

june/july 2003

Floating Power



toc contact



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Club Tools are available in these areas



Approximate position

For details of area meetings, please
contact your local organiser

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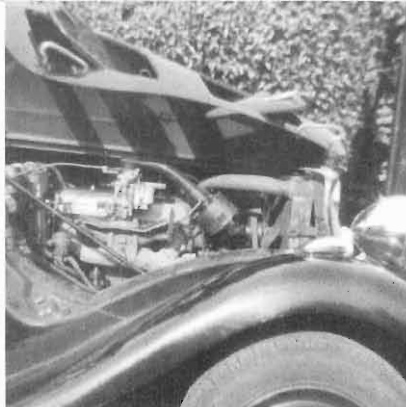


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Editorial

In the last issue we asked for contributions to a new 'Moans & Groans' column. To date none have arrived on the editor's doormat! So if you have any issues that need raising, please send them by post or email and we will publish them for the committee to attempt to find a solution.

A further quantity of 100 Floating Power binders will be in stock shortly, so if you have not yet ordered yours, we suggest you order soon, as the previous 100 sold out very quickly. To those who have ordered and have been patiently waiting, we thank you for your tolerance and promise that your order will be fulfilled soon.

This issue carries some more interesting features, news and technical articles. David Boyd sends us a copy of his feature which was published in the VSCC Bulletin of Spring 2003. Tom Evans reports on his visit to Dunkerque and Richard Heskell warns of the dangers of wearing French style number plates, not only in the UK but now in France as well.

So far it has been a wonderful summer for classic car travels. If you would like to send a report on some of your experiences which would help to fill the pages of the winter issues and help to pass away the darker evenings, your fellow members would love to read them. In next month's issue we will have a full report on the extremely successful Annual Rally in Scotland. Members and friends travelled from far and wide - France, Belgium, Norway - not to mention London, South East, West Country and all points in between! They were not to be disappointed. Kenny Cocker his wife Julie, Steuart Watson and team organised a fantastic weekend of Scottish scenery, hospitality and friendliness, all backed up with meticulous attention to detail. Who said the English would not travel that far north? Even the cars behaved themselves reasonably well after such a punishing journey. Well done to all.

Copy date for next Issue: 11th August 2003

Front Cover



Where are they now? Douglas Sharpe wonders whether Roadster FBH 249 is still around. If anyone knows any details, please phone David Boyd on 01527 892134.

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Chairman's Note

July 2003

Paul De Felice

Hello and welcome to the July issue of Floating Power.

Here we are mid-summer with a seemingly endless number of events available, especially in France where hopefully many of our members will be attending.

I would like to thank both Kenny and Julie Cocker and all their helpers in the Scottish section for their assistance in organising the Perth Annual rally which was a tremendous success and truly memorable in every aspect. Everybody I spoke to thoroughly enjoyed the rally and it was especially nice to see members of the Norwegian and Belgian Traction Clubs attending the event.

On Sunday 27th July we held our Spares Open Day and I do hope many of you were able to attend, but for those of you who did not, Chris Treagust has mentioned that any of you can visit any weekend as long as you phone first and make prior arrangements with him to make sure he is around when you want to visit.

New Members

A warm welcome is extended to all new members of the club.

- 1815** B & I Watson, St Keverne, Cornwall
- 1816** A. Hickling, Tunbridge Wells
- 1817** D. Culbread, Waltham Abbey
- 1818** J. Lee, Eckington, Pershore
- 1819** E. Fisher, Sipton on Stour
- 1820** W. Stewart, Fowlerville, USA
- 1821** C. Berry, Stoke Clifford
- 1822** R. Fenny, Wokingham
- 1823** J. Baguley, Bollington, Macclesfield

Stolen Traction

Reg No 305 FAM

Dark Blue Normale - left hand drive
Big Boot with an external spare wheel on the big boot
Owner John Gillam - ex schoolmaster - ex Marlborough area
bought car years ago in Devizes, John Gillard has looked after it since.
John Gillam now lives in France - and was taking car to France to enjoy
Broke down on way to Poole ferry - almost there.
Some sort of clutch failure - AA called
Because time running out - AA run him to catch ferry
then return to pick up car
Car no longer there!

3 days lost because AA couldn't reach him in France
and thought he had had car collected.
Matter now with police. Any assistance in recovering this stolen
vehicle would be greatly appreciated.

Raffle Winner



The lucky winner receives his two raffle winning tyres from Paul de Felice, Chairman (right) courtesy of Longstone Tyres.

French Letters

The french authorities are tightening up on their number plates, mainly in connection with tax avoidance and fake plates. There is one aspect that affects us. It will be illegal to have foreign registrations on French style plates. Many including myself have had plates made in France with a UK number. I was stopped about a couple of months ago in Brittany by a Gendarme who asked to see my papers (for the car). When I explained I was British and the car (lhd) was registered in the UK he said that accounted for the bizarre number plate. He made no further comment after seeing the Regitration Document (V5), but clearly the plates attracted his attention.

The fine for offenders is up to €750 Euros, we have been warned!!

Richard Heskell

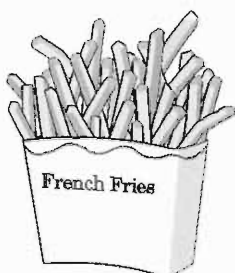
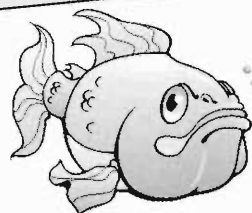
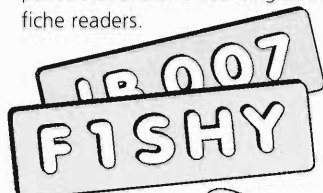
Fuel Device

A device is being advertised in the national newspapers, which promises to give a 15% improvement in fuel consumption.

Owners should be aware that if more than 6 of these are fitted, they will need a tap to let petrol out.

Chips

It is understood the Ministry of Transport are considering new legislation whereby number plates are to be fitted with chips, and police stations and licensing authorities are to be equipped with micro fiche readers.



Traction Action

Reprinted from *Classic & Sports Car*, June 2003

Classic & Sports Car's Jon Pressnell is keen to hear from owners of British-built Citroën Traction Avant when the cars were current. He is especially interested in tuned or modified cars, and can be contacted via C&CS's offices or by email on: jonpressnell@freeUK.com

You can also contact Jon by writing to him in France: Jon Pressnell, 46150 Lherm, France. Alternatively, phone/fax is 00-44 565 21 41 20.



FBHVC monitors UK & EU legislation and lobbies on our behalf to protect our freedom to use vehicles of all ages on the roads.

FBHVC also provides discounted ferry travel and rescue services for members that earn commission for the club. These services are for any private vehicle, ancient or modern. Telephone MST on 01295 278748 for details of the travel services

and Britannia Rescue 0800 591563 for the rescue service. Quote the club and your membership number to ensure we receive commission.

2003

AUGUST 3RD

LE TOUR DE CAVAN, IRISH RALLY

LE TOUR DE CAVAN meets at Virginia, Co Cavan, which is just off the main M3 road between Belfast and Dublin - north of Dublin. We meet at the Ramor Lodge as a starting point, and from there we travel to Bailieborough and then on to Kingscourt. From there we go to Dun a 'Ri Forest Park. We then return through Kingscourt, stopping at Loch Filim, and go to Cavan Town. There we visit a place called Life Force Mill. From there we retrace our steps to Virginia, and dine at the Park Hotel. Everybody welcome. The only cost may be a small entrance fee into the Forest Park. We welcome any Citroën enthusiasts from England, Scotland, Wales, France and of course Ireland too.

For more details contact Michael Wood: Tel: 028 97 528221 (ev) or Frank Bergin on 00353 14603070.

AUGUST 22, 23 & 24TH

EUROCIRO 2003, CIRCUIT DU MANS, FRANCE

For more details contact Mark Cooper: Tel: 07889 750336

SEPTEMBER - 26TH - 29TH

NORMANDY TOUR

For more details contact Peter Simper: Tel: 020 8891 1093

NOVEMBER 2ND

TRACTION OWNERS CLUB AGM

Steventon Village Hall, Steventon, Oxon.

NOVEMBER 8TH - 9TH

NEC CLASSIC SHOW - BIRMINGHAM

For more details contact Mick Holmes: Tel: 0115 911 8218

2004

JUNE 11TH, 12TH, & 13TH

MALO-LES-BAINS, DUNKERQUE

70th Anniversary of the Traction Avant. Help make it 1000 Traction at the seaside! Further info from *La Traction Universalle & Club Dunkerque en Torpedo* or Robin Dyke: robindyke@btpopenworld.com

AUGUST 6TH, 7TH & 8TH

ICCCR SWITZERLAND

at Interlaken in the beautiful Bernese Oberland. www.icccr.org

Whilst the dates and the venues are current at the time of going to press, we recommend you confirm the details with the event, prior to setting off on your day out.

Tommy Cooper Corner

"I was on the moon the other day, so I went into this new pub for a pint and a bite to eat. It was okay I suppose, no atmosphere though."

Blind man goes into a department store, starts swinging his guide dog round by its lead.

An assistant asks him, "Can I help you sir"

"No thanks" he replied, "I'm just having a look round."



Send in your favourite Cooper gag for this regular feature. Ed.



Dunkerque Spirit

By Tom Evans

I thought it was about time I ventured out more with the old Traction, and having met Eric Massiet du Biest at the Retromobile in Paris, I got my old enthusiasm back and booked up for the Circuit de Charade event in July. As this almost coincides with my birthday and the 100th Tour de France, what better reason for a holiday with the old girl again?

The Traction has been in regular use over the years, and has been promised a make over very soon, but as space is limited she'll have to wait. Before the epic July event I thought a little taster would be a good idea to get the drive shafts loosened up a bit. Having noticed a www address for an event on the 18th May in Dunkerque I logged on and decided to have a day out in France. The week before I discovered a leaking brake cylinder, so frantic phone calls and emailing resulted in a couple of new cylinders arriving on the Tuesday – thank you CTA in Holland – great service.

BLOWOUT

Well now that the brakes work there's no stopping us! I twisted a couple of friends' arms to come and join in the fun (and share the petrol!) so with the shuttle booked for 9.06 four of us set out in the Big 15 at 5 o'clock Sunday morning. I had forgotten that this hour existed on a Sunday! All was going well with a deserted A12 when suddenly at around the legal speed limit one of the front tyres gives out in a big way. Luckily due to the Traction's advanced design we come to rest safely on the hard shoulder. Out with the jack, only to find it had rusted up and would not fit under the suspension arm. While various novel ways to raise the car are contemplated we notice one of our team is missing. A few moments later Richard is returning from what I thought was an early morning pee, with a length of 6x2 borrowed from a local farm. Again I marvel at the guy that invented leverage! The jack is soon under the car and the wheel replaced. Thoughts of taking the

wood with us in case of future problems soon diminished as it dawns on us that we don't have another 165 x 400 anyway. As luck and the foresight of fitting a DS motor with 4 speed box in 1975 would have it, we just made the 9.06 and everyone was happy again.

The French organisers warmly greeted us when we eventually found the Citroën garage (no one mentioned the war!) where everyone was driving around answering questions on a treasure hunt type thing. New friends were soon made and loan agreements arranged for a 165 x 400 if needed. Thanks again Patrick. After the blind led the blind around the town a few times we eventually all met up on the prom for a photo shoot, with some lovely rare cars including Madame Michelines olive green 6 decap that was at the Retromobile earlier this year. I'm still not convinced that the louvered bonnet is right on that car? There were glimpses of a 4cv Renault, early 50's Simca and Peugeot plus more modern Matra, a nice convertible Herald, very throaty Porsche and a black chrome bumpered MGB imported from the States.

DESPERATE

After the photo shoot we all tried to lose each other again on the way to the Restaurants. Dunkerque is quite a large town! My moules and frites were very welcome when at last we all sat down with a glass of vino or two. After all, this was why we had come wasn't it? Back to the Citroën garage for more questions then off for a drink, which turned out to be miles away! I was getting desperate, as I thought we would just gate crash the local bar!





A large hall had been organised with copious amounts of strong beer (7.2%!), wine and peanuts. When coming out of the loo I was surprised to bump into Tony Latchford from Chelmsford (4 miles from where we had the blow out) who had come over for the day with the wrong lunch address. He had very cleverly found us all in the end by following somebody in a Traction. So we weren't the only Brits after all, but the Big 15 was the only Slough car. After speeches and prizes (I'm still not sure what I got a badge for!) we said our goodbyes and followed Tony back to the terminal. Unfortunately he ran out of petrol due to a faulty gauge (these French

cars!). One of our French friends passed by and offered to milk his car, supplying enough of the precious fluid to get Tony mobile again. We left, giving our mobile number in case of further trouble, and went in search of sensibly priced wine to smugly stow in the big boot for a rainy day.

EXPLOSIVE

On arrival at the terminal with minutes to spare I of course pick the slowest queue in true Victor Meldrew spirit, and then to my horror we are pulled over by customs to check for explosives! At this point I was the only thing likely to explode! We are let through at last with just enough time to cheat the tax man again and purchase a

bit of baccy for a few over taxed friends. As the old girl whined her way back to Norfolk the conversation waned and the luxurious leather seats got the better of the rear passengers. Maybe the speed cameras spotted a few zzz's as we motored home. I had forgotten what fun Tractioning could be!

On a serious note, it occurred to me as I was stranded on the A12 that a list of Tractionists willing to assist fellow members in despair around the country or further, would be a good idea, or have we already got one? I would be willing to compile a list if it is thought worth while. *Tom Evans tiger.tom@virgin.net or 01508 471737*



1000 TRACTIONS AT THE SEASIDE

It will depend on your support
**Le Traction Universelle
& Club Dunkerque en Torpedo**
are planning an event to celebrate the

70th Anniversary

of the Citroën Traction Avant
(1934/2004)

at **Dunkerque, Malo-les-Bains**
11th, 12th & 13th June 2004

It is most likely that the UK contingent will cross from Dover to Calais by Ferry or by the Tunnel and will form a series of mini-convoys for the 30 mile trip to Dunkerque. Please let Robin Dyke know as soon as possible if you are mildly or seriously interested or committed and how and when you would plan to travel and where you would hope to stay.

Tel: 01865 858555

Email: robindyke@btopenworld.com



VSCC Curborough Sprint, May 2002 - David Boyd hustles his 'Traction Avant' Citroën through the bends. (Tony Bond)

The End of the Beginning

by David K. Boyd.
Reprinted from *The Bulletin of the VSCC, Spring 2003*

Two main categories of car feature in the VSCC's list of post-Vintage Thoroughbred cars; those primarily sporting and / or expensive cars which continued to be made in the 1930s continuing the tradition of the 1920s, and which eschewed pressed-steel bodies and other design features generally adopted for mass produced cars of the 1930s; and cars of advanced design and with outstanding (for their day) qualities of performance and handling.

This latter group is small, and among the cars that received the accolade of the discerning enthusiasts who headed the

VSCC in 1945, when the first PVT list was drawn up, we find the Lancia Aprilia, the BMW - and the 'Traction Avant' Light 15 Citroën.

Although they have been re-examined from time to time, the criteria then set down by the Club have always been sustained.

The Citroën Light 15 was always much favoured by the elders of the VSCC, who quickly recognised the major step forward in technical achievement that this car represented. A combination of good performance, excellent handling and inspired styling, at a time when most popular cars were frankly ugly, made it a

most attractive proposition for the enthusiastic owner. Having owned many of these cars, I myself can vouch for the taste of those purchasers of the pre- and post-war years. Whilst the saloon version was made in great quantities, more desirable for the sporting motorist were always the drophead coupe or the roadster, of which much fewer were made, and only a handful of those remain today. The Slough factory turned out 220 roadsters pre-war, and none afterwards.

After seeing Willie Sellers' super charged roadster burning up the hill at Prescott in the 1970s, I was left with no choice - I simply had to have one! It took me five years to locate a roadster, and then it was a wreck - but after two years' work, 'Emily', as she is affectionately known, was ready to challenge in VSCC events.

Since then the car has taken part in driving tests, hill climbs (Prescott), and sprints (Curborough), but I have never entered a race, mainly because the top speed (80/85mph) is insufficient to make it a serious competitor. On the other hand, what the car lacks in speed may well be compensated for in its cornering ability, and the excellent Lockheed hydraulic braking system allows safe and late application. The Traction engine is unburstable, and I'm sure that it only remains for a talented engineer to develop



'Emily' on the banking at Brooklands - VSCC Winter Driving Tests, 1998.

This 1939 Slough-built Roadster is owned by Swiss enthusiast, Walter Rey, who likes to add correct period accessories, such as this steering wheel and radio to his cars. The dashboard-mounted gearlever was a light 15 feature. (Hans Enzler)



its true potential. My car is reasonably competitive in VSCC events, but I always seem to be in the class which includes Ken MacMaster's BMW 328, and so I get stuffed every time! Ah well, we can't all be winners, and it really is great fun!

In the sense that motor cars with four wheels, an engine and a chassis represented the early development of the automobile, then Andre Citroën's introduction of his 'Traction Avant' in 1934, with its unique monocoque body, represented the beginning of the end for the motor car as it had been known until that time. Although not the first to introduce a monocoque body shell, Citroën was the first to break new ground with the mass production of cars of this design, which were to revolutionise the market place and become forerunners of what we know today as the 'modern motor car'.

We take for granted the comforts that he introduced in those far-off days of 1934, such as: all-round torsion bar suspension, as in the modern Porsche; rack and pinion steering (introduced in 1935); independent front suspension; hydraulic brakes all round, the monocoque body; a wet-liner 4-cylinder ohv engine (1,911cc) - not to mention front wheel drive, 25 years before the Mini!

To drive one of these cars in 1934 must have been quite a new experience, particularly because of its exceptional road holding due to the low centre of gravity, combined with front wheel drive. The story goes that early Citroën salesmen in

Paris would take potential buyers out, and deliberately mount the pavement, much to the horror of the occupants, who were used to narrowtracked, high-bodied vehicles, that were easily turned over by such treatment. Not with the Traction Avant, though, which simply went up and off the pavement without a problem. Driving one of these cars today gives the driver the same feeling of security engendered by those early salesmen, once the passengers had recovered from the shock! To this day, the cars drive straight and true, as if on railway lines.

In Paris, the first models produced were fitted with either 12hp (1,303cc) or 15hp (1,911 cc) engines and with a 9ft 4in wheelbase. These were known as the 7C and the 11BL respectively. They were offered in saloon ('Berline'), coupé and roadster versions. Plans to produce an eight cylinder (3,822cc) version with automatic gearbox did not materialise, because of technical difficulties. By 1939, a six cylinder saloon (2,866cc) was also in production. The German occupation saw the factory put to other uses, but by 1946 car production was up and running again,

although no coupe or roadster versions were produced post-war.

Citroën had opened splendid showrooms in London in 1925, shortly after their brand new factory was finished on the Slough Industrial Estate. Here, production of the Traction Avant began in 1934, with the Light 12 Saloon (French Version was the 7C) the Light 15 (French, 11 BL), as well as the coupe and roadster versions. There was also the Big 15, with the same engine as the Light 15, but which carried a larger body and had a wheelbase of 10ft 1in. An even longer version (10ft 6in) was the 'Familiale' (again 1,911cc), which seated nine passengers!

By 1939, the six cylinder model (Big 6) was also being made here, although in relatively small numbers; it did become more popular after the war. Production of the Traction Avant at Slough continued until 1955, whilst at the Paris factory, it went on until the introduction of the equally revolutionary and futuristically-styled DS model in 1957.

The tragedy was that Andre Citroën, always a gambler by nature, went one step too far with his final creation.

Walter Rey's coupé, with proprietary wheels, extra horns and spotlights, and one of those wing width indicators popular in the 1950s. (Hans Enzler)





David Boyd's Light 15 Roadster competing in the VSCC Whitworth sprint, a part of the 1999 Malvern Week. (Mark Ballard)

The cost of building a new factory in Paris, tooling it with the best that money could buy, not to mention the enormous costs of gearing up to mass production, finally took its toll. The money ran out, and with liquidation looming, the financiers took over, only for the company to be saved, eventually, by Michelin, who were the largest creditor. To their credit, Michelin soon went on to overcome the many manufacturing problems, resulting in a 22-year production run. Sadly, the strain on Citroën was too much. Robbed of his brainchild, and all but thrown out of his

beloved factory, his health deteriorated quickly, and he died from cancer on July 3rd 1935 aged only 57, a broken man.

Pre-War and therefore VSCC-eligible examples are few and far between; but, all told, well over 1000 Light 15 Citroëns are still in use on British roads, and examples for restoration can still be found. Restoration itself is reasonably straightforward; a number of special tools are required, and these can be purchased or hired through the Traction Owners' Club. Our own business, Paris Cars, has restored many examples over the years,

and mechanical parts are easy to obtain through the Club and from sources in France and Holland. Body parts are more difficult, but not impossible, and it is amazing what a good metal basher can repair these days. At the end of all the frustration inherent in any rebuild, the car is worth all the toil, tears and sweat involved, not to mention the cost!

To drive one of Andre Citroën's creations in 2002 is still a unique experience, and a testimony to his breakthrough in automobile design and engineering. They are not fast by modern standards, yet 55 to 60 mph is certainly easy to maintain all day in a Light 15, whilst the six version is good for 80 mph plus. The roadster versions are great fun to drive, and I consider myself lucky to own one of the few that remain in the UK.

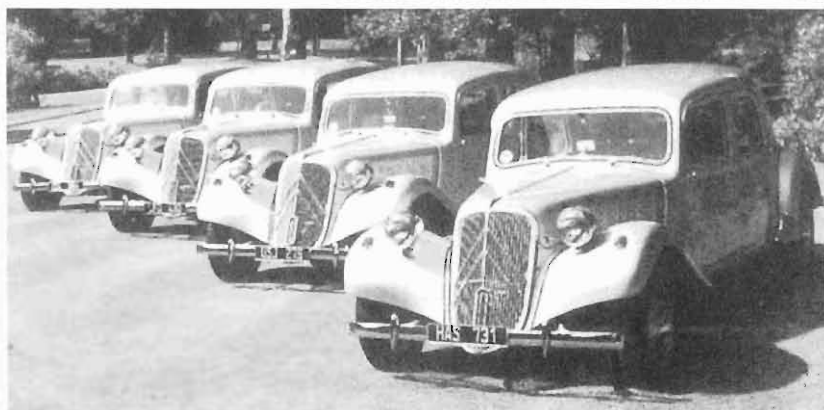
Understandably, the Traction Avant is most at home on those long winding French 'D' roads, where 500/600 miles per day is easily achievable in comfort. For the last 20 years, we have taken 'Emily' to France for her summer break, and she has rewarded us with so many happy memories; and also with utter reliability, sustaining only two breakdowns in that time - both of which were punctures!

Andre Citroën was without doubt a brilliant man, prepared to take a chance for something he believed in, and much loved by his employees. To build a huge factory from scratch, and create a motor car to produce in it, all in less than two years, is, even by modern standards, sensational, but this is what he did; and today those owners of these fine vehicles can savour the turning point in history which Andre Citroën created.

To those fortunate owners of these still very much under-rated vehicles, I say 'Happy Tractioning', and to Andre Citroën, "Merci beaucoup!"



Above - a 1935 11BL coupé, recently restored by David Boyd.
Below - Messers Paris Cars' fleet of 'Traction Avants' is lined up, ready to add that touch of Gallic élan to that special occasion.



CITROËN

toctech



volume 1

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 **TRANSMISSIONS**

- **Gear Ratios**
- **Steering Rack Gaiters**

Technical Articles

Having completed the scanning of all Floating Power technical articles up to the end of 2002, it has become clear that certain subjects have never been tackled. Whilst articles on any subject are always welcome, the following topics are notable for their absence. Whether this is because they are too difficult and time consuming to describe, or because these things never go wrong (very unlikely!), it's hard to say. So if you have undertaken work in any of the following topics and would like to be

immortalised in print in your favourite magazine, why not put pen to paper and send them to John Ogborne at the address above?

- Almost anything on engines. Roger Williams has contributed some excellent material on specific subjects but there has never been an article on a complete rebuild.
- Gearbox rebuilds. Four speed conversions have been covered but

nothing on rebuilding the standard gearbox with or without the high ratio crown wheel and pinion.

- Replacing and, in particular, setting up brake shoes in the absence of the special tool for checking concentricity.
- Complete overhaul of the steering rack.
- Rear Suspension.
- Dynamo and starter motor overhaul - especially replacement of the 'Benada' Bendix main spring.

Steering Rack Gaiters

Mike Tebbett writes:

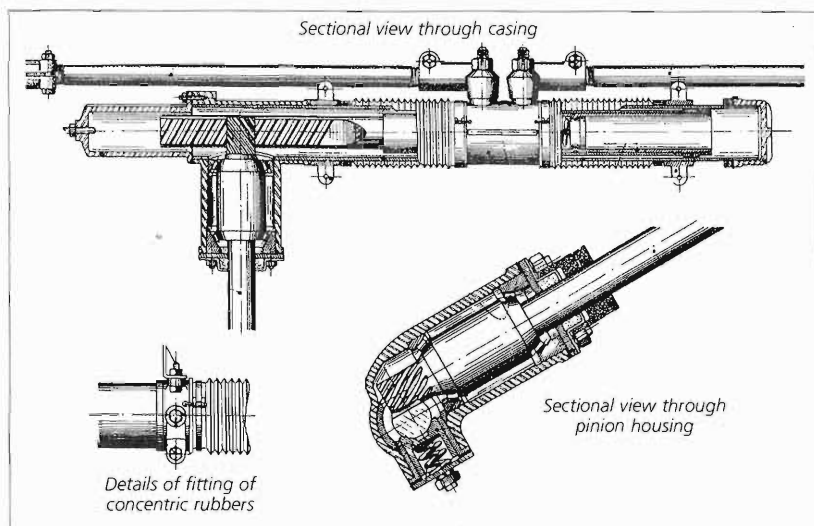
Preparing my recently imported (see last issue) 1939 11BL for its first British MOT I noticed that the steering rack boots were well past their best (Incidentally, could anyone please explain the French MOT? - it seems that any faults are listed on the certificate, but you still get a pass...!!!) On closer inspection I was intrigued to find that each boot was made up of a piece of ribbed, but flat, not tubular, leather wrapped around the rack and secured by clips. This seemed a simple solution to the problem of fitting the boots, which otherwise seems to require the removal of the rack from the car and at least a partial strip down. Is it possible these were the original boots, or are they a later replacement I wonder?

I was not that keen on undertaking a complete strip down just to replace the boots, and gave the matter some thought. A quick enquiry to the spares guru Chris Treagust (thanks Chris - what a good service you provide) elicited the information that the replacement boots supplied by the Club were in tubular form, and would therefore require the removal and strip down mentioned above. I thought a bit more... and went down to my local Parts Supplier, who sold me a set of universal steering rack boots intended for a large range of modern vehicles. The ends of these are stepped down through a range of sizes and one simply cuts off the excess leaving just the size required for a particular vehicle. I actually bought two sets, i.e. four boots, as one end of the boot as moulded is too small to fit the Traction rack. I then cut off the large end

from one boot and the small end from another, and glued the big end onto the truncated end with a high quality super glue (watch those fingers... otherwise it is a trip to the local Hospital with a rubber boot on your finger...!!!) This left me with a new boot with the required size at each end. I also roughened up the rubber before gluing, as it seems to have a layer of waxy substance on it, probably an aid to their removal from the mould during manufacture. I then repeated the procedure with the other two boots.

So, I now had two boots of the right size, but still in tubular form. I then carefully slit them, using a mould line as a guide, and after cleaning up the rack to remove oil and grease that might contaminate the cut line, I fitted the new boots around the

rack and superglued them back together on the cut line. Finally after allowing a decent interval for the glue to set, I secured the ends with the plastic ties supplied in the kit. Result, an excellent job without having to remove or strip the rack. The boots I used are a Motaquip brand, ref: VSG600, price £6.49 a pair, and I used two sets making it £12.98 inc. VAT - plus a bit of superglue of course - not a large price to pay for two new boots I think! I have now driven the car for a few hundred miles and there is no sign of any deterioration of the superglued joints - and the MOT man was very impressed and gave me a pass. The downside is that I am now left with two left over mutilated boots that are just crying out to be used for something, but at the moment I can't think what!



Gear Ratios

As promised, the UK Traction Avant Research Centre (UKTARC) is pleased to present a simplified view of the Traction 3-speed gearbox.

We have prepared four diagrams showing a conceptual view from the left hand side of the car. For clarity the shafts have been separated. Arrows show which cog is driving which cog, and such cogs are shaded black. The upper shaft is here referred to as the main shaft (M), and the lower shaft as the pinion shaft (P). The power from the engine is transmitted through the clutch forwards to the main shaft (M). The revolutions are reduced by the gearing, and the pinion shaft delivers the power backwards to the crown wheel and then to the drive shafts and front wheels.

On the main shaft (M) two components can slide forwards or backwards on splines - the synchro hub and the 20 tooth 1st gear cog. It is by moving these that the gear lever selects the gear. The speed drive (sd) is taken from the pinion shaft (P), as the rotational speed of this is directly related to the road speed.

TOP OR 3RD GEAR

The synchro hub (S) is slid forwards to engage in the 22 tooth 3rd gear cog on the main shaft (M). This drives the 28 tooth 3rd gear cog on the pinion shaft (P). The 1st gear cog which can slide forwards or backwards on the main shaft (M) is locked in a central position, and this is shown in the diagram by a black dot.

2ND GEAR

The synchro hub (S) is slid backwards to engage in the 16 tooth 2nd gear cog on the main shaft (M). This drives the 34 tooth 2nd gear cog on the pinion shaft (P). The sliding 1st gear cog is locked in a central position, as for 3rd gear.

1ST GEAR

The synchro hub (S) is locked in a central position, and this is shown in the diagram by a black dot. The 20 tooth 1st gear cog is slid backwards on the main shaft (M) to mesh with a 39 tooth cog on the pinion shaft (P). There is no synchromesh on this selection. The 39 tooth cog is part of a "pair" with a 26 tooth cog at the other end of what you might call a mini dumbbell. They rotate as an independent unit on a bearing around the pinion shaft. The 26 tooth cog in turn drives a 24 tooth cog on the main shaft (M). This cog is also part of a "pair" with the 16 tooth cog that is used in 2nd gear. And this in turn drives the 34 tooth 2nd gear cog on the pinion shaft (P) just as it did when the car was in 2nd gear.

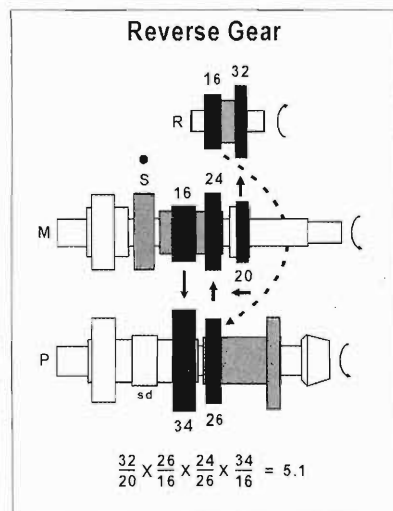
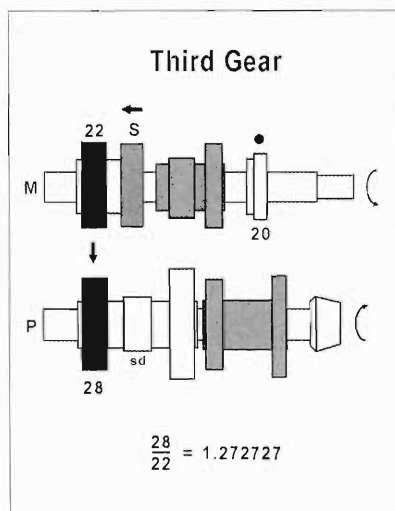
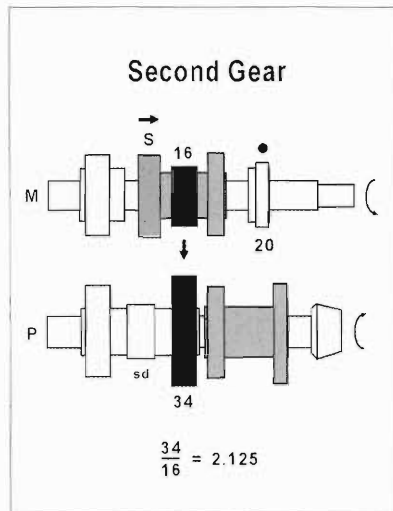
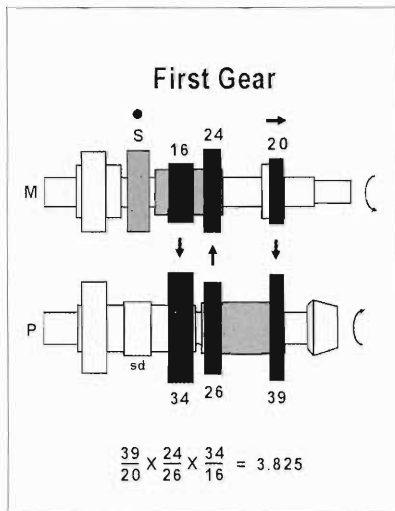
REVERSE GEAR

This is a complex variant of 1st gear, with the involvement of the reverse lay shaft (R). This shaft is shown schematically in the diagram. It is not above the pinion shaft, but behind and midway between the main and pinion shafts. The synchro hub (S) is locked in a central position. The 20 tooth 1st gear cog is slid forwards on the main shaft (M) to mesh with a 32 tooth cog on the reverse lay shaft (R). This cog is also part of a "pair" with another 16 tooth cog which is meshed with the 26 tooth cog that is part of the 1st gear "pair" rotating around the pinion shaft. But now the rotational direction of this 26 tooth cog is reversed. From here on the 26 tooth cog drives the 24 and 16 "pair" on the main shaft, and thence the 34 tooth 2nd gear cog on the pinion shaft - just as in 1st gear.

Yves Hafts (Dr)

Principal Research Officer UKTARC.






E-mail: uktarc@btinternet.com



Floating Power

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REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

Chris Treagust
98 First Avenue, Batchmere, Chichester,
West Sussex PO20 7LQ
Tel: 01243 511378 Email: chris.treagust@tesco.net

TOC HELPLINE

Mick Holmes
Tel: 0870 012 2002
From abroad: 0044 115 911 0960

TOC CLUB SHOP

Keith Feazey
21 Paris Avenue, Westlands, Newcastle-under-Lyme,
Staffordshire ST5 2RQ
Tel: 01782 618497

SALES, MAINTENANCE AND RESTORATION

Classic Restorations, John Gillard
First Floor, 636 Old Kent Road, London SE15 1JE
Tel/Fax 0207 358 9969

Traction Renaissance Services, Dennis Ryland
Woodholme, Frithwood, Brownhill, Stroud GL6 8AD
Tel 01452 771011

SALES & MAINTENANCE

Imperial Cars, Steve Southgate
Oxford Street, Bilston, WV14 8AA
Tel 01902 495758

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065 Fax: 01608 642973

RUBBER COMPONENTS

Mike Tennant
49 Hollywell Road, Mitcheldean, Gloucestershire GL17 0DL

TRANSMISSION

Roger Williams
35/37 Wood Lane, Beverley, North Humberside HU17 8BS
Tel: 01482 863344 Fax: 01482 888619
email: rdrv@steam-car-dev.karoo.co.uk

INTERIORS

South Bound Motor Trimmers
Little Dean Yard, London Road, Stockbridge,
Hampshire SO20 6EL
Tel: 01264 810080

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

Club website: www.traction-owners.co.uk

Club chat: inside_trac@egroups.com

To sign up contact TOC Moderator Helen Brixton at: mid-shires_toc@upaloft.co.uk



Where are they now?

David Boyd writes:

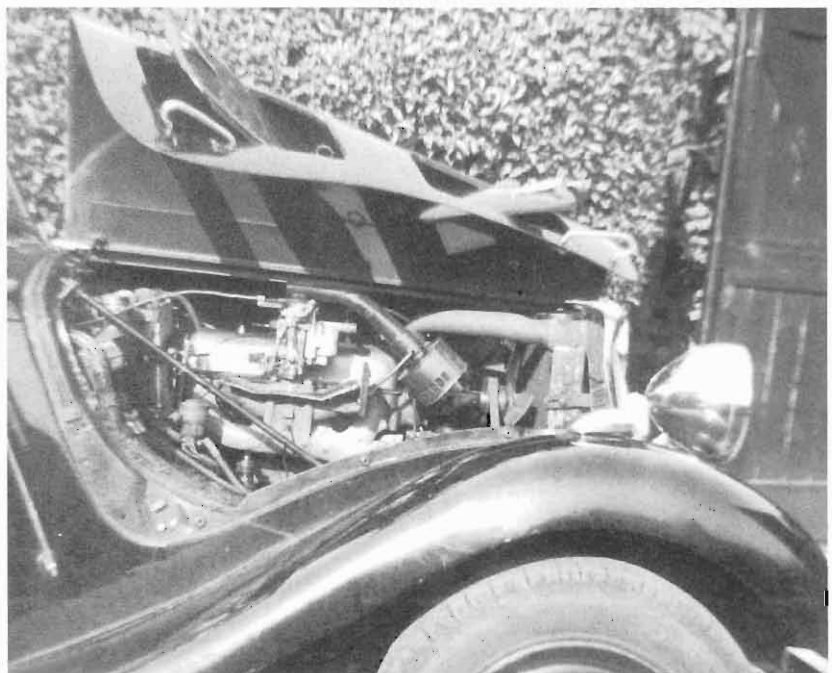
Douglas Sharp, of Hayling Island, has sent me 4 photographs of a Roadster Reg No. FBH 249 which he purchased from Citroën Slough back in 1952.

Douglas thought the car was 1938 but I think it is earlier because the large photo (of car and handsome young owner!) clearly shows an Air Vent under the windscreen on the drivers side which means it must have had 2 of these. The indications are that it is 1934/1935 because after 1936 only a single vent was used.

As you may know, these earlier models had slightly different transmission and steering (rack and pinion was introduced around 1936) and my guess is that the factory had the car back in 1950 ish, fitted the new steering etc and then sold it on to Douglas as an uprated model. We, at Paris Cars, had a Coupé in recently which had undergone much the same treatment.

Incidentally, Douglas got interested in Citroëns when he drove on the 1958 Monte Carlo Rally and was much impressed by the amazing performance of a competing Big 6. He felt he had to have a F.W.D. and so his ultimate purchase of the Roadster. He enjoyed the car for 4/5 years but had to sell it to buy a ring for his forthcoming engagement!

The car looks in good condition from the photos and sports running boards which is unusual. Douglas would love to know if FBH 249 (a Birmingham Reg number) still exists and perhaps one of our readers knows its' fate. Any information would be much appreciated.



toc correspondence

BREAKDOWN

They probably came close more than once during the last few months; overheating on the long drives, perhaps, reluctant to start in the early-morning cold. But in the end, they proved their mettle. Yes, Kenny and Julie Cocker proved they are as indefatigable as our beloved Citroëns.

They organised a magnificent rally here in Scotland. Their meticulous planning and endless hard work created a truly memorable weekend and disproved the old saw that you can't please all of the people all of the time.

I'm considering recommending their skills to VisitScotland, our tourist board, but please don't tell them yet. They need a rest!

Claire-Marie Watson

PS: *The puddle proves that nothing is worn under the kilt.*



 Full report from Scotland in the next issue. Ed.

OVERHEARD

Overheard in the Lakes 2001:

"So when is the Annual Rally coming to Scotland Ken?"

"Well - I would do it but nobody would come, it's too far North"

I couldn't believe my ears. What was he saying! Run a National Rally!

"So - next year then Ken?"

"No, Paul but 2003"

On Sunday morning I thought I was having a nervous breakdown, but it is Wednesday morning now as I write this and I am overwhelmed by the kind comments, emails and phone calls.

Quite "big headed" with the praise lavished upon us.

It was an honour to be your hostess. I wouldn't ever do it again (for the record).

My thanks to Barrie & Rose for presenting me with a beautiful golden rose - it has "pride of place" and Dorothy Dinosaur is being "chipped so she doesn't need to go into quarantine when we get back from Switzerland.

Thank you all for making the "long trek North".

Is there any truth in...?

Malcom Saggars researching the possibilities of installing a Pitts Special engine to his Traction?

Bernie beating Alec in his own car in the driving tests!

Barrie is coming back North to take bagpipe lessons?

Tim Walker bought the Peter Stenner Roadster?

Robin Dykes' dog Skipper, navigated him through the driving tests?

An actual tartan Traction was seen briefly on Saturday night/Sunday morning!

And was the salmon on the buffet baked or *poached*?

Which dictionary can I find "Sair Heid Day" in?

And is it true - that our late President Stan Barker did his training at Perth Airport (formerly Scone Aerodrome) during the war?

Kenny & Julie Cocker

FLIRTING POWDER

To: The Editor, Flirting Powder Magazine,

Sir, Some years ago my fiancé, Mathew, purchased one of those old black French cars that occasionally feature in some of the articles in Flirting Powder. The car was apparently very typical, being ugly noisy and draughty but, above all, most uncomfortable in the rain. Water cascaded onto one's legs in even the lightest of showers and, as a result, the interior smelled most unpleasant. (It was little consolation that we could offer our hosts fresh mushrooms on arrival). However, I eventually became so embarrassed at arriving for dinner parties wearing fisherman's waders that I was forced to issue an ultimatum if the leaks could not be cured - either the car went, or I would. Never one for a hasty decision dear Matt thought about this during the ensuing months and finally agreed to take action to salvage our relationship.

Being a fairly practical person he decided to replace the rubber bit under the flappy thing which opens up just in front of the front window. He was sure this was the source of the problem. Apparently the new part was readily available from the TOC warehouse which is situated somewhere in the south of England and, as his birthday was looming, I agreed to buy it for his present. I was amazed when he told me the store place was so out of the way that, when he went to collect it, it took him four days to locate it. On a more positive note this year I did at least get a little change out of the £500 I had given him - although not much. I had not realised just how expensive these bits can be and was astounded when he told me that the spark plugs I had bought him the previous year were £137.50 each (and he had to go to Amsterdam to collect them!). I prefer not to get too involved with this aspect of his hobby but I do sometimes wonder how people on a low budget manage to keep their car working.

Once the part was fitted he asked me to sit in the car to confirm the success of his efforts as he sprayed the windscreen with water from a hose. It took only seconds to realise his work - not to mention four lost days and £498.36 for the rubber bit - had all been in vain. To compound the misery I was wearing a designer outfit and the label clearly stated "Dry Clean Only". Needless to say the ultimatum was re-issued.

After discussing his problem (the car one) with some other TOCers he had another idea as to where the leak might be. He removed all sorts of bits, including the bonnet thing, the battery and the little rusty tray that it fits into (because someone told him there was a hole behind it). He was quite excited to discover the extent to which this tray was corroded and proclaimed it to be the certain cause of the problem because water from the bonnet was getting past it and straight through that hole he had been told about.

Whilst the box was being re-made he spent his time ensuring that rust had not penetrated too far into the bits of tin underneath and behind it. Apparently some repairs were necessary but these were minor. The job was completed to his satisfaction with no further problems and the hose test re-commissioned. This time I was very careful not to wear one of my best frocks. Nevertheless I did ladder an expensive pair of nylons on the hooky handle thing under the

dashboard at the moment I was forced to take action to remove my new court shoes from the path of the ensuing torrent. (The handle was apparently something to do with the brakes but I was able to move it out of the way fairly easily to ensure no further mishaps). On the brighter side, despite my own predicament at the time I have an abiding memory of his face during the next few seconds. With one hand he was fighting to control the hose whilst, with the other, he was trying to stop the car which was inexplicably rolling towards the bonnet he had placed on a blanket on the ground in front of the vehicle.

I do not consider myself to be particularly unreasonable but, as he stood there, looking like a drowned rat, the ultimatum was once again re-issued - and this time I considered a deadline would help him focus on the situation. Matters were apparently made worse because, although he had succeeded in preventing the car from running over its own bonnet, in so doing he had played the hose liberally over the exposed engine and it would not start for the next week - something to do with "damp electric's". This, in turn, presented a further problem. Access to the garage is via a long narrow lane and my own car was now trapped behind the dead Citroën. After a short negotiation, he gallantly agreed to go to work by bus so that I could use his company car until mine could be extracted.

Some days later, during a conversation with another TOC'er Matt was advised to take his car to something called "The Brittany Rally". His friend had explained in great detail that it is primarily a drinking and driving exercise but it is especially suited to those with major mechanical (or other) problems and those who don't normally service their car at least once per year. It seems incredible that a couple of the English owners are kind enough to spend all their holiday mending other peoples cars - and all at no charge. This seemed such an excellent opportunity that he signed up at once. He was then informed of a very strange French law pertaining to this type of car - it is apparently compulsory for all English owned models to have musical air-horns when driving in France. However, considering this to be a small price to pay for the free annual service and overseas roadside assistance package he invested in a set of horns that same afternoon and proceeded to fit them after supper.

Later that evening I was somewhat concerned that it was quite dark and he was still "tinkering". I decided to see if he required a further mug of Ovaltine as he worked. Although I could make out the outline of the car with the bonnet halves propped open I could see no sign of him. Then I realised he was inside, working by the light of a torch behind the dashboard with his head in the puddle on the floor and his feet up in the air. (It's funny how you remember some things but I noticed they were just between the two neat little puncture holes my heels had made in the ceiling cloth one night). Anyway, the drink was declined with a muffled but triumphant "Just fitting the switch so I'll be done in a jiffy" and I turned to leave. It was then that I noticed a stunning glow-worm convention under the bonnet so I suggested he looked for himself before he came in. We then had the strangest conversation as he laboriously extracted himself from beneath the dashboard.

"Glow-worms - what glow-worms?"

"Yes, they are all over... Oh! I must have disturbed them because they all disappeared at once"

"What are you talking about?"

"No, wait - they are back... And now they have gone again. That's funny, they come and go so quickly"

"Hang on - are they back again now?"

"Yes they are... oh no they've gone again"

"You watch and they will come back...5...4...3...2...1...NOW"

"That is amazing - how did you know?"

"I'll explain indoors"

So I left - and an hour later he finally came in.

It transpires that my glow-worms were "bloody pinholes and splits in the bulkhead - mostly in the joints around the battery box" - and what I had seen was the light from his torch inside the car - until he switched it off! The following day he went out in daylight and filled all these almost undetectable splits and holes before again inviting me to get in and look for leaks. I had a better idea - first try without me in the car, then, if there is no water (or perhaps just a little), I would get in and look more closely. I had to admit that after the first test it seemed dry so I climbed in - but I also took the precaution of sitting in the back seat this time and leaned over to look. I was more than a little wary but to my surprise the safety measure proved unnecessary and there really were no leaks. At last, the problem was resolved and I thought he had saved the cost of the ferry crossing to Brittany but he is still mumbling about free servicing etc..

To this day Matt remains amazed that those small holes and cracks could have let in so much water (but they did) and he never misses an opportunity to tell a fellow TOC'er when they meet. I therefore suggested he should write to Flirting Powder to share this knowledge with any other owners suffering from apparently incurable water ingress. Unfortunately he is still far too preoccupied with trying to make the new air horns work without having to either depress the brake pedal or operate the right hand sticky-out indicator thingy at the same time and has therefore delegated the task of writing to me.

I must also admit that I do have an ulterior motive for contacting you. I now desperately need a new excuse for another ultimatum and should dearly like to hear from other similarly stricken fiancées, wives or partners who, like me, loathe travelling in these slow noisy, draughty old cars. (Even though it does smell a bit better now). If anybody has a suitable suggestion perhaps they would care to write to me, care of the Flirting Powder magazine. (p.s. Why is it called that?).

Celia Scuttle and Matt Swonetrot.

NEW BOY

As a new boy to the TOC, (and as yet still Tractionless), I enclose a photograph taken in the Concours Paddocks at the April V.S.C.C Silverstone Meeting this Spring. I did get a chance to have a very brief chat with the owner, but unfortunately I didn't get his name.

At the moment I own a 1929 Wolseley County, which will be for sale later this year, then I can get down to some serious Traction hunting!

Mike Wortley, Shepshed

Correspondence continued on page 20



toc section scene

London section

Regular meetings on the last Tuesday of each month at the following locations:

Even months: From 8 pm at "Ye Old Cherry Tree, 22 The Green, Southgate, London, N14 (Tel 020 8447 8022)

Odd months: From 8 pm at Café Dysart, Petersham Road, Richmond, London, TW10 (Tel 020 8940 8005)

If you need any further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

Surrey, Hampshire Sussex Borders section

As usual we meet on the 3rd Sunday in each month from 12.00 noon.

September 21st convoy to Hollycombe Steam Fair at Liphook.

For further information phone John or Helen on 020 8330 7216.

Peak section

Sunday August 3rd - visit to the National Tramway Village in Crich, near Matlock, Derbyshire.

We will meet in the Car Park between 11.00 and 11.30 and then all drive into the Main Street together. If you come in the Traction the driver has free entry - otherwise the costs are £5.90 for Adults, children £2.80 and Senior Citizens £5.20. You can ride on the trams all day. Please bring a picnic and hope it is a nice sunny day.

Sunday October 5th - another 'new' pub for us to visit - the Bentley Brook in Fenny Bentley - I am hoping to organise a tour of the Micro brewery there - more details later!!

For more information contact Bev & John Oates 01629 582154 or peak.toc@virgin.net

West of England section

After a slow start to 2003, things got moving again in May when Mike Tennant organised a visit to a coal mine in the Forest of Dean. An excellent turn-out, including Robin Dyke from Oxfordshire and Mike Tebbitt from Malvern, enjoyed a hearty lunch of roast lamb in the White Horse. We then travelled in convoy through the forest to the coal mine, stopping on the way to admire the amazing display of bluebells that carpeted the ground beneath the trees - positively idyllic!

The mine itself required us to be kitted out with hard hats fitted with lights and battery belts, making us all look very elegant. The whimsical guide took us into the mine and described its history and current production. When we emerged into the fresh air at the far end of the mine we walked back up through the woodland for a cup of tea and home-made cake in the café. Altogether a pleasant and interesting Sunday afternoon.

There will be no meetings in June and July due to the proximity of the Annual Rally in Scotland and the Brittany Rally. August will see us at Corsham Court, near Chippenham; there was a previous attempt to visit Corsham but, for reasons that now escape me, we somehow never made it. Details will be circulated as usual.

Our September meeting will be at a venue yet to be decided upon. Unfortunately, the pub that we had chosen for our regular meetings has closed for several months for refurbishment and also many of us felt that the food was rather over-priced. It was therefore decided that a new venue would be appropriate and details will be sent to the West of England group in due course. Also in September is the Tredegar House Rally in aid of Leukaemia Research. This will be the very last of these rallies - 24 in all - so it would be good to see some Tractions there on Sunday 21st September. Give me a call if you require details.

John and Lynda. Email jogborne@ontel.net.uk Tel: 01749 870501



Belles among the Blue Bells

Optional attire for Tractioning

Scottish section

Leisure Weekend at Blair Atholl, Perthshire 8th/9th/10th August 2003

The weekend will be centred at Blair Atholl, in Highland Perthshire which is an absolutely great base to take in the many, many attractions the area has to offer and easily accessible on a loop off the main A9 north of Pitlochry. It is open to all members from any Section, their friends, families etc. Some may wish to come just for the weekend, whereas others may wish to incorporate the weekend as part of their Highland holiday. On the Friday night, numbers permitting, we have the offer of an organised Barbeque; on Saturday night, we will have a meal in the local hotel with live music etc, a wee dance floor and plenty of space and or time for a dram and a natter in comfortable surroundings.

Accommodation For those wishing to come and stay on a Bed & Breakfast, or Dinner Bed & Breakfast basis we have struck a special deal at the Bridge of Tilt Hotel, Blair Atholl, Perthshire PH18 5SU. Tel 01796 481 333 which will really be the centre for the weekends entertainments. The special deal is; B&B £15 per person per night or Dinner Bed & Breakfast £27.50 per person per night. On the Saturday night the hotel have offered us a 3 course meal in the lounge with live music and a small dance floor for our use at £12 for non residents or residents on B&B only (inclusive for hotel guests on D,B&B). These are really great rates particularly at the height of the tourist season, and we would urge all weekenders to come to the Saturday night meal and get together. Everyone wishing to stay at the Hotel (for any number of nights) or to book for the Saturday night meal, please write or phone the Hotel direct, quoting the C.C.C. special deal (ask for



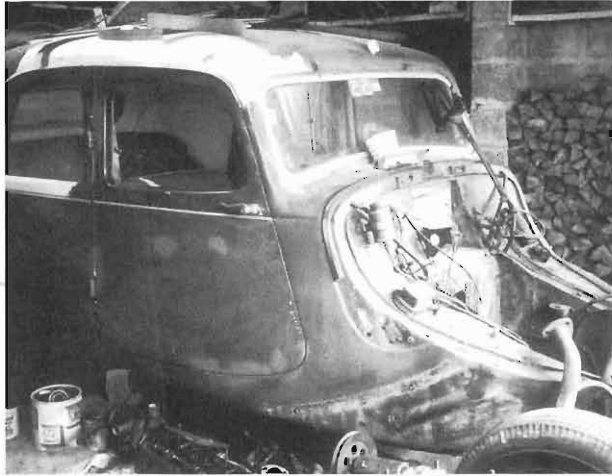
Libby or Ann Duncan, Manageress). For those wishing to camp or caravan for the weekend, there are 2 sites within 200m of the Hotel. Blair Castle Caravan Park is situated within the grounds of the magnificent Blair Castle, with excellent modern facilities and spaces for 275 vans and tents. August rate is £11.50 per night. The site will be very busy in August, booking is essential and must be on their special booking form. Completed forms with deposit to be returned direct to the Caravan Park and the proprietors will try to group us together if possible.

The second site is the River Tilt Caravan Park, which is also an excellent site, just behind the Bridge Tilt Hotel, but has only 31 spaces. Rates for caravans £14 (including electricity) and again, booking is essential and on their booking form. I have a store of booking forms for both sites just send me S.A.E. (A5 size if possible) and I will send you the necessary forms, (Address is A.A. Burnett "Citroëna" Aboyne Aberdeenshire AB34 5JE). On the Friday night, the hotel can provide us with a Barbeque with burgers, sausages, steaks etc at their Barbeque Bar nearby, but only if enough people show interest. Could all interested in joining the BBQ give me a phone so that I can collate numbers and indeed, give me a phone if you intend joining us for the weekend so that we have some ideas of numbers.

So there it is! Come and join us - Book direct with the Hotel for accommodation there and/or to book the Saturday night meal; S.A.E. to me for camping/Caravan Booking Forms; phone 013398 86290 to say you are joining us or if you want to go to the Barbeque!

Kenny Cocker

photos courtesy of www.blair-castle.co.uk



Correspondence continued...

KIWI QUERY

The recent correspondence regarding right hand drive cars produced at the factory and the earlier letters relating to the Vietnamese Coupé have prompted me to delve into my archives to search out some photographs I took in New Zealand back in 1984.

Fred Annels had earlier recounted a visit to his opposite number in Auckland, a certain Mr Ernie Skellners so I found out where he lived and dropped in to see him.

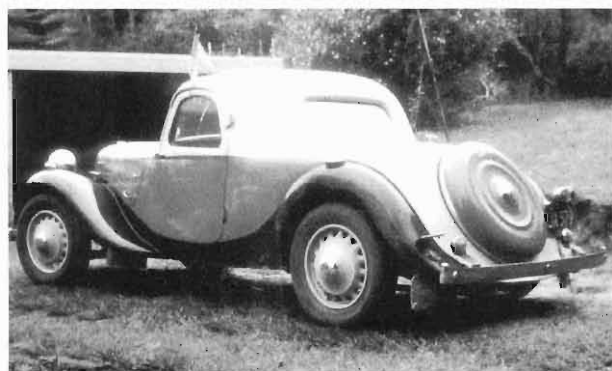
Ernie's place had originally been a sort of small holding some distance from the city of Auckland, where he had been able to indulge his love of Tractions undisturbed. Over the years however, suburbia spread out to engulf his rural idyll and the Hyacinth Buckets and Victor Meldrews of this world had begun to give him grief on the matter of what they regarded as an unsightly scrapyard.

Ernie was already an octogenarian back in 1984 and, I daresay may have moved on since then but he gave me a great welcome and showed me round all the various sheds and paddocks which housed his huge collection of cars and parts.

Among the cars was a right hand drive "Onze Legère" awaiting resoration. He assured me that it was a genuine R.H.D. and not a conversion. Ernie's everyday transport was what at first glance appeared to be a genuine 1936 Slough Coupé but, like the Vietnamese Big 15 Coupé, it was a home-grown job based on 1936 saloon. The rear three quarter view clearly shows the door which is too narrow and the dickey-seat lid which is just a bit too flat.

The tour over, Ernie brewed up the "billy" and related many tales of Tractions and also his involvement before the war with fast speedboats. I never did hear what happened to him or his cars - perhaps our N.Z. members could enlighten us?

Walford Bruen



TYRE TALK

Hi Yves

What tyres should I use for the Driving Tests at the Perth Rally?
Regards, Tyrone

Hi Ty

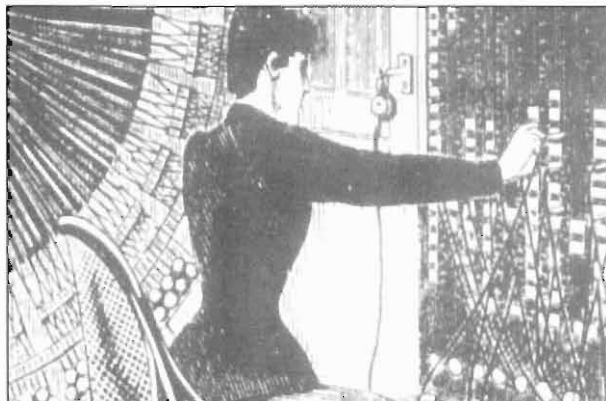
*I do not think it will be wet enough to switch to Bridgestones.
Nor do I think it will be so sunny that you would benefit from Slicks.
My advise is to use Michelin Intermediates*

Regards

Yves



Perth Driving Tests - Wets. Brazilian Grand Prix - Very Wets! Ed.



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1950 Paris Built 11BL (Légère) LHD, small boot, black bodywork. First registered in Jersey until brought to England after major restoration by Classic Restorations in 1984. Currently maintained by Dennis Ryland, Traction Renaissance Services. In good original condition and used sparingly but regularly. With annual MOT since 1993, and new original colour grey cloth seats, reluctant sale because of lack of garage space. Fair price asked of **£5,500 ono**. Telephone Bob Dixon 01666 510389 (near Swindon, Wilts) or email bobdixon1@aol.com



Traction Avant 11B Normale, 1953, LHD, Paris built. Big boot model. Black, grey cloth interior. New MOT. Restored, good condition, garaged, dry use only. New shock absorbers, Peacock driveshafts, brakes, seatbelts, rechromed headlights, all Classic Restorations. 300km last year - new home needed. **£7,500**. Derek Ford, 01371 810002, Essex.



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1950 Light Fifteen Legere 11BL Small Boot, Dipped Bumpers, LHD. Completely restored in Brittany about five years ago and hardly used since. Maroon body with black wings and spare wheel cover, French grey stripe interior, Taxed and MOT. Unfortunately hardly gets used due to work commitments. **£6,450 or vno**. Tel Alan Coltham on 01494 676625 (Beaconsfield, Bucks.)

1937 7C, LHD Reg 37 CC 45. MOT July 1993 but has not been on the road since. Bodywork excellent apart from rust in the glovebox. Requires new radiator. Offers to Ron Caldecott 01745 590468, Bodelwyddan, Denbighshire.

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Light Fifteen Slough Built 1956. Big Boot, towbar. MOT until August 2003. **£3,000**. Derry Jeffares, Craighead Cottage, Fife Ness, Crail, Fife. Phone and fax 01333 450898.

Citroën Light 15 black/burgundy interior small boot. 1947 RHD Slough built, taxed & MOT. £13,000+ spent over 10 years, including trim. Not being used and needs a new home. Offers @ **£7,000**. P A Lambert 07971 890235.

Donnet G2 1928, an unusual French light car, UK from new with a very interesting history, 1100cc, 4 speed gearbox, light 2 seater boat tail body and V screen, sort of sporting in appearance, full rebuilt with proven reliability including two French holidays, some spares. Acquisition of a Traction forces sale! **£7,500**, but will haggle. Mike Tebbett 01684 563315.

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For Sale. Repair manual for the Citroën 12 & 15. The manual is in two parts - one part illustrations and the other descriptions of procedure. The whole is bound in a red cover in the form of two books. **£30** plus postage. DH Allan, Brighton 01273 673481.

Garage clearance - Loads of spares, many going FREE! to a good home - space needed. Callers welcome. David Boyd Tel. 01527 894599 1/4

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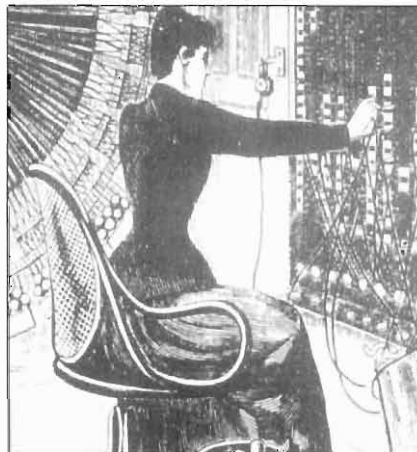
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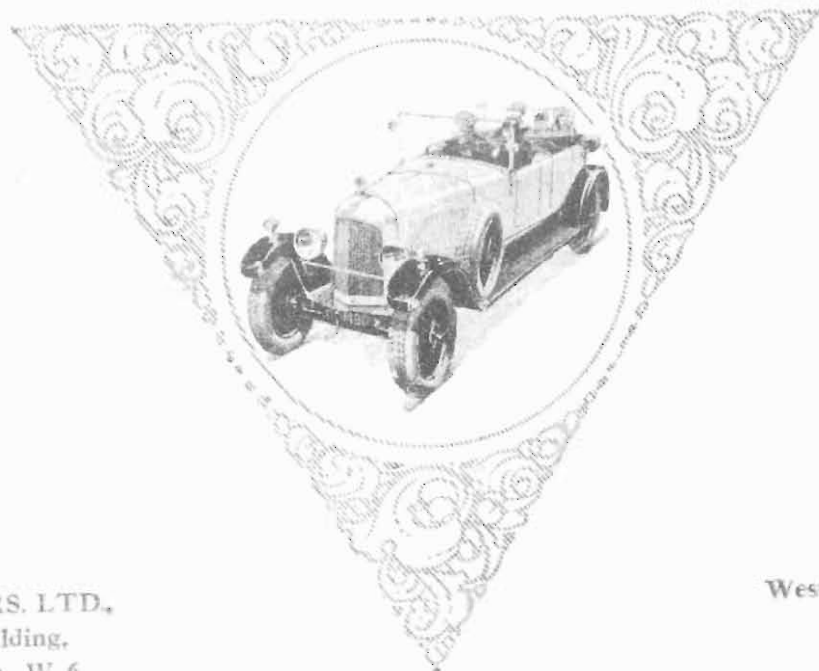
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