

I say, I should not fancy driving this super modern thingy in the rain

Quite - but what a simply spiffing notion to fit a barometer!

**floating
power**

July 1999

Standing Committee

Roger Dyer
Tony Hodgekiss
David Gardner
John Gillard
Colin Gosling
Steve Reed
Bernie Shaw
Peter Simper
Keith Feazey
Steve Southgate
Bev Oates
John Oates
Richard Hooley

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David Shepherd

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Oxon OX7 5NA
Tel: 01608 643065
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eastern

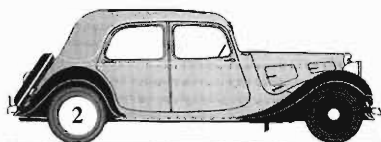
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28 Glebelands
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Hamlash Lane
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Farnham
Surrey GU10 3AU
Tel: 01252 794144



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



Berline 7 C 11 Légère

4 toctalk



Fast cabriolet 7 C 11 Légère

10 Section Scene

11 National & International Events



Berline 11 Normale

12 The 6 Volter - A Tale of Gloom & Doom

13 Thistles & a Creeper - An Off-Road Test



Fast cabriolet 11 Normale

16 Rare Cars Past & Present



Conduite intérieure 11 Longue

17 toC Correspondence

21 toC Ads



Cabriolet 7 C 11 Légère



Cabriolet 11 Normale



EDITORIAL

This is my last magazine, so farewell and best wishes to my successor. My thanks to those who have enjoyed the magazine and have been kind enough to say so, and to those contributors who made it what it was.

Jonathan Howard

FRONT COVER - London Motor Show 1934

Even though they had the desirable features of only two doors and no roof, the early Traction Roadsters were in want of refinement. Barometer indeed ...

Floating Power

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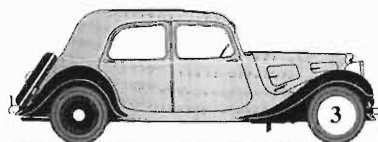
July 1999
Volume 24
Issue 1



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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**Notice is hereby given of the Annual General Meeting of the
Traction Owners Club Limited, to be held at JB's Restaurant,
Solihull
on Sunday 26th September 1999, commencing at 2.00pm.**

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, and to elect the Directors and Committee members. There are at present no resolutions (such as for procedural changes to the rules) for consideration. If any are received, they will be circulated to members in early September, with a formal agenda.

Proposals for subjects to be discussed should be received by the secretary by 12.9.99.

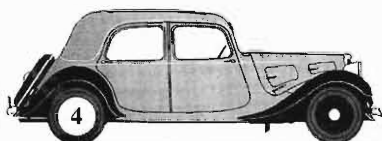
The Club at present has five directors. The articles of association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two qualified people to stand for election. The following existing directors are standing down, both of whom are eligible and are offering themselves for re-election: **Colin Gosling. Alec Bilney.** Nominations must be in writing, be from a paid up member, include an indication that the nominee agrees to serve, and be received by the Club secretary before 28th August 1999.

The committee may consist of up to eighteen members. The rules of the Club require that one third of the committee be elected at each AGM. Nominations are accordingly invited for up to six people who are willing to stand for election. The following existing committee members are standing down: Keith Feazey, Dave Gardner, Colin Gosling, Jonathan Howard, Glen Robb and Dennis Ryland. Two of these, **Keith Feazey** and **Colin Gosling** are offering themselves for re-election. Again, nominations must be in writing, be from a paid up member, include an indication that the nominee agrees to serve, and be received by the Club secretary before 28th August 1999.

Nominations are invited for the post of Secretary, and the post of Treasurer. The present holders, respectively Andy York and Terence MacAuley, are offering themselves for re-election.

A notice of all nominations received will be circulated in early September.

By order of the Secretary.



IN COMMITTEE 9th JUNE 1999

The last column of "In Committee" included a report on discussion about the Club investing in moulds to manufacture new front wings, and recorded that the committee had bitten on the bullet to take further positive action. On 9th June a report was made on progress, and that the price per wing had been significantly reduced from the £650 forecast to £550 per unit. This may have been a result of showing our good faith by paying outstanding bills. There was a good discussion about the financial viability of the project, but the need for them was acknowledged so the committee decided to proceed to final production. (Orders will be filled on a first-come-first-served basis.)

On a broader spares front, it was reported that the Club spares is well served by the now-established Spares Sub-Committee led by Tony Hodgekiss. There is still some tidying up to do after the change of location of the stock, with details to be brought together and made available to Chris Treagust, not least the list of bad debtors. Forewarned is forearmed! The committee can review this matter in depth if necessary to see what can be done.

The 1998 AGM authorised the committee to review the spares system, and so decided on the way ahead. Immediately following the AGM, it was agreed to retain the

principle that a one-off payment, from a member to the Club, should bring an entitlement to purchase spares at a preferential price. The supplementary rules have been revised accordingly and were approved in committee in June. It was agreed that they can be printed in a new little book, with the Rules of the Club, in a similar style to the existing (but now outdated) book.

The committee made preparations for the 1999 AGM, to be held in Solihull on Sunday 26th September. It was established which directors and committee members would stand down voluntarily, and whether any of them were offering themselves for re-election. A draft agenda was approved, and the official calling notice was formulated. It should appear in the same edition as this column.

Finally, under Any Other Business, it was accepted that there will not be a TOC Xmas Bash this year. All enquiries in the Midlands, the West Country and nearer London have come against a minimum price barrier of some £120 per person for a meal and accommodation. This was felt to be quite silly for a car club get-together. It was recognised that Millennium bashes have created a seller's market for such do's in December and January.

It is pleasant to finish by saying that the meeting finished (just) before closing time, so that we could enjoy a welcome tot before the long journey home. The next meeting will be in early September, giving priority to preparing for the AGM.

Alec Bilney/Andrew York

CHAIRMAN'S NOTE

As we approach the moment that the Millennium bug may exert its influence, we can be content that our cars should not be affected (unless you have converted to electronic everything with central computers!). Alas, the march of legislators is also unaffected by the bug, and new laws continue to be created regardless of the significant date. One new law removes the protection for the common peoples' poppet valves that has been provided by lead in the petrol.

It may have been this that caused the editor of *Floating Power* to muse in the May edition that the Committee and the spares service appeared to have ignored the approaching demise of leaded petrol, but instead had cast the Club's resources into a black hole of making moulds for front wings. I now assure members that it was not an "either/or" decision.

The concept of the Club needing to do something about the advent of leaded fuel being phased out had been raised in committee several times, the last time at the beginning of '98. A particularly strong view was put forward by one Jonathan Howard, that the best course of action was to "suck it and see". Traction's and their cylinder heads were designed in an age when petrol was generally unleaded. Any protection afforded by the lead in the last sixty or so years has been a bonus. If, when using unleaded petrol no significant change to valve clearances occurred, then you could assume all was

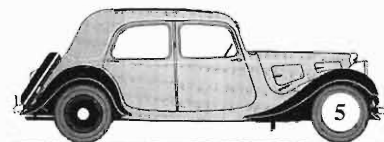
well. If valve seat recession did occur, then facilities existed to get something done. It was noted that the Club already had a supply of good quality valves available, and cylinder heads can be re-worked by almost any engineering firm throughout the land.

Since this view had been espoused in the classic vehicle press, and elsewhere in the old vehicle movement (in my case, the military vehicle enthusiasts with extremely hard worked engines in comparatively heavy vehicles), the committee agreed with Jonathan that our cars were adequately catered for.

That decision was unrelated to another decision, that action was appropriate to produce new front wings, for which a canvas of members had revealed a pressing demand, and for which there is *not* a ready alternative source. I would not like TOC members to believe their committee had chosen to manufacture wings *instead* of preparing for Armageddon. The club could have done both, and still can if there is a need.

I wish everyone a happy year of Tractioning: may the sun shine and fade your paintwork.

Alec Bilney



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

1598 R. Agnew, Lasswade, Scotland
 1599 P. Armstrong, Saggart, Eire
 1600 D.B. Collins, Abingdon, Oxon
 1601 R.E. Heskell, Hitchin, Hertfordshire
 1602 P.A. Rowley, Leeds
 1603 A.H. Rolph, Horley, Surrey
 1604 D. Slevin, Manchester

1605 S.J. Arthurell, London, N8
 1606 P. Brown, Bournemouth
 1607 S. Watson, Barnhill, Scotland
 1608 P. Claughan, Stanley, Hong Kong
 1609 Mr and Mrs H.J. and M.A. Jennings, Curry Rivel
 1610 Ms R. Harris, London Colney, Herts

It is time to go.

I believe very strongly in the right to hold and express opinions, provided that these are not incitement to violence, hatred or actionable defamation. An important function of the magazine is, or should be to provide information and to act as a forum for the exchange of ideas and points of view about the Club.

In the May issue of *Floating Power* I criticized the overall wisdom and execution of the project of new wing production. In a letter from the Chairman I have been told that I have been gratuitously rude to the entire committee, that I should make an unreserved withdrawal of my opinion, make no further comment, print no letters received on this topic, and to save any embarrassment, forward proofs of this magazine for his approval before permission for printing.

I fully accept that my views of the wing project are in a distinct minority of the committee, which in general does a fine job of running the Club. My apologies to those who felt wounded by the expression of them. I also fully accept that my beliefs about freedom of expression and informed debate within the magazine are out of line with, and unacceptable to the committee, which is deemed by the Chairman to be above and beyond any criticism. I also realise that I misunderstood the minuted vote by the committee on March the 24th to support me and allow me to edit the magazine with a free hand.

Despite the 'pressing need' for these wings mentioned, there has not been one order placed, or deposit taken. Owing to a simple mistake in the early stages of the project £2450 of Club funds have been lost. An insurance assessor rejected a front wing due to it being out of shape and too expensive: the shape has not been corrected and the price has increased by £75. It is clear that the decision to go ahead and commit one quarter of the Club's entire cash reserves to this project has more to do with politics and personalities than practicality or economics. I am not a politician but am of a practical nature. It has been made very plain that there is neither room nor tolerance for this cast of mind within the committee and so I am resigning as editor and from the committee. I wish my successor well. It is a demanding, interesting, time consuming and worthwhile job, but one for which the support of the Chairman is vital, which explains why not one but two editors have resigned this year.

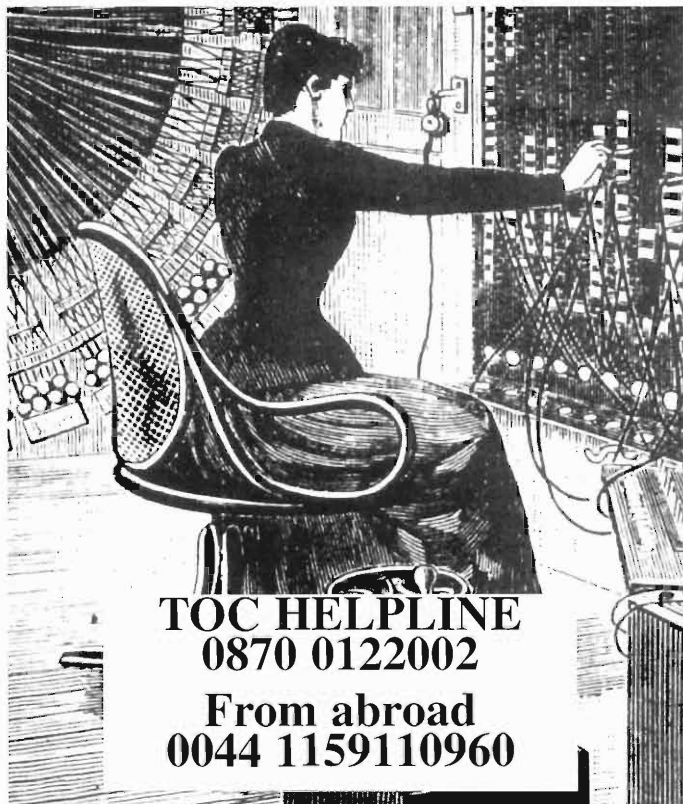
Jonathan Howard



**TOC SPARES HOTLINE
01243 511378**

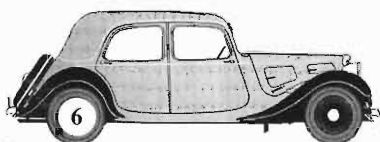
Chris Treagust

**98 First Avenue, Batchmere, Chichester
W. Sussex PO20 7LQ**



**TOC HELPLINE
0870 0122002**

**From abroad
0044 1159110960**



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 Blighty 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 _____

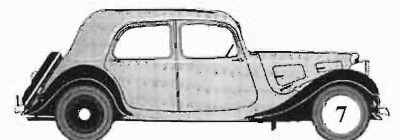
Address: _____

Post Code _____

Vehicle model _____ Registration No _____

Telephone number _____

Any special diet required (please specify) _____



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.

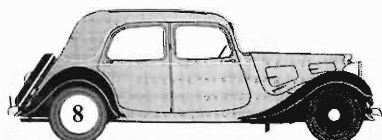
Name _____ Tel. No. _____

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

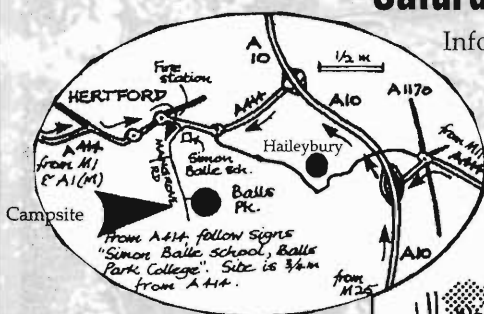
THIS YEAR'S RALLY is centred around the market town of Hertford. Nearby is St Albans with the Roman Verulamium Museum, Cathedral and Abbey Church, Saturday market, with a large number of pubs and restaurants for lunch time breaks. Saturday evening and the Sunday display of cars will be held in Haileybury 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

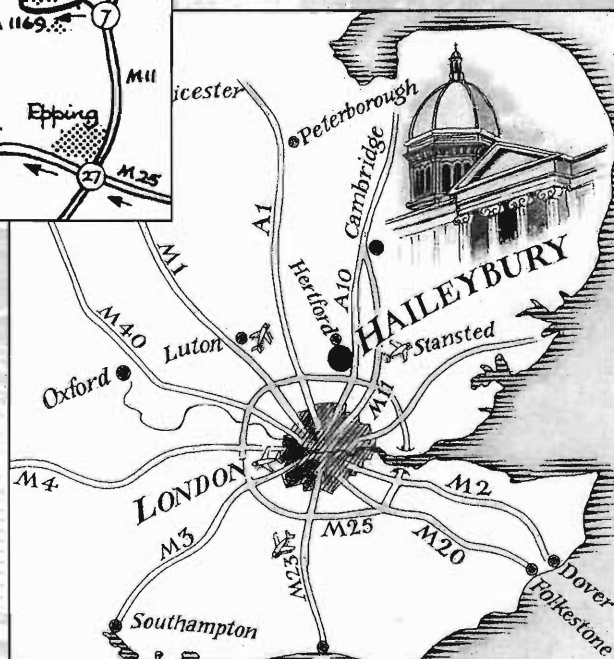
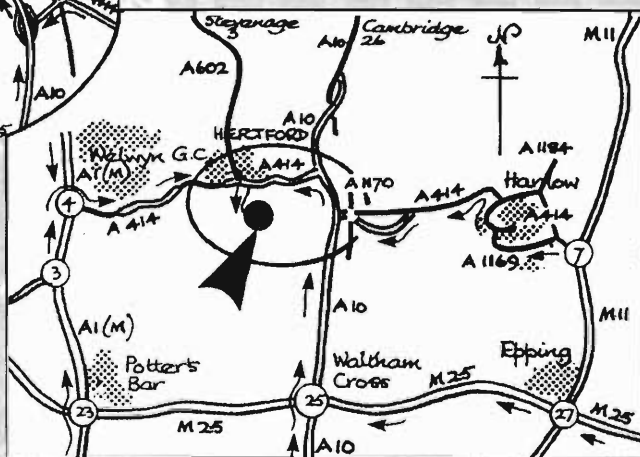
Driving skills at campsite.
11 am drive to Haileybury for display of cars inside the School Quadrangle for auto-jumble, club shop, private auto-jumble (bring your own).
Swimming Pool available (small fee), guided tour of School and Concours.

3pm judging results and prizes.

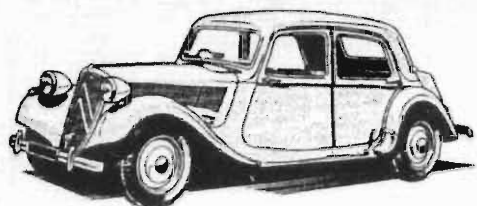
Campsite address: Mangrove Road, Hertford SG13 7NU

For further information, a list of local accomodation 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.



section scene



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.

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).

PEAK SECTION

Contact: John and Bev Oates. Tel: 01629 582154

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.

MIDSHIRES SECTION

Contact Helen Brixton. Tel: 0116 220 1095

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.

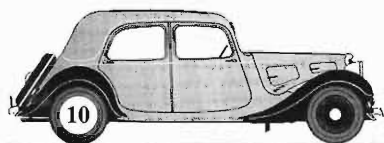
WELSH BORDERS SECTION

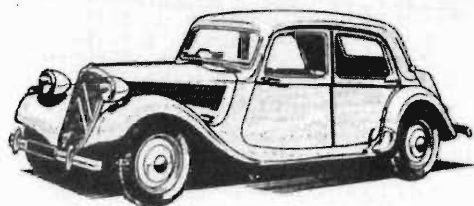
Contact John Worthing. Tel: 01584 831239 e-mail: canvasco@aol.com

A pang of conscience forces me to the keyboard, to bring Tractionland up to date on Welsh Borders activities. I think earlier in the year we had a Sunday Lunch at The Cook House, well attended for us by about 14 persons, it was decided mainly by me that we would have two other events in 99. I would organise a Tour of Welsh Mountain Roads and Roland and Anne Kirk invited us to their home for Boules and Barbecue, 3rd of July and 7th of August respectively. Well we have had the former and eagerly await the latter.

The tour started in Knighton and ran 177 miles ending at our home for a barby and a tinny. We had 5 Tractions, 1 DS, 1 Mini-Cooper, 1 Porsche 911, 1 Jaguar MK1, 1 Triumph Spitfire and 1 Alpine-Renault A110, quite a varied selection for the TOC don't you think? Well that's the way Welsh Borders TOC works, if we relied upon Traction Owners completely there would be lots of gaps in the conversations! Its also a great way of spreading the word of Andre! We meandered up the Abergwesyn pass (famous rally road) to the coast at Borth for a windy picnic and swim, leaving Cardigan bay behind us up the pass to The Nant y Moch reservoir, then on to Devils Bridge, the old coach road and then through The Elan Valley and back into England via the lanes around Presteigne, it was not a convoy, the cars followed the route via a road book on their own, 2 minutes apart to avoid upsetting the locals. I remembered our tour around the Yorkshire Dales and all the chaos we caused! Everyone made it without getting lost, David Gardner was declared the winner because he did it single handed. In fact it was not a competition in any way just an opportunity to see some great scenery. The party went very well and long into the night!

John Worthing





NORTHERN SECTION

Contact: Stan Platts. 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.**

WEST OF ENGLAND SECTION

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

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.

SCOTTISH SECTION

I am happy to report that the Scottish section commenced its social calendar on 25th April 1999. Thanks and appreciation are due to Kenny and Julie Cocker for organising the Spring Lunch Run which started from the car park at Caithness Glass on the outskirts of Perth with 9 Tractions and other accompanying vehicles taking part.

The morning route took us through the lovely Perthshire countryside, to Dunkeld, Blairgowrie and Coupar Angus. At the lunch stop at Enverdale House Hotel we were joined by more friends of the club for a delicious lunch and great Photo Opportunity.

The afternoon convoy took us by a spectacular route to the Scottish Antiques and Art Centre at Abernethy where once again arrangements had been made for the cars to line up and where they received great attention by other visitors to the Centre. Although the afternoon weather did not allow us to appreciate the magnificent views down the River Tay to Dundee, it did not dampen our spirits and we all had a wonderful day.

We were only sorry that John Savelli was in hospital and that he and his family in 3 cars were not able to be with us. I am pleased to say that John is keeping much better now. On the Spring Run we were pleased to welcome a prospective new member, Bob Agnew, who between then and now has rebuilt his Slough Light 15 in time for his daughter's wedding in late July, after the car had spent 26 years off the road!

Thanks again to Kenny and Julie Cocker for organising a great day. Hopefully, this will be the first of many Scottish Section events and in this regard I attach information received from Andy Burnett for an event this Autumn.

50th ANNIVERSARY EVENT

TOC members are invited to join the Citroën Car Club Scottish Section's 50th Anniversary Weekend/Ceilidh at Aboyne on 15th - 17th October 1999.

This celebration event on Royal Deeside will start with an informal welcome party on the Friday evening, with a tour on the Saturday taking in the beauty of Upper Deeside, perhaps covering Ballater, Balmoral, Crathie and a distillery. On Saturday evening a 'Scottish Banquet' will be followed with a Ceilidh - live music from a Scottish Dance Band - should make a great night for £10 - £12 per head. Drinks will also be at low cost.

For information on accommodation from camping to hotels, and details of the weekend, please contact Andy Burnett, 'Citroena', Aboyne, Aberdeenshire, AB34 5JE. Tel. 013398 - 86290.

Numbers will be limited, particularly for the meal, so contact him soon if interested.

NATIONAL AND INTERNATIONAL EVENTS

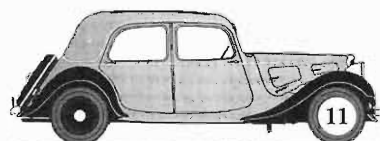
20th - 22nd August TOC Annual Rally, Hertfordshire.

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 7.

If the TOC is to have a presence at the NEC Classic car show in November, volunteer organisers and helpers are very much needed. If you would like to be of help, please contact Mick or Moira Holmes on the helpline (0870 01220022).



THE SIX VOLTER

A tale of gloom and doom

Those with Paris built cars will be all too familiar with the vagaries and idiosyncracies of a six volt system. The flaccid response of the starter motor struggling to turn the motor over compression by compression, and the headlights which give out less luminance than the side lights of the modern motor.

The love affair with 6 volt systems is as deeply ingrained in the American psyche, as pastrami on rye or baseball.

The American army was so engrossed with 6 volt systems that US Ordnance decreed that all vehicles should be equipped with standard 6 volt sealed beam lights. This love affair entered a sticky patch during WWII when Diamond 'T' tank transporters were equipped with Hercules diesel engines.

A 6 volt motor will not turn an engine of 9 litres capacity with a 20:1 compression ratio no matter what the capacity of the battery.

Meanwhile back at Fort Benning, Captain Six Volt of the US Ordnance was not to be outdone, and while relenting to a 24 volt starting system retained 6 volt lighting, entailing the most complex of parallel/series switching systems to charge the four 6 volt batteries.

However the Captain met his Nemesis in Korea where due to the excessively low temperatures vehicles with 6 volt systems virtually had to be set alight before they would start.

Post war the French army which was equipped with American WWII surplus very wisely opted to change the electrical systems of these vehicles to 24 volts.

I recite this brief history to illustrate both the limitations of 6 volt systems and the lengths to which some people will go to retain them.

Perhaps the Achilles heel of 6 volt systems is their greed for current - to generate the equivalent power to 12 volt systems, the former has to pass twice the current of the latter - thus a 36 watt bulb at 6 volts consumes 6 amps, compared to 3 amps for a 12 volt bulb.

6 volt systems demand cleanliness of all conducting surfaces and their associated terminals, together with the appropriate cross section of cable to carry the current if significant voltage drops are not to occur.

This makes 6 volt systems rather more unforgiving of neglect than their 12 volt counterparts, and requires batteries of greater capacity (amp/hours) and the appropriate system to charge them at a higher current.

Starter motors and dynamos of 6 volt systems are likely to need their commutators and brushes inspected more frequently than their 12 volt counterparts due to the heavier currents, although this is compensated for to some extent by the greater cross section of the carbon brushes employed.

Due to the slower cranking speed of 6 volt starter motors they also demand that the timing of the ignition system is set accurately and that the points and associated circuitry is up to scratch.

Heavier current in a system also has the effect of causing greater heat, particularly where significant resistance is encountered. This in turn generates greater resistance.

This phenomenon accounts for the reason why head lamp and stop lamp bulbs play up, drawing as they do higher currents and encouraging their contacts to oxidise, resulting in poor conductivity.

A few words on ancillary electrical equipment - at one time it was easy to acquire car radios working off 6v, these have become rarer as fewer 6v systems survive. Some radios manufactured in the

1960's such as the HMV hybrid valve and transistor models, had internal links which could be altered to cater for 6v.

It is unlikely you will find a radio/cassette designed to work on 6v, but small DC - DC steppers from 6 to 12 volts are available, which will do the job nicely. I understand that some of the car radios manufactured by Blaupunkt which run on 6v also covered the FM frequencies. Other sources of 6v goodies are Renault 4's up to about 'H' registration which can at least provide a 6v coil, and may have radios.

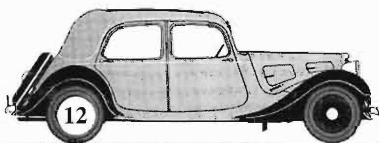
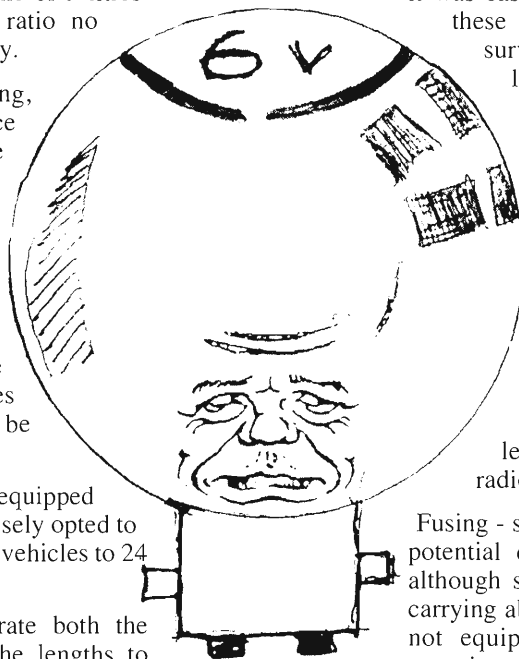
Fusing - since 6v systems pass greater currents the potential danger of an electrical fire is greater, although slightly mitigated by the greater current carrying ability of the wiring. French built cars are not equipped with fuses, although it is quite tempting to install one in the wiring harness where it passes through the bulkhead onto its point of supply at the ammeter. The only argument against

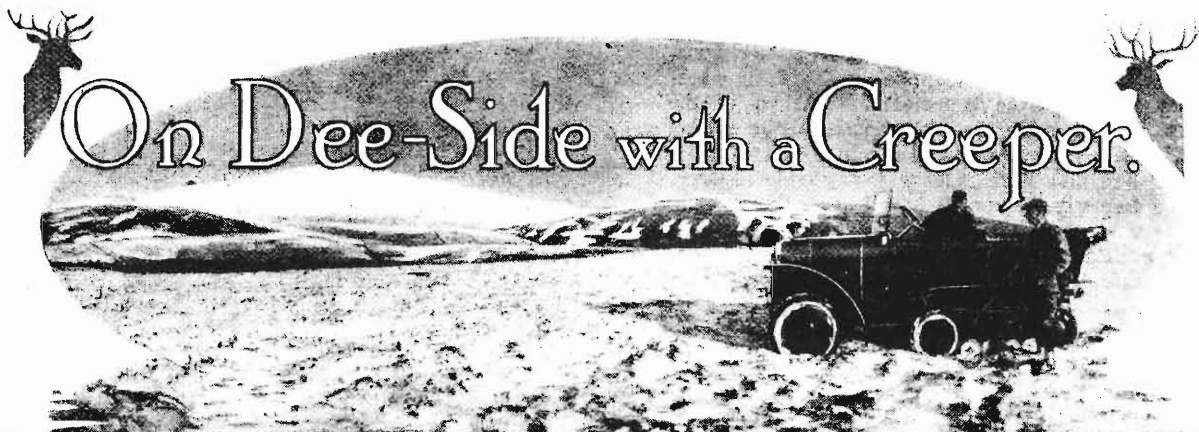
this is that it is not selective and should you have a fuse repeatedly blow on a dark night, further progress is difficult. Selective fusing of discrete systems, as on the Slough-built cars is preferable but not easy to achieve on Paris cars without modification of the wiring harness. Perhaps the best compromise is to isolate the feed to the lighting switch on the steering column and fuse this supply, since in my experience it is the lighting circuits which are likely to cause trouble.

Having run a number of different vehicles over the years with 6v systems I am inclined to the view that they are more capricious than their 12v counterparts, but generations of motorists struggled manfully with them no doubt wielding the starting handle when the need arose.

So the watchwords are - Cleanliness is paramount, and size (of conductor) does count.

Chris Ryle





**Some of the Varied Uses to which a
Employed under Widely Differing Con-**

WHEN the Citroën-Kegresse self-laying track vehicle first made its appearance, there were few who failed to realise the vast possibilities lying before such a car. Over ice and snow in the Alps the vehicle has on at least two occasions been severely tested, and it proved capable of negotiating with ease surfaces which no other form of mechanical or horse transport could traverse. These trials over snow were illustrated and described in *The Autocar* of February 19th, 1921, and February 18th, 1922, and then in direct contrast to these trials came the sensational conquest of the Sabara Desert, the progress of which was described and illustrated in *The Autocar* of January 12th and February 9th, 1923. By this exploit the Citroën-Kegresse gained a world-wide reputation, and it is only natural that its possibilities should have been investigated very thoroughly by the War Office. Only last summer did we see one in daily use during army manoeuvres in a camp in the South of England.

Stiffness of Running Overcome.

While it is not every motorist who desires to travel across country at any time, it was quickly realised by Mr. Alexander Keiller that for general utility purposes on his Morven estate in Aberdeenshire the Citroën-Kegresse would be admirable, and with a view to submitting this to the test he put one of these cars in commission in July last. Since then it has been used extensively for many different purposes; apart from magnet trouble, it has proved entirely satisfactory, and its running has greatly improved as the vehicle has become thoroughly run in. In fact, when first received, the car would, on releasing the clutch, come to a sudden standstill by reason of the stiffness of the track-bearing mechanism. This was, however, taken down and carefully lubricated, and the result is that when the car is now

**Citroën-Kegresse is Put Regularly when
ditions on a Large Scottish Estate.**

running it continues to run forward at a gradually diminishing speed when declutched, just as does an ordinary wheeled vehicle.

This free running of the track also materially improves the performance of the car, and a road speed of 32 m.p.h. has been recorded by timing the car over a measured mile. The car is, in fact, employed by its owner when in London for ordinary running about purposes, and has proved itself superior for such work to the owner's other cars, while it is appreciably quicker than a taxicab. The explanation of this is in great part due to the stability of the vehicle on greasy road surfaces, for it is impossible to provoke a skid, and corners are habitually taken faster than is possible with an ordinary car, although just as safely.

The Daily Round, the Common Task.

It is, however, with the car's use in Scotland that we are at present concerned, and a typical day in its life is roughly as follows: First of all comes a trip from the house to the village for ordinary household purposes. Then it may take a fishing or shooting party out, travelling across trackless country and saving the members of the party a fatiguing walk, as well as allowing them to devote more time to their actual sport. Having deposited its passengers, the car returns to the house, the rear seats are removed,

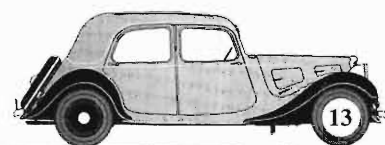
and it then goes off along rough tracks or across country to bring in a supply of peat fuel.

Incidentally, the slimy mud encountered round the peat hags is the one type of going which has so far proved distasteful to the car, for the mud appears to possess certain lubricating qualities which result in slip between the track belts and their pulleys. On any other kind of surface, even in water, belt slip is conspicuous by its absence.

When the transport of



Crossing the ford by Balmenach, Morven.



On Dee-Side with a Creeper.

fuel is finished, probably the rear seats are replaced and the car sent out to bring in the rods or guns, and in the afternoon it may be employed in transporting stones to the ornamental rockeries in the garden, or for some similar purpose. For station work, also, the car has proved invaluable, and guests arriving find that their luggage is available at once, whereas formerly they might have to wait some hours. For the country is extremely wild, and transport is always a difficulty, or, it would be more correct to say, *was* a difficulty before the advent of the Citroën-Kegresse.

Work in Trackless Country.

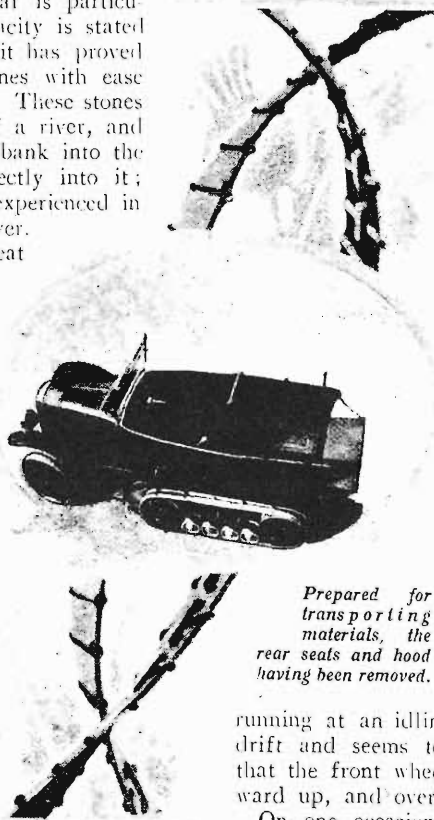
For the transport of material the car is particularly useful, for although its load capacity is stated by the manufacturers to be 30 cwt., it has proved capable of taking 2 tons of large stones with ease over ploughed fields and across country. These stones were, moreover, taken from the bed of a river, and the car was backed down the shelving bank into the water and the stones were loaded directly into it; despite the heavy load no trouble was experienced in running the car up the bank out of the river.

Perhaps the car's most sensational feat was the transport of 3½ tons in all, when with 30 cwt. in the body it towed a rough sled laden with 2 tons. Any motorist who knows what these sleds are like will appreciate the power required, but on the lowest of the six speeds the Citroën easily got away with the load and dragged it over rough country.

On another occasion the caterpillar made a trackless ascent of Morven Hill, the summit of which is 2,862ft. above sea level, and had never previously been reached by a vehicle. On work such as this the stability of the car is strikingly demonstrated, and it has negotiated ground on which a horse-drawn wheeled vehicle has overturned. The surface of the ground covered does not seem to matter in the least.



The Citroën-Kegresse in touring trim.



Prepared for transporting materials, the rear seats and hood having been removed.

heather and moor land, rough granite tracks, soft sand and plough land, and macadam roads all being covered from time to time, and it is only necessary for the driver to keep a sharp look out for large stones or boulders, as the limited clearance beneath the bevel casing on the rear axle and the ground must be borne in mind.

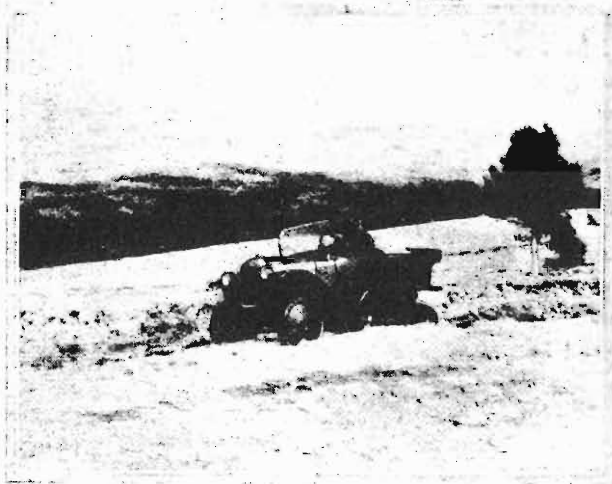
Snow has been negotiated at Morven, and the manner in which quite deep drifts are surmounted is interesting. If the drift is rushed, the snow becomes packed up in front of the car until forward progress is arrested, when it is necessary to reverse the car and to pass round the obstacle. If, however, the lowest speed be engaged and the car allowed to creep forward with the engine

running at an idling speed, the car gently noses the drift and seems to pack the snow in such a way that the front wheels lift, when it slowly moves forward up, and over, the drift.

On one occasion, when fording a stream, it was necessary to travel a considerable distance along the bed in order to find a suitable spot at which the other bank could be ascended.

Operating on the Farm.

Among strictly utilitarian tasks which the car has carried out successfully are ploughing, and towing in farm-wagons from ice-bound roads where the horses have been unable to secure a foothold. As regards the ploughing, so steeply does some of the cultivated land slope that horse ploughing can only be carried out in one direction, that is, down hill, the plough having to be taken at the end of its furrow to the top of the hill by a circuitous route. With the plough hitched on behind the caterpillar ploughing is done in the ordinary manner, in both directions, with a very considerable saving of time. Towing farm carts on an icy surface proved a very easy task, as the rubber tracks slipped but very slightly on the ice. In spite of the many different uses to which the car has been put, it shows very little signs of wear.



The Citroën-Kegresse travels easily across country over snow.



A YEAR WITH ROSALIE



This story starts in 1984, at the Knebworth ICCCR. Among the cars was a rear wheel drive Citroën of great beauty. Beautiful enough even to be on the front cover of the January 1991 *Floating Power*. One day, I thought, I will own one of those. I started finding out about rear wheel drive Citroëns, and discovered that what I had seen was an early thirties Rosalie, with a body made by a firm called SICAL. At the time it was a very clever marketing ploy, because the body gave the appearance of an

expensive and exotic car, while the chassis was mass produced and inexpensive, with plentiful and cheap spares and low running costs.

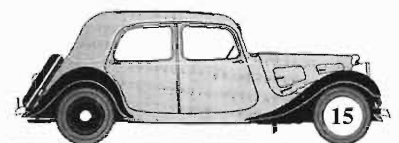
In 1998, having sold my Light 15 and a rather tasty long case clock, I had the means to seek out a Rosalie coach SICAL. A French friend placed a wanted ad in *La Vie de L'Auto* and amazingly there was an almost immediate response. As there was some interest from buyers of three other nationalities I was on the next ferry to France in my trusty *Commerciale*. It took about 15 seconds to decide to buy. Payment was made by travellers cheques and a receipt given. The car was mine, and I returned home. Two weeks later, the trusty *Commerciale* was back in France, and was driven off by a trusted friend. Insurance for the Rosalie using the engine number as identification had been arranged in England. A 'certificat de non gage' had been delivered by the prefecture. This proved that there was no loan or hire purchase outstanding on the car. The 'controle technique' (French equivalent of MOT test) was valid, so having fulfilled all legal obligations, it was in the hope that a sixty six year old car would give no trouble that the 320 mile journey home was begun.

All went well, and on my return I contacted my local vehicle licencing office to get the necessary information and forms to have the car UK registered. After some remedial work to the brakes, lights and steering an MOT pass was gained. Next was a certain amount of form filling, including a declaration to customs and excise that I am not a car dealer, the Rosalie was a personal import, and no VAT was due. Armed with every possible document, certificate, declaration and form I drove to government buildings in Marston to have the car inspected and verified, and handed over £25 as first registration fee. A few days later I received a tax disc, with the UK registration number on it, along with the MOT certificate, stamped and amended to the same number. Ten days later, the V5 document came through, completing the job. So no import duty, no VAT, no road tax. Just the insurance, MOT and £25 to pay. Simple.



Driving the car revealed all sorts of annoying leaks and rattles which needed to be sorted out, but one of the joys of pre-Traction Citroëns is their simplicity, consequently parts that are not available can be made. Another joy is just how well everything does work if care and trouble is taken in sorting it out, so while acceleration and top speed are unexciting, there is a reassuring unbreakable feel to the car which in the last year has done just under 5000 miles. The only serious problem which occurred near the end of a 600 mile round trip to Saumur over the Easter weekend was a spectacular boil-up (choked radiator). Although externally very elegant this is quite a difficult car to see out of. The tiny windscreen reminds me of those rather fetching Rolls Royce armoured cars current in the first war. Torrential rain in France acquainted me with the joys of driving a motorised colander. On the plus side, there is surprisingly precise steering and roadholding, and powerful brakes. New for '32 was synchromesh (of sorts) and *Floating Power* engine mounts which still work well after nearly seventy years. All in all this is a car worth a 14 year wait.

Jonathan Howard





THE RAREST OF THE RARE - THE FAUX CABRIOLET

Driving a Citroën as everyday transport has its advantages in the number of conversations one is engaged in, on the lines of "I knew someone with one of those cars etc." Sometimes this can be very tedious and at other times both enjoyable and informative. Just such a time was in September of last year, when I called into a garage in the Cotswolds in my dishevelled Commerciale.

The attendant commented that he had had one of these cars only it was a soft top, and that he had a friend who had had a Faux Cabriolet - well that was what I thought he said. He also said that he thought he might have a photograph of the car, and would try and find it - no easy task in my experience.

And there the matter lay for a number of months, mainly due to the fact that it escaped my memory, and that when I had called back he, working part-time, had not been there.

Recently I called in again, the matter having been erased from my mind, but this time he was there together with his photograph. I was very surprised both because he had remembered, and also because his car turned out to be a Faux Cabriolet. Olivier de Serres's book suggests that there are only two English Faux Cabriolets extant, one of which went to New Zealand. Apparently no information exists on how many of this particular model was produced at Slough.

Information about this car is scant, bought from a man in the Bromsgrove (Worcs) area in 1956, the car was sold onto someone in Birmingham a year or so later.

The former owner remembered that the car was quite rusty, and that he had hand painted it cream and red. The picture enlarged from a small passport sized photograph shows the car residing in the leafy suburb of Kings Norton, Birmingham.

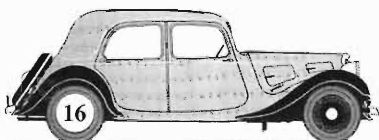
Does anybody know anything about this car, or its ultimate fate?

Chris Ryle



Here is a picture of a 1939 Slough Roadster GRB 911 taken at Bisley on 27th February 1949 by its then owner, photographer Guy Griffiths. The car still exists, as the second picture, taken 49 years later shows.

Jonathan Howard



focCORRESPONDENCE

Dear Mr Howard,

I write to advise you that as a member of THE JERSEY OLD CAR CLUB (of which there are some 300 members), I have won the Concourse Trophy on an occasion or two. No mean feat when one considers that there are a lot of wealthy people in Jersey with some outstanding cars.

This year it is 100 years of Motoring in Jersey, this has resulted in the Jersey Post Office to issue 5 stamps to commemorate the 100 years. Although all Club members were circulated and asked "to forward a photo and brief history to the Club Secretary who would decide with the Chief Postal gentlemen as to which cars would be included" - I did NOT forward anything nor ask for my car to be included. I did not want any publicity. Well lo and behold I received correspondence from the Post Office telling me that my car was to be featured on the 31p stamp.

I therefore have used the stamp on this envelope. If you wish to include it in the next *Floating Power* please do so as it is really an honour for THE FLOATING POWER TRACTION CLUB. I mean as the stamp is the Europe one and obviously well used in Jersey due to our French connection and proximity.

Thank you I also would like to record my view that the magazine is top quality and good value, although I would like it to include more tips on repair etc, also is it possible to fit an external oil filter?

*Regards and best wishes
Brian Follain*

Thank you Brian for your kind letter. I had received a letter from a Jersey TOC member about this stamp, but now another from the actual owner of the car. It is possible to fit an external filter to a Traction. Contact Roger Williams (Tel. 01482 863344) for further information. Ed.

Dear Mr Howard,

Please include my name in the List of Members requesting for the reprint of Technical Tips article in the form of a handy booklet. This is an excellent idea and that to for our out of the world Tractionist who are put up as we are in the other end of the world. This will be of immeasurable help.

I would also like to have all information by way of books available regarding my model of car the 1951 Slough-built Lt 15. I would also like to know if you can send me your latest catalogue of spares.

My membership number is 1467 and my address is:

Chaithanya S.
PO Box No 4624
Bensor Town PO
Bangalore 560046 India

Thank you.

*Yours sincerely
Chaithanya*

29 Pacific Road
Trentham
Stoke-on-Trent
ST4 8RS

Dear Jonathan,

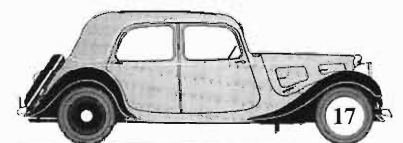
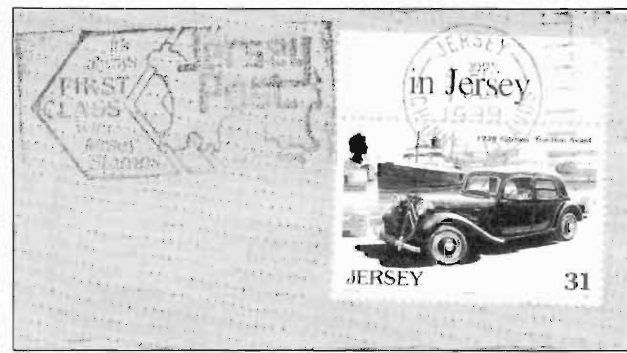
We write to convey the sad news, that my mother SYLVIA EMERY, has passed away. The date of her death being 27/5/99, aged 82 years.

Mother enjoyed joining in with a number of rallies, including Brittany in '95, also the Christmas bashes in Walsall.

The Traction Owners Club "family" always made mother very welcome, and we can add that they made her last few years some of the happiest. Her friends and neighbours were always kept up to date with news of the lovely people she had come to know.

Would you kindly give our thanks for the kind letters and cards of condolence we have received, and pass this letter on through your magazine.

*Yours sincerely,
James and Jayne*



focCORRESPONDENCE

Gore House
Warborough

Dear Jonathan,

My first Traction was a 1951 Light 15, built in Slough and registered OBH 845. I toured all over England and even Europe in the mid 60s with very little trouble at all. It was a rather faded mist green, but I had it repainted in two shades of beige (stone and sandal I think). I often wonder where it is now.

I now have a 1953 Light 15, built in Slough and registered NYM 200. This has the larger boot, and is painted maroon. I am still getting to know the car, and each week seems to bring a new problem. I took it to the 'Varsity Match at Lord's last month, and it went very well. On the next Sunday I had planned to take it to the Gabriel's Wharf Rally, but there was a drip from the gland at the front of the water pump. I tightened the nut and did a short run. It hasn't dripped since, but some swarf appeared in the cup under the gland. Playing safe I went in my Peugeot 406 (soon to be replaced by a Xantia). John Gillard inspected the swarf and decided that probably all was well, but I have to keep an eye on it. The next day brought a charging failure, and now I have a new dynamo and regulator. I anticipate that by next year lots of other things will have gone wrong and been fixed successfully, and my confidence should be restored.

The weather at Gabriel's Wharf was absolutely terrible but I managed to take a couple of digital photographs which I enclose. There were well over thirty "Traction" there, all of them very smart, and no doubt Jonathan you will be able to identify some of them. What I did notice was a preponderance of registrations with an "S" in the last two letters (normally denoting Scotland), and that about two thirds of these were left-hand drive. Whereas almost all the cars originally registered in England were right-hand drive. Did this mean that the Scots had been adhering to the Auld Alliance, and were buying French cars rather than English?

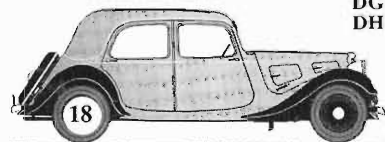
I had an excellent run to the CCC 50th Rally at Peterborough on the Saturday. The car went really well, with no problems at all. I only saw six Traction, and I was a bit upset when someone thought mine was a Riley, and admired the "supercharger" which he could see through the front grill. Sue and I are hoping to go to the Rally at Hertford on the Sunday, the Weekend at Northampton, and the Champagne & Chocolate Millennium Tour next year.



Yours sincerely,
Robin and Sue Dyke

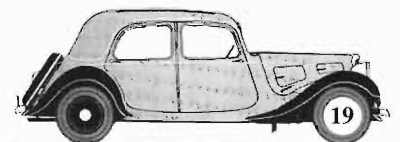
Here is a list of registration letters and their issuing offices in England, Scotland and Wales. For example, Robin's first Light 15 OBH 845 was first registered at Luton, NYM 200 is a Central London number. In these enlightened times imported or re-registered vehicles older than 1963 are given a dateless, previously unissued number. Since Scotland had a relatively low car population pre-1963 several series have been used such as SK SU or SJ. Hence the number of "Scottish" Traction that Robin noticed. Nice theory about the 'auld alliance' though! Ed

Index Mark	Office	BO	Cardiff	DJ	Liverpool	FH	Gloucester
AA	Bournemouth	BP	Portsmouth	DK	Manchester	FJ	Exeter
AB	Worcester	BR	Newcastle upon Tyne	DL	Portsmouth	FK	Dudley
AC	Coventry	BS	Inverness	DM	Chester	FL	Peterborough
AD	Gloucester	BT	Leeds	DN	Leeds	FM	Chester
AE	Bristol	BU	Manchester	DO	Lincoln	FN	Maidstone
AF	Truro	BV	Preston	DP	Reading	FO	Gloucester
AG	Hull	BW	Oxford	DR	Exeter	FP	Leicester
AH	Norwich	BX	Haverfordwest	DS	Glasgow	FR	Preston
AJ	Middlesbrough	BY	London NW	DT	Sheffield	FS	Edinburgh
AK	Sheffield	CA	Chester	DU	Coventry	FT	Newcastle upon Tyne
AL	Nottingham	CB	Manchester	DV	Exeter	FU	Lincoln
AM	Swindon	CC	Bangor	DW	Cardiff	FV	Preston
AN	Reading	CD	Brighton	DX	Ipswich	FW	Lincoln
AO	Carlisle	CE	Peterborough	DY	Brighton	FX	Bournemouth
AP	Brighton	CF	Reading	EA	Dudley	FY	Liverpool
AR	Chelmsford	CG	Bournemouth	EB	Peterborough	GA	Glasgow
AS	Inverness	CH	Nottingham	EC	Preston	GB	Glasgow
AT	Hull	CJ	Gloucester	ED	Liverpool	GC	London SW
AU	Nottingham	CK	Preston	EE	Lincoln	GD	Glasgow
AV	Peterborough	CL	Norwich	EF	Middlesbrough	GE	Glasgow
AW	Shrewsbury	CM	Liverpool	EG	Peterborough	GF	London SW
AX	Cardiff	CN	Newcastle upon Tyne	EH	Stoke-on-Trent	GG	Glasgow
AY	Leicester	CO	Exeter	EJ	Haverfordwest	GH	London SW
BA	Manchester	CP	Huddersfield	EK	Liverpool	GJ	London SW
BB	Newcastle upon Tyne	CR	Portsmouth	EL	Bournemouth	GK	London SW
BC	Leicester	CS	Glasgow	EM	Liverpool	GL	Truro
BD	Northampton	CT	Lincoln	EN	Manchester	GM	Reading
BE	Lincoln	CU	Newcastle upon Tyne	EO	Preston	GN	London SW
BF	Stoke-on-Trent	CV	Truro	EP	Swansea	GO	London SW
BG	Liverpool	CW	Preston	ER	Peterborough	GP	London SW
BH	Luton	CX	Huddersfield	ES	Dundee	GR	Newcastle upon Tyne
BJ	Ipswich	CY	Swansea	ET	Sheffield	GS	Luton
BK	Portsmouth	DA	Birmingham	EU	Bristol	GT	London SW
BL	Reading	DB	Manchester	EV	Chelmsford	GU	London SE
BM	Luton	DC	Middlesbrough	EW	Peterborough	GV	Ipswich
BN	Manchester	DE	Haverfordwest	EX	Norwich	GW	London SE
		DF	Haverfordwest	EY	Bangor	GX	London SE
		DG	Gloucester	FA	Stoke-on-Trent	GY	London SE
		DH	Gloucester	FB	Bristol		
			Dudley	FC	Oxford	HA	Dudley
				FD	Dudley	HB	Cardiff
				FE	Lincoln	HC	Brighton
				FF	Bangor	HD	Huddersfield
				FG	Brighton	HE	Sheffield



focCORRESPONDENCE

HF	Liverpool	MJ	Luton	RM	Carlisle	VO	Nottingham
HG	Preston	MK	London NE	RN	Preston	VP	Birmingham
HH	Carlisle	ML	London NE	RO	Luton	VR	Manchester
HJ	Chelmsford	MM	London NE	RP	Northampton	VS	Luton
HK	Chelmsford	MN	(not used)	RR	Nottingham	VT	Stoke-on-Trent
HL	Sheffield	MO	Reading	RS	Aberdeen	VU	Manchester
HM	London (Central)	MP	London NE	RT	Ipswich	VV	Northampton
HN	Middlesbrough	MR	Swindon	RU	Bournemouth	VW	Chelmsford
HO	Bournemouth	MS	Edinburgh	RV	Portsmouth	VX	Chelmsford
HP	Coventry	MT	London NE	RW	Coventry	VY	Leeds
HR	Swindon	MU	London NE	RX	Reading	WA	Sheffield
HS	Glasgow	MV	London NE	RY	Leicester	WB	Sheffield
HT	Bristol	MW	Swindon	SA	Aberdeen	WC	Chelmsford
HU	Bristol	MX	London SE	SB	Glasgow	WD	Dudley
HV	London (Central)	MY	London SE	SC	Edinburgh	WE	Sheffield
HW	Bristol	NA	Manchester	SCY	Truro (<i>Isle of Scilly</i>)	WF	Sheffield
HX	London (Central)	NB	Manchester	SD	Glasgow	WG	Sheffield
HY	Bristol	NC	Manchester	SE	Aberdeen	WH	Manchester
JA	Manchester	ND	Manchester	SF	Edinburgh	WJ	Sheffield
JB	Reading	NE	Manchester	SG	Edinburgh	WK	Coventry
JC	Bangor	NF	Manchester	SH	Edinburgh	WL	Oxford
JD	London (Central)	NG	Norwich	SJ	Glasgow	WM	Liverpool
JE	Peterborough	NH	Northampton	SK	Inverness	WN	Swansea
JF	Leicester	NJ	Brighton	SL	Dundee	WO	Cardiff
JG	Maidstone	NK	Luton	SM	Glasgow	WP	Worcester
JH	Reading	NL	Newcastle upon Tyne	SN	Dundee	WR	Leeds
JJ	Maidstone	NM	Luton	SO	Aberdeen	WS	Bristol
JK	Brighton	NN	Nottingham	SP	Dundee	WT	Leeds
JL	Lincoln	NO	Chelmsford	SR	Dundee	WU	Leeds
JM	Reading	NP	Worcester	SS	Aberdeen	VV	Brighton
JN	Chelmsford	NR	Leicester	ST	Inverness	WW	Leeds
JO	Oxford	NS	Glasgow	SU	Glasgow	WX	Leeds
JP	Liverpool	NT	Shrewsbury	SV	<i>Spare</i>	WY	Leeds
JR	Newcastle upon Tyne	NU	Nottingham	SW	Glasgow	XA	<i>Spare Marks</i>
JS	Inverness	NV	Northampton	SX	Edinburgh	XB	
JT	Bournemouth	NW	Leeds	SY	<i>Spare</i>	XC	
JU	Leicester	NX	Dudley	TA	Exeter	XD	
JV	Lincoln	NY	Cardiff	TB	Liverpool	XE	
JW	Birmingham	OA	Birmingham	TC	Bristol	XF	
JX	Huddersfield	OB	Birmingham	TD	Manchester	XG	
JY	Exeter	OC	Birmingham	TE	Manchester	XH	
KA	Liverpool	OD	Exeter	TF	Reading	XJ	
KB	Liverpool	OE	Birmingham	TG	Cardiff	XK	
KC	Liverpool	OF	Birmingham	TH	Swansea	XL	
KD	Liverpool	OG	Birmingham	TJ	Liverpool	XM	
KE	Maidstone	OH	Birmingham	TK	Exeter	XN	
KF	Liverpool	OJ	Birmingham	TL	Lincoln	XO	
KG	Cardiff	OK	Birmingham	TM	Luton	XP	
KH	Hull	OL	Birmingham	TN	Newcastle upon Tyne	XR	
KJ	Maidstone	OM	Birmingham	TO	Nottingham	XS	
KK	Maidstone	ON	Birmingham	TP	Portsmouth	XT	
KL	Maidstone	OO	Chelmsford	TR	Portsmouth	XU	
KM	Maidstone	OP	Birmingham	TS	Dundee	XV	
KN	Maidstone	OR	Portsmouth	TT	Exeter	XW	
KO	Maidstone	OS	Glasgow	TU	Chester	XX	
KP	Maidstone	OT	Portsmouth	TV	Nottingham	XY	
KR	Maidstone	OU	Bristol	TW	Chelmsford	YA	Taunton
KS	Edinburgh	OV	Birmingham	TX	Cardiff	YB	Taunton
KT	Maidstone	OW	Portsmouth	TY	Newcastle upon Tyne	YC	Taunton
KU	Sheffield	OX	Birmingham	UA	Leeds	YD	Taunton
KV	Coventry	OY	London NW	UB	Leeds	YE	London (Central)
KW	Sheffield	PA	Guildford	UC	London (Central)	YF	London (Central)
KX	Luton	PB	Guildford	UD	Oxford	YG	Leeds
KY	Sheffield	PC	Guildford	UE	Dudley	YH	London (Central)
LA	London NW	PD	Guildford	UF	Brighton	YJ	Brighton
LB	London NW	PE	Guildford	UG	Leeds	YK	London (Central)
LC	London NW	PF	Guildford	UH	Cardiff	YL	London (Central)
LD	London NW	PG	Guildford	UJ	Shrewsbury	YM	London (Central)
LE	London NW	PH	Guildford	UK	Birmingham	YN	London (Central)
LF	London NW	PJ	Guildford	UL	London (Central)	YO	London (Central)
LG	Chester	PK	Guildford	UM	Leeds	YP	London (Central)
LH	London NW	PL	Guildford	UN	Exeter	YR	London (Central)
LJ	Bournemouth	PM	Guildford	UO	Exeter	YS	Glasgow
LK	London NW	PN	Brighton	UP	Newcastle upon Tyne	YT	London (Central)
LL	London NW	PO	Portsmouth	UR	Luton	YU	London (Central)
LM	London NW	PP	Luton	US	Glasgow	YV	London (Central)
LN	London NW	PR	Bournemouth	UT	Leicester	YW	London (Central)
LO	London NW	PS	Aberdeen	UU	London (Central)	YX	London (Central)
LP	London NW	PT	Newcastle-upon-Tyne	UV	London (Central)	YY	London (Central)
LR	London NW	PU	Chelmsford	UW	London (Central)		
LS	Edinburgh	PV	Ipswich	UX	Shrewsbury		
LT	London NW	PW	Norwich	UY	Worcester		
LU	London NW	PX	Portsmouth	VA	Peterborough		
LV	Liverpool	PY	Middlesbrough	VB	Maidstone		
LW	London NW	RA	Nottingham	VC	Coventry		
LX	London NW	RB	Nottingham	VD	<i>Series withdrawn</i>		
LY	London NW	RC	Nottingham	VE	Peterborough		
MA	Chester	RD	Reading	VF	Norwich		
MB	Chester	RE	Stoke-on-Trent	VG	Norwich		
MC	London NE	RF	Stoke-on-Trent	VH	Huddersfield		
MD	London NE	RG	Newcastle upon Tyne	VJ	Gloucester		
ME	London NE	RH	Hull	VK	Newcastle upon Tyne		
MF	London NE	RJ	Manchester	VL	Lincoln		
MG	London NE	RK	London NW	VM	Manchester		
MH	London NE	RL	Truro	VN	Middlesbrough		



focCORRESPONDENCE

Gauteng, Republic of South Africa

Dear Mr Howard,

I have just received the *Floating Power* for May which I think will also be my last one. I normally gave Marcus Lasance my membership money when I visit the UK. But due to the bad exchange rate, I had to make a choice between keeping my membership with you or rather join another club here in South Africa.

I am a Member of the Citroën Owners Club of South Africa, and has been nominated to Vice-Chairperson this year. A first in South Africa for a Car Club to have a female in this position. Then I decided to join the "Pretoria Old Motor Car Club", as it would benefit our club with what is going on in South Africa. Although it was great fun for me to be able to read some of your articles to the club when something interesting was published that we should be aware of. I will miss the magazine.

Then I would also like to mention that it will be a very good idea for the TOC to compile the technical articles which has appeared in the magazines up to now. Specially for us in this part of the world who battles to get spares and or more "up-to-date" technical knowledge.

There are quite a number of Slough built Tractionns in this country. I am the owner of a 1948 Light 15 and has just bought another one, a 1953? also Slough built with a big boot which I found on a farm by chance, parked in a shed, and in a very good condition.

I do hope to rejoin the club again when the exchange rate improves. At the moment it is R10 to one Pound Sterling!!!

Keep up the good work. *Kind regards from sunny South Africa*
Annette Berlyn

Malvern, Worcs.

Dear Jonathan,

Foreign readers of the last issue of *Floating Power* might like to know that the British magazine Private Eye mentioned in Chris Ryle's 'Chrome Lust' is a satirical journal aimed at undermining The Establishment. I am beginning to wonder if my subscription to *Floating Power* has somehow become muddled with one for Private Eye, or whether its editor is doing a bit of moonlighting. Can I now look forward to Norma Snockers motoring hints and Committeeballs from the Mole on a regular basis?

Perhaps controversy is necessary for a successful publication if only to goad members into action, particularly in a one marque club. What might be preferable is a regular contribution (called Chevrolets?) from John Hill whose quietly incisive letter published in January contained a formula for a happy club. With the coming ICCCR in Boston, members might like to get a flavour of Tractioning in America and I sense he is your man. I, for one, want to know what he does on 'pretty days' in 50,000 square miles of unpopulated country. I have a mental picture of him making the Feds. eat dirt as he tears across country roads with his Big Boot full of illicit Red Eye. Maybe my knowledge of America is coloured by the movies, but there is an historic link between the USA and Citroën, as well as Eiffel's Statue of Liberty and the Wright Brothers' use of French technology (well, you crave controversy).

I enjoyed the new Section Scene very much, I sense some fashionable devolution in the air. Perhaps those interesting itineraries will lead to more section *raids* and general happy intercourse.

Yours etc.,
Anthony Buxton

Another quietly incisive letter ... Satire is a wonderful device for highlighting, and thus limiting specific shortcomings or excessive pomposity within an establishment, leaving it strengthened. There are of course some establishments that hate it, and seek to ban it, as it is perceived as undermining them to the point of collapse. History has shown that they were right. Trebles, devolution, foreign correspondence and general happy intercourse all round. pip pip! Ed.

"Horseshoe Cottage", The Hall, Church Lane, Thorpe Satchville, Leicestershire

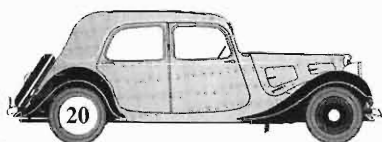
Dear Jonathan,

The latest edition of *Floating Power* has arrived and I have to take issue with some of your copy. In recent months I have found some of your editorial comment and conduct at committee meetings to be cheap and sarcastic but have put this down to your general personality and have, in the interests of equilibrium, in the most part kept quiet.

Your latest comments about the costs incurred in the club's endeavours to manufacture new front wings under the heading "If only in committee" leads me to believe that you are determined to undermine the efforts of a committee of which you appear to forget, you are also a member. The time to put your views is "In committee" and if you do not agree with the position, then you should argue your case in a logical and fair manner. The committee being democratic, would then take a vote if there were differing views and the view of the majority would prevail. If you cannot accept that decision then you should resign. To use your privileged position as editor to campaign against the decisions of a democratically elected committee is unworthy of you. In my opinion you are not working in the interests of the club and in fact are working against it. You report in the March issue that you will continue as editor until the AGM. Personally I hope that you will decide that you have done enough and will not be seeking the editorship from then on.

Yours sincerely
Richard J. Hooley

No further comment. Ex ed.



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

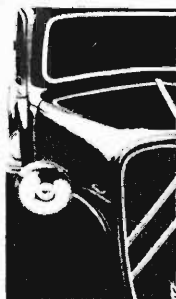
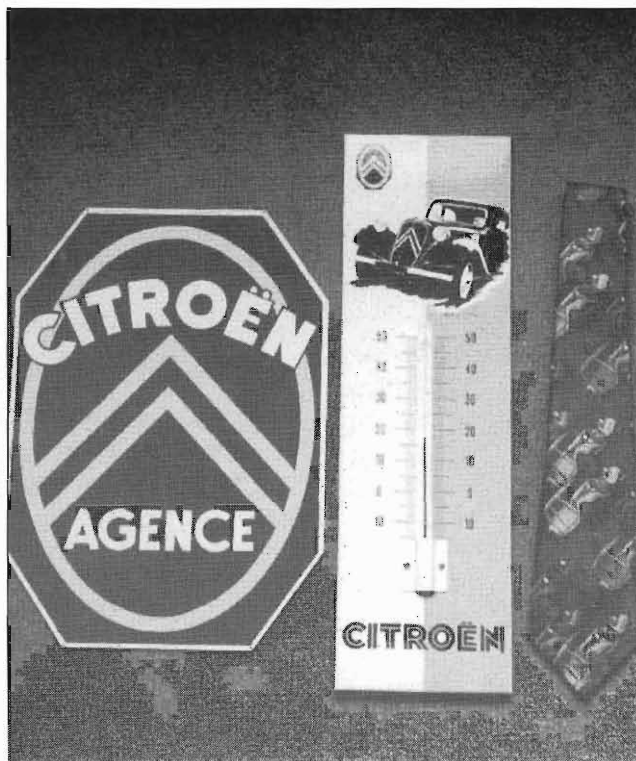
75 years of Citroën in the UK by John Reynolds £27-95
 André Citroën by John Reynolds £16-99
 British Citroën by Malcolm Bobbit £11-95 (last copy)

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

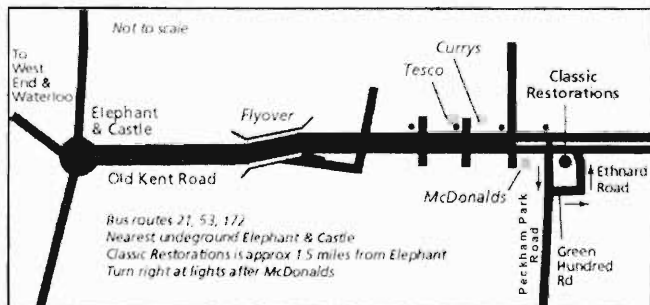
This is charged in addition to the above prices. Please allow sufficient.
 Note: I have not yet had to send an umbrella through the post. It would be interesting to try and pack one if you insisted!

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.



CLASSIC RESTORATIONS

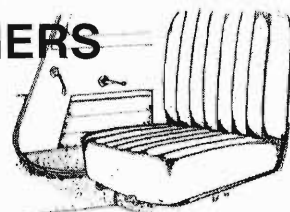
We've moved to new premises - more space, more facilities, and a better service for you, the customer. We'll continue to offer the full range of expertise for Traction - whether you're interested in restoration, servicing, spares or purchasing a Traction. Make a note of our new address and phone number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



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

SOUTHBOUND MOTOR TRIMMERS

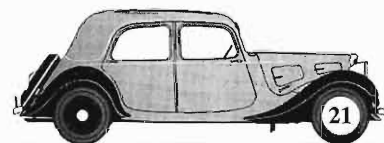
Little Dean Yard,
 London Road,
 Stockbridge,
 Hampshire SO20 6EL



- 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



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 Traction 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



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.

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)

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

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

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

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.



1955 Onze Normale, Black. Older restoration with original features. Unusual Aluminium embellishments. S/Steel exhaust, Roger Williams clutch. To be sold with new battery & MOT. Some spares available. Nice documentation. House move forces sale. **£5,500.** Andrew Watson (Chelmsford). Tel. 01245 358210 evenings or Email arw1612@aol.com

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.**

11C Commerciale, 1956. Original rust-free bodywork, rebuilt engine, front suspension, carburettor etc. New driveshafts, 12v electrics with alternator. **£8,000** ono. 01934-843 903, Somerset

Citroën Type 23 Truck, 1951, with tipper body. Fully restored by Dennis Ryland. Excellent condition. **£5,500.** Tel. Mike Davis 01453 833900 (Glos)

Citroën Acadianne. Y Reg. Beige. Excellent condition. Very reluctant sale. Owned from new and regularly serviced. Contact Carole Green 0121-783 8485 or 0121-706 4933

Due to acquisition and planned restoration of Roadster. **1948 Slough Big Six.** Fully restored to high standard. Roger Williams High Ratio Gearbox etc. Fixed price

£15,000 (no offers!). Also for sale unrestored **1950s small boot Slough Light Fifteen.** **£2,500** ono, looking for quick sale. Further information from Marcus Lasance, Tel. 01473 252114, Ipswich

1954 Paris 11BL. R.A.F. blue 110 moteor 12 volt electrics with sensible extras. Good all round cond. Tax Tested etc. **£5,500** o.n.o. Phone 01209 820354 eve or w/ends

C4 Pickup, 1930. Some restoration done, more needed. Drives. **£2000** o.n.o. Johnson, Gloucester Tel: 01452 617761

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

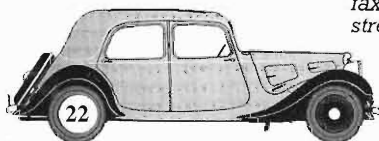
Brakedrums with damaged tapers required to create pool for an exchange service. Roger Williams 01482 863344 Fax: 01482 888619

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)

Paris-built small boot Normale, in good condition with current MOT. Please contact 0181-761 8926

Wanted a set of **five french wheels for an Onze Legere.** Either perfect, or ready for repainting. Pref pale primrose or black. To replace mine submitted to a London paint shop last October and unheard of since. Also needed a replacement engine. Tel. Derek Steele 01905 22171



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

1 Repair Manual 1950.

Condition A.1. Ring Derek Whittle 01624 842475.

Citroën Repair Manual.

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

Alan Webb. Tel: 01923 822191

"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.

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)

Set of 4 brand-new unused door skins for a 1953 Legere or similar. **£280** ovno.

2 period 6v radios. One is a Phillips (**£50**) and the other a Radiomobile (**£60**).

Roger Diamond. Tel. 01227 743008/741741. Fax. 01227 741411. e-mail: rogerd@icomuk.co.uk

LT 15 W/S manual (factory)

Good. Sell **£20** or exchange parts book. Repro or original. Also Lt 15 clutch pressure plate. S/H **£10**.

Phone 01209 821979

NEW PARTS

Driveshaft with standard taper to brakedrum complete with new inner cardans **£275** each.

Driveshafts with splined fitting to brakedrum complete with new inner cardan **£350** each (exchange brakedrum required).

Diaphragm clutch conversions complete with sealed release bearing **£150** each.

Higher ratio, 10 x 31, crown

wheel and pinion sets complete with matching speedometer pinion **£400** each. Gearboxes reconditioned. Contact Roger Williams. Tel. 01482 863344. Fax. 01482 888619 or e-mail rdwr@steam-cardev.karoo.co.uk

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

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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.

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Leo Quinn would like to thank people who responded to his ad requesting photocopies of missing pages for his 1950 manual. He had several phone offers and received no less than 5 sets of copies direct in the post!

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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 naïve 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).

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