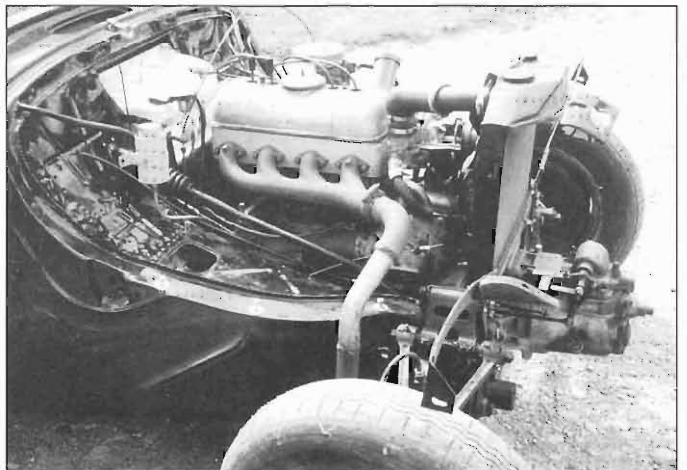
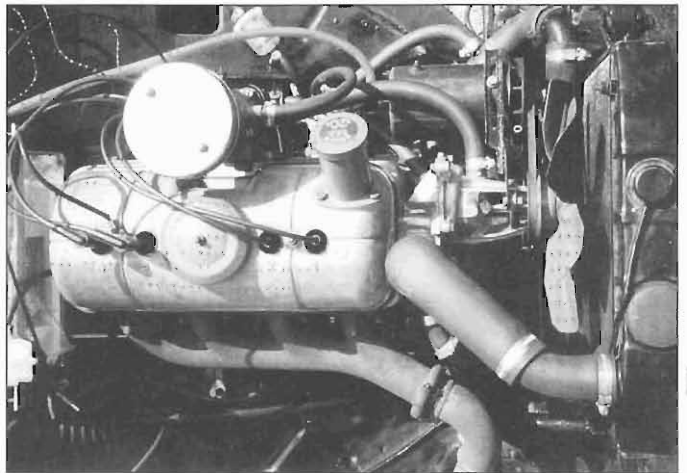
*Jim & Liz Rogers, Bob & Jan Cuppage, Malcolm & Jean Bobitt.*

*We would all be pleased to hear from you, Jim and Liz can be found on 01524 733473.*

## BIG 15 TRANSPLANT

Pictured here is the last summer's project of your technical editor, the fitting of an ID19 and its four speed gearbox to a 1938 Slough-built big 15. To pre-empt hate mail from enraged purists enraged by the desecration of such a rare vehicle (one of two known to exist in this country) it should be stressed that this car was a basket case which had last run in the 1960's, and that the conversion and modification work is almost totally bolt-on, and thus reversible. As can be seen, a certain amount of finishing work is required before this bolide hits the road again after a gap of some 30 years.

*Jonathan Howard*



# ANNUAL IRISH CITROËN RALLY 27th JULY 1997



*"The Gathering" at Sur-le-Pont*

This geriatric Traction owner had a slight problem - drive 180 miles on Sunday morning to Johnstown Bridge, Co. Kildare (where's that? Never heard of it), or break the journey with an overnight stop and thus avoid rising at 6 a.m. Enter fairy godmothers FRANK and BERNIE GALLAGHER, who offered excellent accommodation at a very, very reasonable fee.

Sunday morning, after an enormous breakfast (thank you Bernie), Eva and I set off from Enniskillen shortly after 9 a.m., following Frank's lovely D., to drive the 100 miles to the start of this year's rally. Frank knew where we could buy 4-star petrol at 56 pence per litre, against prices north of the border of 71 pence to 73 pence. However, the owner had not arrived to open up (late night?) so we motored on, arriving at Sur-le-Pont Motors in the village of Johnstown Bridge, shortly after 11 a.m. We spotted the double chevron right away, all available parking space filled by seven Tractions, nine DS's, three 2CV's, one H

van, one GS and one CX. The owners of Sur-le-Pont Motors, DAVID LAWREN-SON and his WIFE, having placed tables in his showroom instead of cars, treated us to a wonderful Irish breakfast (was there ice cream for Frank?). As contented Citroënists finished eating, they gathered outside to admire the cars lined up in the sunshine. Stories were told of

how the main distributors, ASHENHURST WILLIAMS of Dublin, assembled Tractions and DS's from kits, from the post-war period until the mid-sixties, and how an anti-Citroën movement sprang up because of the many faults which occurred; other stories were told of the ingenuity of ordinary mech-anics in overcoming these problems. Needless to say things have vastly improved, and Citroën dealers like David are looking after their many customers in superb manner.

Eventually CON SHIVNEN decided we had talked for long enough, and in an orderly fashion we followed his beautiful D to "Peatlands". This is an exhibition centre which tells the story of the cutting of peat from the bogs of Ireland, to be used as fuel in place of coal. Some were shocked to see photographs of young children working barefoot in the bogs in the 1930's.

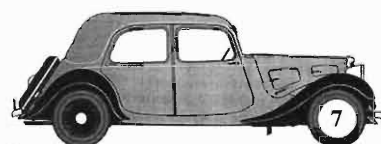
After an interesting and informative tour, all vehicles drove to "Curryhills House" where, following an excellent meal, the prizes were awarded. The cup for Best Traction went to ANSELM AHERNE; runner-up was DAVE DAVIES. The cup for Best D went to RAY McDONNELL who has owned his 1973 DS23 Pallas from new; runner-up was ERIC CLOUGHLEY. The cup for Best Overall Citroën was awarded to FRANK BERGIN for his really beautiful 1974 2CV.

It only remains for me to thank Frank Bergin for the very professional way he organised the rally, and to thank Mr. and Mrs. David Lawrenson for their valuable sponsorship. I hope to see everyone again next year in Co. Down, sweeping the Mountains of Mourne down to the sea.

*Norman Moore*



*Bill Palmer cresting the bridge at Peatlands*



# NEW CLOTHES FOR THE FRENCH MISTRESS

## *HIDING THE DOORS ON AN 11 LEGERE*

I don't drive my 11BL very much. Since bringing it from France in 1989 (F.P. Vol. 14 No. 1) the old thing has been rebuilt - with the help of Dennis Ryland - but has gradually assumed the identity of being a beautiful object kept in a garage rather than that of a car. Reasons are not hard to find. I have a job within walking distance of home, but it is a job which also fills evenings and weekends. Like many busy people, the idea of giving up a whole weekend to driving a car just isn't on.

What has continued is the rebuild, the latest aspect of which has been door covering. The 1950 11BL has plain door inner panels, originally in the same prison-camp grey cloth as the seats. Mine, like many others, had had replacement covers in the later half rexine/half cloth pattern tacked over the old ones. They had stayed untouched until replacement material was available (Depanoto, Nogent-le-Rotrou), sent in a length sufficient for four panels.

Stripping the old panels is easy, of course. Taking things apart is always easy. It has to be said that they looked a lot worse when taken off, the bottom two inches or so of the boards themselves being missing, rotted away, and the replacement French bodge, done many years ago, having followed the same route. The panels themselves were badly distorted and cockled and the

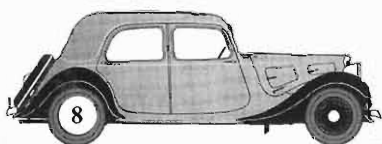
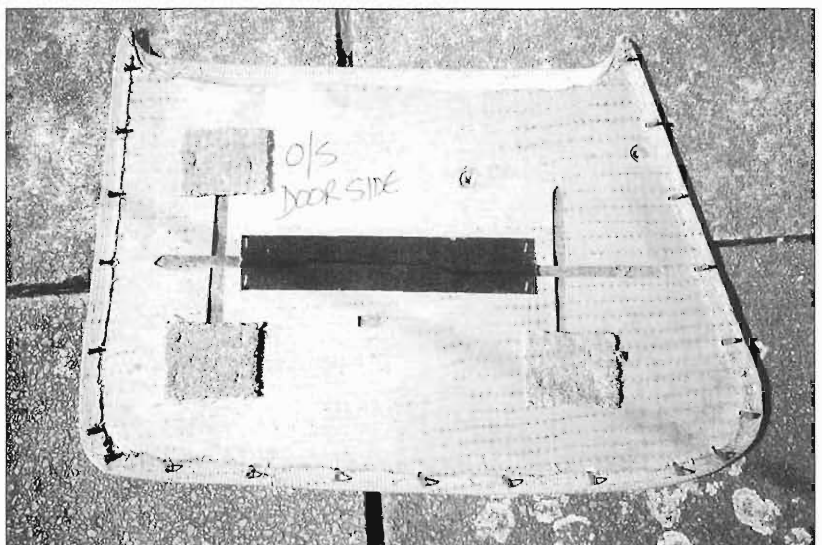


spring wire push-in fasteners had also lost their youth.

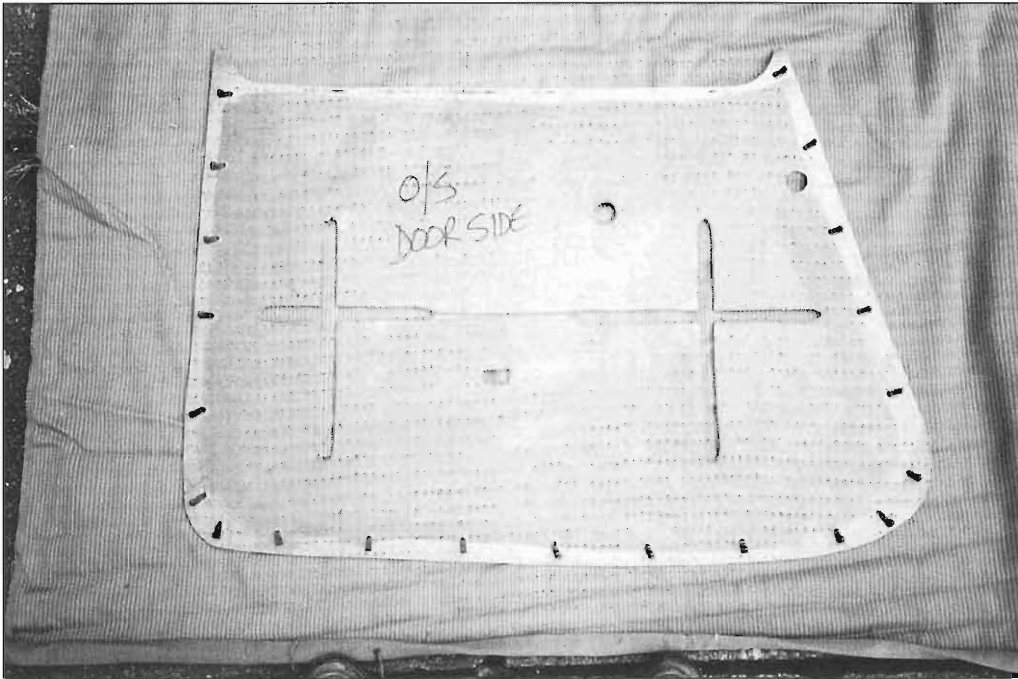
New fibreboard was obtained (A.B. Fletcher, Birmingham). Domestic hardboard is the wrong thickness and swells badly if wetted, and on any Traction other than mine nothing is more certain than that it will be. The

boards were cut to shape, firstly one of each type in scrap material (a damaged sheet at 50p) using the old boards in combination with the doors themselves to make a good fit, checking the door closing particularly. A Black and Decker single-speed jigsaw did the cutting with ease and a holesaw cut the holes. Four were then cut out to pattern.

Meanwhile, new spring clips (Paul Beck No. 758) had been found. These were of the same push-in type but much more robust, in flat spring steel. The snag was that they needed a different size and location of mounting hole so trials were done on scrap material. The easiest way to make the twenty or so holes in the fibreboard needed per door was with a leather punch - easily obtained in Walsall - and a hammer. Spring clips inserted, the first panel was







then tried for fit, with success, though the adjustment built into the design of the new clip was needed where Citroën had cunningly varied the distance of the mounting hole from the door edge in one or two cases.

Depanoto's material was then spread out. Each new panel was marked in felt-tip pen with 'cover this side' and 'door side' since the in a d v e r t e n t manufacture of, say, two offside fronts can be mildly irritating as well as involving yet another trip to Nogent le Rotrou, not France's most captivating town. The four were then placed on the material and each one cut out, using the old check of 'measure twice, cut once'. At this point the doors were given a helping of Waxoyl as light relief, oil being applied to the door and window mechanisms at the same time. The door inner faces were also covered, modern-style, in thick

polythene to keep damp in the doors away from the panels.

Citroën's idea of sound deadening consisted of a few squares of interior carpet glued to the panel over the slots cut in to enable the panel to bend over the window apparatus. A piece of domestic carpet of the correct grey - such attention to detail - was obtained from underneath the household cat

and the squares cut to size. They were fastened by staple-gun. (Machine Mart).

In addition, some thin plastic-backed velour plush material from Fletcher's, as used on car seats, was used to cover each panel on the material side to provide a bit of softness behind Depanoto's austere cloth. It was fastened with car upholstery glue from an aerosol can (William

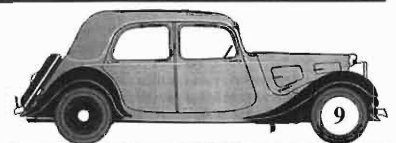
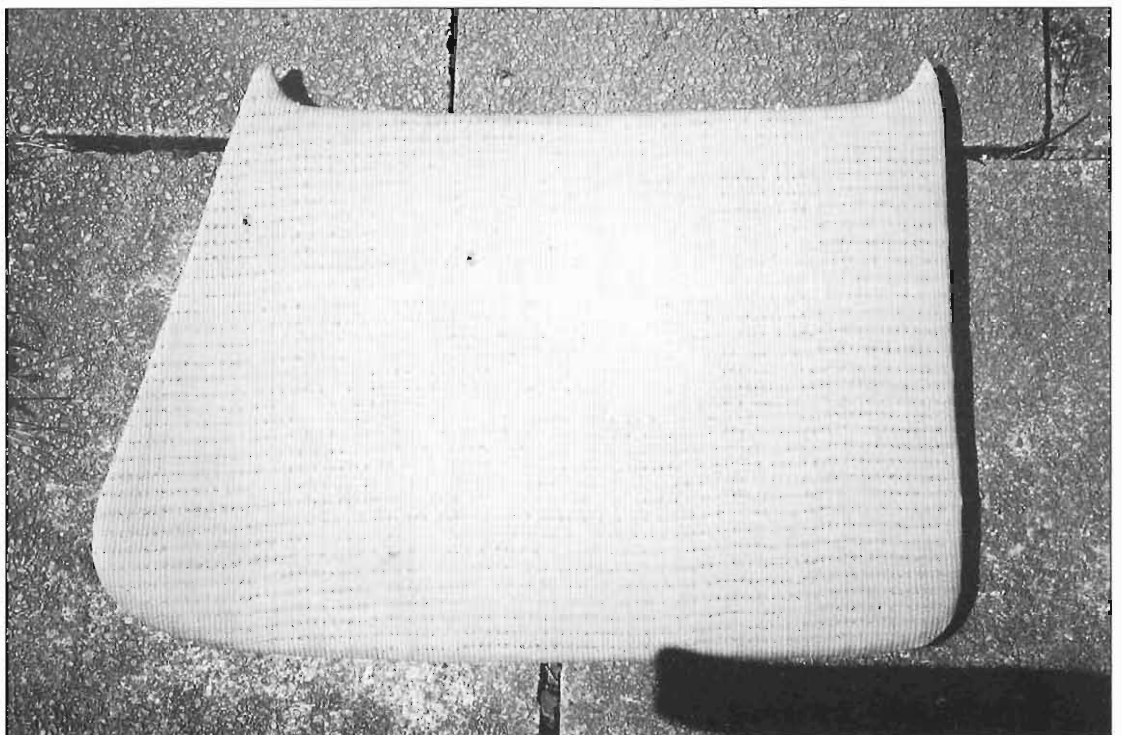
Marston Ltd., Birmingham).

The spring clips were then removed from the new panel and the new material attached, folding the curved top edge over first, glueing and stapling. The three other edges then followed, working on a flat surface and checking that the vertical stripes remained straight, top to bottom. Re-insertion of the clips and trimming of surplus cloth followed and the door panel as then complete. It fitted perfectly, making the beautiful object in the garage even more so.

*Bob Cordon Champ*

**Note:** This report rather misses my husband's choice language, and aspersions upon Gallic compétence which followed the discovery that some holes for the clips seem to have been drilled in the doors at more or less random distances.


The Distaff Side!



# BARGAIN BODY PANELS


Agents:  
*Pyper & Co. Swanton.*  
*ARK. C.R. 250.*  
*E. de Roure.*  
*L. Garbe.*

*Reims.*  
*French.*  
*Beach.*



**CITROËN CARS LIMITED**  
*Trading Estate.*  
**SLOUGH,**  
**BUCKS.**

Telephones:  
*Slough 1600 (6 lines)*  
 Telegrams:  
*Citronworks, Slough.*  
 Codes:  
*Bentley. A.P.C. 6th. 6th.*



AGH/GW. 1st March, 1939.

To all Citroën Agents.

## BODY SECTIONS FOR REPAIR WORK.

We have pleasure in sending you herewith Blue prints of body sections suitable for repair work on the Twelve and Fifteen Front Wheel Drive models. It is appreciated that parts of this nature are not subject to normal demand, but it will doubtless be of interest to you, when dealing with body repairs, to know that these are available.

A price list is also included to which your usual discount will apply.

Yours very truly,

for CITROËN CARS LIMITED.

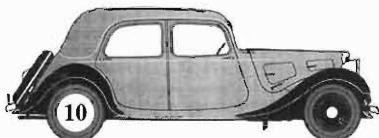
A. G. HARDS,  
Stores Manager.

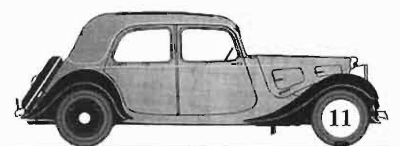
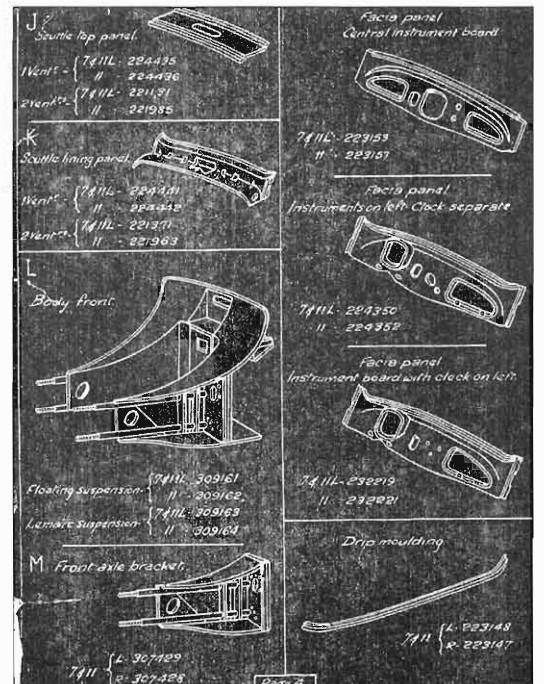
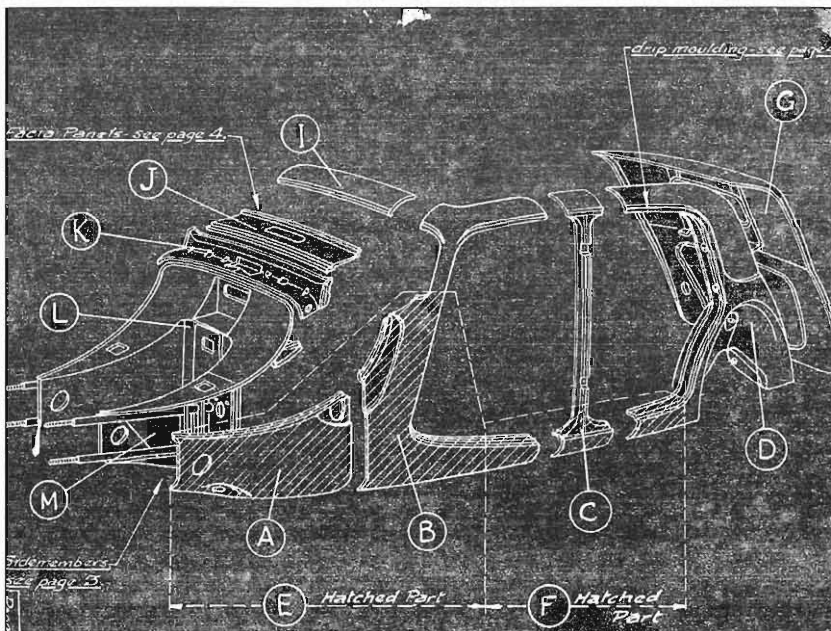
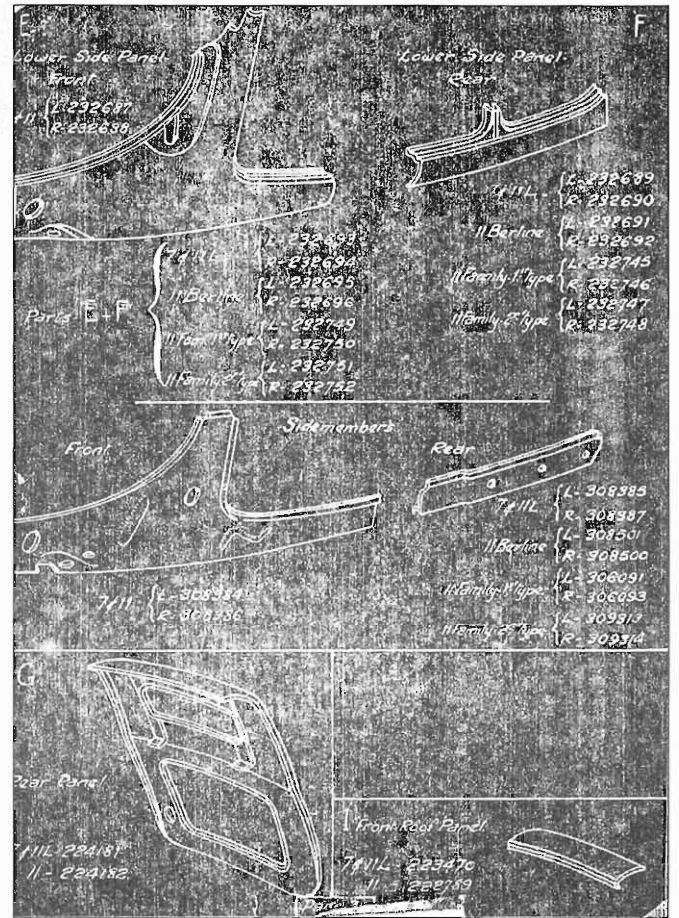
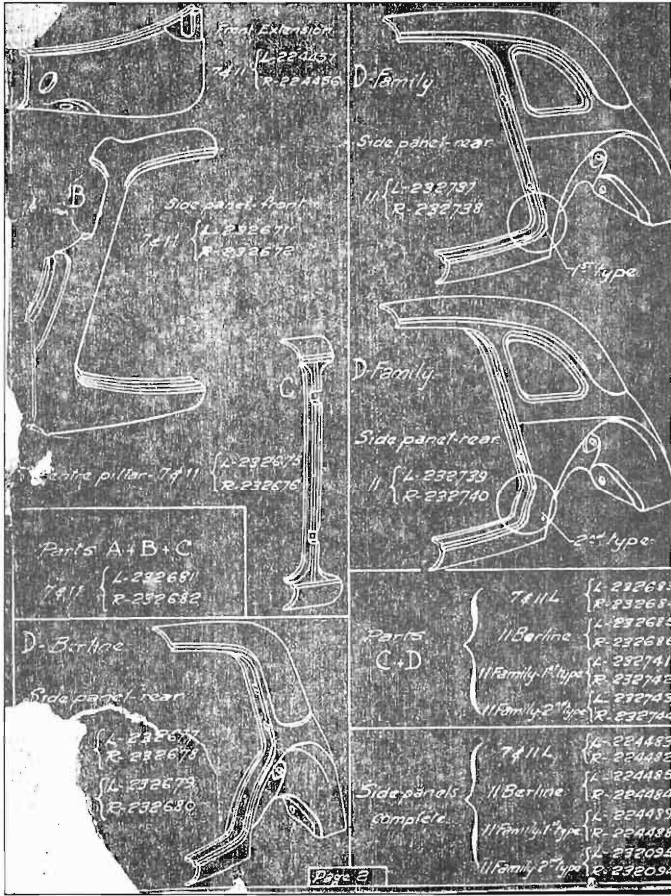
*I telephoned Mr. Hards but he could not come to the phone. I then phoned Denis Ryland and he informs me that there has been a slight increase to the published prices.*

### BODY PARTS PRICE LIST.

Effective 1st. March 1939 - Prices are subject to alteration without notice.

Part No.	£.	s.	d.	Part No.	£.	s.	d.	Part No.	£.	s.	d.
1131.	15.	0.		232221.	17.	6.		232740.	7.	5.	0.
1371.	10.	0.		232671.	3.	0.	0.	232741.	8.	10.	0.
1963.	17.	6.		232672.	3.	0.	0.	232742.	8.	10.	0.
1985.	15.	0.		232675.	2.	0.	0.	232743.	8.	10.	0.
2789.	17.	6.		232676.	2.	0.	0.	232744.	8.	10.	0.
3147.	6.	6.		232677.	3.	15.	0.	232745.	2.	15.	0.
3148.	6.	6.		232678.	3.	15.	0.	232746.	2.	15.	0.
3183.	17.	6.		232679.	6.	0.	0.	232747.	2.	15.	0.
3387.	17.	6.		232680.	6.	0.	0.	232748.	2.	15.	0.
3470.	17.	6.		232681.	4.	5.	0.	232749.	7.	5.	0.
4181.	6.	5.	0.	232682.	4.	5.	0.	232750.	7.	5.	0.
4182.	6.	5.	0.	232683.	6.	0.	0.	232751.	7.	5.	0.
4350.	17.	6.		232684.	6.	0.	0.	232752.	7.	5.	0.
4352.	17.	6.		232685.	7.	5.	0.	306091.	4.	0.	0.
4435.	17.	6.		232686.	7.	5.	0.	306095.	4.	0.	0.
4436.	15.	0.		232687.	2.	10.	0.	307428.	2.	0.	0.
4441.	15.	0.		232688.	2.	10.	0.	307429.	2.	0.	0.
4442.	16.	0.		232689.	2.	0.	0.	308384.	12.	6.	
4456.	12.	6.		232690.	2.	0.	0.	308385.	4.	0.	0.
4457.	12.	6.		232691.	2.	10.	0.	308386.	12.	6.	
4482.	7.	17.	6.	232692.	2.	10.	0.	308387.	4.	0.	0.
4483.	7.	17.	6.	232693.	4.	15.	0.	308500.	4.	0.	0.
4484.	11.	5.	0.	232694.	4.	15.	0.	308501.	4.	0.	0.
4485.	11.	5.	0.	232695.	6.	10.	0.	309161.	6.	0.	0.
4486.	12.	0.	0.	232696.	6.	10.	0.	309162.	6.	0.	0.
4489.	12.	0.	0.	232737.	7.	5.	0.	309163.	6.	0.	0.
32094.	12.	0.	0.	232758.	7.	5.	0.	309164.	6.	0.	0.
32095.	12.	0.	0.	232739.	7.	5.	0.	309513.	4.	0.	0.
32219.	15.	0.						309514.	4.	0.	0.



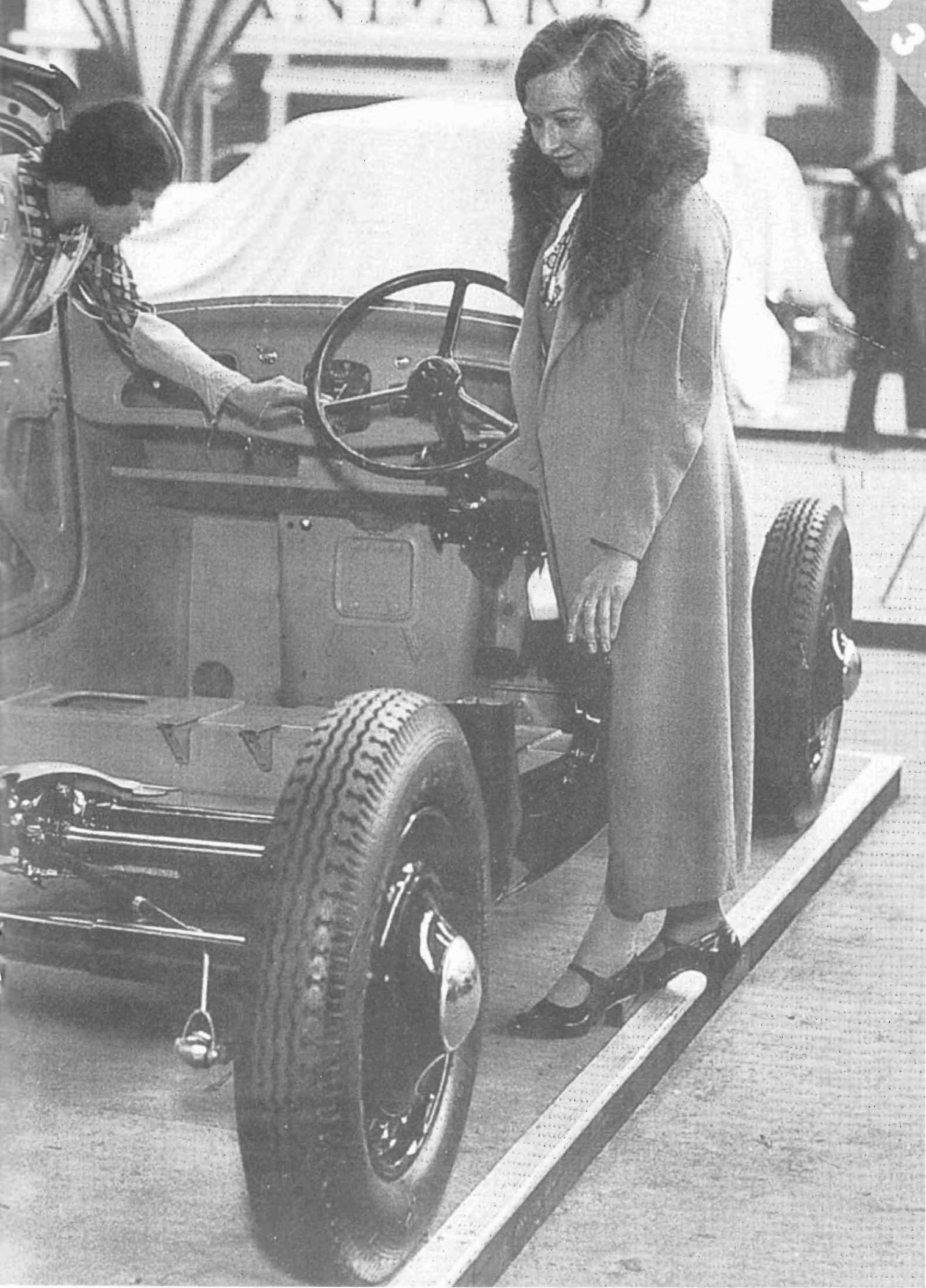


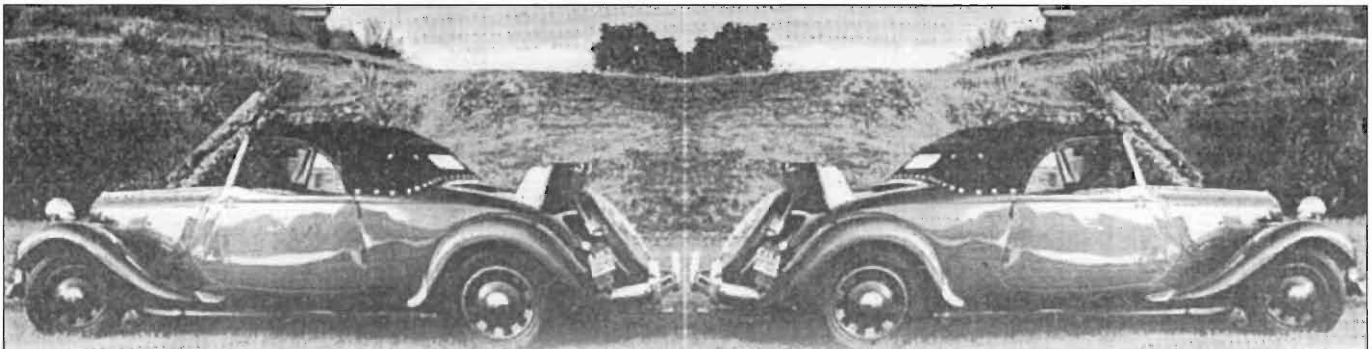


*LONDON MOTOR SHOW 1934*  
Cutaway picture from the 1934 Show

STANDARD

193





# 1939 Citroën ROADSTER

## PART I

*This article first published in New Zealand was sent in by John Braithwaite. Part II will be in the next issue.*

### RESTORATION NOTES

**If ever a vehicle was able to bring about Dr. Jekyll and Mr. Hyde reactions from people, this vehicle was it.**

When first viewed by the bunch of restorers who worked on the project over a year, everyone concerned expressed general distaste for the car, and it took the owners, the Shorter family of Auckland, several months to convince Les Parkinson to take on the full restoration job. However, a rather miraculous change occurred over the year the project took to complete.

By the time Classic Car viewed the vehicle for its

cover story, everyone had nothing but 'Terms of Endearment' for it. The little Citroën had really won a few hearts during its transformation from a wreck to an appreciating classic.

Les, of Parky's Jaguar Replicas, received the car in a

very run down condition. Many body panels were laying around inside the car and it had been stored away for many years. At one stage it had been a works hack, used to run around the city and pick up bits and pieces for Archibald and Shorter. After

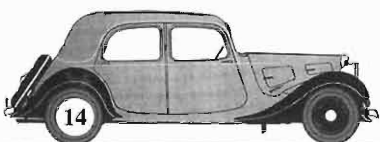
receiving the car at his New Lynn workshop, he filled the engine with oil, cleaned up the plugs and points, put some gas in the tank and with the help of a battery from a (dare we say) Toyota, the car fired up first kick, then settled down to a steady idle. As it had no operational clutch, he rolled it down his driveway, crashed it into gear and drove it for five miles or so. Back at the garage the dismantling began, and the body, as a rolling chassis, was sent to Andy Culpin at

Heritage Restorations.

Andy was quite candid when first asked about the Citroën project and openly admitted that it was 'a bucket of bolts' and he was not very happy about accepting the job. However, these days more than ever, business is business, and so work began. Initially, as the carpets and paint were removed, it was thought that somebody, decidedly on the amateurish side of the tracks, had made a few shoddy attempts at repairing the car. The floor pan was just pop riveted into place, and being a monocoque design was not particularly strong or safe. The owners assured Andy that absolutely nobody had worked on the car during its life to the extent described, and as the dismantling continued a marked piece of steel in the floor pan was discovered. This actually authenticated the floor pan as being made of steel from Port Talbot Steel Smelt, Wales, 1938.

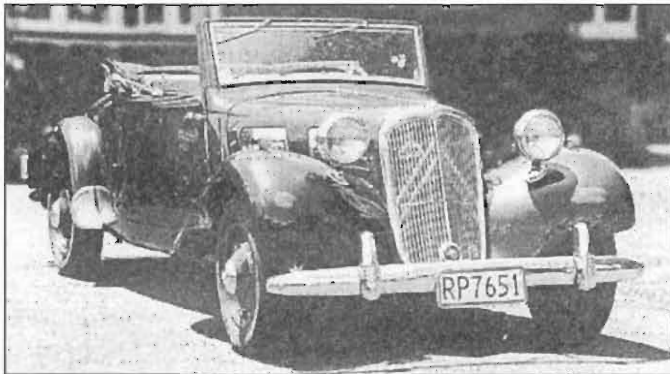


**Les Parkinson, who reluctantly accepted responsibility of restoring the Roadster**





- The small dickey seat is entered via the two purpose-built steps on the left rear side. Note the tiny rear window.
- Below, the Roadster windscreen is designed to fold flat for real wind-in-the-hair motoring.



It was decided the body was probably made of cut down pieces from other models and cheaply joined together to form the basic monocoque design, with major componentry bolted and added on to the central unit. As was common to vehicles of the day, most of the distinctive shaping of the curves is produced by the widespread use of lead, lots of it, and quite thick in some places. True to the restorer's ideals, this is how most of the shaping and repairing of panels was effected. The restoration of the main body panels, complete and ready for painting, took approximately seven months, but as Murphy's Law of Restoration states, "if it looks OK, it won't be, and if it looks bad, it's probably worse". A lot of small problems occurred, mostly to

do with fit of panels and having to produce patterns from very rough pieces of metal. During any restoration job, usable pieces of metalwork, however badly rusted or bent, can be straightened out and used as patterns to cut and

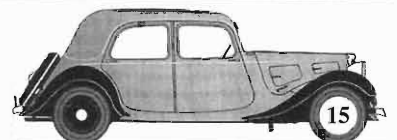
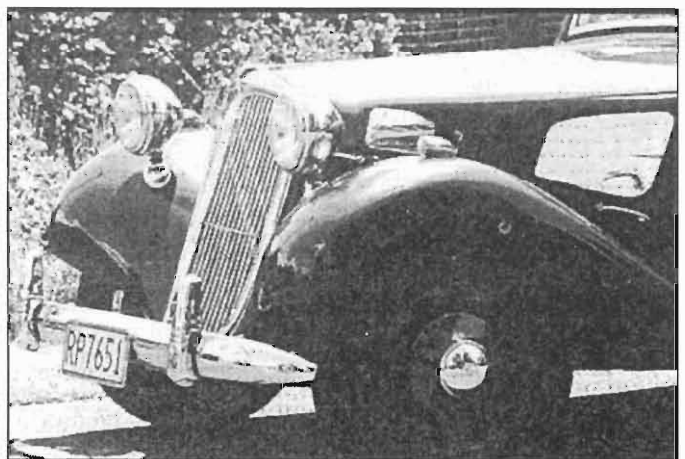
shape new metal. Naturally if too much metal has paid homage to the Tin Gods as a sacrifice, only the skill of the panel worker can cut and shape the new metal. The panelworkers' most valuable assets are their eyes, as they shape and align the new metal to the desired shape. An entirely new floor pan, with extra strengthening ridges and extra swaging was fabricated. Basically the new floor pan was laid out and the new fabrications carried out from there up. By basing the new body around a much stronger and more durable floor pan a much stronger and safer vehicle has resulted. A new boot floor was shaped and welded into place, and new suspension hangers were shaped and bolted onto the body shell. The front

suspension hangs on rods protruding from the body and these were all remanufactured to be as new, these components being vital for the frontal strength of the car. All restorers are true tinkers at heart. Andy, being no exception, could not resist the genuine Brooklands steering wheel on the Citroën. The original 1930s plastic, not a high tech polymer unit, had almost entirely melted and fallen from the metallic frame, so a new outer rim was fabricated from epoxy then colour keyed and handpainted to resemble the tortoise shell finish of the original. Brooklands wheels are now almost unobtainable, and the owners had asked to have it replaced with the genuine article.

Andy and his staff were very pleased with their final result - a vehicle body restored to better than original condition. Les Parkinson, well known as a great Jaguar raconteur and fanatic, was also very sceptical of accepting the Citroën as a restoration project. But at the end of the job he had to admit a grudging affection for the little ragtop Français, (actually made in England, at Slough). At the heart of the car was the magnificent engine, which although surrounded by a rotting discarded body and near useless transmission and suspension, was not in need of any major internal surgery at all! Citroën must really have had their metallurgy team working overtime in the '30s, as evidenced by the

almost nil wear Les found upon checking the bore. (In 1935-36 a nuggetty little Frenchman, Françoise Lecot, drove a Traction Avant 11AL 715 miles every day for 365 days straight with only three major services, and new tyres every 15,000 km. He covered 400,000 km, with only a few days off in January 1936 to compete in the Monte Carlo Rally. Obviously remarkable engines (and driver!) for the day.)

Unfortunately the transmission was not from the same mould as the block - it was almost useless. Citroën boxes and transmissions are very complex and this one was dismantled and reconditioned by Phil Jones, of Auto France. A lot of special tools and pullers were needed, so Les was keen to have Citroën specialists involved in this part of the project. At the same time the front and rear suspension was dismantled, sand blasted and repainted with a special two-pot mix. All bolts and washers were zinc-coated before assembly. New brake cylinders, but with the original brake shoes, were fixed onto the new body. All concerned with the restoration now openly express their affection for the car and all can be justifiably proud of it, a true credit to French design, English construction and world class Kiwi restoration skills.



# CLUTCH THRUST BEARING



amount of grease, (Lithium Base or Copper-Slip), fit the tin cover with self tapping screws ( $\frac{1}{8}$ " dia x  $\frac{3}{16}$ " long). Cost of NON STANDARD bearing is half the price and I believe a better one as it has a larger number of balls and is easily available.

*Fred Annells*

*Whilst on the subject of clutches, here is a group in Brittany having fun.*

A problem one sometimes encounters when renewing the clutch thrust bearing is trying to remove it from its cast iron housing if it has broken up, normally the outer ring is a push fit.

On a number of occasions I have had to remove it, because it has rusted in tightly, the way to do this is as follows:

1) remove the 3 drive rivets, start these off by using an old knife (penknife is ideal), turn the rivets anticlockwise with pliers, I prefer to use self tap screws, and don't re-use the drive rivets, span the vice jaws with the housing, ensure the jaws are just wider than the bearing diameter, drive out the inner portion with the thrust ring attached.

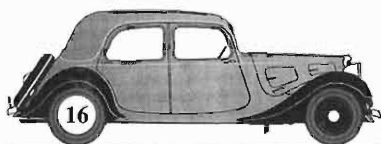
Place the bearing housing (A), take care as it is cast iron, use a centre punch to mark 8 mm from the edge at a clear space in casting, do the same opposite, the centre distance is 68 mm (B), grip the housing in the vice, with a 4 mm drill, drill a hole until it

touches the hard surface of the bearing ring, use a small  $\frac{1}{8}$ "- $\frac{5}{32}$ " parallel punch to tap out the ring, once the ring is out carry on to open the hole out completely.

2) If you use a non-standard bearing (Ref. No. 7207 B. F.L.T.) one has to remember this bearing is 17 mm in width, reason one has to flatten the tin cover at the central diameter, this will close down smaller than the outer diameter of the thrust ring so file it to clear this.

3) The thrust ring will also most likely be tightly on the inner part of the old bearing, again an old penknife is useful to start its removal. When fitting NEW bearing be certain to fit the thrust ring onto it *correctly* (C), look at the bearing and the balls have to face you, offer the tin cover to the housing and line up the three holes for the drive rivets, if necessary "DRAW" the holes with means of a scriber or something suitable.

4) Finally fit the new bearing complete, pack with a small





## **national and international events**

### **1997**

**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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- For further details, please contact your Club RAC Secretary



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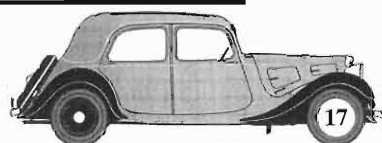
**886463**

**TECHNICAL**  
**HOTLINE**

**PHONE**

**01730**

**821792**



# TOC CORRESPONDENCE

editor

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**Rayford Cottage**  
**The Turnpike**  
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**Fax: 01869 340947**

Roland & Anne Kirk  
Lower Nash Farmhouse  
Nash, Ludlow  
Shropshire SY8 3DD  
Tel: (01584) 810128  
5th September 1997

The Editor  
Floating Power

Dear Sir,

Another Working  
Commerciale F.T. August 97  
page 4. I was quite intrigued  
by its photo of Terence  
McAuley pushing the empty  
hogshead which had  
contained Longmorn Whisky  
into his Commerciale.  
Longmorn Distillery was  
started in 1894 - somewhat  
later than other distilleries -  
on the A941 4 miles south of  
Elgin. I knew it as a young  
exciseman. I worked there in  
the autumn of 1957. As far  
as I can recall it was a good  
"dram".

*Yours sincerely,*  
*Roland Kirk*

36 Main Street  
Dyke  
Bourne  
Lincs PE10 0AF  
20th August 1997

Dear Glen,

Many thanks for another  
great mag; each one is an  
improvement over the last.  
A couple of points - cover  
picture - is it a 1934 one? the  
petrol pump seems to be a bit  
too modern - say 1950? and  
the attendant's uniform? plus  
the car - certainly not 1934?  
In answer to Lt. Col. Gamlin  
article, there again is a puzzle  
- Chassis Plate (136357) is  
within the 1950-51 range  
133375 - 135000; for the first  
half of the year, 136001 -  
136337; 1951 - 136338 -  
138908, but the *Coque No.*  
(13557) would indicate 1950.  
I know most of the Chassis

Numbers don't tie up exactly  
with the Coque No. it always  
appeared to me this was  
governed by the Production  
figures.

Slough had some strange  
methods regarding the  
"11CL's", in 1946 it was  
"11CL6", by 1950 it was  
"11CL8" but then in 1953  
they dropped the Number viz  
"11CL" but in 1955 it  
adopted "11CL6" again!! On  
the Coque Number welded to  
the right hand side "Horn"  
some were stamped B.P.V.S.  
(meaning Slough?), the 'B' =  
Berline, 'P' meaning  
"Pertite" and 'V' meaning  
"Voiture", these are  
questions I've always wished  
to ask Ken Smith, Chief  
Engineer at Slough, but now  
since retired, when John  
Reynolds gets to do soon  
hopefully a book on the  
Traction in English these  
questions will be dealt with.  
The article by Lt. Col.  
Gamlin makes very  
interesting reading. The  
picture shows another puzzle  
'Overhead Wipers' for a  
1950 car? Jonathan's  
questionnaire states these as  
from 1946 as do my post war  
brochures - did they get  
changed during the re-work?  
how adaptable these orientals  
are! but I'm pleased to note  
he enjoys the car.

*Regards*  
*Fred Annells*

*Regarding the front cover,*  
*you are absolutely correct on*  
*the dates Fred.*  
*The picture was taken from a*  
*1953 publicity shot by B.P. to*  
*promote the opening of*  
*stations-service.*

*Editor*

Jean Pirot  
8, rue du Cloître Saint-Merri  
75004 Paris, FRANCE  
Tel. 00 33 (0) 42 74 66 97  
Fax. 00 33 (0) 1 42 78 11 55

Paris, le 3/09/97

Dear Glen,

I would like to thank you for  
the last issue of "Pausodyne

Power". In fact I exhilarated  
myself with the 2CV  
controversial in the Spring  
issue but the August one is  
full of interest for me from  
cover to cover.

Firstly, the caption of the  
front cover picture: Yes I  
agree with you it's important  
to have boxes for your gloves  
when you intend to use your  
hands (oups sorry!). As you I  
think I appreciate the "light"  
at the rear (of the car) I'm  
delighted to know this light  
is nicknamed "Rosalie" but I  
can assure you Rosalie is not  
exactly hanging a steering  
wheel.

Page 4, I have the immense  
honour to see my  
Stradivarius from Javel: this  
photo is well located because  
my 11B is my only car ...  
however carrying nuns or  
parisian's bishops is not as  
impressive as delivering  
sherry casks for the  
Glendronach distillery!  
Poems p.5, Alan F. Hill letter  
p.6 (Yes Alan, something  
comes regarding oil filters).  
H article: I have engaged a H  
van in a brassband tour in  
Spania summer 80 - a great  
moment (Another great  
moment was the Marrocco  
tour in 72 with 3 old 2CVs:  
great cars!).

p.10: Thai Traction. The  
french factory "La licorne"  
made rear powered cars with  
chassis submounted by  
Traction monocoque body ...  
just silly! (A rear powered  
Traction is everything but a  
Traction).

p.12: A real regret: Tour of  
Brittany was during the same  
week end (and same  
location) than the 21th rally  
of the Vincent HRD/froggy  
section. I intended to enter  
the two but the Vincent  
engine did not. However I  
noticed that Tony Buxton's  
children are never sick in the  
T.A. I remember that, when I  
was young, our Family 11  
had plastic seat covers (I  
have never seen seat  
material) and my father

smoked quantities of french  
army cigarettes (Gauloises  
Troupe): sickness time ...).  
p.14: Anorak's Quiz. A  
beautiful Velocette! Note the  
first Vincent engine is from  
1934 (not a Sainturat's  
creation but Phil Irving had  
worked in Vincent as in  
Velocette). The 1946  
vincents were frameless (12  
years late regarding the  
T.A.), rear suspensions from  
1927 ... It's fun to make  
comparison between genius  
products ... in quiz anyway.  
From my own part I  
experienced a seizing /  
broking down inner front  
wheel bearing just 5 km old ...  
Is the answer in point 2 ?  
... the other did not have  
trouble.  
Thanks again, make them  
running.

*Sincerely,*  
*Jean*

I join a photo: "shapes of  
France" ... I didn't know that  
Slough would be in France ...  
strange!

*Thank you Jean for your very*  
*interesting observations on*  
*F.P. For accuracy Scotland's*  
*second largest export is*  
*whisky. (The largest is*  
*brains, of the human variety).*  
*As a Scot this will*  
*undoubtedly leave me wide*  
*open to retaliation.*

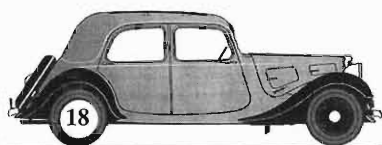
*Editor*

22 Inchbonnie Road  
South Woodham Ferrers  
Chelmsford  
Essex CM3 5FG

11th September 1997

Dear Glen,

Janet and I wish through the  
pages of Floating Power to  
thank all the members of  
T.O.C. who came to our aid  
when I was struck down by  
the dreaded Trapped Sciatic  
Nerve Syndrome, which  
provided a days  
entertainment for several  
members of this year's  
Brittany Tour.  
Not quite on par with the



Dennis engine saga but great fun nevertheless. The bean tin and two jubilee clips, which were the cause of said nerve entrapment, held up well until the exhaust pipe was fixed.

My heartfelt thanks to all those stalwart members who dismantled our camp and the brave soul who emptied the portable loo, then distributed our camping gear amongst the five cars who waited for our return from hospital and then accompanied us to the lunch stop, where I had recovered sufficiently to enjoy the liquid hospitality supplied by our french friends.

I once again thank you all including that man with the air horns and Sue Simper for the loan of her mother's walking stick.

*Thank you all.  
Yours sincerely,  
Tony Latchford  
11 Cadogan Gardens  
London SW3 2RJ*

18th August 1997

Dear Sir,

I was given your address by the "Automobile", a publication to which I subscribe.

The reason I am writing is that I came across a picture of my father's Light 15 amongst his photographs. I remember it was maroon in colour and the registration no is or was KYR J63. It was the first new car my father bought after the war and I was wondering if you could tell me if it is still in existence as we all still remember it with great affection.

If it is easier to telephone I can be reached on 0171 730 7000.

*Yours faithfully,  
Mark Tresson*

*"Ballet Shoes"*

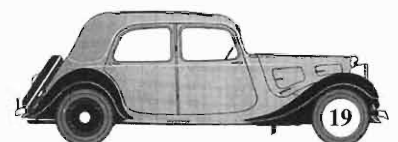
*This lovely piece was sent by Carol Bilney and she remarks that the book being from the fifties is very NON-PC - whatever that means!!*

*My elderly wife informs me she was an avid reader of 'Ballet Shoes' - I was an 'Eagle' man myself*  
Ed



**CLASSIC RESTORATIONS** offer for sale the following. For details phone or fax 0171 928 6613.

1939	Lt.15	Stripped	£2000
1940	Lt.15	Stripped	£1400
1951	Lt.15	Blue, very tidy	£7250
1952	Lt.15	Purple, completely restored and unused since	£8750
1953	Lt.15	M.O.T., green - needs finishing	£5000
1953	Lt.15	White, immaculate	£9500
1953	Lt.15	Red	£7250
1953	Lt.15	White	£3750
1954	Lt.15	Black, M.O.T.	£4750
1938	11B RHD	For restoration	£2500
1948	Big 6	M.O.T., tidy, cream	£9500
1952	Big 6	For restoration	£3200
1953	Big 6	Immaculate, black	£15000
1954	Big 6	Tidy, black	£7250
1954	Big 6H	For restoration	£5500
1937	11BL	Beige/Black	£6750
1938	11BL	Part restored	£3500
1949	11BL	Part restored, white	£6500
1951	11BL	Restored, red/black	£7500
1951	11BL	Excellent rebuilt engine, black	£7250
1953	11BL	Excellent	£7000
1953	11BL	M.O.T., tidy, black	£5500
1953	11BL	Very original, black	£5750
1954	11BL	For restoration	£750
1954	11BL	M.O.T., sound	£3500
1954	11BL	Rebuilt, blue	£6500
1954	11BL	Restored, black	£7500
1955	11BL	White, M.O.T.	£3500
1952	11B	Rally Car, black	£4500
1952	11B	Excellent, black	£7500
1953	11B	For restoration	£950
1954	11B	Unrestored	£1000
1954	11B	Excellent rebuilt engine, black	£6500
1954	11B	Tidy, black	£5250
1954	11B	Restored, black	£7250
1954	11B	For restoration	£1000
1955	11B	Tidy, black	£6750
1939	11C	M.O.T., sound, grey/black	£6500
1954	11C	For restoration	£950
1955	11C	For restoration	£1200
1954	11F	M.O.T., tidy, black	£5950
1954	15/6H	Excellent	£15000
<b>OTHERS</b>			
1934	Rosalie 10 AL LHD	For restoration	£2500
1951	Lt.15	Customised - unfinished	£600
1959	2CV	M.O.T., Original	£1500
1960	2CV	Ripple bonnet - restored	£2550
1977	Dyane Caban - M.O.T.		£400
1970	D Super LHD, gold		£3500
1970	D Super LHD, white		£3250
1973	D Super LHD, white, tinted windows, F.S.H.		£6500
1973	D Super 5 RHD		£1500
1956	H Van	M.O.T.	£2500
1959	H Pick up		£1250
1979	H Van	Diesel	£2000
1983	H Van	Diesel - L.W.B.	£2500



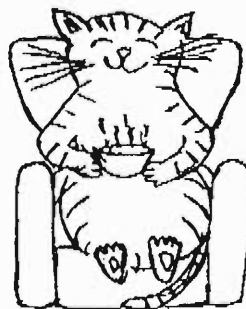


**HELPLINE  
01425 674476**

(24hr answerphone)  
When phoning please give:  
1) Your name  
2) Your phone number  
3) Reason for calling

**toc**SPARES

**SPARES  
HOTLINE  
PHONE/FAX  
01453  
886463**



**the  
FAT CAT  
restaurant**

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TAKE A BREAK AT THE FAT CAT  
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Original adverts, brochures, road tests, cards, stamps,  
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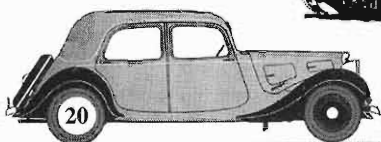
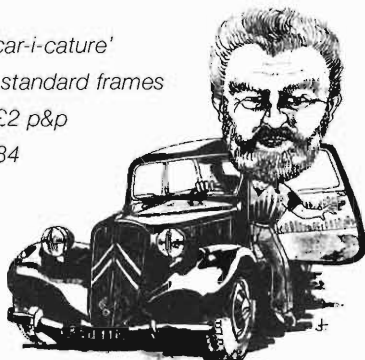
## TRACTION RENAISSANCE SERVICES

Repairs, Servicing and Restorations  
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01453 883 935

### CLASSIC CAR-I-CATURES

Your own black & white 'car-i-cature'  
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From £80 mounted plus £2 p&p  
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**Stop Press • Stop Press • Stop  
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## PEACOCK PANELS

*hand-crafted panels made to order  
from top-quality British steel.*

These are the *only* panels on the market expertly shaped  
to follow precisely the double curvature of the Traction  
design. Our expertise has resulted from 20 years experi-  
ence with the complex Traction, and the advantages of  
purchasing our quality products are widely recognised  
by the trade – we are now the only main panel produc-  
ers in Europe. Specialising in bodywork we construct all  
the necessary panels for restoration of the 11BN, 11BL  
& 15CV models, both saloon and roadster. Our latest  
ventures include wing ends, rear valances, boot racks  
and sunroofs. For further details and a fast and friendly  
service please ring or fax Mick or Caroline anytime on:

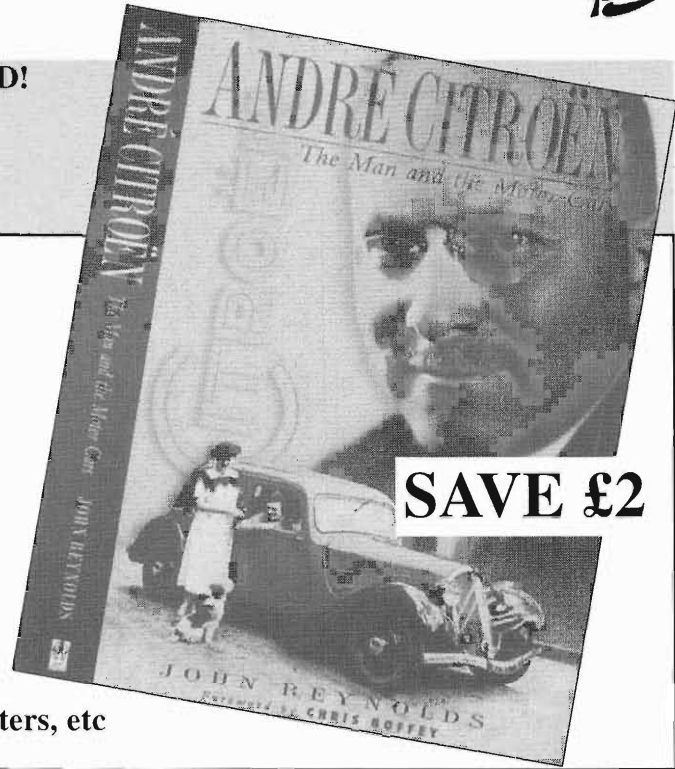
**01509 842560**



**Peacock Engineering**  
Old Hatfield Station, Normanton-on-Sour,  
Loughborough, Leicestershire LE12 5EH

**ANOTHER CONSIGNMENT HAS NOW ARRIVED!**

John Reynolds excellent new book  
*André Citroën - the man and the motor cars*  
 reviewed in this issue  
 Cover price £18.99 TOC price £16.99 (hardback)



**SAVE £2**

Among our stock we have:

- Autosculpt miniature Tractions with a lovely aluminium finish (pewter like) £4.50**
- Grille Badges (a new delivery) £16.00**
- Matchbox H Van £9.95**
- Verem Gazogine Traction £15.00**
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Plus our stock of Mugs, Sweat Shirts, T-Shirts Posters, etc

P&P extra - please allow sufficient orders to: Keith Feazey, 21 Paris Avenue, Westlands, Newcastle-under-Lyme, Staffordshire ST5 2RQ  
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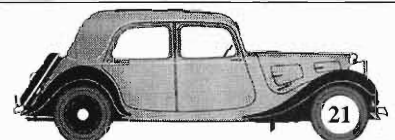
Roger Williams  
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 TEL&FAX 01482 863344



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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.

## 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.

### 1972 DS20 SAFARI.

Excellent original condition. Basic ambulance conversion (not high roof) LHD. 130,000 km. Well maintained, clean and rust free. Photos on request. £2000 o.n.o. Steve Simpson 01727 766248 (St. Albans)

**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).



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).

### 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, waxoiled - hence no rust. Offers £5,500.

Bill Gale

01704 872134 (home)

01704 546260 (work)

### 1954 Paris-built Normale



### 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

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)

### 1931 Citroën Camionette

**Tipper.** Rebuilt, receipts for approx £8,000. Very little work needed to finish. Tested and taxed. £7,000 on.o. French registration number included. 01376 348992 or 331042.

**Light 15** undergoing restoration, sunshine roof, finished to your requirements. £7850. Phone for details. Dennis Ryland 01453 883935.

### 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 BUILT 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 garage. £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 driveshafts, new sills and door skins. Re-trimmed, M.O.T. 1 year. £8,000 Jock 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

**Steering wheel** wanted, 2 spoke in blue/light grey for 1957 11BL. Maurice Millar, 01250 876 243 (Perthshire)

**Hub and Bearing Extractor** for Traction, new or used. Fair price offered. Please contact M. Vickerstaff on 01209 821979 after 6.00 p.m.

### Floating Power, volume 1, Issues 1 and 2.

John Allen, 19 Beltana St, Salisbury S108, Australia

**Brakedrums with damaged** tapers required to create pool for an exchange service. Roger Williams 01482 863344 Fax: 01482 888619

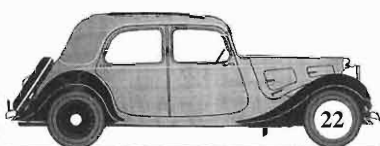
**Small boot legere or light fifteen**, well sorted condition 2 car preferred but anything considered apart from basket case. Can any member assist with viewing and finding a car for me? Tel. Peter Tyson. 015394 45368 eve/wk.

## 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)

**Slough light 15 radiator grille**,  
chrome on brass, recently  
restored and rechromed.  
Complete and pristine £325.  
Tim Walker 01252 794144

**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

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£14.80 per set of eight + £2 P&P

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swivels £2.50 each+£1.50 P&P

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£1.20 per pair + 50p sae

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£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

1 set used Michelin 165-400X

tyres.

1 Duron brake lining set,

boxed, new.

1 Durite 0-833-06 12v regulator,

new.

Head and waterpump gaskets,

new.

1 brake drum puller.

(All for Citroën Lt 15).

£80.00

Phone: Ruedi Egger 01371

811051 evenings

**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

Citroën script badges, jet cut  
from stainless steel, polished.  
Available either with mounting  
screws placed as for fitting to  
spare wheel cover at £27.50, or  
plain, as fitted to big boot cars  
at £22.50. Can also be used to  
beautify your 2CV, Visa, etc!  
These are also available in  
MDF - one for £3.00. Two for  
£5.00, or five for £10.00.

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  
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fax 00-35-1-42 78 11 55

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**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  
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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  
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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

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invasion beaches, Bayeaux,

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Phone Tom or Gill O'Malley on

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**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

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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!

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