

One day, one
will be Queen.

Ooh wizard! Shall
one have a real
one of these nice
little cars?

***Floating
Power***

May 1999

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John Gillard
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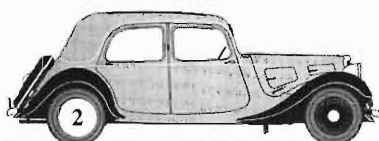
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Beech Farm
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TQ7 4HA
Tel: 01548 810655



* Club Tools are available in these areas

For details of area meetings, please
contact your local organiser



Berline 7 C/11 Légère

4 foctalk



Faux-cabriolet 7 C/11 Légère

7 National and International Events



Berline 11 Normale

11 Section Scene

13 Chrome Lust

14 It's that Man again



Faux-cabriolet 11 Normale

16 Book Review

17 The C6 Popemobile



Conduite intérieure 11 Longue

18 foct Correspondence



Cabriolet 7 C/11 Légère

21 foct ads



Cabriolet 11 Normale



EDITORIAL

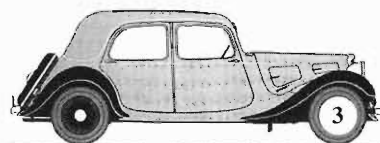
Now that spring has sprung, owners of shiny water-soluble Tractions can look forward to another season of events, gatherings and meetings. This is the last summer you will be able to run your P&J on leaded fuel. For information and advice on these and many other matters please read on...

Jonathan Howard

FRONT COVER

France 1938. Their Royal Highnesses Princess Elizabeth and Princess Margaret discuss the future, and possible Traction ownership.

Jonathan Howard



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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SPARES SCHEME UPDATE

As stated in the March issue of *FP*, Dennis decided to relinquish the running of the spares scheme and a sub-group of the main TOC committee was appointed to administer the future of the Club's spares activities. This is not only to perform the functions which Dennis carried out, the buying, selling, dispatching, etc, but to look at the longer term plans for the future of spares and services to keep our cars on the road and what may be the best way that this can be made available to members.

The appointed spares sub-group consists of Steve Reed, Pete Simper, Roger Williams, John Gillard, Terence Mcauley and myself.

One of our first jobs was to outline our plans at that stage, asking for anyone to offer their help with various aspects of the spares operation. At that time, we were not optimistic that a direct replacement for Dennis would be found, ie someone who had facilities to hold all the stock and be prepared to buy, administer it and dispatch it. We were very lucky though! Our appeal produced only one reply, but that was the one we wanted, allowing us to replace Dennis directly.

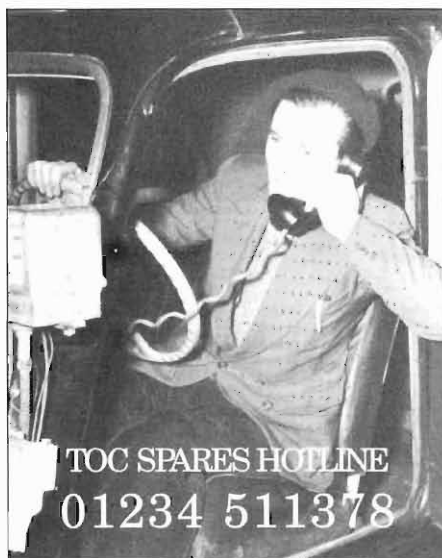
Chris Treagust from Batchmere, just south of Chichester, West Sussex has agreed to take over the entire spares stock from Dennis and continue running the service. Chris has been a member of the TOC for about 4 years and has a Slough Big Boot Light 15. Apart from being an owner, and keen [at this stage, anyway] to run the spares scheme, Chris has a working background which eminently suits him for the job. He has previously worked as a parts and service manager for a large transport fleet, before moving to the Chichester area, so we are assuming, that he will know his way around many of the parts and repair manuals without too much re-education.

The TOC spares stock was transferred from Dennis on Saturday 10th August, arranged to coincide with the annual stocktake, to avoid double handling. Steve, Dennis, Terence and myself set to counting and recording every item of stock, then loading it into the van, by its letter grouping. As is the tradition for the stocktake, Dennis' wife, Maureen, again provided a delicious lunch. Its just a

shame that this is the last of those! By evening all was loaded, and the van which looked ridiculously large to start with, was, by then extremely full. Steve and I took it back and the next day it was all unloaded at Chris's, onto the shelving which we had bought from a notice pinned to a local lamp-post. Another TOC bargain find!

So Dennis now has a shed where he can build Maureen a sauna and Chris is in the 'spares hot seat'.

The committee felt that this was the time to review various issues concerning the spares operation, several of which had already commenced with Dennis.



The spares store has been fitted with its own phone line, and the spares rehoused in new storage trays. Steve Reed is fitting a security alarm. Chris has been equipped with used computer [cheap from my work, if anyone is thinking of costs], which will soon run a stock control system and print out invoices and labels, using the Quickbooks system, as recommended for us by John Oates of Derby.

Until this issue of *Floating Power*, we have not been able to make Chris's TOC Hotline number generally available to members. Dennis's old Hotline number has had a transfer message which some members will probably have used by now, but from now on, the new **TOC HOTLINE NUMBER IS 01243-511378**. This will also be the Spares Fax number.

Some members will still need to contact Dennis to discuss back orders, queries or work which Dennis was doing privately for them as part of his business. The old number will still exist for that, but for any new spares requests, be sure to ring the new number and to **change it in your phone lists**.

For postal matters, or the address for payments Chris lives at: **98, First Avenue, Batchmere, Chichester, West Sussex, PO20 7LQ**.

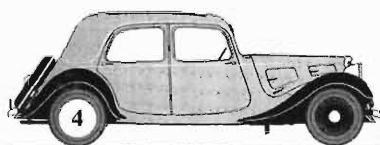
We may have transferred the spares and Chris be under way, but this is probably only the start of it for us. We intend in the next few months to completely update the spares list and price guide, based on the illustrations and numbering system of the original Citroën book, rather as some of the continental suppliers have done. A number of the team are working on different sections of this, which is a complex job, but hopefully will only need doing once, with computer-power to update it from then on. Once this is done we hope to install it on the TOC web site so that the full service can operate using this system. We hope that the listing will also show a wider range of suppliers if that helps members.

We are also reviewing what items are offered to members; what we stock and sell, what we remanufacture, what is sold outside the club and the pricing structure. We will be looking at what might be a better range of services to offer members, perhaps more reconditioning units, rather than the 'bits and pieces' to do your own reconditioning with. We shall be looking at making the most effective reuse of used parts too, so this means that we may be looking to reclaim that old part you had in the garage for years and thought it would never be wanted again. Don't throw it out yet!

As the job progresses we'll keep you updated.

Whilst I have this opportunity as an owner, not a member of the sub-group, I would like to join with all the others who have expressed their thanks to Dennis for his time in the job. He has certainly helped to keep my car going, for which I am very grateful.

Tony Hodgekiss



IN COMMITTEE 24th MARCH 1999

The TOC Committee met at the end of March, as arranged, to discuss routine matters. The following is a summary, based upon the official minutes, of what was discussed and necessary decisions made.

A report of a meeting of the Amicale Citroën Internationale, held in Paris during Retromobile, indicated that the French organisation Traction Universelle intends to hold an international Citroën rally in Europe, not clashing with the 12th ICCCR in the USA, because they felt it would otherwise be a long gap for those who do not go to New England.

It was agreed that the club's stock of old magazines could be reduced by the sale of back issues. This will be progressed by putting lists of what is available into the current magazine, and setting a suitably attractive price that will be certain to cover costs.

The Committee received a report on progress in establishing the new manager for the spares service. Chris Treagust has had a dedicated telephone supplied, the number is 01243 511378, all the stock has been transferred to his store, and the spares service is now live. Chris will need (and will get!) considerable support in the first months of his task.

The spares manual referred to in this column previously, is still progressing, and we can expect more activity now that the physical relocation of the stock is complete.

A matter of some importance was the manufacture of new front wings. A coachwork firm undertook to make moulds from our pattern, and they did so, but unfortunately the pattern the club supplied was imperfect, and thus the moulds were wrong, as were the sample wings produced from them. Since then, the club has purchased some very rare, perfect, original wings and these are now at the coachworks as patterns. Alas, the existing, imperfect moulds are sufficiently imperfect that they cannot be altered to match the perfect set of wings, so new moulds must be fabricated. The firm had incurred some expense and, not unnaturally, needed a gesture of goodwill on the club's part. The Committee took a deep breath and agreed we should pay the firm in full for the pair of imperfect moulds and wings produced in good faith. £2,450 written off, gulp! (But the wings are not so obviously wrong as all that, and may be saleable at a discount, thus recovering some money). However, we can expect soon to have available pairs of new wings that will be exactly as the originals produced by the factory. The cost to the club per wing, will be about £650.

The role of editor of the magazine was formally transferred from Glen Robb to Jonathan Howard.

It was agreed to introduce an annual award in memory of Stan Barker, in the form of a cup for driving skills. It would seem logical to start it going this year.

The next meeting of the Committee will be held on 9th June 1999.

Alec Bilney/Andrew York

IF ONLY IN COMMITTEE

In view of the banning of leaded fuel in a few months time I recently had the heads of the editorial Moto Guzzi (850cc V twin, 9.5-1 compression) converted to lead free fuel. So now without pills, potions, jujus, additives or hokum it now runs beautifully on ordinary unleaded fuel. Simple.

Tests have been run at MIRA since 1998 under the direction of the Federation of British Historic Vehicle Clubs on a variety of lead substitutes. They used a BMC A series engine as it has soft valve seats and is often run at high revs. In tests the engineers found that valve seat recession increased rapidly above 3000rpm, and that high engine temperature also caused recession to increase. Only four lead substitute additives were proven to work for normal use, none was quite as good as lead. The products were named as:

Millers VSP plus: a manganese additive, cost/litre fuel 8p and the only product of the four to provide a boost in octane.

Red Line Lead Substitute: a sodium based substitute at a cost/litre fuel of 3p, with a note that sodium can cause hot corrosion problems, especially to turbochargers.

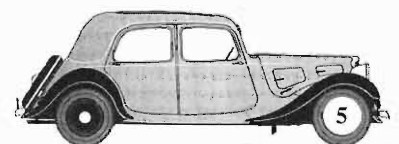
Superblend Zero Lead 2000: a potassium based additive, cost/litre fuel 4p and was the clear winner in tests, said to have bettered the required standard by a factor of eight.

Valvemaster: by Associated Octel Group. A phosphorous-based additive, cost/litre fuel 3.5p.

No in-line devices passed the tests, and one additive from a major player not only failed the tests but made valve seat recession worse.

This made me wonder what the club has done to find a reputable firm to convert Traction cylinder heads to unleaded fuel, and secure a supply of top-quality exhaust valves and guides so that an exchange service could be set up. The answer sadly is nothing, because it has been deemed more important by some of the committee to spend thousands of pounds of club funds to produce front wings at an extremely high price, which will certainly severely limit demand. Although concern was voiced by several of the committee about the wisdom and viability of this scheme, the minutes, and in consequence the 'In committee' report above makes no mention of this, and indeed incorrectly state that the go-ahead was given to spend a further £3000, meaning that for a total of £5450 spent, the club will have two useless moulds, two misshapen wings, two (hopefully) good moulds and one pair of (hopefully) good front wings for a post 1937 Legere/Light 15. Assuming that the club normally makes a profit on the parts that it acquires, or has made, a pair of these new front wings once bought, finished, painted and fitted are going to represent more than half the value of many cars. Half-baked sums it up...

Jonathan Howard



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

- 1579 D. Noiseux, Mont Royal, Canada
- 1580 B. Shepherd, London SE22
- 1581 R. Hayden, Redhill, Surrey
- 1582 J. Pritchard, Preston, Lancs
- 1583 E. Atter, L'Islett Vale, Guernsey
- 1584 S. Thompson, Hornsea, Yorkshire
- 1585 P. Ventham, Bryantspuddle, Dorset
- 1586 R. Dyke, Wallingford, Oxon
- 1587 P. Marwood, Richmond, Yorkshire
- 1588 L. Slater, Old Shotton, Co Durham

- 1589 M. Roe, Melbourne, Derbyshire
- 1590 M. Green, Chislehurst, Kent
- 1591 K. Eagling, Roxwell, Essex
- 1592 L. Rebello, London N7
- 1593 T. Loebestein, Vienna, Austria
- 1594 Mr & Mrs F. & B. Schoenenberger, Lyndhurst
- 1595 M. Hodgkinson, Mow Cop, Staffs
- 1596 J. Morton, London SW11
- 1597 J. Smith, Brighton, Sussex

SUBSCRIPTIONS

If you do not renew your subscription by the end of June, you will not receive any more issues of *Floating Power*, -sob- and you will have to pay an extra £6 to re-join the club -sigh-. So don't be an impoverished cunctator, renew now!!

In the May issue of *Classic and Sportscar Magazine* was an excellent and very comprehensive article by Jon Presnell about Tractions, complete with the oft-made comparison between an 11 Legere and a Riley 1 1/2 litre. Tony Latchford's very tidy 1951 Legere acquitted itself very well, and it is certain that Tractions, and our club had its profile raised.



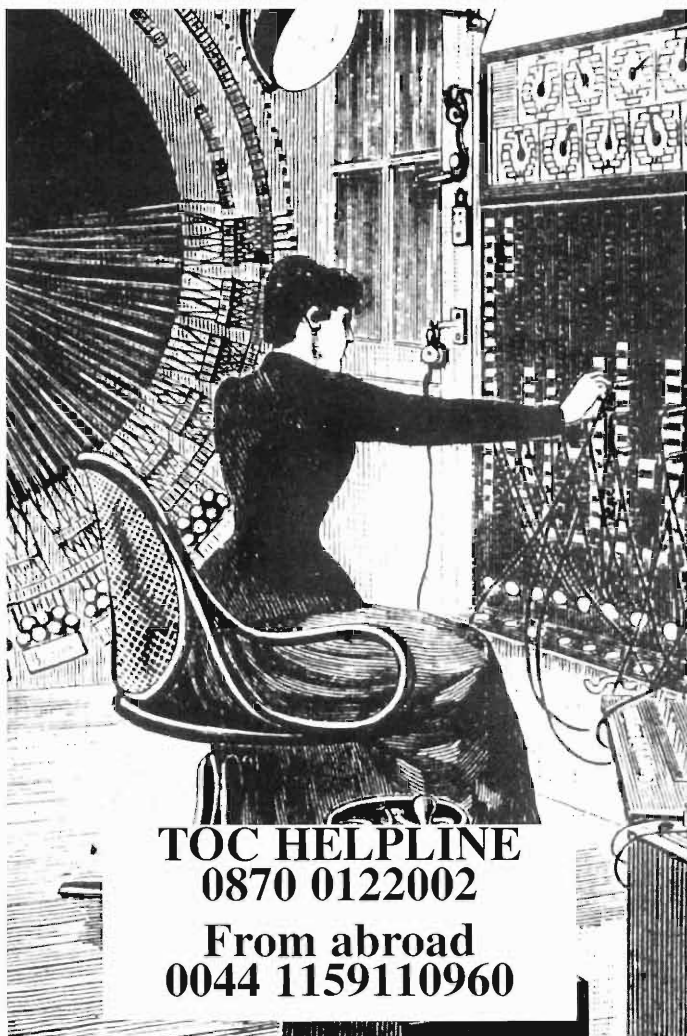
ON THE ROAD TO TROUBLE

An RAC survey confirms something we already knew. This is that if you put a man behind the wheel of a car sitting next to an intelligent map-reading wife he turns into an obnoxious bully.

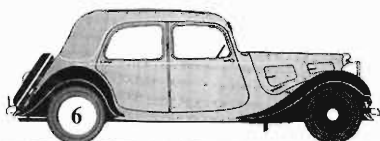
The trouble is not caused by the fact that women are incapable of reading maps, but because we become demoralised and upset by constant abuse.

A male driver wants a woman to issue route instructions with the computerised accuracy of the speaking clock. He makes no allowances for diversions or road works. He flares into a filthy temper if the instructions aren't spat out like an on-target bullet. Male drivers never, of course, become unpleasant when another man is doing the map reading. This is because they assume that if a chap is marginally slow in giving instructions it's because he's being ultra-careful and thorough. If a woman does the same he assumes she's thick.

Submitted by Moira Holmes



**TOC HELPLINE
0870 0122002
From abroad
0044 1159110960**



NATIONAL AND INTERNATIONAL EVENTS

27th June 9th Citroën Riverside Rally. From 12 noon at Gabriel's Wharf, London SE1. Contact Classic Restorations on 0171 358 9969.

14th - 17th July Brittany Rally. Now fully booked.

25th July Open day at Classic Restoration's new premises.

31st July Footman James's Silverstone Retrorun. Contact 01327 320200 for enquiries and entry forms.

20th - 22nd August TOC Annual Rally, Hertfordshire.

26th September TOC Annual General Meeting.

29th - 31st October Traction Owners Club weekend, Northampton.

20th - 25th July 2000 Champagne and Chocolates Millennium tour. Further information and booking form on page 10.

12th ICCCR Boston 2002. Plans for this are advancing. Charter flights from Paris/Brussels/London to Boston will be organised, sufficient numbers will ensure a very low ticket price. Roll on Roll off ferries for the cars will be used, which will make for a return transatlantic cost for cars to be no more than £560. Insurance can be arranged through the AAA for the duration of the stay at about £40. In the United States, a gallon of petrol is cheaper than a gallon of milk - unleaded I hope. The organisers can be contacted by email: icccr@aol.com or at ICCCR USA, PO Box 130030, Boston MA 02113-0001, USA.

1999 TOC ANNUAL RALLY BOOKING FORM

Prices include tour plaque, road map and information pack, Saturday evening buffet dinner and entertainment plus coach transport from Hertford Town Centre and Campsite to Haileybury on Saturday evening. Children under 12 free.

Name:

Address:.....

.....

.....

.....

Post Code:

Telephone:

Please send me accommodation list Yes/No Please send me camping information Yes/No

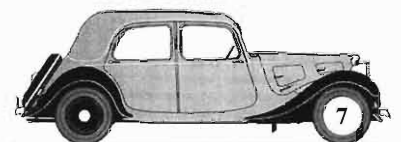
	Number	Cost	Total
ADULTS Weekend (per person)_____		£25.00	£_____
Sunday only (per car)_____		£6.00	£_____

Please make cheques payable to Traction Owners Club.

Please send this form together with payment by the end of June.

Paul and Pat De Felice, 2 Oxford Gardens, Winchmore Hill, London N21 2AP.

If you have any queries call anytime: Tel (evenings) **0181 360 6837**. (Days) Mobile **0378 053 873**



TRACTION OWNERS CLUB WEEK-END

Date: Friday 29th to Sunday 31st October. Venue: The Stakis Hotel at Northampton.

The Stakis is a Four Star Hotel incorporating a health club with swimming pool, whirlpool spa, sauna, solarium and steam room and fully equipped gym.

Programme:

Friday: 15.00 onwards: Arrival and Check in. Priority check in arrangements are available to Tractionists.
20.00 Dinner in the hotel followed by a tasting session of wines from a small French vineyard in the Rhone Valley, in the convivial company of fellow Tractionists.

Saturday: Breakfast preceded or followed by time to enjoy the leisure facilities.
11.30 Departure for an excursion to the Bass Brewery Museum at Burton on Trent.
Transport to be by coach (for obvious reasons).
Evening: Dinner in the hotel followed by a talk.
Speaker: Philip Young of the *Classic Rally Association*, organiser of Classic Car Rallies such as 'The Millennium Monte', 'The London to Peking Trial', and 'The Around the World Motor Challenge' will give an illustrated talk about organising classic rallies.

Sunday: Time to enjoy the Leisure facilities before the talk '*Working on a Traction*' by a technically able Tractionist followed by a question and answer session.
There will then be a 'pub' meal prior to departure.

The cost of the week-end will be £99.00 per person.

This includes:

Two nights *dinner, bed and breakfast* at the Stakis Hotel, Northampton. *Accommodation will be in twin/double rooms with private facilities, king size beds, satellite TV, lounge area and mini-bar. Single rooms are available at a supplement of £15 per person per night.*

Executive coach transport to the Bass Museum.

Wine tasting.

*NOT INCLUDED: Entrance to the Bass Museum at £3.50.
The cost of the pub lunch on the Sunday.*

A deposit of £25.00 per person will be required. The balance must be paid by the end of September. The price is based on a minimum number of 30 people taking part.

BOOKING FORM. To be sent to: Peter Rowlands, 41 Derwent Road, Orrell, WIGAN WN5 8PJ.
Telephone: 01942 203975. Fax: 01942 748581.

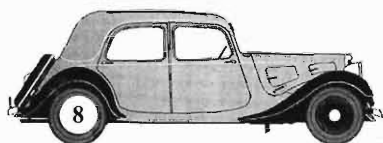
Name _____ Tel. No. _____

Address _____

No of Rooms: _____ Doubles(s) _____ Twin(s) _____ Single(s) _____

Number of people attending _____ Deposit enclosed _____

NB. Cheques should be made payable to Peter Rowlands.



1999 TOC Annual Rally

Hertfordshire
August 20, 21, 22

THIS YEAR'S RALLY is centred around the market town of Hertford. Nearby is St Albans with the Roman Verulamium Museum, Cathedral and Abbey Church, Saturday market, with a large number of pubs and restaurants for lunch time breaks. Saturday evening and the Sunday display of cars will be held in Haileybury Public School. Haileybury was built in the early 19th century and was designed by William Wilkins, the architect of the National Gallery. The Quadrangle which is the centre of the 500-acre campus has the boarding houses grouped around it. This is the venue for the display of cars on Sunday and there will also be guided tours of the School which will include the Theatre and the Chapel with its soaring dome (built in 1870). The School also has an Olympic-size swimming pool which we can use on Sunday for a nominal fee.

Friday 20 August from 6pm onwards

Everybody welcome at a get together for barbecue and drinks on campsite. Campsite available from midday. Salads, rice and pasta dishes (cold) will be available, so just bring your own meat.

Saturday 21 August

Informal tour driving at your own pace to suit yourselves starting from 10am leaving at 2 minute intervals. Treasure hunt drive following detailed maps. Places of interest en route to Mosquito (Aircraft Museum) and to St Albans. Parking in

the Westminster Lodge car park during lunchtime and visiting places of interest.

7.30 Haileybury Great Hall for barn dance and buffet dinner.

Sunday 22 August from 10am

Driving skills at campsite.

11 am drive to Haileybury for display of cars inside the School Quadrangle for auto-jumble, club shop, private auto-jumble (bring your own).

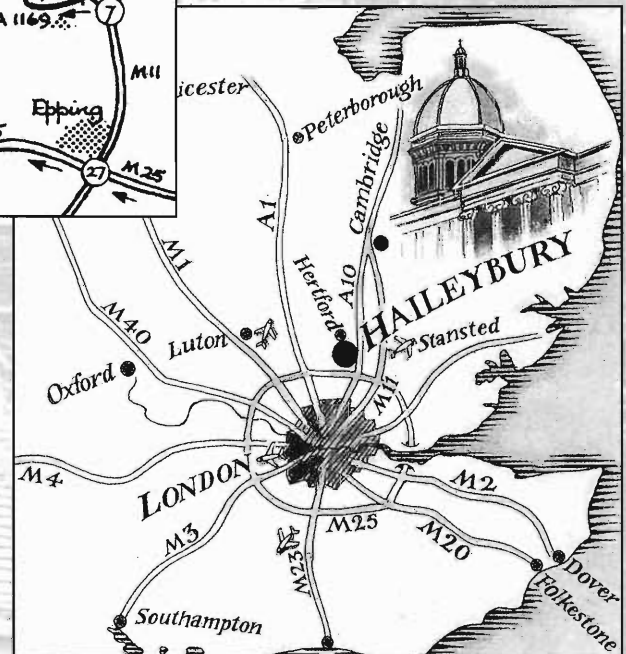
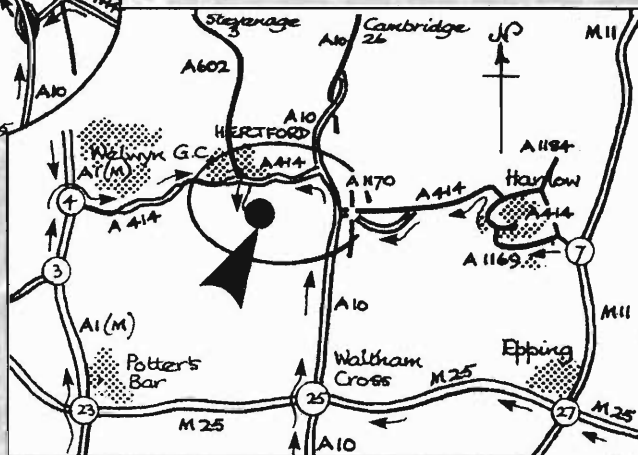
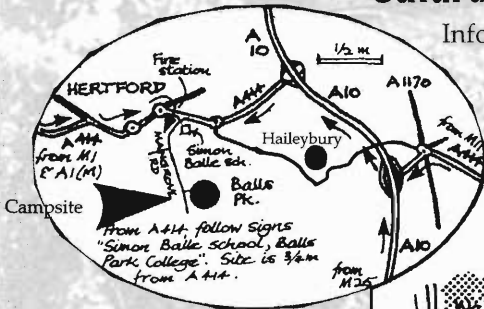
Swimming Pool available (small fee), guided tour of School and Concours.

3pm judging results and prizes.

Campsite address: Mangrove Road, Hertford SG13 7NU

For further information, a list of local accommodation and application form please contact:

Paul & Pat De Felice, 2 Oxford Gardens, Winchmore Hill, London N21 2AP. Tel: 0181 360 6837. Mobile 0378 053 873.



CHAMPAGNE & CHOCOLATES MILLENNIUM TOUR NEWS

20th-25th July 2000

Since it was first announced in a recent issue of *Floating Power*, there has been much interest in the forthcoming Champagne & Chocolates Tour 2000. Tim Walker and Richard Hooley have begun preparations to make this a trip to remember and due to popular demand have settled on the dates of Thursday July 20th to Monday 25th, 2000. Thus those attending the year 2000 Brittany Rally may wish to stay on a little longer and those with young families will not have to keep children out of school.

All details, including dates, are subject to change at present but the provisional plans are to cross the channel early on Thursday and motor up to Brugge for an overnight stay in this wonderful mediaeval city prior to a chocolate factory visit the next morning.

After lunch on Friday we drive down towards Reims staying overnight en-route. We arrive in Reims on Saturday in time to check in to our 4 star hotel. Set in an elegantly decorated mansion amidst the calm of a 4 acre country park, this hotel is just a few miles from the champagne vineyards and within a few minutes of Reims centre. Bedrooms are modern and all have a private bathroom, TV and minibar and guests are welcomed into the refined luxury of this haven for gourmets to sample truly outstanding cuisine.

Saturday afternoon takes us on a tour of the caves of a famous champagne house to see how the wine is made and to sample

the finished product. The evening back at the hotel will be a gastronomic experience as only the french know how. Sunday will be a leisurely day so there is time to visit Epernay, Reims cathedral or tour the vineyards.

On Monday we set off for Le Touquet for our last overnight stop before returning to Blyth on Tuesday 25th July.

The likely cost of this event which is luxury hotels and gourmets dinners all the way is likely to be not less than £250-£300 per person based on two sharing, to cover channel crossing, five nights accommodation, bed, breakfast and dinner, tour pack, rally plate and finishers souvenir. For logistical reasons we are having to limit ourselves to 20 cars only. If you wish to participate we are asking for £100 deposit to reserve your place by July 20, 1999. £100 will then be required quarterly until the final figure payable by April 20th, 2000. We will of course be making deposits with the various venues so you are advised to take out your own travel insurance to cover yourself if you cannot attend since we are sorry but monies can only be refunded if your place can be filled by another member.

Please complete the reservation slip below (photocopies are acceptable) and return it with a cheque made payable to Traction Owners Club. Reservations will be accepted on a first come first served basis so please, send your cheque NOW to secure your place!

**To: Richard Hooley
"Horseshoe Cottage"**

The Hall, Church Lane, Thorpe Satchville, Leicestershire LE14 2DF

01664 840453 home. 0116 262 6050 office. 0860 403083 mobile

I wish to register for the Champagne & Chocolates Millennium Tour. Here is my deposit cheque for £100 made payable to Traction Owners Club.

Name of Member _____ Membership Number _____

Names of other Attendees (children over 11 will be full price) _____

Number of rooms required: Doubles _____ Singles _____

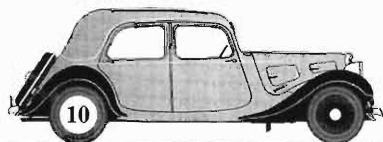
Address: _____

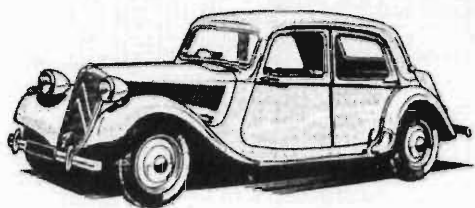
Post Code _____

Vehicle model _____ Registration No _____

Telephone number _____

Any special diet required (please specify) _____





LONDON SECTION

Contact: Peter or Sue Simper. Tel: 0181 891 1093 (after 8pm)
Monthly Meeting last TUESDAY of the month.
8.30pm at THE ROSE OF YORK, PETERSHAM ROAD, RICHMOND.

June 29th	Rose of York
July 9th/10th/11th	CCC Annual Rally
July 14th/17th	Brittany Rally
July 27th	Rose of York
August 28th	Lions Club - Merton Park (Classic Cars)
August 31st	Rose of York
September 19th	Barbecue?
September ?	Tony Olivers (Museum)
September 28th	Rose of York
October 26th	Rose of York
November 30th	Rose of York
December 28th	Rose of York

For more information please come to an evening meeting or contact Peter or Sue Simper on 0181-891-1093 (after 8pm).

MISSING: As a club tool holder I was approached for the hire of a hub puller. The club tool was not available so I lent out my own to a club member - this has not been returned. The telephone number given is unobtainable.

If it is you please return to Peter Simper at 215 Whitton Road, Twickenham, Middlesex TW2 7QZ. Immediately, thanks.

PEAK SECTION

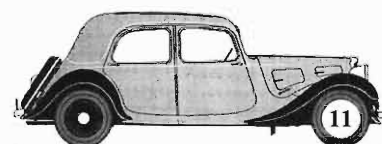
Contact: John and Bev Oates. Tel: 01629 582154

- August 8th** - Please note our meeting has moved forward by one week as our usual date clashed with other events. If it is fine, **and** if the car park is empty, **and** if we remember the Boules we can have a match!!
- October 3rd** - Our usual meeting - any ideas?? Anyone willing to organise a quiz or...???
- December 5th** - Our Christmas Lunch - this could be a traditional Turkey dinner or a Medieval Banquet. We need to discuss this as the Banquet is twice the price of a turkey dinner.

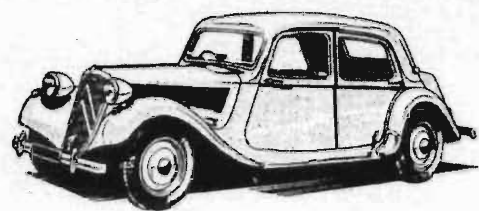
EAST MIDLANDS SECTION

The North Midland section (contact Steve Southgate) has now been amalgamated with the East Midland section (contact Helen Brixton). Henceforth it will be **THE MIDSHIRES SECTION**

June 13th	Sunday Meeting - Narrow boat cruise with shared picnic on board.
July 4th	Sunday Meeting - Tour of Belvoir Castle followed by a BBQ at Richard and Esther's.
August 8th	Sunday Meeting - Battlefield tour and picnic.
September 19th	Sunday Meeting - BBQ at Bernie and Pearl's.
October 10th	Sunday Meeting - Visit proposed to Caulke Abbey.
November 14th	Sunday Meeting - Wandering around Fotheringay and Oundle.
December 12th	Sunday Meeting - Christmas lunch at the Queen's Head, Billesdon.



section scene



SCOTLAND SECTION

Contact: Kenny Cocker. Tel: 01821 650436.

Now that a few of the "cars undergoing restoration" have actually turned a wheel on the Queen's Highway, we are planning the beginnings of what will hopefully blossom into a busy and popular social calendar.

NORTHERN SECTION

Contact: Stan Platts, 1S Moorlands Road, Birkenshaw, Bradford BD11 2BH. Tel: 01274 683848.

The Northern Section meets on the 1st Thursday of each month at the STUMP CROSS INN, SHIBDEN (Nr. HALIFAX) WEST YORKS, on the junction of the A58 HALIFAX-LEEDS ROAD and the A6036 HALIFAX-BRADFORD ROAD. 8.30pm onwards.

Over the year we have had a Christmas Curry Eve, winter model making and quizzes whilst in summer evenings runs to a place of local interest and of course the odd gill of ale. All are welcome, the more the merrier! For more information members can ring me after six pm and at weekends on the above phone number.

WEST OF ENGLAND SECTION

Contact: John Ogborne, Whimbrel Cottage, Wells Road, Westbury-sub-Mendip, Wells, Somerset BA5 1EX. Tel: 01749 870501.

Here is the proposed programme for the year, but bear in mind that it may be necessary to make some modifications later on if circumstances change.

- June 13th - Time to return to the Tunnel House to see what it looks like in summer.
- July - No meeting due to proximity of the Brittany Tour.
- August 9th - Picnic at Longleat - a chance for Maureen and Dennis to have a rest from their labours at Minchinhampton!
- September 19th - **Note the fact that this is a week later than usual.** Following a suggestion from Tony Malyon we will be going to the Vintage and Specialist Rally at Tredegar, near Newport. This is an opportunity to show off our cars at a major event and to have a look at the very wide range of vehicles that turns up for this annual rally. More details later but we must enter before July. It is in aid of Leukaemia Research.
- October 10th - Meeting at the White Hart, Littleton-on-Severn.

This year has been going more or less to plan, although the February meeting coincided with Valentine's Day with the consequences that there was literally no room at the inn! However, we learnt our lesson and spotted that the March meeting was scheduled for Mothering Sunday, so our visit to Clifton was postponed by a couple of weeks.

Attendance has reduced in recent months to a relatively small group of regulars and so our April meeting was dedicated to a brainstorming session for new ideas for next year. These included joint meetings with other clubs, attendance at other events, longer runs or tours - perhaps even a day trip to France - and meeting after lunch so that the whole day is not split up. Of course, 'Section Scene' also provides many useful ideas.

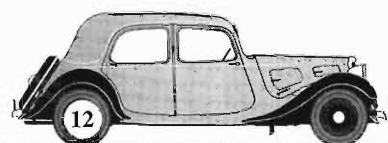
In May we had a good turn-out on top of the Mendip Hills at Priddy near Wells and, for once, Priddy was in full sunshine rather than the normal situation with its head in the clouds. In June we will be back at the Tunnel House near Cirencester where we will be planning our August picnic at Longleat but there will be no July meeting due to the proximity of the Brittany Tour. Please remember that we are always keen to welcome members from outside our normal catchment area; just give John Ogborne a ring on 01749 870501 to make sure that arrangement or dates have not changed.

IRISH SECTION

1999 ALL IRELAND ANNUAL RALLY, Sunday 1st August 1999

This year's rally will be held in the Midlands region of Southern Ireland, meeting at the Creville Arms Hotel, Main Street, Mullingar, Co Westmeath at 11.00 am and driving north to Lough Sheelin in Co Cavan for dinner and prize-giving. The drive will be approximately 50 miles, taking in a stop and a photo opportunity at Fore in Co Westmeath. All Citroëns are welcome; any model, any year.

Please contact Con Shivner in Dublin on 00353 4545268 or Michael Wood (in UK) on 01238-528221 for further details.



CHROME LUST

Chromers - don't you just love them? You give them your tarnished parts and they come back atwinkling and agleaming!

Chromers don't you just loathe them? You entrust them with your priceless artefacts which come back looking as if they've been wrapped in bacofoil!

Readers of Private Eye will recognise the words of Glenda Slagg, the sage of the street corner, with the voluptuous pouting lips.

No doubt those readers who have had parts re-chromed have a story to tell which lies somewhere between these two extremes.

The process of re-chroming is a relatively straightforward affair, but like many processes relies on thorough and effective preparatory work if the finish to both to stay on and be free from blemishes.

Ferrous parts are therefore always more difficult because of their tendency to rust and pit, and a chromer no matter how good can not make a silk purse out of a sow's ear, so if the part is heavily corroded it may be wiser to find a replacement. Slough built cars employed a greater use of brass than did their Parisian sisters, so for example bonnet strips, radiator grills, and headlamp rims on the Slough cars are likely to be of brass which is infinitely preferable from the chromers point of view.

While pits and other blemishes can be lished out, the process is likely to substantially reduce the thickness of the part and to remove any detailing from the surface.

The re-chroming process involves stripping off the old chrome in a hydrochloric acid bath, and it is here the first danger is encountered of parts falling from their wire fixing to the bottom of the tank. If the part is irreplaceable make the chromer aware of its rarity, this news will generally be met with varying degrees of surliness.

Once the chrome is removed, the nickel coating is removed by reverse electrolosis, and then comes the polishing process which if you have ever stood in a room where this takes place, you will know how unpleasant this work is. High noise levels and metallic dust particles combined with the need to wear a mask and other protective equipment mean that the operator is likely to undertake the job as quickly as possible. If the surface of ferrous metal is not 100% clean, then as the clerics say 'Rust and Moth doth Corrupt'. Since this achievement is nigh impossible on heavily pitted surfaces do not expect miracles, or if you do try to ensure that the piece to be chromed is as free from blemish as possible.

Polishing involves the use of 60, 120, & 320 grade grits, with a final brushing compound, and in the case of bumpers and such like the reverse surface is shot blasted.

Once polished the work is then electroplated with a coating of nickel, which takes about 1 hour. This process is more crucial than at first might appear, since it is this layer and not the chrome itself which will have to resist the onslaught of salt water and acid rain. An alternative to this process, and one which will last longer is the application of a layer of copper, which is then lished and plated with nickel.

The extra cost for this additional work is about 50-60% above the normal charge, but then may compare unfavourably with stainless steel replacements where available.

Once plated with nickel, the final 'flash coating' of chrome is applied which is extremely thin (a few microns*) and takes about 5 minutes.

Many chromers reckon with classic cars being kept under cover and only used on high days and holidays, and this coupled with customers seeking competitive pricing encourages an 'economical approach'.

In my experience the quality of the finished product is superior when the polishing and plating work is done on the same

premises, many platers sub-contract their polishing work out, and thus have less control and are much less likely to reject the piece if the polishing work is sub standard.

I do find it pays to discuss matters with your chromer, and if he is too busy this should act as a warning - if you are not satisfied with the standard of work, or the chrome starts to peel off or rust after a weeks motoring take the offending piece back - a good chromer will take it back and re-do at no extra cost.

Be warned off those chromers who specialise in bulk chroming of toilet roll holders, they generally do not have the experience and interests in one-offs.

Ask to see examples of chromers work, particularly items similar to your own and seek the opinions of others - this way you may hope to avoid disappointment.

For those with a darker side to their nature a black chroming process does exist, and may have the same allure as black stockings!

My thanks to Attleborough Polishing of Nuneaton (01203 370501) for technical advice.

* Micron - a unit of length equal to 10⁻⁶ metre. It is being replaced by the micometre, the equivalent SI unit.

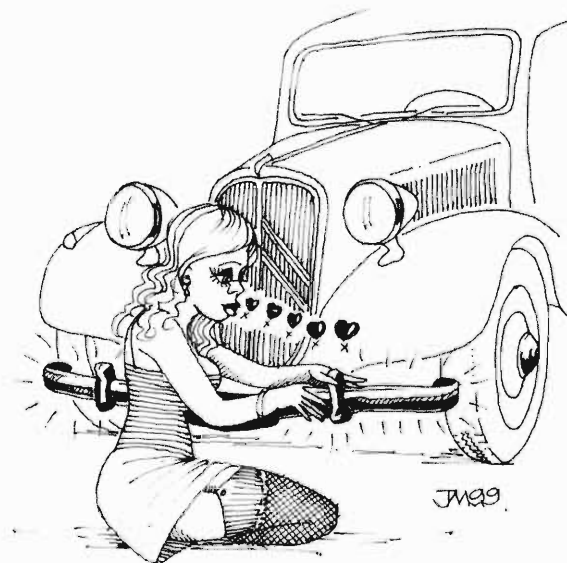
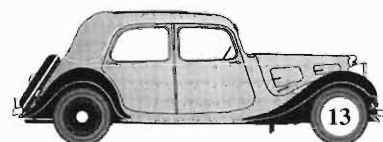


Illustration by John Martin

Chris Ryle



IT'S THAT MAN AGAIN



MALCOLM SAGGERS AND HIS DIESEL TRACTION

In the January issue of *Floating Power* was an account of a Light Fifteen which had been fitted with a 1905cc BX Diesel engine, driving the front wheels through a Skoda five speed gearbox by Malcolm Sagers. At the time of writing, the car, although running was far from complete. I wrote that I could not wait to get my hands on it for a road test.

Malcolm succeeded in getting the car street-legal in early March, and good as his word visited me to allow a road test in mid April, when it had already completed over 2000 trouble-free miles.

Externally, this car is slightly unlovely. It has taken years to get the paint to look that way. Its texture is the sort that dermatologists write learnedly about, employing trade jargon like squamous, necrotic, or exfoliate. Inside, the absence of headlining allows occupants to admire the competently repaired sunroof panel, runners and drains. Extra light and ventilation is provided by rust perforation round the gutters. The front seat is that Slough peculiarity, a bench seat, which gave the British Traction driver the feeling that they were driving their car whilst sitting on a sofa, basking in home comforts. This feeling is enhanced by the rear carpet, which is of the colours and pattern so popular up and down the land during the Edwardian era.

The dashboard is liberally sprinkled with

warning lights, such as preheat, fog lamps, main beam, water temperature, charging and so forth. Very pretty.

Turn on the 'ignition' wait for the preheat light to go out, press the starter and off the engine goes. At tickover, which is very regular, everything shakes. Doors, wings, mirrors, my eyeballs in their sockets, and the fillings in my teeth. Driving this car in heavy city traffic would not be pleasant. The gear lever is the original Traction item which by dint of much ingenious ironmongery, joints, springs and so forth can now select five forward gears, is light and positive to use; just as well as the various positions are of necessity very compactly placed. The clutch (Citroën pressure plate, Skoda disc) is admirably free from judder, and brisk takeoff is no problem. In complete contrast to a 'normal' Traction, the faster you go, the smoother the engine is. However, one disincentive to speed is the wind noise, which starts off as a whistle, and at high speeds resembles the white noise used as a method of torture by unscrupulous regimes on certain prisoners. If this nuisance can be overcome the excellence and silence of the gearbox and the very competent engine will really be able to shine.

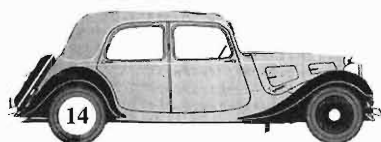
Finding the price of 165/400 Michelin tyres excessive, Malcolm has converted the wheel rims to 16 inches. Dunlop taxi

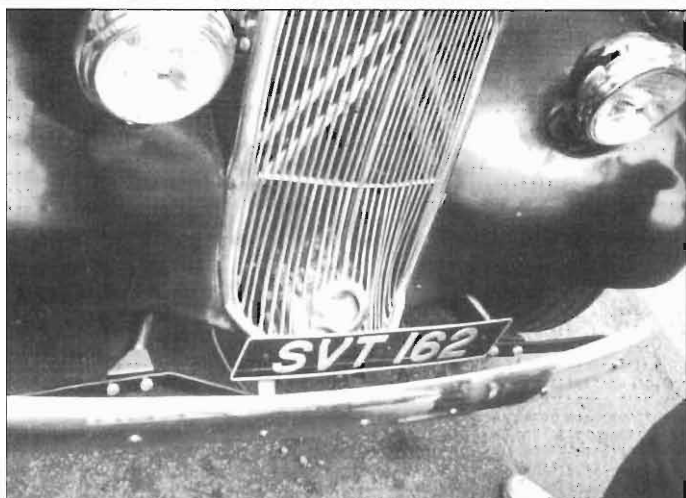
radials, priced at under £50 each are fitted. I satisfied myself that cornering ability and handling had not been impaired, whilst observing Malcolm looking a little uneasy, and pressing an imaginary brake pedal as we flowed round bends.

The engine and gearbox are a very successful match, as the ratios suit well, and the synchromesh is unbeatable. The brakes of which the front have been modified slightly by Malcolm are first class, with only the slightest judder. The speedometer reads very slow, but top speed is an estimated 85 mph. Fuel consumption is normally 50+ mpg, at very worst 40 mpg. The driveshafts, fashioned from Ford escort, Skoda, and Citroën parts have CV joints at either end, and have performed faultlessly, and are completely maintenance free. The original Light Fifteen radiator (cleaned and core rodded out) copes perfectly with the diesel motor.

To sum up, if you are the Traction owner who believes that any and all Tractions should be preserved in an original state as possible, then this is not at all an attractive car. Otherwise, this car is a great credit to the ingenuity, energy, skill, and great mechanical competence of its owner.

Jonathan Howard

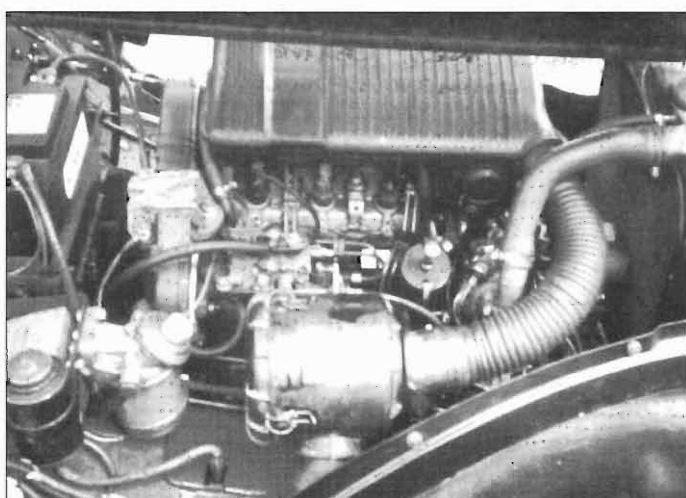




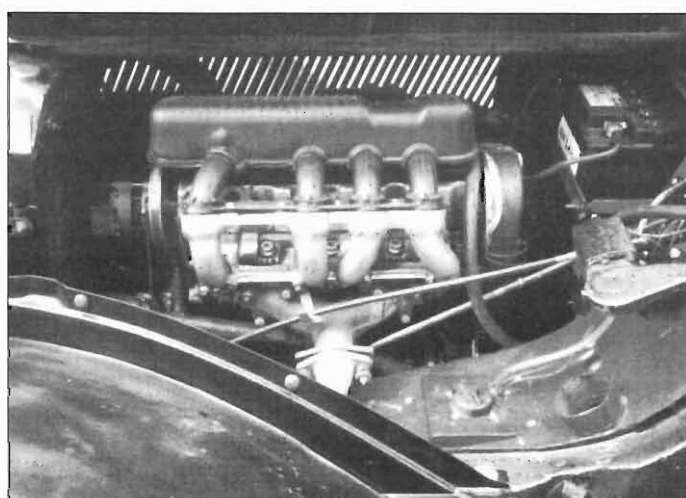
Front Grille is tortured in order to accommodate the gearbox.



But from hedgehog's eye view looks fine



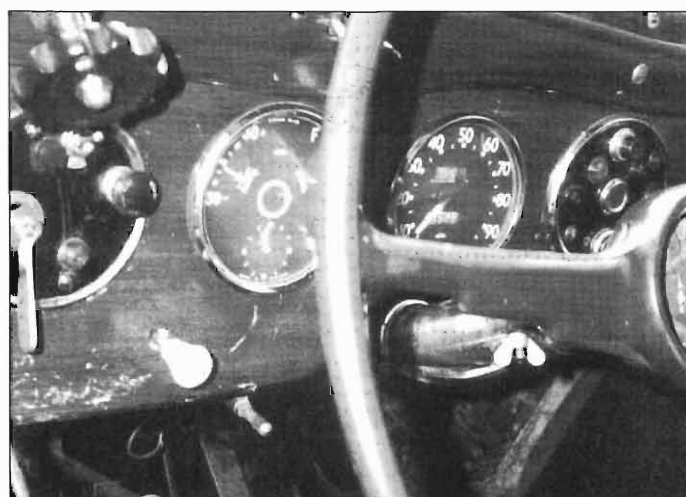
The new landscape under the bonnet



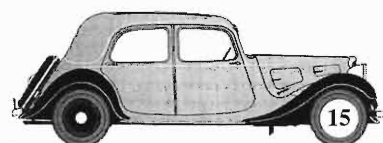
And the other side ... screen wash reservoir is buried beside the engine



16" taxi wheel rim, welded to Light Fifteen wheel centre. Both items originally manufactured by Rubery Owen



Lots of pretty lights adorn the dashboard



BOOK REVIEW

75 YEARS OF CITROËN IN THE UK

John Reynolds

Published by CITROExpert (The Netherlands),
ISBN 90-76537-01-1

John Reynolds is no stranger to Citroën enthusiasts. His previous books on the marque have all been well received and, in particular, his Original DS (Bay View Books) is acknowledged as being the international standard work of reference on that series of cars.

John's latest work, which chronicles the seventy five years of Citroën in the United Kingdom from 1923 to 1998, has all the hallmarks of being recognised as a legendary work. Moreover, it firmly confirms the Citroën marque as having an important and integral position within the British motor industry. Published in landscape format and comprising some 211 pages, the book, as soon as it is opened, is guaranteed to thrill for it is packed with a vast amount of information and a huge number of illustrations, many of which are reproduced here for the first time. The quality of the publication is exemplary also; the many colour photographs are superbly composed and the monotone images contain an element of character which is attractive and successfully captures the essence of the period.

The author takes us on a voyage through Citroën history many of us do not appreciate exists. The early years are covered in great detail and includes those distinctive cars which, in Britain, were surprisingly popular. The section on the Kegresse vehicles is nothing other than brilliant. Those models produced during the late twenties and the thirties are explained in splendid detail and it is a tribute to the author and his painstaking researches that so many emotive illustrations have been discovered.

Of course the Traction era is examined in the thoroughness we would expect. It is here that John Reynolds has unearthed some previously unrecorded information concerning the pre-war Six-Cylinder Traction Avant cars, and, amazingly, has tracked down what may be possibly the only surviving vehicle of its type. The Michelin era has a section of its own and it is here that we learn so much about the wartime activities at Slough. Many enthusiasts will surely burn the midnight oil reading those chapters devoted to the post-war Traction in which, again, there is so much new material to be found.

As one might expect there are revelations a-plenty, including details of a facelift proposed for the Traction by Slough but forbidden by Citroën in Paris. Then there's the Limousine and Commerciale variants which were built at Slough but which were never sold on the British market due to their being destined for export.

Throughout the book the author has inserted a number of 'cameos' which effectively deal with different aspects of the British built cars. Citroën taxi cabs and Inspector Maigret's Citroën are just two, and the Road Research Laboratory Tractions and DS19s are others.

The book would not be complete without the 2CV, the Bijou and, of course the DS. Again the author delves deep into the archives to deliver an intriguing account of these cars, how they were built and marketed. The book goes a whole lot further in fact: it peeps at the years following closure of the Slough factory in the sixties, recalls the restyled DS, the Ami and Dyane, and Citroën's venture in producing a mid-range model, the highly innovative GS. Nearer to date, the story brings us up to the present with the cars currently sold in the UK.

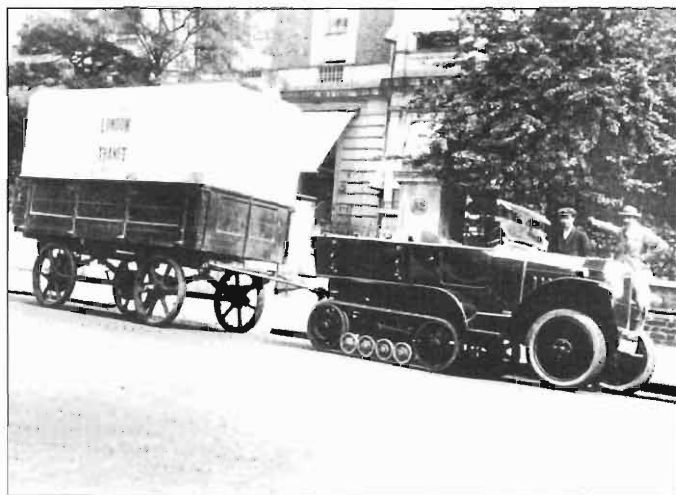
Buying this book, you will have some change from £30 which, for an informative and beautifully-produced work is, today, not expensive. If you would not hesitate at filling up your car with four-star (or unleaded with a dash of lead-replacement additive) then you shouldn't even consider not investing in this book. A word of warning though: it is addictive, it will put an end to normal conversation for many, many hours.

Quite simply, this is the best book on Citroën around.

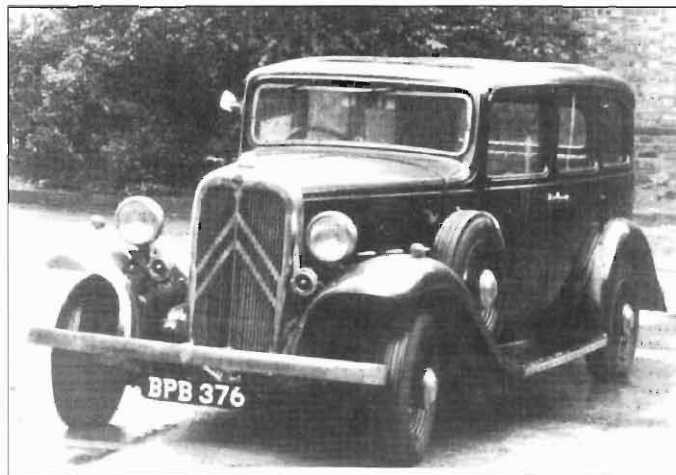
Malcolm Bobbitt



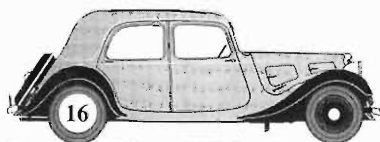
Slough-built Six circa 1953

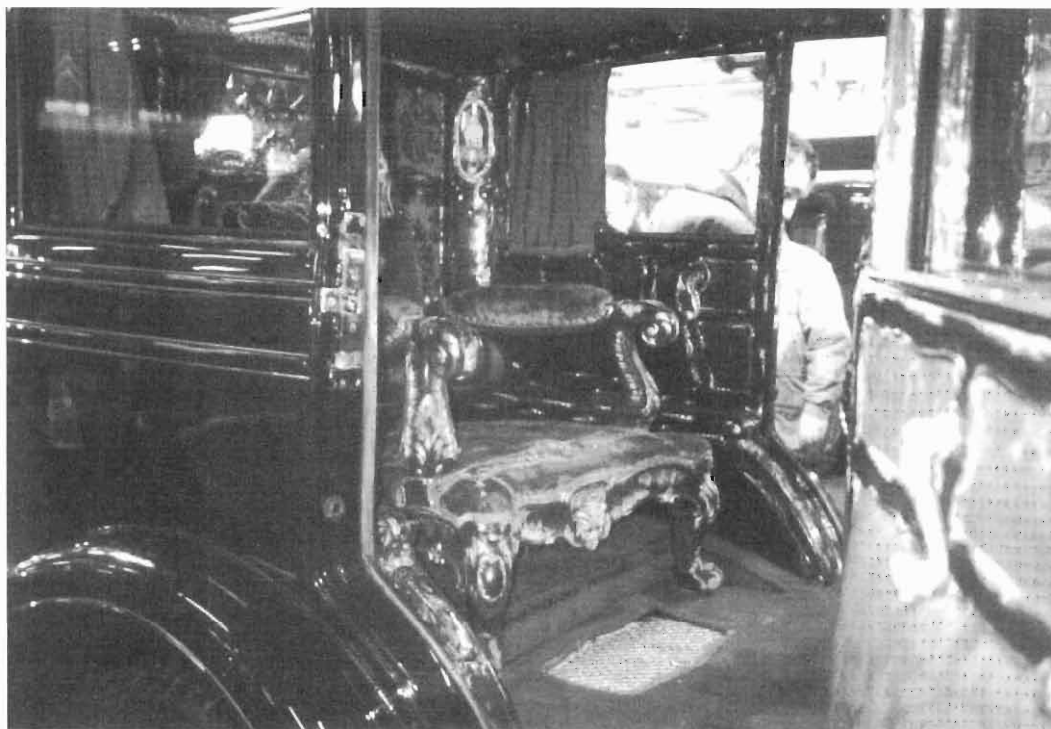


Citroën Kegresse with carrier's trailer. Photographed at Ladbroke Grove, London: July 13th 1923



Slough-built RHD Citroën Family Fifteen (with T.A. 1911cc engine). Formerly owned by T.O.C. member John Dodson circa 1970. Where is it now?



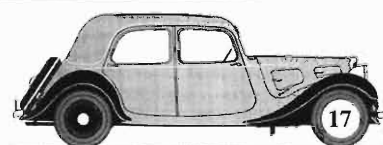


1st "Pope Mobile"? 1930

This remarkable Citroën C6 was constructed in 1930 by the Italian Citroën factory in Milan, and given to the Pope Pius XI. The colour scheme is amaranth red and gold, the pontifical heraldic colours. All exterior brightwork was gilded. The interior, inspired by eighteenth century Venetian style, has red brocaded silk door panels, and the papal throne was amaranth and gilded wood, upholstered with velvet. A series of concealed push buttons enabled instructions to be given

wordlessly to the chauffeur, who did not share a roof or breathe the same air as the Pontiff. On board comforts included fine crystal containers of holy water, a gold travelling clock, and a miniature library of breviaries. Electric heating and ventilation - or air conditioning as it is now known was also fitted, which explains the grating on the floor in front of the throne. It had me wondering! The car was on display at the Retromobile at Paris in February, the photos taken by Fred Annels.

Jonathan Howard





Pippins
York

Dear Glen,

Thank you for the excellent magazine and thanks also to various members who have helped with parts and advice. The purpose of this letter is simply to add my name to the list of three others who wrote to you welcoming the idea of compiling the technical articles which appear in the magazine. I'm sure many of us would find this useful.

Is the enclosed photo any use! It shows my '48 L g re alongside my neighbour's '57 Nuffield Tractor. I think even he would admit that the Traction has the edge in the style department.

*Yours,
Nick Hopkinson*



"Little Wyche"
Malvern

Dear Jonathan,

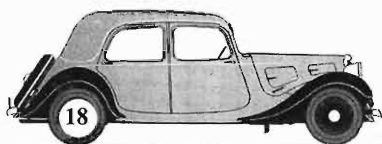
So now you have sole control - the best of luck!

I recently passed on to Glen a couple of period photographs, and I enclose a further one which you might find space for - probably not good enough for front cover though. It is often forgotten that the cars were quite favoured for rallying, as this shot from the 1952 RAC Rally shows, despite the fact that whoever filled in the details on the back thought it was a Riley! This cost me, I think it was  6.50, if the machinery exists then it would be nice to get this back, photo can then go into the archive. If not, then please return in due course.

I am advertising my "Traction" - with great reluctance, but a Frenchman has a 1928 2.5 litre six-cylinder Donnet which I rather fancy, and which will be a foil for my 1928 1100cc Donnet. However as no-one seems particularly interested in the Citro n we shall see what develops.

The Lucas 6-volt dynamo has proved to be excellent, no problems at all. I have also now fitted the sealed beam units - and I can actually see where I am going at night - wonderful! I have just taken it down for an MOT - passed no problems, 7,000 miles covered last year, so not too bad.

*Regards,
Mike Tebbett*





35 Mays Avenue
Nottingham

Dear Jonathan,

Enclosed are copies of some of the photographs I took at the recent Classic Car Show at the NEC. I hope there is something suitable for publication in the next edition of *Floating Power*. Please keep the photos, I had a spare set printed.

Mick and I enjoyed organising our Stand at the show but were disappointed at the lack of support amongst members, particularly on manning the stand, we found it difficult to persuade members to bring along their Tractions to show on the stand.

Many thanks to you for bringing your beautiful Rosalie, and to Steve Southgate for bringing a selection of his lovely Tractions. Without these the stand would have been very bare indeed. Also thanks to Bev and John Oates, Graham Jones, Audrey and Keith Feazey for their help in manning the stand.

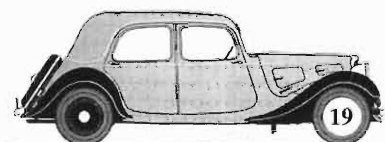
The show was not particularly well attended, I think the lovely Bank Holiday weather might have had something to do with it, also there were a number of other attractions taking place nearby at the same time.

At this point in time we do not know whether TOC will have a stand at the November Classic Car Show at the NEC. I believe members are reluctant to bring their cars out at that time due to possible adverse weather conditions. However if the TOC does decide to have a stand, someone will be required to organise it as Mick may be having another operation on his leg around that time, and Barry Longden will be out of the country. Unfortunately Steve Southgate will be unable to be involved at that time of year.

I enclose details of the Footmans James Silverstone Retrorun 99 which will be taking place on the 31st July 1999, could you please publish details in the next edition, some of our members may wish to take part in this event.

Once again, many thanks for your help.

*Yours sincerely,
Moirra and Mick Holmes*





7 Pool Green
Corsham
Wiltshire

Dear Jonathan,

After five years together Dave and I decided to tie the knot on April 24th. I thought that our TOC friends might like to see how Dave and Terence conspired to put my new name "up in lights". No old boots and tin cans for our wedding carriage. We had a wonderful happy day. It was a pity that we were only able to invite a limited number of Tractionists - it would have made a super rally.

Good luck with the magazine.

*Best wishes,
Jackie*

My congratulations and every best wish for the future to the Hacketts. It is also gratifying to note that our treasurer, Terence Mcaulay has the taste and good sense to drive a four-speed Commerciale. Ed.

The Long Barn
East Hardwick
Pontefract

Dear Jonathan,

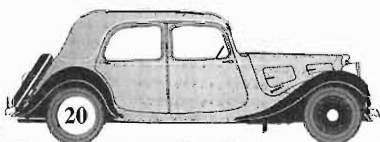
Would you kindly publish this letter for me to see whether any other TOC member can help with the following. I possess a two-volume (text and illustrations) Citroën Repair Manual 1938-50 in English but the text version has the following pages torn and incomplete:

1. Title Page/Blank on Reverse.
2. "Introductory - a page showing a table of the various French models and the British Factory equivalents/Foreword and Use of Repair Manual on reverse.
3. Pages 1 (and reverse p 2) showing the "index of operations".

Could anyone please supply me with photocopies of the above???

Many thanks.

*Regards,
Leo Quinn*



TRACTION OWNERS CLUB SHOP

ITEM	Price £ Sterling
Bumper/Grille Badges	£16-00 (on order)
Blazer Badges Embroidered T.O.C.	£5-00
Embroidered TOC Badge for Overall etc.	£5-00
Enamel Traction Lapel Badge	£2-50
TOC W/S Sticker Silver/Blue,	
Taxdisc Holder	£1-00
TOC Golf Umbrella	£15-00
Mugs with Traction Decoration	£1-50
Ball Pens TOC Motif	£0-60
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

Please send orders to: **KEITH FEAZEY**
21, Paris Avenue, Westlands,
Newcastle-under-Lyme,
STAFFS, ST5 2RQ.
TEL/FAX: 01782 618497

MODELS

Autosculpt Traction (pewter like finish) £4-50

BOOKS

75 years of Citroën in the UK by John Reynolds	£27-95
André Citroën by John Reynolds	£16-99
British Citroën by Malcolm Bobbit	£11-95 (last copy)

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

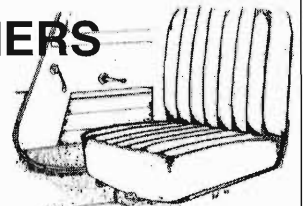
This is charged in addition to the above prices. Please allow sufficient.
 Note: I have not yet had to send an umbrella through the post. It would be interesting to try and pack one if you insisted!

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.



SOUTHBOUND MOTOR TRIMMERS

Little Dean Yard,
 London Road,
 Stockbridge,
 Hampshire SO20 6EL

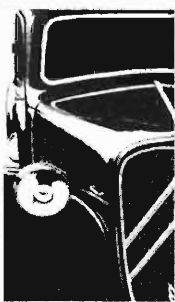


- SEATS: Light 15 retrim Leather £998
 Vinyl £830
 French cars O.E. Cloth £680
- HEADLINING: Supply from (fitted) £117 (£261)
- PANELS: Set of 4 U.K. (French) £296 (£252)
- CARPET SETS: UK and French cars from £199.50
- BOOT: Hardura felt edged 3 piece £42.00
- SOUND PROOFING FELT KIT: Basic Set £49.00
 Trimmed Set £69.00
- FITTINGS: Door Clips, Screws
- MATERIALS: French cloth, Door excluder Furflex Etc.
- Complete retrim, English and French cars



01264 810 080

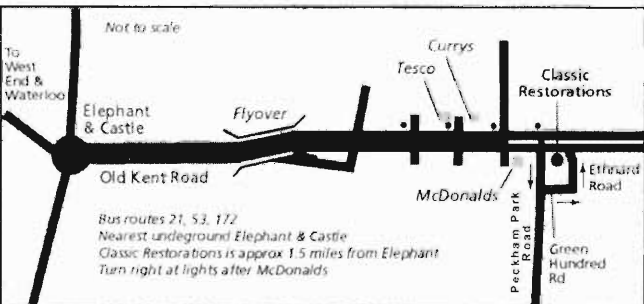




CLASSIC RESTORATIONS

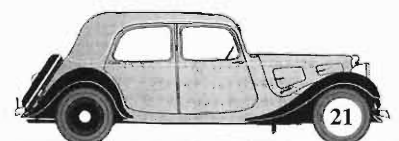
We've moved to new premises - more space, more facilities, and a better service for you, the customer.
 We'll continue to offer the full range of expertise for Traction - whether you're interested in restoration, servicing, spares or purchasing a Traction.
 Make a note of our new address and phone number - and if you'd like to visit us, please call John Gillard on 0171 358 9969 and arrange an appointment.

Not to scale



Bus routes 21, 53, 172
 Nearest underground Elephant & Castle
 Classic Restorations is approx 1.5 miles from Elephant
 Turn right at lights after McDonalds

Classic Restorations, First floor, 636 Old Kent Road, London SE15 1JE
Tel & Fax 0171 358 9969



Notice Concerning Advertising

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.

Charges for advertising in *Floating Power*
 TOC members advertising Tractions or other Citroën related items: no charge. Non-members and traders doing the same, £12 per issue.

Ads such as holiday lets, £6 to members, £12 to non members per issue. For larger trade advertisements there is a sliding scale based on a full page down to £30 for an eighth page per issue.

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

CARS FOR SALE

1939 Light 15 Slough built RHD. A unique and rare car which has been restored and well maintained. Recent interior, brakes, clutch and driveshafts. Colour: grey with black wings. Very sound and reliable car, dry storage. Work commitments means I can't give her the care she needs. Any reasonable offer accepted.

Fraser Kennedy on 01252 687687 evenings (Hampshire/Surrey border)

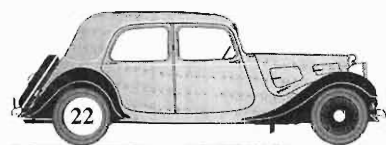


1953 Paris-built NORMALE. Big boot, RAF blue, very good and sound condition, 57000km believed genuine, has been garaged by myself for the last 25 years. Seats and panels professionally re-upholstered in <<pattern>> wollen cloth. French registration number. Manual repair in french. For more details phone 01789 205 380 evenings £7500.

UNIQUE OPPORTUNITY:

A chance to purchase and complete my **1935 Slough built Super Modern Big 15 RHD.** Half restored. Original registration RV 6818. Oldest Normale in Club. All parts available. Genuine buyers and offers. Please contact me for full details.

Bryn Leonard, 01884 820799



1948 Slough built Light 15. This is Stan Barker's car and being sold by the estate. Dark blue with recent partial respray and upgrading of interior trim. Car is believed to have a minor mechanical engine problem but up to the prospective purchaser to establish. The car is offered for **£3,750 o.n.o.** and will go to the highest offer. Garaged and situated in Broadstairs, Kent, to view, you should contact the trustee. *Simon Malony on 01843 865755*

1953 Paris-built LHD Legère. Black; stainless bumpers; good chrome; clean interior; recent clutch; Peacock gearbox; Mike Tennant front wishbone conversion; well maintained; MOT until October. **£5,950.** *Graham Jones (Leicester), (0116) 220 1095*



Sand thrown in your face? Impress your friends with the size of your engine and length of bonnet. Small boot **Slough 6** taxed and tested. No tyre kickers please. 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.** *Telephone (Bournemouth) 01202 396077 or 01202 515011*

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)*

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 relocation. 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*

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*

CITROËN AC4, 1929 partially restored now requiring completion. Totally sound body and chassis. Reupholstered seats. An uncomplicated and pleasurable project which will result in a beautiful car. **£3,250.** *For details call 01937 572478. John Hutchinson*

1952 BIG BOOT 11B LEGERE. Paris built lhd. 10 months MOT, new radiator, brakes, tyres constant velocity joint, unleaded cylinder head. Oh yes black! Motor cycle indicators added. Good condition **£6,600** or offers. *Marshall May 01249 816121 or fax 01249 816857 email streetsister@compuserve.com*

1955. BLACK BIG BOOT FAMILIALE. Lhd. Goes well. Solid car. **£4,750.** *Tel: Vic Lupton (Lancs) 01282 863803.*

1952 Paris built Normale. Imported already restored from France in 1990. Since then has had 2 owners including me. Maintained by Dennis Ryland, who also sourced it for me. Immaculate inside, body in good condition, mechanicals in sound running order, very shiny paintwork. Totally authentic. New baby and heavy work commitments force sale. Aaagh the pain. **£6250.** *Phone Paul Mitchell on 01452 770834 evenings are best.*

2CV AZAM 425cc 1967 LHD MOT April 2000, three point seat belts, 6 volts, new exhaust, tax exempt, lovely old car, ready to enjoy, Traction forces sale **£1695 (01273) 709743 after 6pm and weekends.**

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 M1H3L@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*

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. *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; 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

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

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, overriders 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 recommend 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

"Worried about oil pressure on your Big 15 or Normale? Then fit an oil pressure gauge

using our special adaptor and fixing kit. No drilling, just a simple ten minute job. Send **£25** including p&p.

Also make life easier with our Traction engine stand. Made to same specification as shown in workshop manual. Powder coated finish in red or black. **£55** plus p&p **£12.50.**

David Boyd, 'Tanglewood', 114 The Ridgeway, Astwood Bank, Redditch, Worcs B66 6NA. Tel: 01527 89 4599.

For Sale, Traction Tools
1 x bottom ball joint breaker (bar type)
1 x top ball joint breaker
1 x hub puller
1 x outer bearing puller
1 x hub inner ring nut spanner
1 x "C" spanner, for outer bearing ring nut
1 x diff bearing socket
Front end tools **£125.00** the lot plus engine hoist **£65.00.**
Ring Carole Green 0121-783 8485 (Home)/0121-706 4933 (Work) (answer service on both numbers).

Discovered hoard of dynamos and starter motors in mothers old loft £25 each, buyer collects. Please tel Alan Smith 0117 9249821.

Light 15/Legere Bonnet - Offers. Carla Nutley 01323 899003 or 0802 577578 (Sussex)

NEW PARTS

Limited number of new steel front wings for Light Fifteens. **£650** each side. Phone 01869 340857 fax only

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

OTHER

TO LET **South Brittany, 200 year old farmhouse.** Sleeps 8, 2 hours from Roscoff. Quiet area with lovely river, coastal and forest walks, ideal for cycling, 15 minutes from Guidel Plage Beach. Enclosed sunny garden, garage, Quimperle 10 minutes. Pont Scorff 5 minutes. Easy reach of Quimper, Lorient, Pont Aven, Hennebont. Brochure available. Eileen Wain 01803 782 468

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 carrying an "X" tyre pressure chart on the rear cover including Traction models plus Panhard, Renault and Simca. Some also show war damaged areas and bridges, even coastal minefields! **£8** each including postage and secure packaging. Leo Quinn, tel: 01977 620116

Normandy. One hour from Cherbourg, stay at either of our two lovely well equipped 18th century gites (sleep 4 + baby or 6 + baby) or at our 17th century Bed & Breakfast nearby (7km from sea). Lots to see and do locally. Phone Tom or Gill O'Malley on 01420 543656 for details.

focART

Classic caricatures. Your own black and white 'car-ic-cature' to suit standard frames. From **£80** plus £2 p&p. John Martin on 01548 821384.



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

John Griffiths **Unique and individual paintings.** Prices from **£100.** Tel: 01534 425398

