

Oui oui mon Colonel.

Je veux essayer mon  
housse imperméable

***Floating  
Power***

*January 1999*

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Somerset  
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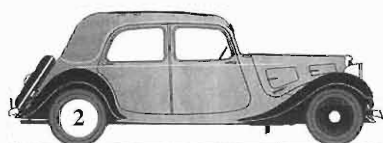
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hamlash Lane  
Frensham  
Farnham  
Surrey GU10 3AU  
Tel: 01252 794144

## south west

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The Barn  
Beech Farm  
Kingston  
Kingsbridge  
Devon  
TQ7 4HA  
Tel: 01548 810655

\* Club Tools are available in these areas

For details of area meetings, please  
contact your local organiser





Berline 7 C/11 Légère

**4 toctalk**  
STAN BARKER OBITUARY



Faux-cabriolet 7 C/11 Légère

**5 toctalk and non news**



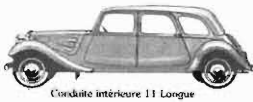
Berline 11 Normale

**6 The Rosalie my cup of tea**



Faux-cabriolet 11 Normale

**16 Do you believe in .....**



C'ordinate intérieure 11 Longue

**17 A Diesel Traction**



Cabriolet 7 C/11 Légère

**18 toct Correspondence**



Cabriolet 11 Normale

**20 toct ads**  
MARKETPLACE



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

**EDITORIAL**

Sadly it must be reported that Stan Barker, our President and Social Secretary died from heart problems on the 21st December 1998. Stan was a long-serving, well-liked and energetic member of the committee, who will be missed. An obituary to Stan by Martin Nicholson is on page 4.

In the meanwhile, our Chairman Alec Bilney has decreed with a wonderfully salty and nautical expression new to me, "The Committee will need to agree, at the forthcoming meeting on 20th January on the appointment of a new Social Secretary with a brief to be all piss and efficiency". I am sure the committee will respond like the maquisards on the front cover.

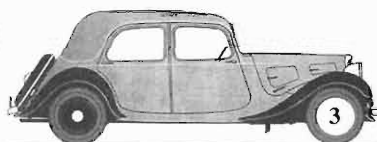
Next the editors and committee extend their heartfelt sympathy and condolences to Barrie Longden, whose wife Barbara sadly died after a long illness on January 4th 1999.

In spite of all this sad news, may I wish TOC members a safe, happy and prosperous 1999, and may they and their Tractions live on well into the next century.

*Jonathan Howard*

**FRONT COVER**

Colonel Collion of the French Free Army addresses three of his Maquisards standing in his white Normale Roadster.



**Floating Power**

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## STAN BARKER (A man for all seasons?)

I first met Stan, Gwen and Paul Barker back in 1988, when the Central Southern Section of the TOC was reformed. All three were very active members of both the TOC and the CCC, and Stan was also very actively involved in Provost, Freemasonry and various other charitable organisations, both in Essex and around his home in the New Forest. Stan took early retirement around the age of 50 following a career, first in the RAF, where he spent some time in South Africa and then in the Water Industry where he worked on the legal side.

Above all the Barker family were Citroën Enthusiasts and I recall two happy years spent with them all at both TOC and CCC events. Sadly in 1990, Stan and Paul lost Gwen, after a hard fight against cancer. Stan said on many an occasion that he would never recover from this loss, but he was determined to fight on, he owed that much to Paul.

Stan became ever more involved with TOC committee work and took over the office of Social Secretary as well as being a stalwart in the Southern Section of the CCC. Scarcely an event passed without Stan and Paul's presence, I remember occasions when full of flu he



*'Now where does this go'. Stan Barker - head gasket problems at Stratford Rally 1989*

would attend Classic Car shows. I used to speak to Stan on the telephone on a regular basis, and will never forget his cheery greeting ... "Bonjour Monsieur!!".

When the TOC introduced the "Helpline", Stan volunteered. Many club members will remember Stan as the first person in the TOC with whom they had contact. His enthusiastic and friendly disposition will not be forgotten.

In whatever he did, Stan managed to put an amazing amount of energy. Not just his involvement with Citroëns and his charitable work, but also his involvement with the Cheltenham Caravan Owners Club, and the organisation every year, of a French rally for the Caravan Club of Great Britain.

Stan always described the TOC's decision to elect him as Club President as "humbling", but it was a position he loved, not least to

stand alongside Patrice Crussion from the Club de Bretagne, as Stan described them... "les deux Presidents!!" Another great joy for Stan, was the Club's surprise celebration of his 70th birthday some three years ago. He described it as the "TOC's best kept secret"!

Stan's feet never really touched the ground. If he was not in the New Forest, he could perhaps be found at his flat in Broadstairs, or his caravan in Brittany; or maybe touring with the Cheltenham Owners, or just away on Citroën business, or even working on one of his many Citroëns. His favourite, his 47 Light Fifteen, or could be the GS, FX, CX or the H-Van. I well remember one New Year when he phoned, away in the caravan, in some eight inches of snow... "but we're still warm!!"

Stan and Paul last visited us here in Normandy in September, and although clearly not well, Stan's first words were "what's my job then?". That really sums up Stan Barker. Nothing was ever too much trouble. One of nature's nice people and especially, a good friend to us all.

To Paul we send our deepest condolences... to Stan, we will miss you.

*Martin and Vicki Nicholson*

Firstly, as is traditional, a wish for everyone to have a happy new year, and that 1999 will be successful for us all. I feel sure very few of us will have a problem with millennium bugs attacking our Tractions.

Secondly, a pause for reflection as we bid last farewells to our President, Stan Barker, who made his journey to Valhalla on 21st December. I first met him in the early 1980's on a TOC rally, when he was accompanied by his wife Gwen and their son Paul. Since then our mutual interest in Tractions and involvement in the TOC has meant sharing many memories, nearly all involving sunshine and gleaming Tractions. He will be missed by all who knew him well. A separate obituary appears above.

It will have been noticed, by those whose thoughts are already on sunny summer days, that in the last edition of *Floating Power*, and in this one, details of social functions and club rallies are few and far between. One principal reason is that Stan Barker held a second formal post in the TOC, that of Social Secretary who co-ordinated such events and broadcast news of them. Although other people are still planning Traction runs and gatherings, there has quite naturally been a hiatus in the promulgation of details. It is planned to fill the gap, and hoped that before the March edition of *FP* is published, someone will have picked up the reins and be able to present a programme of events for us.

During a recent conversation with the editor, he informed me that news of local social affairs from area representatives was non-existent,

## CHAIRMAN'S NOTE

and this seems to compound the absence of a central programme. Whether this too is related to the loss of Stan's guidance and encouragement I do not know, but I urge area reps to send the Editor information about any plans.

A third, unofficial but no less significant duty that Stan performed as minder of the TOC Helpline. After a stay in hospital following his first heart attack, Stan was sufficiently himself to insist on continuing to run this. However, by mid December it was plain an alternative was needed. Steve Reed, who works from home, took on the role on a temporary basis, and the telephone number was diverted. We are aware that in the meantime the lack of response to some members' enquiries has disappointed callers, and we ask them to accept our apologies for the inconvenience of unfulfilled promises. It is the Committee's intention to get the Helpline up and running again before the Tractioning season begins in earnest. As soon as a new number is established, it will be announced widely.

On a happy note for a change, those interested will have seen that Tim Walker has overcome manifold problems and successfully "launched" the TOC page on the internet. The symbol is WWW.TRACTION-OWNERS.CO.UK.

I wish you all happy Tractioning or happy getting-on-with-the-restoration!

*Alec Bilney*





## NATIONAL AND INTERNATIONAL EVENTS

**11th February** Retromobile Paris

**30th May** CCC run from Slough to Millbrook. Citroëns registered before January 1979 are eligible. Cost approx £85 per car. Number of places 75-150. Application forms from RAC Motor Sports Association, Riverside Park, Colnbrook, Slough SL3 0HG or Manny Motashaw, 110 Ward Avenue, Grays, Essex RM17 5RL. Closing date for applications mid February 1999.

**21 August** TOC Annual Rally Hertford. More details to follow.

## NEW MEMBERS

The TOC welcomes the following members who have joined in the last few months.

1541 B. Hanson, Gravesend, Kent.

1542 E. Gavigan, Malahide, Eire.

1543 G. Lupton, Colne, Lancs.

1544 Mr & Mrs H. Cairns, Retford, Notts.

1545 P. Wakely, Forest Hill, London.

1546 D. Morgan, Clifton, Bristol.

1547 S. Wilkie, Colne, Lancs.

1548 W. Barker, Liphook, Hants.

1549 N. Wells, Billingham, W. Sussex.

1550 I. Kingham, Chelmsford, Essex.

1551 S. Muir, Come, Western Australia.

1552 M. Bell, Ogwell, Devon.

1553 H. Forsyth, Oxford.

1554 D. Lawson, Basingstoke, Hants.

1555 C. Morison, Comberton, Cambs.

1556 J. Lane, Charlotte, USA.

1557 W. Hall, Harrogate, Yorks.

1558 M. O'Neill, Dunfermline, Scotland.

1559 P. Peryagh, Bognor Regis, W. Sussex.

1560 T. Morris, Bicton Heath, Shrewsbury.

1561 M. Waller, Long Stratton, Norwich.

1562 G. Price, Chelmsford, Essex.

1563 K. Burkhill, Weoley Castle, Birmingham.

1564 R. Gilly, Croydon, Surrey.

1565 R. Carlyle-Price, Aldershot, Hants.

1566 G. Robson, High Coniscliffe, Co. Durham.

1567 C. Demuynck, High Hurstwood, Sussex.

1568 M. Sagers, Newmarket, Suffolk.

1569 J. Davidson, Scarborough, Yorks.

1570 J. Goddard, Lymington, Hants.

1571 A. Hayes, Cheltenham, Glos.

1572 R. Kilpatrick, Belton, Doncaster.

1573 D. Butcher, Feltham, Middx.

1574 G. Taylor, Jersey, CI.

1575 M. Wells, Peel, Isle of Man.

1576 R. Waynham, Catherine-De-Bownes, W. Mids.

1577 M. Bromley, Etchingam, E. Sussex.

1578 J. Olver, Ho Chi Minh, Vietnam.

## TOC HELPLINE

New number 0870 0122002

## TECHNICAL ARTICLES IN *FLOATING POWER*

There has been slight (3 members) response to the idea of publishing a compilation of technical articles that have appeared in the magazine. I have approached a computer literate member who would be prepared to put these on a disk, which would mean that it would also be available in printed form for non computer owners. It will however be necessary to have considerably more than 3 members interested to make this worthwhile. Dear members, if you want this to happen, it's up to you.

## CHARGES FOR ADVERTISING IN *FLOATING POWER*

At the last committee meeting (November 11th 1998) the scope and scale of charges was agreed as follows. Small ads up to 50 words: Free to members advertising Tractions or other Citroën related items. Non-members and traders doing the same, £12. Other ads such as holiday lets £6 to members and £12 to non-members. For larger ads there will be a sliding scale of £240 per issue for a full page down to £30 for an eighth page. These are being advised now in this issue, and in future advertisers will be charged accordingly. The treasurer, Terence McAulay, will be responsible for collecting the money.

## CLUB NON NEWS AND NON EVENTS

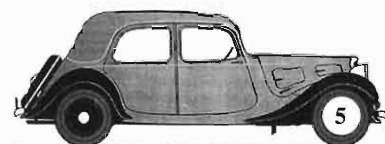
Photographs of the many, varied and interesting Citroëns at the ICCCR Chevetogne. None received.

TOC stand at the Classic Car show at the NEC 7-8 November. No report received.

Walsall Christmas bash 5th December. No report received.

Club section News. No report of past events received from any section, nor any mention of any future planned events.

'In committee'. No report received. Last time this happened, I wrote the report myself, and was promptly taken to task by the Chairman for the style and content of my report. This time I advise members concerned to find out what went on at committee meetings to contact their area representative (name and address in the front of the magazine) who should have been sent minutes of committee meetings. Members are entitled access to what will be the official, sanitized and approved version of what went on 'in committee'.



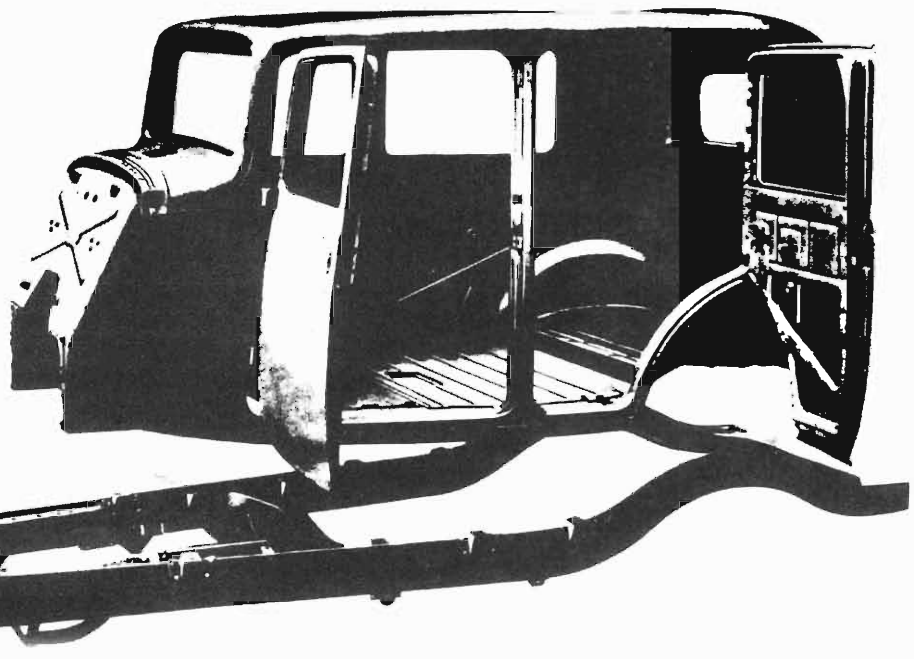
# THE ROSALIE: MY CUP OF TEA

Andre Citroën's car company had grown very rapidly during the post first war boom. The C4 and C6 were successful models but were introduced just in time for the Wall street crash of 1929. However, latterly they were not very profitable owing to having lots of metal in them, and a laborious construction method. Their engines and brakes were refined and developed, having been proved in very arduous conditions, but the body - very 20s in style - started to look dated.

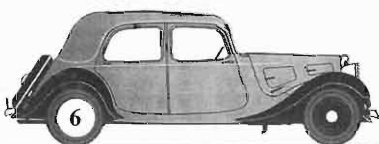
By the early 1930s the European economies were not going well, resulting in car prices being driven down. Smaller, less capitalised marques disappeared. Citroën launched the 8CV, 10CV and 15CV range in October 1932 using well tried engines with Floating Power mountings and Bendix duo-servo brakes directly developed from the C4 and C6. The principal differences were an updated body style, no longer 'perpendicular' and of simplified 'monopiece' construction.

## S E C U R I T E

Une voiture rapide doit posséder toutes les qualités que la technique la plus moderne peut offrir aujourd'hui pour assurer une complète sécurité de route. Seules les Citroën réunissent la quadruple condition d'une sécurité absolue : stabilité parfaite à toutes les allures ; direction précise à volant incassable ; freinage progressif et carrosseries " Tout - Acier Mono - pièce " formant avec le châssis tubulaire un bloc homogène qu'aucun choc ne peut détruire.



Basically the new models were lighter and lower, with smaller and wider wheels which improved speed and handling, and were cheaper to make, the major advance being synchromesh gearboxes with 'silent' second gear. Atavistic oddities were the dropping of silentblocs for the spring shackles, the adoption of an updraught carburettor, and having the handbrake operate all four wheels.



# LES LAURIERS DE “ROSALIE II”

## CITROËN C6 DE SÉRIE

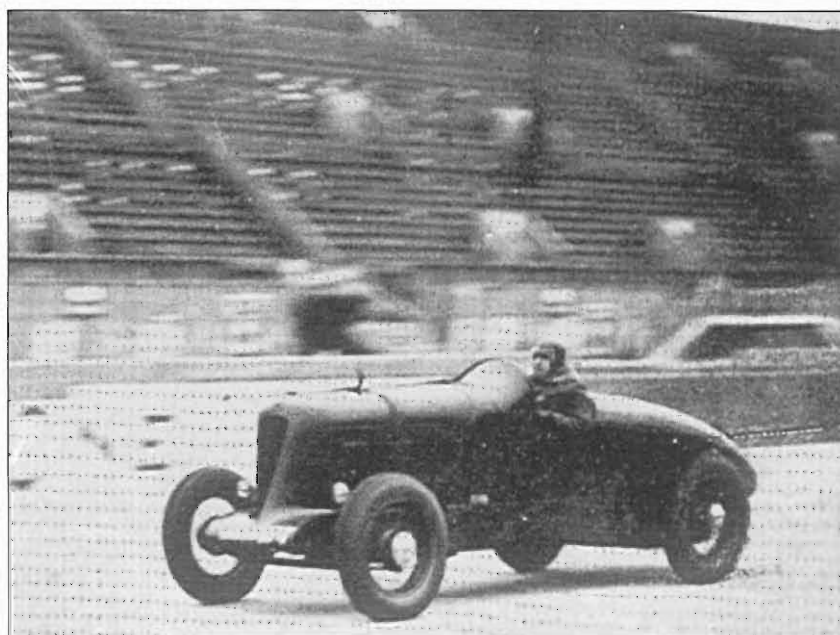
●

**Le record mondial de distance est porté de  
50.000 km. à 136.000 km. et celui de durée  
de 17 à 54 jours.**

●

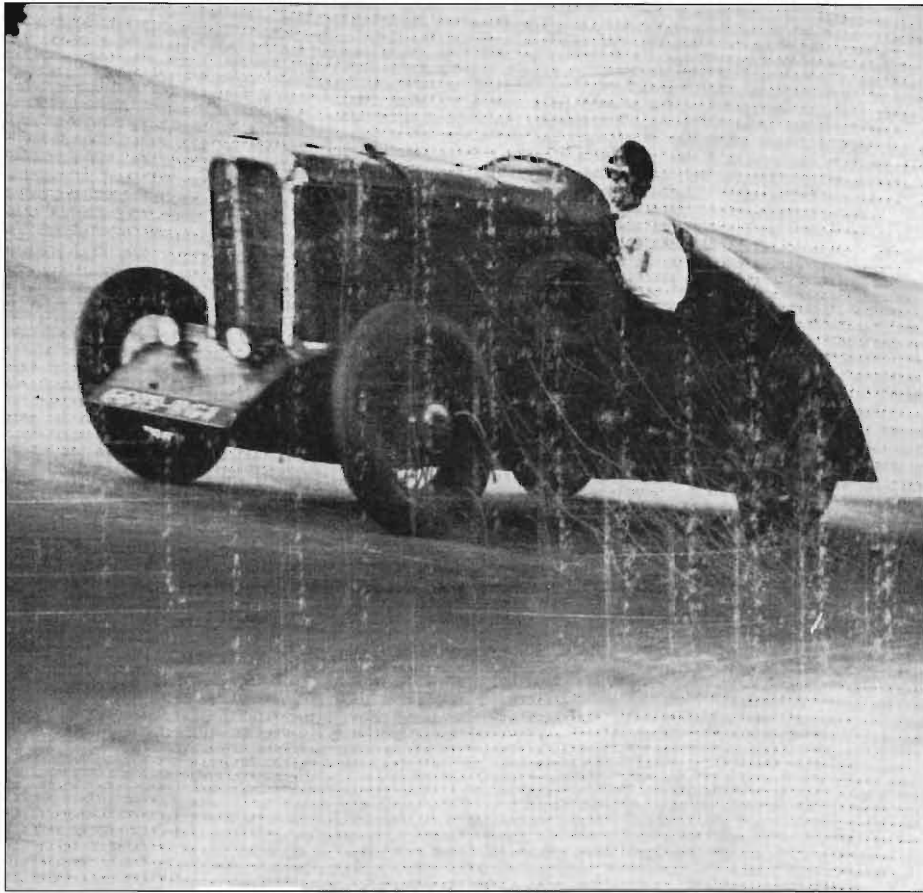
**AVEC UN BEL ESPRIT SPORTIF, M. CITROËN  
OFFRE 1.000.000 DE FRANCS, A LA  
VOITURE QUI BATTRA CES  
RECORDS AVANT LE  
1er OCTOBRE**

●

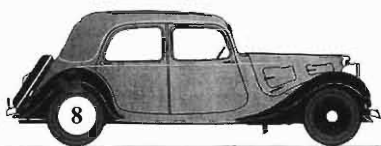


Citroën were never into racing, preferring to demonstrate the robustness and durability of their vehicles by sending car based half tracked vehicles to explore very un hospitable and punishing terrain. The oil company Yacco used Citroën cars for distance and reliability tests round Montlhery circuit. In the curious way of things the first Citroën used on such an endurance test was a rebodied C6, called Rosalie. This racked up an impressive 136000 km. (85000 miles) at an average speed of 104 kmh (65 mph) before the rotor arm failed in the distributor.






In early 1933, a rebodied 8A named La petite Rosalie achieved a truly astonishing 300000 km (187000 miles) non-stop at an average speed of 93 kmh (58 mph). After such a convincing show of reliability the range of cars were known to the buying public as 'Rosalies', although Citroën themselves never used this name.






### LES 10 CV



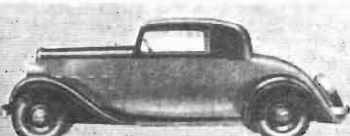
1010. BERLINE "TOUT-ACIER" 5 PL. AVEC MALLE



1011. CONDUITE INTERIEURE "TOUT-ACIER" 5 PL. AVEC MALLE



1012. FAMILIALE "TOUT-ACIER" 7 PL. AVEC MALLE



1062. COACH 2 PL. AVEC COFFRE




1064. COACH 5 PL. AVEC GLACES DE CUSTODE ET MALLE



1065. COACH 5 PL. AVEC MALLE

### LES 10 CV LÉGÈRES



1113. TORPÉDO "TOUT-ACIER" 4 PL. AVEC MALLE




1180. COACH "TOUITALU" 4 PL. AVEC GLACES DE CUSTODE ET MALLE

## CARRÉS SERIES CITROËN

### 10<sup>CV</sup> - 8<sup>CV</sup> - 15<sup>CV</sup>

### LES 8 CV




810. BERLINE "TOUT-ACIER" 4 PL. AVEC MALLE




850. BERLINE COMMERCIALE "TOUT-ACIER"




860. COACH 2 PL. AVEC MALLE



864. COACH 4 PL. AVEC GLACES DE CUSTODE ET MALLE




866. COACH DÉCAPOTABLE 4 PL. AVEC MALLE




805. BERLINE "TOUT-ACIER" DEMI LUXE 4 PL. AVEC MALLE

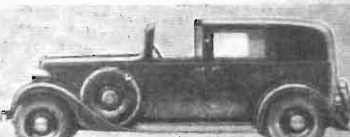
### LES 15 CV




1511. CONDUITE INTERIEURE "TOUT-ACIER" 5 PL. AVEC MALLE




1512. FAMILIALE "TOUT-ACIER" 7 PL. AVEC MALLE



1523. COUPE DE VILLE "TOUT-ACIER" GRAND-LUXE



1567. COACH GRAND-LUXE 5 PL. AVEC MALLE




1569. ROADSTER GRAND-LUXE 2 PL. AVEC SPIDER




1514. TORPÉDO FAMILIAL "TOUT-ACIER" 7 PL. AVEC MALLE

### LES 15 CV LÉGÈRES



1610. BERLINE "TOUT-ACIER" 4 PL. AVEC MALLE



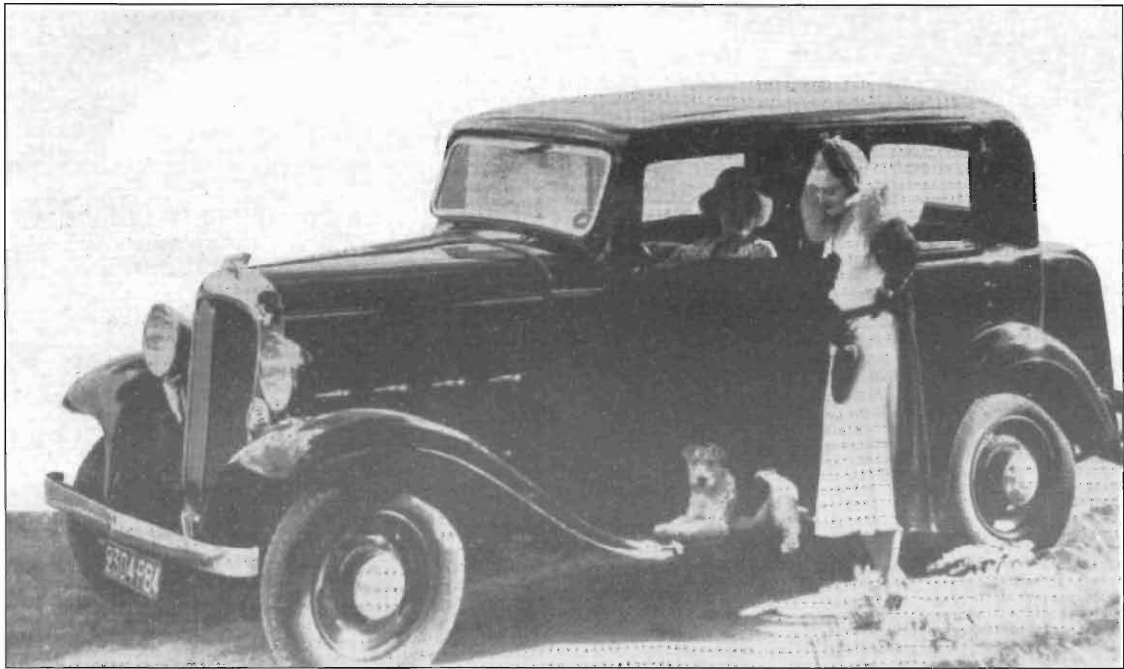
1681. COACH "TOUITALU" 4 PL. AVEC MALLE

**SOCIÉTÉ ANONYME ANDRÉ CITROËN**

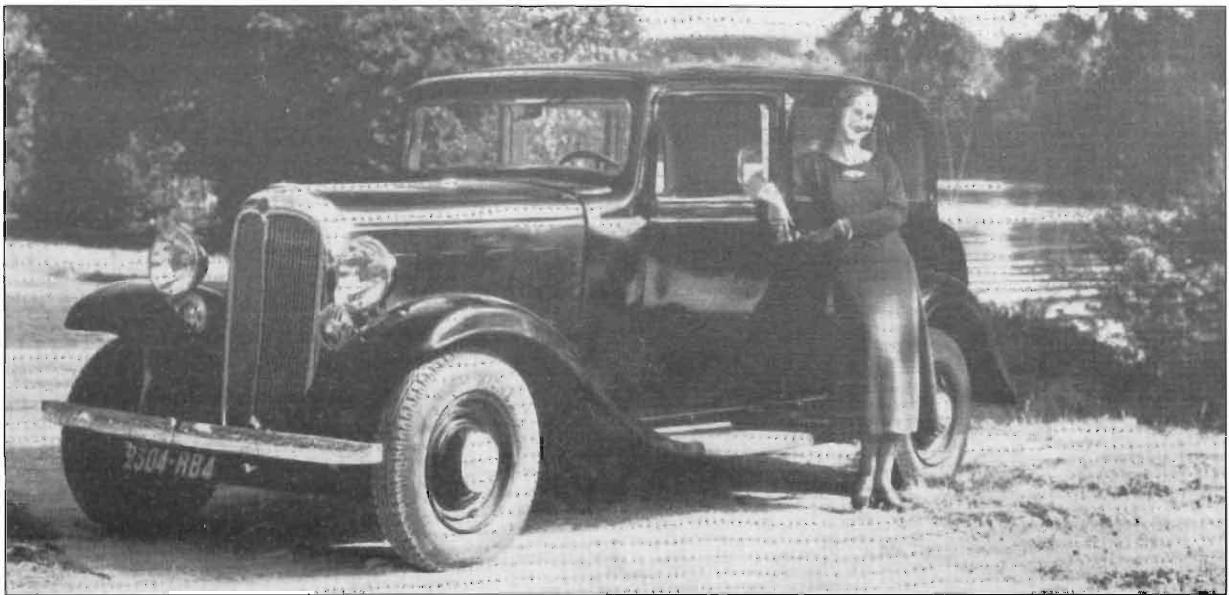
132, Boulevard de la Chapelle, PARIS (10<sup>e</sup>)

Rosalies were offered to the market in a bewildering range of styles and sizes, whether all the cars illustrated were actually available is a moot point.

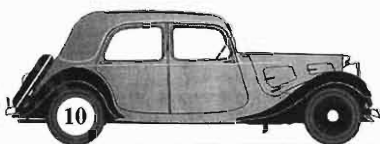


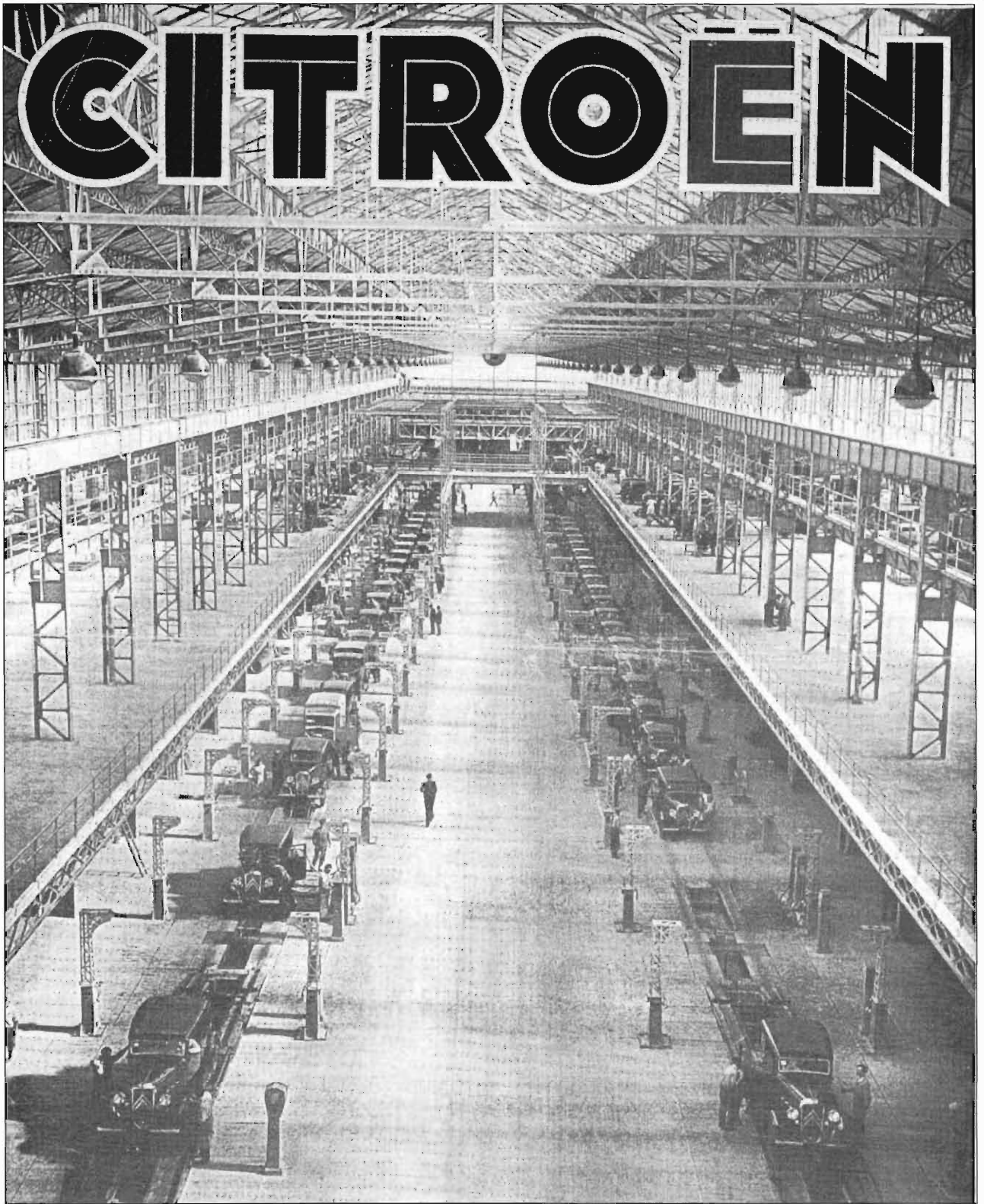


*A Rosalie 8A of October 1932. The very first did not have Chevrons in the radiator grille. Note the dodge of using a perfectly formed but tiny model standing next to the car, which makes it look huge. The dog happily lived on to feature in early Traction avant ads. These two different cars are both wearing the same registration number. Tut, and moreover tut.*

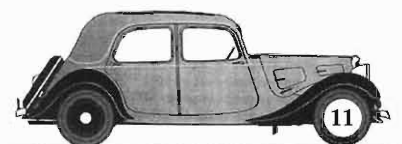


*An early Rosalie 10CV.*





1933 was a very troubled year for Citroën. Economic conditions were hard, and the French government wished to impose a pay cut on those in work. Andre Citroën attempted to enforce a 10% pay cut on his employees, which provoked a long and bitter strike. His arch rival Louis Renault invited the 'Jew of Javel' to look round his newly refurbished factory at Billancourt. Upon returning to Quai de Javel, Andre Citroën, not wishing to be outdone, determined to refurbish his own factory. 600 very heavy machine tools were moved, and many building works were carried out without any production being lost. Even so, the expense was enormous. Added to this, behind the scenes, the bureau d'études was working flat out on the Traction Avant, further draining the company resources.



Barely twelve months after the launch of the Rosalie series, it was felt that already it looked dated, so a facelift was applied called NH (Nouvel Habillage) by altering the radiator grille, bumper, headlamps, horns and the wings. It is, however, extremely rare for a 'facelift' to be viewed as anything other than just that, so the alterations sat uncomfortably on the original design.



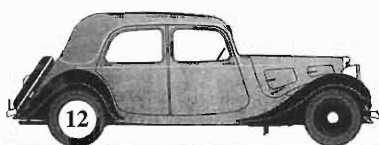
The car on the left is the *Nouvel Habillage* model. Note the Traction-like grille, wings, headlamps and bumper.

LES  
**8. 10. 15<sup>CV</sup>**  
**CITROËN**

**AVEC NOUVELLE SUSPENSION PAR  
ROUES AV. INDEPENDANTES  
ET BARRES DE TORSION**

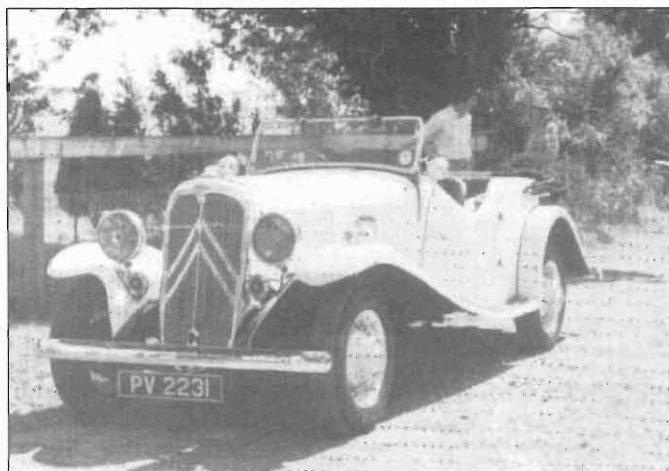
Le nouveau système de roues avant indépendantes et barres de torsion adopté par les Usines Citroën après de minutieuses recherches et de dures expériences, n'a été lancé qu'après qu'il eut confirmé son immense supériorité sur tous ceux existants. Il constitue la solution idéale de la suspension automobile. Grâce à lui, les passagers sont littéralement isolés des cahots de la route, quels que soient l'état de celle-ci et la vitesse de la voiture.

1934 saw the launch of the Traction Avant which was at the same time dazzlingly innovative and woefully under-developed. Its premature introduction was symptomatic of the increasingly erratic and irrational behaviour of the by now terminally ill Andre Citroën. The Rosalie briefly enjoyed the adoption of independant torsion bar front suspension (model B) in principle borrowed from the Traction, but this was not a success, and shortly afterwards the Rosalie series was sidelined in favour of concentrating on the Traction Avant, with their main assembly line being torn up.





Unhappily the Traction in its early form soon gained a reputation for extreme unreliability and fragility having defects in the gearbox, driveshafts, exhaust, steering, back and front suspension, braking and overall strength of construction. Bemused clients, wishing to buy a Citroën car that actually worked, went elsewhere adding to the financial crisis of the company, which was officially declared bankrupt in December 1934 and was taken over by Michelin, their main creditors. Andre Citroën was ejected in February 1935, and died on the 3rd July of that year. Very soon Michelin imposed their own stamp on the car company they had taken over cheaply. The Traction underwent serious development to overcome its weak points, but at the same time the range of colours and standards of interior trim were severely cut back. This austerity became the hallmark of Paris produced Traction with their tin dashboards, cloth seats, and rubber floor mat.

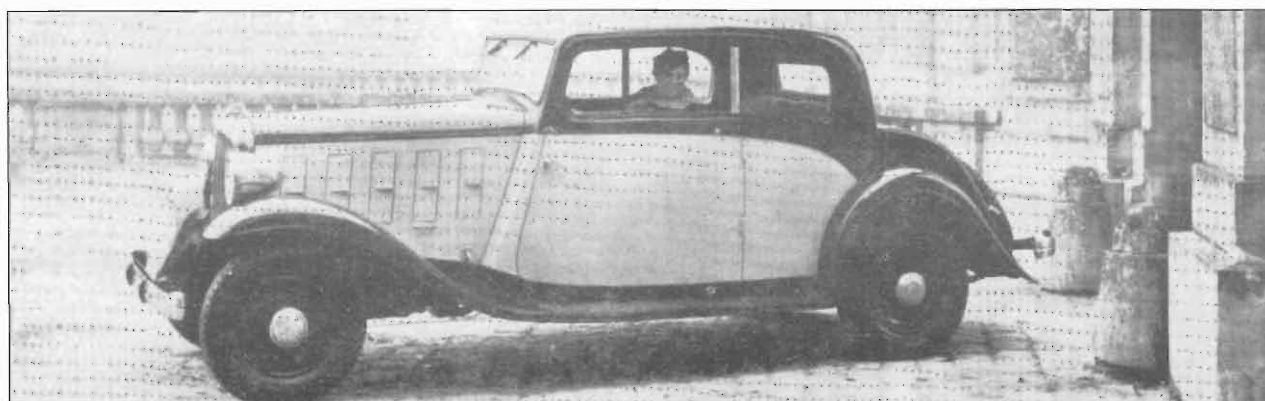


*10CV (12H.P) Rosalie bodied by Ranalagh of Kew.*

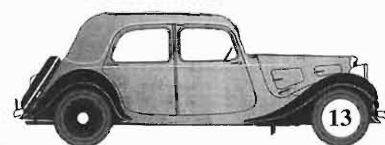
The Rosalie, which had suffered the unique fate of an entire model range of a mainstream manufacturer being dumped barely eighteen months after its launch, was exhumed and put back into production shorn of its troublesome independent front suspension - the 1933 beam axle being reinstated but was given the overhead valve engine borrowed from the Traction, which had proved to be very successful. In this guise, known as the MI series (Moteur Inverse) the 'ex 8' was fitted with the 1628cc engine and the 'ex 10' the 1911 cc. At the same time, the *Floating Power* engine mounts were discarded, as they had been on the Traction. The 15CV six cylinder sidevalve engine was also quietly dropped. As the Rosalie had a chassis, it could be very stylishly bodied by specialist coachbuilders.



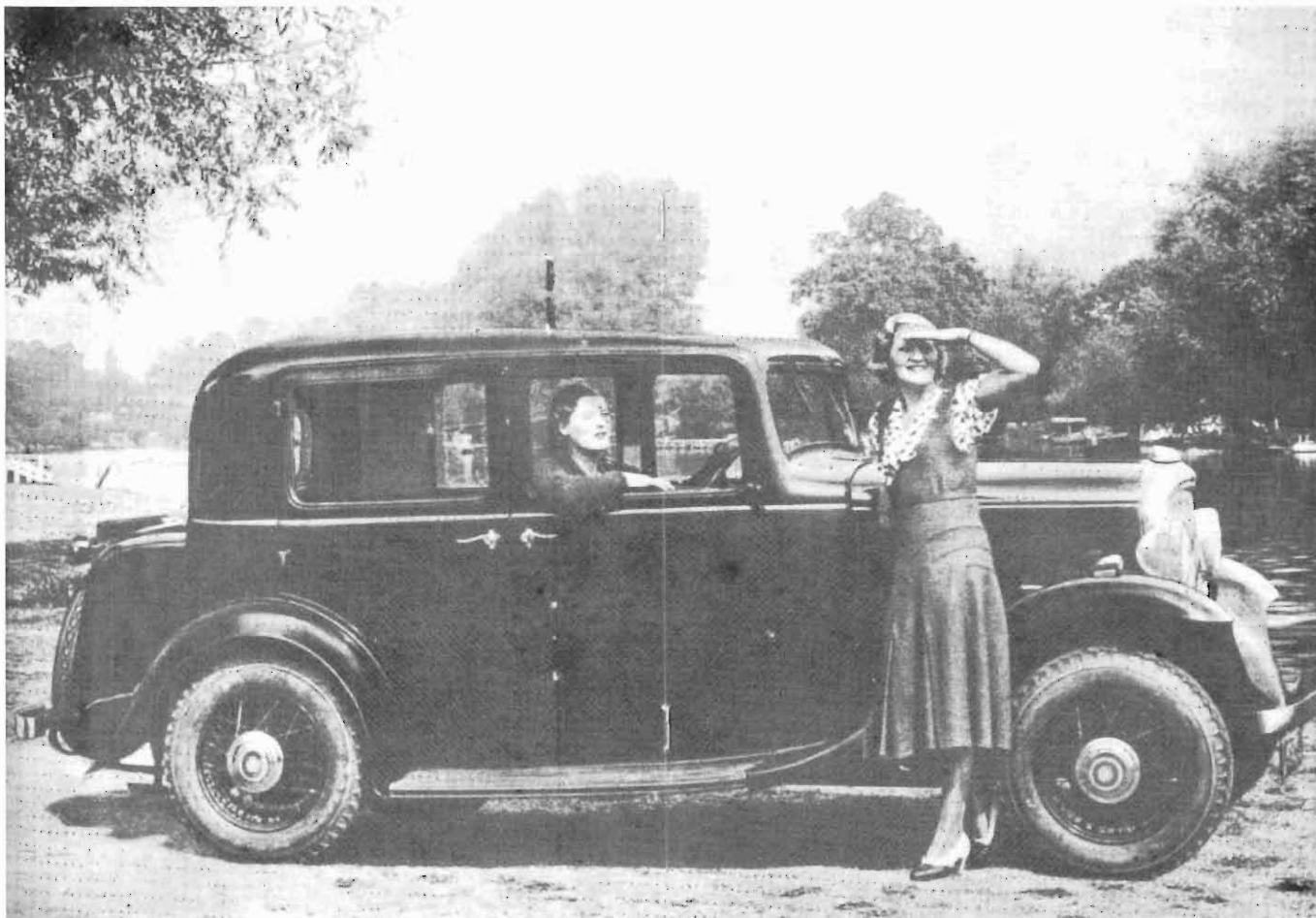
*8A Rosalie bodied by SICAL of Levallois*



*15CV Rosalie bodied by Mannessuis*

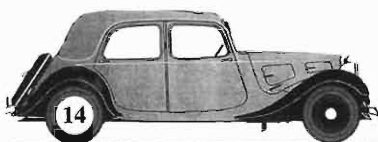


It could also be bodied as a van or light truck, and its basic toughness and simplicity made it an excellent utility vehicle or Taxi. At the Slough factory the Rosalie 8, or 10 h.p. as it was known here continued in production through 1936, benefitting from a 4 speed gearbox, 12v electrics, leather seats and a sunroof at the snip price of £198, in comparison to a Light Fifteen at £285.



*Citroën UK used full-sized women to model alongside their cars, giving a fairer indication of size.  
But what happened to her right arm?*

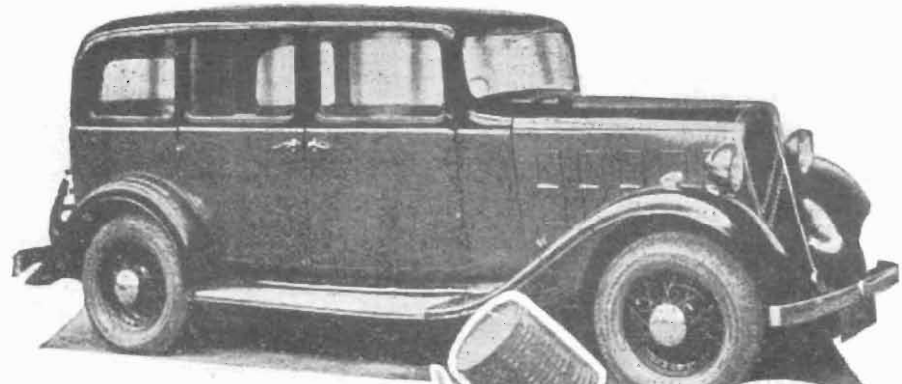
By 1937, only the 1911cc overhead valve 7 seat 'Family Fifteen' rear wheel drive car was available from Slough at £285. However, there was one surprise yet to come. Shortly before his demise, Andre Citroën had been in correspondence with Henry Ricardo, who had designed him a Diesel version of the 10CV (1767cc) engine which produced a very creditable 40bhp. This was made available to the British market in late 1937, and it appears that a small quantity of Diesel Rosalies went to Australia, where they were bodied as pick-ups.



# 1938 CARS—THE CITROËNS

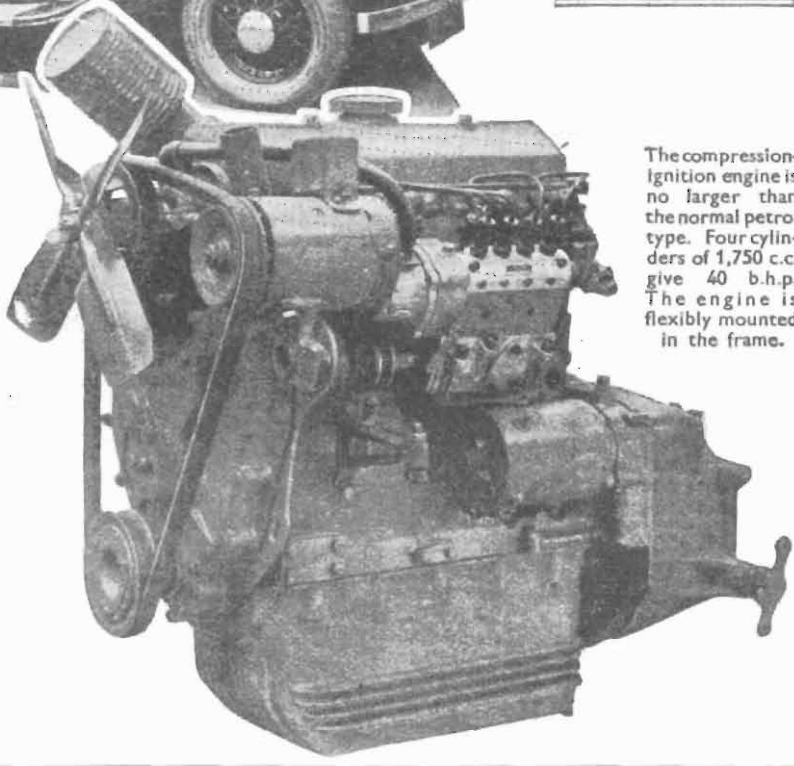
## A DIESEL-ENGINED SALOON TO BE SOLD AT £375

Long range economy, smoothness and robustness features of the design



The six-light oil-engined saloon which will sell at £375.

Existing front and rear wheel drive models continued, with modifications



The compression-ignition engine is no larger than the normal petrol type. Four cylinders of 1,750 c.c. give 40 b.h.p. The engine is flexibly mounted in the frame.

### Model and Specification

#### THE CITROËN DIESEL

**Engine:** Four cylinders, 75 by 100 mm., 1,750 c.c., maximum r.p.m. 3,500, minimum 350; Lavalette injection pump and Beru heater plugs for cold starting; three-bearing crankshaft, o.h.v., alloy pistons and steel con. rods. Weight, 450 lb. approximately.

**Transmission:** Three speeds, giving ratios of 5.3, 10.2 and 16.6 to 1. Synchronesh on top and second.

**Chassis:** Box-section frame, semi-elliptic springs.

**Brakes:** Lockheed hydraulic.

**Equipment:** 12-volt electric system, wire-spoke wheels, twin windscreen wipers, Triplex glass.

**Price:** Six-light all-steel saloon, £375.

It seems that Sir Henry Ricardo was sufficiently taken with the Diesel Rosalie that he used one as his personal car throughout the war, post war, the car was scrapped, but the motor was retained. Within the last few years this motor was reconditioned at the Ricardo works, and another Rosalie car was found for it to propel. Although it was generally thought that this motor was only applied to rear wheel drive cars I was shown photographs a year or two back of a Citroën factory modified form of this motor that was fitted to a Traction Avant Normale. So a Diesel powered Traction Avant did exist. On this side of the channel, rear wheel drive cars were extinct by the end of 1938, and thus a very worthy car that Andre Citroën effectively disowned went on to achieve a longer production life than the C4 and C6 that it replaced.

I have a 'fact' sheet put out by Citroën Cars Ltd that reads "Citroën introduced a front wheel drive car as early as 1934 (Traction Avant) and all Citroën cars have been front wheel drive ever since". That says it all.



## *Do You Believe in.....*

When a small boy in the early fifties three cars left lasting impressions on me. The first, a Zephyr Zodiac, belonged to Uncle Lance, my godfather. I remember it quite well, green and smooth. The second was my family doctor's car, a green Jowett Javelin, strangely shaped. The third, a Traction, was often parked opposite my school gates in Eleanor Road, Waltham Cross. Among its striking features were the inverted double 'V', the apex at about my eye level. I hadn't a clue what sort of car this was. Enlightenment came in the late fifties or early sixties when my father let me stay up late to watch Rupert Davis starring in 'Maigret' on TV. The Traction figured prominently in this as well as a corrugated mobile Anderson Shelter that I now know to be an H van.

Time flew, we moved to Ipswich. I entered the teen years and passed my driving test. £5 bought me a rusty clapped out Zephyr Zodiac which ran for a few months until the engine expired. I paid a fiver for another engine, fitted it and sold the car for £17. Other cars came and went, Austins 8, 10, 12 and 16. Hankering for something different I sought and bought a Javelin which served me well for about 5 years. It had its idiosyncrasies.

More years passed and other things happened, notably a career on British Railways, motorcycling, crash, injury,

continental touring and early retirement at the age of 48. Memories of the Traction were awakened in France where I went, and still go, to old motorcycle rallies. I saw plenty of Tractions and in recent years thought about getting one. In August last year I asked a French friend about Tractions for sale in France and he kindly sent me information and adverts from French classic car magazines to point me in the right direction.

There I was last October, bowling along the B4031 near Aynho in my way to the Matchless rally at Tetbury on my Matchless Special heavily loaded with camping gear and friend, thinking about Tractions and whether I would ever take the plunge, when glancing in the mirror, INVERTED DOUBLE V. He overtook me with a cheery wave so I gave chase. The driver turned out to be Jonathan Howard. We had an interesting chat and have had several conversations since. As a result I am now cursed with a Traction to drive me dafter. It was delivered to me on November 2nd. A daunting project of which more later.

Soon after, an old motorcycling friend Ralph Davis came to see me. We go back many years, he providing wisdom and comedy, me healing his sick Matchless and overcooked Peugeot 305. I surprised him with the Traction. "I had one of those in the fifties when I lived in Waltham Cross" he said. He lived in Eleanor Road. It was his car opposite the school....

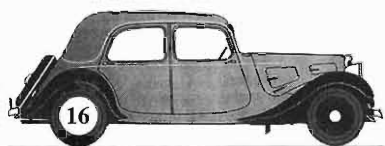
## *fate or coincidence, what do you think?*

*Malcolm Sagers*

Malcolm Sagers is clearly a man of action. Having had his 1953 Light 15 delivered on November 2nd he instantly set about it. Lurking under layers of filler and underseal was the usual quota of Nasty Body Rot. This was cut out and fresh metal welded in. Next out came the engine and off came the ruined driveshafts and brake drums. A 1905cc Citroën (well Peugeot actually) Diesel engine was procured, and via an ingeniously modified bellhousing a Skoda 5-speed gearbox was attached to it. Engine mountings compatible to the ones in the car were fabricated. Driveshafts were made up using original taper fit stubs attached to modern constant velocity joints. The brakes have been completely overhauled, and the car rewired.

Within a eight weeks, the car was in a driveable state, and test flights round a yard had been made. So far so good. MOT is scheduled for late February/early March. I cannot wait to get my hands on it for a road test.

*Jonathan Howard*

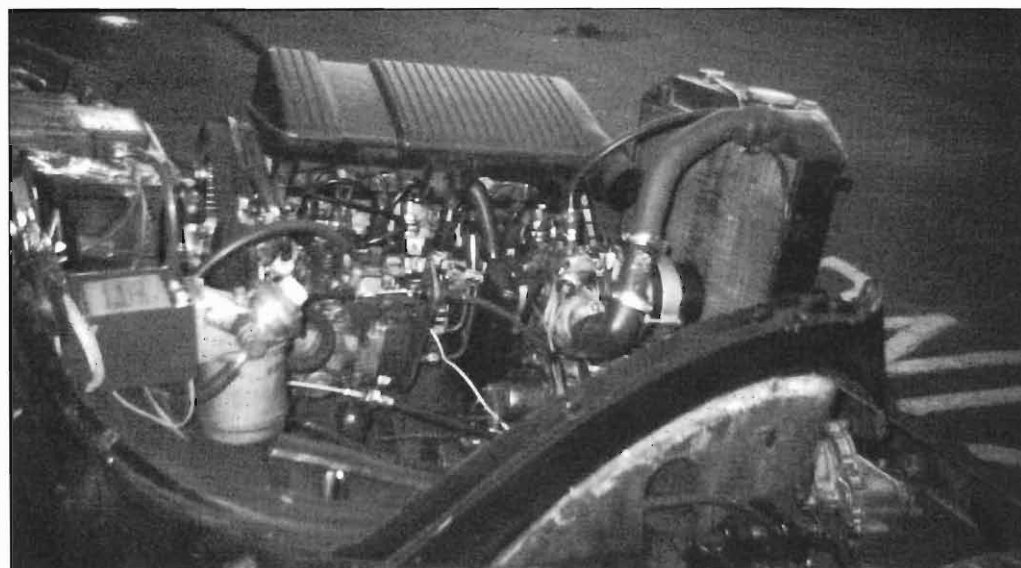




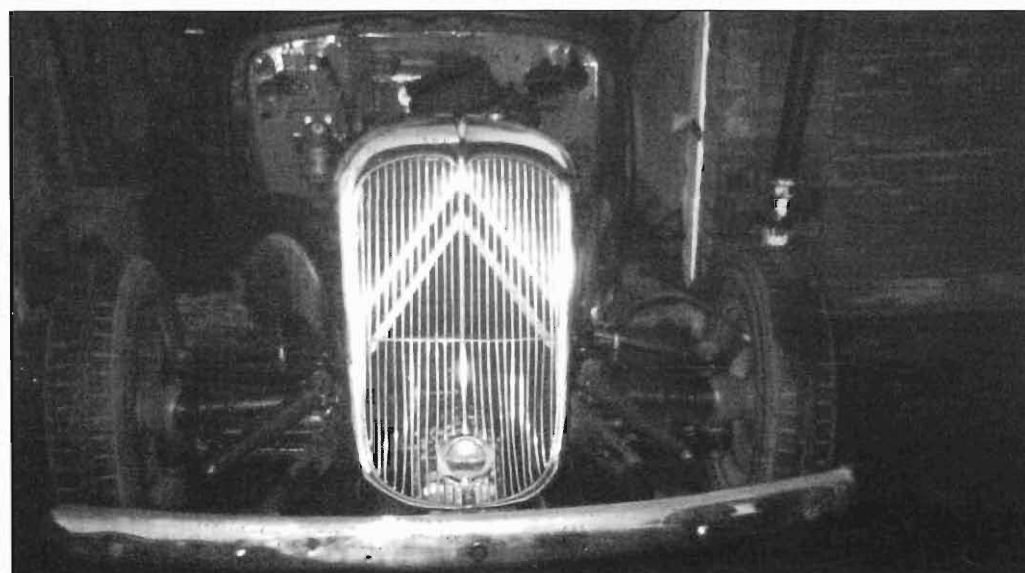
# A Diesel Traction



Engine and Gearbox installed and in running condition. Gearchange rod and cable visible on the LHS of the engine. The pulley on the end of the camshaft drives the alternator. The exhaust system is from a Citroën BX bought new and hacked and welded to fit. The lugs on the radiator side straps are for the thermostatically controlled electric radiator fan, control can be overridden by a switch near the steering column.



In the bracket behind the fuel filter is the cold start preheat relay. Beside the injector pump and running down beside the starter motor is the clutch cable (a modified BX handbrake cable). The alternator is behind the radiator and is the wrong way round, in true Traction style. The air filter is not yet fitted. The rear engine mounting is as original with a fabricated bracket bolted in 3 places on the engine. The bottom of the bracket locates between 2 rubber buffers bolted to the torsion bar cross member to stabilise the engine.



The grille altered and fitted. I have used the original junction and fuse boxes. The relays above them are for the horn, dip and main beams, behind the dashboard are the relays for wipers and hazard lights. The instruments and switch gear are basically unaltered but with the addition of main beam warning light, rear foglight warning lamp, hazard warning lamp, alternator warning lamp, temperature warning lamp, indicator warning lamp. The original screen washer knob works a concealed push switch for the screen washer motor.

Malcolm Saggars



# TOCCORRESPONDENCE

John and Mary Hill Lane  
Charlotte, North Carolina 28226

Dear Mr. Robb,

I joined the Traction Owner's Club in April of this year, member number 1556. Since then I have enjoyed your publication and look forward to each issue with great anticipation.

I also would like to share my thought concerning the content of the magazine with you. The index to technical articles in past issues is great; I wonder, however, if the Club has considered putting all of the technical articles into a "book" and offering it for sale? New members, such as I am, would benefit greatly from such a book.

In the meantime, could I advertise for some of the back issues? If so, I have enclosed an "ad" which you may wish to edit due to space considerations.

The ads in each issue include many items that I would either like to purchase immediately or inquire about. The problem is all of the ads, even many of the commercial ones, list only a telephone number. While I don't object to the cost of international calls, the time difference does present a problem. During the only time window that would be a "decent" time to call, I am at work! or asleep! If you could encourage your advertisers to list an address, or better yet, an E-mail address, it would be very helpful to members in this country. (I noted the address, new this issue, for Southbound Trimmers. I have already written to them!)

But then, there may not be many members in this country. I have no way of knowing.

One item that I really would like to purchase is the Michelin period map for my 1955 Big Boot Normale. I would not wish, however, to awaken Mr. Leo Quinn by telephoning him during the very early hours! Perhaps you have an address? or if you have routine contact with him can you provide him mine and/or my E-mail address? E-mail is M1H3L@Juno.com - that is M then the number one, H then the number 3, L, some people confuse the one with an i which will not work!  
(Perhaps Leo will contact you direct. Ed.)

Chipping Norton  
Oxon

Dear Glen,

Peter Rowland's letter in the December issue of *Floating Power* appears to have ruffled feathers, perhaps among those that find the expression of a point of view or opinion that does not exactly coincide with their own is disturbing. None of these feather ruffled individuals has troubled to put pen to paper, reinforcing the adage that apathy rules OK.

In his letter, Peter Rowlands clearly stated his likes and dislikes of the format of social events. Like Peter, I am not keen on camping (in any sense of the word), and I am of that fortunate age where I am not surrounded by my own toddler or pickle, and am too young to have grandchildren. Nevertheless, like Peter, I applaud those who have the time, energy, and enthusiasm to organise social events.

May I suggest to Peter that he uses his contacts in the Hotel business to organise a sprog-free weekend in a Hotel, sampling fine wines and talking Tractions as described in his letter? I would be most willing to publicise such an event in this magazine, as indeed the "themed" events have been, and would myself eagerly sign up for it. Thus the choice and spectrum for TOC members to enjoy their membership would be widened and enhanced, which can only be a good thing.

Yours sincerely,  
Jonathan Howard

Anyway, to the point of my writing, which is partly to comment on the letter from Mr. Peter Rowlands. North Carolina is approximately the same size as Great Britain, a little over 50,000 square miles. Our population is about 1/10th that of your country. I mention this simply to put my thoughts into proper perspective. As far as I know, I have the **only** Traction in the state that is currently licensed and driven "on pretty days". There is another one several hundred miles away, but it is in storage awaiting "restoration". In South Carolina (bordering state, slightly smaller in size) there is a 15/6, so I am told. I do not know its condition. Virginia, bordering to the north, might have one or two. David Allen, who deals in Citroëns, mostly 2CVs, has residence in several states and lists a Traction in Virginia.

From reading your magazine, you have more Tractions at an event than we have on the entire east coast! I would be delighted to have the opportunity to interact with so many other owners, social setting or not. Although in actuality I identify more with Mr. Rowlands, (I am 61 years old and enjoy being at home more than being at a party; especially don't enjoy ill mannered children) I would still love to have the opportunity to see first hand what *Barrie the Brick* is wearing to an outing and perhaps see how the Tractions are dressed as well!

Other than Brad Nauss (parts seller) and Peter Larson (Sweden - e-mail), *Floating Power* is the only "contact" that I have with other Traction owners. I find each article of great interest. I read every word, enjoying the different articles for their content; I even read the ads and have chuckled at the thought of Mr. Feazey wrapping an umbrella to ship to the USA! I state all this without any intent to be negative or to be critical of anyone or their opinion. I simply believe that when you put everything into its proper place, the Traction Avant is a wonderful vehicle, each with a personality of its own; those persons who are owned by Tractions probably are likewise! Thank you for a truly great magazine. I especially like the technical articles, but also enjoy the trips and socials, even if vicariously.

Sincerely,  
John



133 Scalby Road  
 Scarborough  
 North Yorkshire YO12 5QL  
 01723 361294

Dear Mr. Robb,

As a relatively new member of the Club I am enquiring through your column if any member can assist me with any information/history about a 1949 Slough built Light 15 I have acquired recently.

Details of the vehicle are as follows.

**Reg. No.** : 859 HYU (formerly LTC 1)  
**Chassis No.** : 132913  
**Engine No.** : AH06300  
**Colour** : Originally Green, then Beige, now Black

The car owners since 1968, had London postal addresses with a brief spell in Newbury in 1972 (VE 60) and I obtained the car from the previous owner who resided in Kent. Rumour has it that some work, carried out in the seventies, had been done to the car/engine by John Gillard.

I have been unable to find any information on the car prior to 1968 and if any of the long-standing members of the club have any knowledge of the vehicle I would be extremely grateful.

*Yours faithfully,  
 John Davidson*

Tollgate House  
 Reading Street  
 Tenterden  
 Kent TN30 7HT

Dear Glen,

In response to your request for feedback regarding levying charges for non-members and trade adverts in *Floating Power*, I think this is a very good idea. Trade and non-members should not expect free advertising. Where advertisers will make a financial gain i.e. holiday lets there should also be a charge levied.

Can we also have a time limit on all adverts offering items for sale. How many months has Ruedi Egger's ad for used tyres been running?

Great mag, keep up the good work.

*Happy New Year  
 Steve Thompson*

Ivy Cottage  
 Axford  
 Marlborough  
 Wiltshire SN8 2HA  
 Telephone: 01672 520975

Dear Glen,

In the November 1998 issue of "FP" you print an index to various technical articles that have appeared in earlier editions, and ask members to request republication according to their requirements.

Although there seems to be some duplication of certain articles, all of them cover really useful topics, so what about reprinting the lot in a book which could be sold to members (and non-members) at an attractive price but one which makes economic sense to the Club?

In the Traction guide I would include semi-technical articles such as the very well written one a year or two ago explaining how to convert the innards of the dash-mounted time clock by substituting an inexpensive modern battery-operated Casio movement, but retaining the original face.

If the idea of a bound (or ring-bound, or loose-leaf) volume appeals, it may well be that one of our members may have access to a print shop at his work, facilitating production of the guide at good value.

Of course, people who come up with ideas are usually asked to put them in to practice themselves, and here I would say that I have neither editorial skills nor access to a print shop. However, I could look after distribution, although I imagine that would be better and more effectively done by our Regalia Officer.

*Yours sincerely  
 David A. De Saxe*

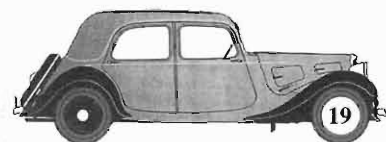
6 Berkley Crescent  
 Moseley  
 Birmingham B13 9YD

Dear Glen,

This pre war Traction has to be the worst I have yet seen. It resides on the upper floor of a burnt out garage in the village of Serverette in the Cevennes. It is a prominent feature of the village, being on a bend in the road just on the entrance to the village. It still manages to look imposing from a distance! Locals told me that the garage had burnt down around 20 years ago.

The ground floor (boarded up, more or less) held a time-warp of around half a dozen vehicles in need of rescue, apparently intact, including ripple bonnet 2CV's, an early Ami and what I think was a Citroën small truck.

*Yours sincerely,  
 Eric Pennington*



# TRACTION OWNERS CLUB SHOP

NOVEMBER 1998

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Bumper/Grille Badges	£16-00 (on order)
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TOC W/S Sticker Silver/Blue,	
Taxdisc Holder	£1-00
TOC Golf Umbrella	£15-00
Mugs with Traction Decoration	£1-50
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Poster Les Traction	£2-50
Poster 3D Traction	£2-50
Poster Traction Avant (bas relief)	£2-00
Greetings Cards	
(pack of 5, without envelopes)	£1-00
Sports Shirts TOC Motif (S.M.L.XL.)	£14-00
Sweat Shirts TOC Motif (S.M.L.XL.)	£15-00
Tee Shirts TOC Print (S.M.)	£6-00
Tee Shirts TOC Print (L.XL.)	£7-00
Ties Traction Design (Green or Blue)	£7-50
Plaque Agence Citroën	£18-00
Traction Thermometer £33-00)	£50-00 the pair

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**21, Paris Avenue, Westlands,**  
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## MODELS

Autosculpt Traction (pewter like finish) £4-50

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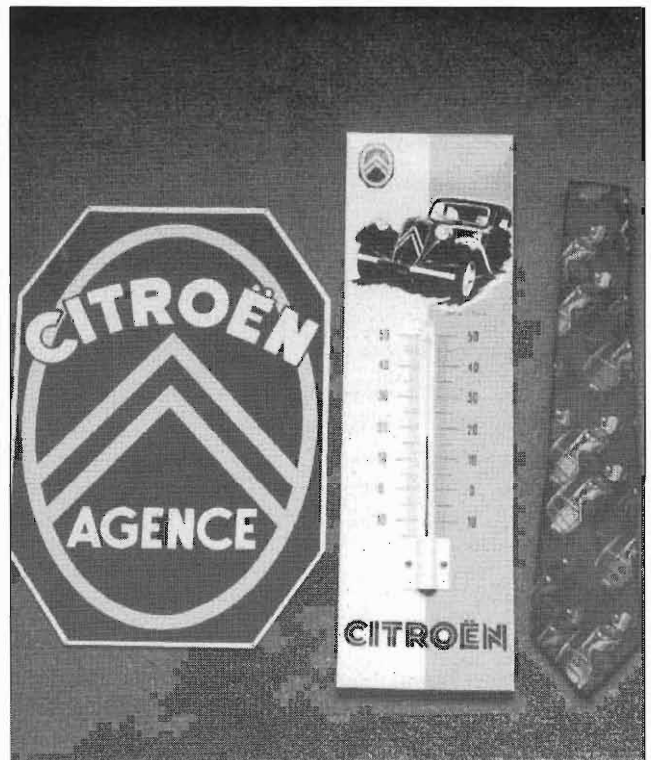
André Citroën by John Reynolds £16-99  
 British Citroën by Malcolm Bobbit £11-95 (last 2 copies)

A range of hand made Hallmarked Silver Items. Silhouette Traction large or small boot as tie pins, brooches, or pairs of earrings. Also old type Citroën Chevron badges as tie pins or brooches. Enclosed in Gift Box.  
**PRICE £15-00 each. Please allow 28 days for delivery.**

## POST & PACKING

This is charged in addition to the above prices. Please allow sufficient.  
 Note: I have not yet had to send an umbrella through the post. It would be interesting to try and pack one if you insisted!

Please make all cheques payable to 'Traction Owners Club Ltd'  
 Credit card payments can now be made. The following information is required - Card No., Name of Card holder, Expiry Date.



## CLASSIC



## RESTORATIONS

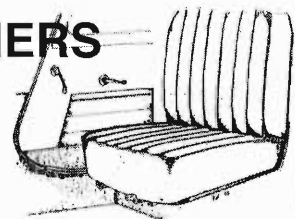
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- Complete retrim, English and French cars

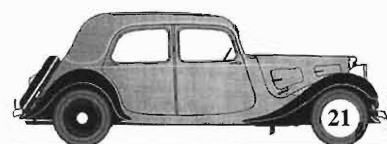


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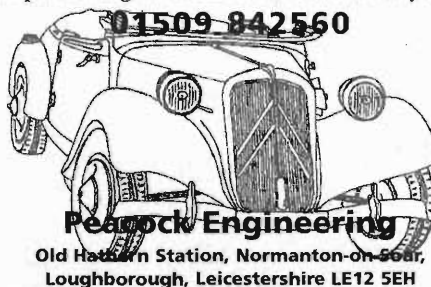
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*hand-crafted panels made to order  
from top-quality British steel.*

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 experience 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 producers 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:



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All advertisements are accepted in good faith by the Editor but no representations are made as to the truth or accuracy of the same. Readers should therefore satisfy themselves as to the suitability of goods and/or services offered before entering into any agreement.

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

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

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Open to offers - **I.R.O. £5,000.** Chris Ryle 01386 841428 (Glos)

**1955 Onze Normale, Paris built.** Three owners from new. Known history. 65,000 miles believed genuine. Excellent condition. New M.O.T. **£5,500 o.n.o.**

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Evan Gobby, P.O. Box 282, North Beach, Western Australia 6020.

Phone: 08 9246 2400 or Mobile: 018 092 222 Fax: 08 9272 2116.

**Tractions...** a selection always in stock. For further information contact Steve Southgate

0121 357 2256 (evening)

01902 495 758 (office hours)

**1954 Paris built NORMALE.**

Fully restored by Classic Restorations, 5 years ago, new Roger Williams Clutch and stainless exhaust in 1996. Completed 2,000 mile trip to France with no problems, and has since been used on dry-days and for Wedding hire. This car is in A1 condition and is in Brooklands green, with interior retrimmed in original grey. Concourse prize winner at 1997 T.O.C. Rally.

Heartbreaking sale due to bereavement. **£8,000 o.n.o.** Contact Keith 01472 508065

**1948 Paris built 11BL.** Colour black. Ground-up restoration 1991. Photos available. Insurance valuation **£11,500.** Best reasonable offer. Phone Denis Carter 01420 489722 (Hampshire)



**1938 FIXED HEAD COUPE LHD** Very good, sound condition. Sensible offers. For more details telephone 01598 763428

**Slough Built CITROËN**

**LIGHT 15 (1954) 1911 C.C.**

Drives superbly; restored to Classic Restorations 1994; back to metal re-spray; regular servicing and maintenance (receipts available); dry storage; limited mileage - average 3000 per annum; sunshine roof; car heater; twin carburettors; excellent investment; BBC film 'Last Salute' featured this car (1998). Present owner selling reluctantly owing to business re-location. 1 year M.O.T.

**New Battery, Speedometer and Cable, Valve Springs, Rocker Shaft, Output Seals, Gaskets, Exhaust System, Wing Mirrors, Water Pump, N10 Spark Plugs. £8,500.** Telephone: 0181 977 3292

**1952 SLOUGH LIGHT 15.**

Small boot, refurbished (paint and trim) 1988, reliable service since but little used in last 12 months, running and sold with full M.O.T. **£6,500 o.n.o.** Tel: 01226 743623 (South Yorkshire).

**1954 NORMALE.** Black, big boot. Good runner used daily, overall condition good, interior needs tidying, but has new carpets. I am the second owner from new, nice documentation with car. Move of house forces reluctant sale. Sensibly priced for quick sale. **£4,900 o.v.n.o.** Tel: 01227 772243 any time

**1953 Paris-built Legère.**

Black paintwork; good chrome; stainless bumpers; clean interior; recent clutch; Peacock gearbox; Mike Tennant front wishbone conversion; well maintained; M.O.T. until October 1999. **£6150.**

Graham Jones (0116) 220 1095 (Leicester)

**1955 Light 15 Slough built R.H.D.**

This car has been extensively refurbished and is in excellent running order. Work undertaken has included: body stripped and resprayed in 'wine' (2 pac); engine and gearbox

rebuilt with new parts as required, suspension and brakes renewed and electrical wiring replaced. The interior trim includes dark brown leather seat and door trim, dark wine carpets and a cloth headlining. I would be very happy to send photos to those interested and to answer further questions as required. **£7750 o.n.o.**

Hugh - Phone 01865 284 274 (Oxford).

## WANTED

The following back issues of **Floating Power:** Vol. 1 #4; Vol. 5 #2; Vol. 6 #1; Vol. 8 #5(4?) Nov. 1983; Vol. 9 #2; Vol. 10 #5; Vol. 11 #5 & 6; Vol. 12 #1; Vol. 13 #5; Vol. 17 #2 & 4. Also Jaeger speedometer (French) new or in good working condition.

J. Lane, 4801 Deanscroft Drive, Charlotte, NC 28226-3294 USA. E-mail MIH3L@Juno.com Telephone (704) 542-9955.

**Paris-built Normale 11B.**

Small boot. Must be in good overall condition and a good runner. Would consider either original or restored vehicle. Please contact Leo Quinn (Pontefract) 01977 620116

**Citroën 23R Truck.** Any condition considered.

Please phone Roy Forward (Bristol) 01934 852344

**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

**CLOVERLEAF**

**ALL PARTS OR W.H.Y.**

Tel: Roger Dyer 01483 223890

**For 1955 Light 15 (Slough)**

Indicator Switch 12V Lucas. Original Lucas starter solenoid (cast aluminium) Please phone Arthur Bailey 0181 642 7808 (Surrey)

## PARTS FOR SALE

**2 Slough road wheels** (press on hub cap type) shotblasted **£15** each.

Many other Traction parts available - what do you need for that rebuild??

David Boyd 01527 892134

**I.D.19 plus D.S.19 Workshop Manuals,** both Slough. **£20** each

Phone after 6, 01209 821979

**Light 15.**

Head Gasket C/A **£14**  
Con Rods, set 4 **£38**  
S/H Pistons (no rings or gudgeons) set 4 **£20**

New Cylinder Liners (4 or 6) each **£25**

5 New Pistons (Hepolite)

78mm. + .060" each **£25**

1 new Piston (low comp.

Hepolite) 78mm. + .030" **£20**

Decoke set C4G C4/9 12.9 HP big 12 **£22**

2 New Pistons C4/9 1932-3

72mm. std. **£24**

Please phone Arthur Bailey 0181 642 7808 (Surrey)

**12v starter** motors; 12v dynamo; pair of very good Big 15 (Normale) drive shafts; various carbs; good 3 speed box; engine for rebuilding (not used for 20 years); some Light 15 doors and odds and ends. Please ring for further details 01986 892923. Tom Evans

Traction sold so following books for sale. Mostly French language. Mint (except Repair Manual!)

EPA Toute l'histoire Traction Reder Reprint Spares List 1934-57

Ed Atlas 'Traction Avant'

Brooklands Gold Portfolio

Traction Avant

F. Sabates 'Traction Vue par la Presse'

Les Grandes Marques

'Citroën'

Club Reprint Repair Manual

Retroviseur (Magazine)

'Traction'

Retroviseur 'Hors Series'

'Citroën'

Auto Collection 19 (Magazine)

'Traction Avant'

Classic & Sports Car

(Magazine) 'Traction Avant'

Les Archives du

Collectionneus 'Traction 7 et

11'

Retro Maria (Magazine)

'Citroën Traction'

Athena Sam McConnell poster

Original 1939-46 Catalogue,

English

A few T.O.C. Magazines

Sell as one lot **£140.00**

Bob Cordon Champ 01922-

634490 (Walsall)

**Light Fifteen Gear Box parts,** including Diff, excluding Crown Wheel and Gear Casing **£90.**

Front Wishbones with Spindles, ex condition **£50 the pair.**

Hub Puller Hydraulic

Pickavant **£50**

New 12v Regulator **£15.** Valve

Guide extractor **£20.**

Welding Pipes, Gauges,

Welding Torch, Cutting Torch,

Lighter, Goggles and Cart

**£75.**

Phone Jack Fallon 0181 886

5598

**1 Repair Manual 1950.**

Condition A.1. Ring Derek

Whittle 01624 842475.

**Very rare SOLEX 34 PCC CARB.**

As fitted to pre 49 Light 15.

**£28.50** plus p+p



**Traction gearbox, good condition, £220. Phone Frank 01365 325847**

Original Light 15 repair workshop manual **£40.00**.  
Original sales brochure **£20.00**.

Pair second hand kick plates (rear) for Light 15/11BL **£20.00**.

Phone Michelle 01202 246385 (Poole, Dorset).

**Citroën Repair Manual.**

Original red cloth for Twelve and Fifteen. **£45 o.n.o.**

Alan Webb. Tel: 01923 822191

**Front chrome** number plate plinth **£25** Windscreen Wiper motor **£10**

Mild steel Exhaust down and thru pipe **£20** the pair.

Windscreen (legal) **£25**

Master Cylinder **£20**

Repair manual **£40** Two front

Shock absorbers **£40** the pair

One rear brake drum and

brake shoes (lined) **£20** Petrol

Pump **£25**

Hand brake cable **£25** Recd

Lucas Dynamo **£15** Solex

32PB2C Carb **£50** Brass Rad

Cap **£10** Two front Shock

absorbers **£20** each.

Four Hubcaps **£40** the set.

Contact Jack Fallon, Tel: 0181

886 5598, Fax: 0181 886 6482

**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)

**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

**Traction Parts for sale**

**1 pair of bumpers** with irons,

overiders and number plate

box, to suit big 6 or big boot

car **£100**

**1 oil bath air filter £20**

**2 pair of 6 drive shafts** and a

selection of inner cardens,

usable but I would

recommmend they are

overhauled **£200**

**A selection** of big 6 clutch

plates, new **£75.00** and used

**£50**

I have surplus to requirements

a quantity of Fram **C4 and C3**

**oil filters** at **£6.50** each.

All prices are negotiable.

Derek Fisher, 01225 429533

evenings

**NEW PARTS**

**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.

Door seal 18ft fits 4 doors

**£7.50**

1 1/4" wheel cylinder repair kit

(2 cups - 2 boots) **£4.50**

Seal between 32PBIC carb

and flat type air cleaner **£2.30**

Bonnet and door grommets,

pack of 10 **£2.00**

Front axle bump stops c/w

nut/washer **£3.50** each

Shock abs/Panard rod bushes

**60p** each

Dust covers in hard rubber for

outer track rod pins **£1.20** per

pair

Radiator base washer

metal/rubber **£1.00** per pair

All plus post/packing, all other

advertised parts still available.

**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. 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

75004 Paris

tel 00-33-1-42 74 66 97 (REP)

fax 00-33-1-42 78 11 55

**OTHER**

**Southern Brittany.** Large

house sleeps 8 - 10, divided

into 2 self-contained

apartments. Available

separately at special rates in

low season. Rural location

overlook-ing river, walking

distance to restaurant, village

shop and bars. Private off road

parking. Ideal golf, walking,

fishing. 40 minutes to beaches.

Tel: (01282) 863803

**Paris Central Location,**

**Studio Apartment.** 2 Metro

stops from Eurostar Train

Terminal. Quiet Street, 1st floor,

Sleeps 4, Kitchenette. Available

April onwards. Phone Frank

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**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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**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

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Available separately or together

for short breaks or longer

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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

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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.

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**BURGUNDY -**

Comfortable traditional house in

very picturesque village only 10

miles from Beaune, in the heart of

Burgundy. Apart from excellent

wine-related activities, there is

plenty to see and do locally, with

stunning countryside and

wonderful old towns and villages

to explore, plus easy day

excursions to Beaujolais, Dijon,

Geneva, etc.

Fully renovated and well

equipped, the house sleeps 4 to 6

and is available May to October

at very good all inclusive rates.

Please phone for further details

and availability. Leo and Liz

Quinn, tel: 01977 620116

**PERIOD MICHELIN MAPS**

The "Final Touch" for your

restoration - a period Michelin

map for your glovebox. I have a

selection of original maps (most

dated with the year of

publication), all in good to

excellent condition, some



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