

Floating Power

september/october | 2014



toccontact



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.

© Traction Owners' Club Ltd.
ISSN 0265 0630

designed by Dale Studios, Leicester
t: 0116 253 9207

printed by The Manor Printing Co.
t: 0116 289 2899

Chairman

Paul De Felice
2 Oxford Gardens
Winchmore Hill
London
N21 2AP
020 8360 6837
p.felice@btinternet.com

Treasurer

General Secretary

Tony Malyon
St Augustine Road
Hastown, Pontypool
Gwent, NP4 5EZ
01495 763239
malyon@yahoo.co.uk

Membership Secretary

Peter Riggs
3 Richmond Close
Rushden
Northants
NN10 0NT
01933 357979

Social Secretary

Tony Latchford
2 Inchbonnie Road
Woodham Ferrers
Essex CM3 5FG
01245 328009

Advertising Committee

Robin Dyke
Colin Gosling
Tony Hodgkiss
Mick Holmes
Bev Oates
John Oates
Bernie Shaw
Steve Southgate

Club Spares

Chris Treagust
98 First Avenue
Chichester, Chichester
Sussex, PO20 7LQ
01243 511378
treagust@tesco.net

Club Shop

Keith Feazey
21 Paris Avenue
Westlands
Bristol-under-Lyme
Wiltshire ST5 2RQ
01782 618497

Administration & Committee Archive

John Ogborne, Whimbrel
Cottage, Wells Road,
Westbury-Sub-Mendip,
Somerset, BA5 1EX
01749 870501

Technical & Club History Archive

Frank Grant, Dun
nnochaidh, Crathie,
Perth, Aberdeenshire,
AB35 5UL,
013397 42272

Life Members

Fred Annells
David Shepherd

Club Website

traction-owners.co.uk

scotland

Kenny Cocker
Hillfoot Cottage
Collace
Perth
PH2 6JB
Tel: 01821 650 436
email: ken@hillfoot.fsnet.co.uk



lakes & border

Bob Cuppage
Branthwaite House
Caldbeck
Wigton
Carlisle
CA7 8HB
Tel: 01697 478301

ireland

Norman Moore
69 Killane Road
Limavady
Co Londonderry
Northern Ireland
BT49 0DT
Tel: 028 7776 3755



northern

Stan Platts
1a Moorlands Road
Birkenshaw
Bradford
BD11 2BH
Tel: 01274 683848



peak

Bev & John Oates
55 The Knoll
Tansley, Matlock
Derbyshire, DE4 5FP
Tel: 01629 582154



welsh borders

New Area Representative required.
To volunteer please call
Paul De Felice on 020 8360 6837

south midlands

New Area Representative
required. To volunteer
please call Paul De Felice
on 020 8360 6837

west

John Ogborne
Whimbrel Cottage
Wells Road
Westbury-Sub-Mendip
Wells, Somerset
BA5 1EX
Tel: 01749 870501
email: jogborne@onetel.net.uk



south west

Trevor Dyer
Malston Cottage
Sherford
Kingsbridge
Devon TQ7 2BB
Tel: 0154 853 1833
email: trevdyer@malstonco.fsnet.co.uk



mid-shires

Bernie Shaw
'Silvertrees'
2 Hardwick Close
Wellingborough
Northamptonshire NN8 5AE
Tel: 01933 274382
email: bernie-pearl@lineone.net

eastern

Tony Latchford
2 Inchbonnie Road
South Woodham Ferrers
Essex, CM3 5FG
Tel: 01245 328009

london

Peter Simper
215 Whitton Road
Twickenham TW2 7QZ
Tel: 020 8891 1093



hants, surrey & sussex borders

Steve Reed
No1 Terwick Cottage
Rogate, Nr Petersfield
Hants, GU31 5EG
Tel: 07860 719098, 01730 821792
Fax: 01730 821115



Club Tools are available in these areas



Approximate position

For details of area meetings, please
contact your local organiser

Contents

sept - oct 2004 volume 28 issue 4

**Floating
Power**



4 NEC Classic Car Show

5 Tractionades

6 FBHVC News



7 TOC Cuttings

8 70 Years at Dunkerque

11 TOC Tech

15 70 Years Irish Tour



18 Floating Power Binders

19 TOC Correspondance

21 TOC Section Scene

22 TOC Classifieds

Editorial

It's my fault! I admit it. Your Floating Power is so late this time, that many of you must have thought that I had floated away into the night, never to be seen again! I thank you for your patience. I could see you sitting there every day watching the letter box, waiting for Postman Pat to deliver your treasured copy of all things Traction. But I simply could not get this issue completed for you on time. The last issue was April/May 2004 and you will see that this edition is dated September/October 2004. However the Volume and Numbering sequence is still correct.

In this difficult time, I have had great support from the Chairman and committee and many offers of assistance but as they say in Mastermind – "I have started so I will finish." The trouble was, that with work pressures as they are, there was little time available to dedicate to the club magazine. So reluctantly I have had to resign as editor and from this issue will be passing the reins over to a willing and enthusiastic successor – Pat De Felice. The new editor details will appear in the next issue and rest assured that anything sent to me will be forwarded without delay to Pat.

Thank you all for your contributions which have kept Floating Power so topical and interesting. Over the five years that I have edited your magazine, I have had many kind letters and compliments and have enjoyed the task immensely.

Best wishes to all, particularly your new editor and thank you again for your support.

Copy date for next issue November 1st

Front Cover



Traction's crisp cornering demonstrated by Alan Crisp in the Ypres Retro

Editor:
Richard Hooley
'Grooms Lodge'
The Paddocks
Thorpe Satchville
Leics. LE14 2DR

Tel: 0116 262 6050 (day)

01664 840453 (eve)

Fax: 0116 262 6040

Email: richard@atl-associates.com

Chairman's Note

september 2004

Hello and welcome to the latest issue of Floating Power.

Having recently returned from the very successful Dunkirk event, I would like to thank Traction Universalle and all their sponsors for organising such a memorable event that will remain in our memories for years to come – especially the wonderful site of 800+ Tractions parked along the seafront celebrating 70 years of the Traction Avant.

Also our recent spares open day at the end of June was another success and my thanks to Chris Treagust and his team for taking the club spares from strength to strength with this regular event. Our club spares is also stocking quite a few new items not previously available and hopefully together with the next magazine we should be publishing the long awaited new TOC Pictorial Spares List which should make purchasing spares a lot easier and my thanks go out to Dennis Kallend, Bernie Shaw, John Oats and Tony Hodgekiss who collectively spent many hours putting the new listing together.

Once again enjoy the magazine and I hope to see many of you soon.

Paul De Felice

New Members

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

- 1857 R Packer, Fareham, Hants
- 1858 N Shaw, South Horrington, Wells
- 1859 H Wilson, Four Marks, Alton
- 1860 D Wilkinson, St Albans, Herts
- 1861 D Hargreaves, Torphins, Banchory, Scotland
- 1862 D Berwin, High Orgar, Essex
- 1863 R Monaghan, Winchester
- 1864 R Denner, Stoke Gifford, Bristol
- 1865 P Jelley, Churchtown, Southport
- 1866 I Chivers, Bishops Stortford
- 1867 D Swidenbank, Nottage, Porthcawl
- 1868 A Short, Kinross, Scotland

NEC Classic

NEC Classic Car Show

This year's Classic Car Show is a three day event, from the 22nd to 24th October 2004.

We are again looking for volunteers to offer their cars for display and also to assist with the running of the stand.

As it is a three day event it will mean that cars being put on display would have to be brought to the NEC on Thursday 21st, and removed on Sunday 24th.

The show organiser's advertisement in this issue contains a discount code for members to use when booking tickets in advance, either by phone or web. By quoting or entering this members will get £4 off the 'on the day' ticket price. The members can then hand in their ticket stub at our stand and the TOC will get £1.50 back for every stub.

Please contact Mick Holmes on the Helpline number if you would like to display your traction

0870 012 2002

New Michelin Maps



Michelin have recently launched a new series of maps. They are to a scale of 1:150,000 where 1 cm represents 1.5 km and so they show more detail than the previous series (1:200,000). There are 44 maps, and just across the channel 301 (Pas-de-Calais) or 303 (Calvados, Manche) might be useful.

For those planning to go to the Tractionades meeting near Clermont-Ferrand (15-16-17 July 2005) the ideal map would be 326.



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.

Tractionades

Globe-Driver are organising the second "Tractionades" - an International Festival of Traction Avants. It will be held on 15-16-17 July 2005 at the Circuit de Charade en Auvergne near Clermont-Ferrand. The first of these events was held in July 2003 when 525 crews from 14 countries attended. They are advertising an Auvergnat gastronomic village, and international club village, a concours d'élégance, an auto-jumble, and a 15-Six exhibition (very much the theme for 2005).

The Guilde Mondiale des Tractionistes are to hold a 5 hour endurance race with 30 cars on the track, and Eric Massiet du Biest says he would like to see a TOC entry. I have said that although my car might last the course, the driver wouldn't. But if anybody would like to volunteer ...

If you would like to attend this extended week-end please let me know and I will try to co-ordinate things. I think the journey could be planned for 3 days driving of just under 200 miles a day, with overnight stops in perhaps Amiens & Orléans.

Robin Dyke 01865 858555

robindyke@btinternet.com

New Books

Three new books have recently been published.

Citroën - Daring to be Different

written by John Reynolds, edited by Jon Pressnell

published by Haynes Publishing

ISBN 1 85960 896 5

£19.95

Available to club members for £17.49

directly from Haynes 01963 442030

and postage is free.

La Traction de mon Père

written by Yves Buffetaut & Antoine Demetz

published by E-T-A-I <http://www.etai.fr> <<http://www.etai.fr/>>

ISBN 2 7268 8277 3

€26.70

Citroën Traction

written by Dominique Bellière & Eric Massiet du Biest


published by E-T-A-I <http://www.etai.fr> <<http://www.etai.fr/>>

ISBN 2 7268 8583 7

€37.95

The E-T-A-I website is easy to use, but if you are worried about French you can go through each page to register and to order, printing them first to understand how to fill them in. If you order on-line the prices are about 5% less and the postage is €9.37 for the two books.

Anniversaries

 69 years ago...

3rd July 1935 André Citroën died.

Robin Dyke

tocshop



Club Grille Badge

£20.00

inc UK postage & packaging

ITEM

ITEM	PRICE £ sterling
Ties Traction Design (Green or Blue)	£8.00
Plaque Agence Citroën	£18.00
Traction Thermometer	£33.00
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
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 Shirt TOC Motif (S. M. L. XL.)	£14.00
Sweat Shirt TOC Motif (S. M. L. XL.)	£15.00
Tee Shirt TOC Print (S. M.)	£6.00
Tee Shirt TOC Print (L.XL.)	£7.00

MODEL

Autosculpt Traction (pewter like finish) £4.50

A range of hand made Hallmarked Silver Items. Silhouette Traction large or small boot as tie pins, brooches, or pair 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.

POSTAGE & PACKING

This is charged in addition to the above prices. Please allow for sufficient.



Please send orders to:

KEITH FEAZEY

21 Paris Avenue Westlands
Newcastle-under-Lyme Staffordshire ST5 2RQ

Tel/fax: 01782 618497



tocnews

FBHVC news

ABANDONED VEHICLES

We have yet to hear any further from the internal DEFRA committee about the notice period relating to the removal of apparently abandoned vehicles, but have been assured that we will be able to comment on any draft guidelines produced. (See also a worrying account found in the Armstrong Siddeley O.C. magazine below.)

We understand that DEFRA are also at work on 'clean neighbourhoods' (another topic to monitor). It shows how important it is that we monitor legislation from all government departments, not just those concerned with motoring.

A SALUTARY TALE

A salutary tale is recounted in the Armstrong Siddeley O.C. magazine. A student left his car (not an historic beastie) outside the family home whilst away at college. It disappeared. The student's father contacted the police who suggested that he contact the local council environmental office. Enquiries soon elicited the news that the car 'had been crushed'. "It was abandoned, it wasn't taxed, no SORN had been submitted and it had two flat tyres - that means it was abandoned." As it turned out, the car was still in the scrap yard - awaiting its turn in the crusher and so was reclaimed by paying the fines and the delivery charges. This is a warning to owners of vulnerable vehicles to ensure that they are stored in such a way as to minimise such risks.

FUEL TOPICS

In accordance with our ongoing monitoring of the FBHVC's endorsement of additives we have recently had five additives retested for chemical content to ensure that the product is still being marketed as originally formulated on the FBHVC's engine tests at MIRA. We are pleased to report that all the five passed. These are: Superblend Zero 2000, Millers VSP Plus, Castrol Valvemaster, Castrol Valvemaster Plus, and Red Line.

Other approved additives will be tested by the end of the year and the results reported in the newsletter.

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

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

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,
Brownshill,
Stroud GL6 8AD
Tel 01452 771011

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065
Fax: 01608 642973

INTERIORS

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

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

RUBBER COMPONENTS

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

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

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

Club chat:
inside_trac@egroups.com

tocspares hotline

01243 511378

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



toccuttings

BEHIND THE BADGE

Citroën

André Citroën started making his patented double-helical gears, under the title Société des Engrenages Citroën, in 1902.

It was an obvious move to identify the firm by using this striking shape: the point of the gears was that the shape created no axial thrust, so greater power could be transmitted. In 1919 Citroën began car building, and the double-chevron badge was used to identify the cars as retaining the singular strength, silence and efficiency of the patented gears. Rosalie and Traction models used the symbol on the grille in a combined heraldic double-bend dexter and sinister. The emblem was redesigned for the launch of the ID and DS ranges, and the firm changed its corporate colour scheme from blue and yellow, to red and white in 1985.



Not a Delahaye nor a Talbot but a Citroën in MR clothing. Reprinted from Simon Taylor's *Classic & Sports Car Retromobile* report.

Masquerade

My annual dash to Paris for Retromobile is a cherished spring ritual. It's a show small on size, big on quality. Besides the star cars, the Pegasos, the Bugattis, the TurcatMerys and the Van Vooren Derbys, there are intriguing oddballs tucked away in every corner.

In the early 1950s, if you'd lusted after a grand routier but lacked the budget, there were craftsmen who could make your humble Citroën look like a Delahaye. This one at Retromobile was shimmering after a cost-no-object restoration. You have to look at the doors and windscreen to realise there's a Citroën under there.



YPRES ARMY

The Three Castles Ypres Retro rally, driving tests and a concours over three days in the historic fields of Flanders from April 2-4.

After 700km of rallying, Richard Fenhalls and Heather Milne-Taylor in a Ford Anglia won by a minute from rapid RAFMSA crew, Martyn Astley and Simon Mills in an MGB and early leaders Keith Leckie/John Harbottle in a Porsche 912. Several strong Belgian entries included Jan Stoffer's rapid Healey, which finished sixth, and Watou-based Philippe van Bever's beautiful 1936 Riley Treen Brooklands – which broke. Ron Crissell/Sylvia Barber's MGB V8 went out too, but the crew consoled themselves with the Spirit of the Rally award for lending the other MGB pair a headlight so that they could compete on the night section.

Top: Crisp/Lowe enjoy Citroën.

From *Classic & Sports Car* magazine

From *Classic & Sports Car* magazine

Tractions storm Dunkirk

With 842 cars on the Saturday night, the organisers of the 70th birthday bash for the Citroën Traction Avant weren't far off their target of 1000 cars at the June 11-13 gathering in Dunkirk. It was still the biggest-ever rally for the landmark front-drive model.

With a team of 160 volunteers, prime-movers **Dunkerque en Torpedo**, **Les Chevrons de l'Amitié**, **Amateurs Citroëns Anciennes** and major French club **La Traction Universelle** put on a superb show – enthusiastically supported by Citroën, which brought a strong collection of cars from its *conservatoire*. These formed part of an impressively presented indoor exhibition that included a range of non-Citroëns from the era.

Saturday was the main activity day, and included a scenic drive in Flanders, a meeting with the local 2CV club and a celebration

dinner. By late afternoon, the seafront was lined with Tractions of all shapes, sizes and colours, including a generous sprinkling of pre-WW2 models and such delights as a Langenthal drophead, an early 11CV coupé and a lovely post-war Commerciale with period trailer.

After the partying of the night before, Sunday was devoted to a leisurely picnic, with the British contingent from the **Traction Owners' Club** much in evidence: the TOC's Robin Dyke was praised by the organisers for his sterling work in bringing over so many Brits, including a late Commerciale.



Rarities included glorious Langenthal-bodied soft-top



Nearly 850 Tractions on the seafront



All models, from all eras, were present

Reproduced from *Classic Sports Car* October 2004



70 Ans de Traction Avant et Dunkerque

Clive Hardy reports on the 70th birthday of the Citroën Traction Avant at Dunkerque

We were blessed with great weather for the trip across to Dunkirk. If anything, it was hottest this side of the Channel - on the journey to, and from Dover, in fact. The asphalt on the A2 and M2 was very hot indeed and although the temperature gauge rose a little on the long gentle hills down through Kent, I feel the radiator and cooling system came out of the test with flying colours.

On arrival at the Norfolk Line check-in at Dover, the lady advised me sweetly that I should go to Lane 181, "where I would find all my chums". She was right of course there were 12 of us on that sailing.

The Channel was like a millpond and we docked in Dunkirk in the warm sun of the late afternoon. We mostly dispersed at this point, although some were at the big Licorne, campsite the other side of Dunkirk, at Malo. There we were confronted by dozens of Tractions from several countries. The site owner had carefully segregated the nationalities, joking, I think, that the Brits were in one place because it was closest to the bar!

Tent up, we went down to the town centre where the registration was in full swing, followed by a buffet for those who had booked.

The real action, however, was for Saturday morning, when approx 500 cars of all colours, conditions and styles were lined along the seafront, stretching as far as the eye could see. A considerable, and interested crowd went along the line, asking questions, or stopping to point, admire, or recall. It was quite remarkable to realise that every one of these cars was at least (almost) 50 years old, and that some were a full 20 years older than that.

In the Casino Hall, the organisers had recreated the 1934 Salon, when the Traction was first launched. There were some of the contemporaries of the Traction; Simca, Renault, Chenard, Berliet, Ford, of course, and others. All of them, as we know, sat high on a chassis, without the plethora of features that marked out the Traction as so advanced in 1934.

In the background was a jumble - trade stalls, with lots of (mostly) Traction bits.

On Saturday afternoon, in groups of approx 25 cars, we were shepherded around a 45-mile circuit inland from Dunkirk, as far as Cassel - a small town standing high up in an otherwise very flat countryside. It rained somewhat at this stage, but by the time we came back into town, the sun was again shining.

A very successful gala dinner concluded Saturday, and we all got to bed fairly late. Sunday warmed up, much as the previous days - the wind coming off the sea masked the strength of the sun. A picnic



500+ Boats at the beach



was planned for the afternoon, for those remaining. I instead headed off to Loonplage, on the west of Dunkirk, to rejoin the ferry. Embarkation was a slow process, as every single lorry was searched from front to back, and indeed, top to bottom. Every car boot was also being opened, although one glance at the Traction boots was enough to make us an exception.

After the hot slog up towards the Dartford crossing, and once safely home, it was nice to reflect on a generally very well organised meeting - what a huge job that must have been. They didn't reach their 1000-car target, but over 500 was a fantastic effort, and double that number might have been just chaotic. The website (www.70ansdetraction.org), gives a

breakdown of the origins of those attending - needless to say, we Brits were way out in front of the other non-French nationalities, with 63 cars booked to attend from the UK.

Clive Hardy





70 Ans de Traction Avant et Dunkerque



CITROËN

toctech



volume 1

Maintenance **19**

●
 **INTERIOR**

- Retrimming the interior - **Part 3**

●
 **ENGINES**

- Hot Starting

Trimming a Traction - Part 3

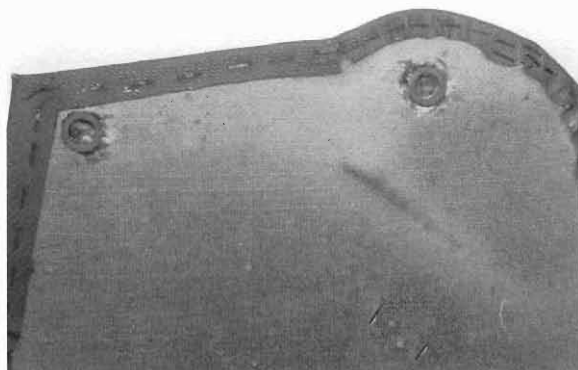
The third and final part of John Prescott-Thomas's account of the interior restoration of his Légère. The final stage of fitting the carpet is covered and John leaves us with a question concerning colour schemes that I have no doubt will result in as many opinions as we have members!

Now's the time to do the general re-furbishing of the bits you've removed. Re-cover the door-pillar inserts, the curved panels and the rear wheel arches with the new striped material: I used spray adhesive, which proved excellent. It's important to align the stripes on the material correctly, so that they all match the vertical stripes on the door-panels when they're in place (Picture 13).

Replacing these bits which 'fill the gaps' can be fiddly. Since you can't see behind the head-rests to line up the spring-clips with their attachment holes, a good bit of offering-up and wiggling is required; fluent swearing also helps. One of them proved particularly recalcitrant, to the extent that the fifty-year-old backing hardboard began to fray round the edges of the holes where the spring-clips were attached. The last thing I wanted was to have to re-make one of those – so I just Araldited fibre plumbing washers to the hardboard, to reinforce the circumference of each of the holes (Picture 14).



Pic 13 - Make sure that the upholstery material are aligned.



Pic 14 - Reinforcing the frayed head-rest backing with Araldite fibre washers

You do need to get the head-rests to 'sit' as high as possible, to ensure that they cover the edges of the head-lining adequately. And if the curved pieces round the wheel-arches won't sit flush (probably because the fibre twist has lost its holding power) a few beads of Superglue behind the edges will do the trick.

We're nearly there now: only the carpet to go. To fix the sill-pieces and to line the panels under the dashboard, I started by using a combination of flooring adhesive for the large areas and double-sided (carpet-weight) adhesive tape for the edges – but the tape turned out to have limitations. It was fine for sticking to smooth metal but not so good for the rougher surfaces, so I reverted to adhesive only for those. The sill-pieces come over-length and need trimming to fit round the box-section on which the front seats sit and round the rear-seat base; the trick is to fix the sides of the front footwell in place first, then work towards the rear. It's quite difficult to get the edges to lie flat and, once everything's in place, you may need to re-visit them with more adhesive, using strips of masking-tape to hold them down while it dries (Picture 15). If you want the linings to be removable, Velcro may be a good alternative to adhesive.

The carpet material is heavy and stiff and it's obviously not meant to fit tightly round all the contours as a modern moulded lining would. Instead, it bridges over the bumps and gaps, smoothing out the profile over the various fittings like the hand-brake bracket in rather fetching curves. (Picture 16). The reinforcing pieces round the accelerator pedal and the handbrake are in a plastic material, which is much thinner than the leather original; it requires care when cutting the slots for the controls or it will fray and the result will look messy.

The floor-pieces are, of course, laid loose. I first used them as templates to cut out two substantial felt underlays – thicker than the original and better for noise insulation as well as wear. I'd expected there to be a carpet-piece for the front as well as the rear – and thought at first that it had been omitted from my order. But a check with Depanoto revealed that the 11BL doesn't actually have moquette in the front – only a tailored rubber mat (which I'd kept but had thought was there only to protect the carpet). Luckily it was still in very good nick and a bit of a buffing with a little black shoe-polish brought it up like new. If you do want to upgrade to carpet, Depanoto say they'll supply you with a length of material and some edging-trim but you'll have to do the cutting and sewing yourself. So I was more than happy to stick with the original spec.

Useful tip: keep the carpet pieces rolled while they're waiting to be fitted; if you leave them folded, which is how they arrive, they tend to hold the creases and won't easily lie flat. And good luck with replacing the seats: it's a beast of a job if you're doing it on your own. I won't tell you how long it all took – and Terence McAuley has

promised that my secret is safe with him. (And thanks, Terence, for the help with the petrol-pump.) With efficient preparation and working full-time, I guess you might be able to do the lot in two or three weekends but it would be hard pounding. Two or three hours at a go is more my speed – and anyway I thought Tractioning was supposed to be fun.

One thing I would advise: if you're constrained to spread the work over a long period, as I was, do keep careful notes of the sequence of operations and label all the bits you've removed. I didn't always do that consistently and gave myself a bit of extra work by having to undo and re-do minor things on a couple of occasions. Anyway, that's the story. I hope it may be useful to others. Now, at long last, I might dare to turn up to one of John Ogborne's splendid West Country events. That is, of course, if I can get the engine to fire. After all that time in dock, the wretched petrol's 'gone off'. Verb. sap., gentle reader, yet again.

A little detective conundrum to end with. My Traction arrived with a black-painted dashboard and I spent some time and effort preparing and re-spraying it to a decent finish – only to have Terence tell me that French Traction dashboards should in fact be grey. I didn't know that. Is he right? The table for "les 11 légères" on page 374 of Olivier de Serres' magisterial tome gives noir as the only "couleur de la planche de bord" from 1946 onwards. He says the same for "les 15 Six" on page 377 – but then appears to contradict himself on page 386, where he writes (again only of "les 15 Six") that July 1952 saw the "dernier stade: la planche est peinte en gris vert."

In his Collection Auto Archives No. 5, Fabien Sabatès is quite clear: his comprehensive chronology for the 11BL states that, from 1946 to August 1952, "la planche de bord reste en noir"; but then, "à partir d'août 1952, la planche de bord est peinte en gris foncé." Now my car's carte grise shows that it was first registered on 19 January 1953. So my guess is that it was a pre-August-1952 model which had been sitting in the showroom at Granville (it says on the ignition key) for five months before being sold to the lady from Avranches. If so, I hope she got a decent discount. Anyway, that's my story and I'm sticking to it. Because, if I'm wrong ... oh God, here we go again!



Pic 15 - Masking-tape holds the carpet liner in place while the adhesive dries.



Pic 16 - The heavy carpet liner forms smooth curves which bridge the bumps and gaps.

Know Your Tools...

Final part of tool definitions from "The Chevrons", the magazine of the Citroën Car Club of New South Wales, inc, Australia

TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of earth straps and brake lines you may have forgotten to disconnect.

CRAFTSMAN 1/2 X 16-INCH SCREWDRIVER: A large engine mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without a handle.

BATTERY ELECTROLYTE TESTER: A handy tool for transferring sulphuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

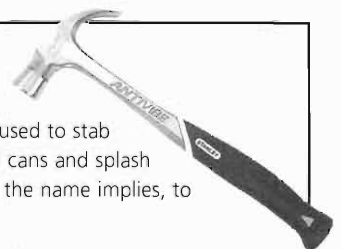
PHILLIPS SCREWDRIVER: Normally used to stab the lids off old-style paper-and-tin oil cans and splash oil on your shirt; can also be used as the name implies, to hollow out Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Machine Mart Pneumatic impact wrench that grips rusty bolts last tightened 60 years ago by someone in Paris, and rounds them off.

HOSE CUTTER: A tool used to cut hoses 1/2 inch too short.



If you have any further definitions we will print them here for the benefit of members. Ed



Hot Starting

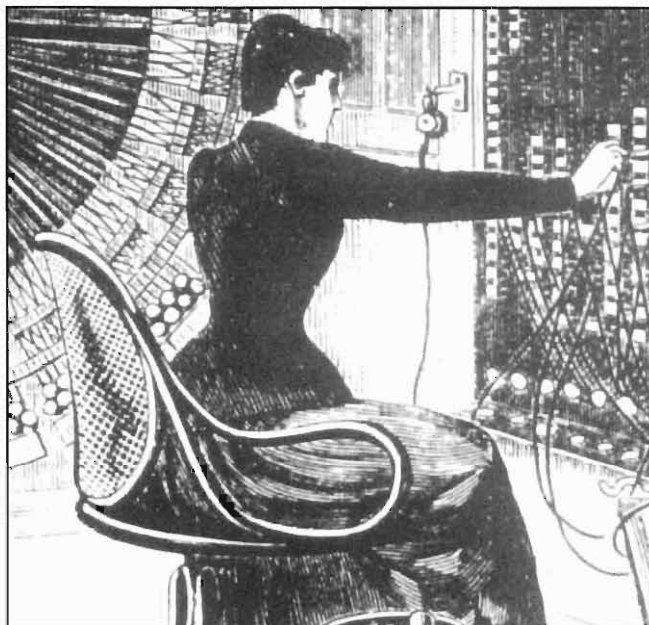
Dennis Hewitt has come up with a new slant on the perennial hot starting problem. This could be quite a controversial solution and members are encouraged to send in their opinions and experiences. Dennis has kindly included his e-mail address for direct responses but it would be useful to copy them to jogborne@onetel.net.uk for inclusion in the next issue of Floating Power.

While preparing my 1955 Normale for Dunkerque I thought I would try to solve the problem I have when starting the car with a hot engine. It was apparent that, when hot, the needle valve in the carburettor could not keep the fuel in the float chamber, that the carburettor was flooded and the excess fuel was flowing out of the overflow tube. Hence the trouble when starting with a hot engine.

My brother, who is a mechanic and is coming along to Dunkerque, used a pressure meter to check the pressure that the fuel pump was putting out and found it to be at least 10 psi (the maximum that the meter could measure). Most mechanical fuel pumps push out, at maximum, 3 psi. The data sheets for the Traction show that the fuel pump pressure should be 0.15 atm (atmospheres) which is 2.2 psi. So we took out the five diaphragms which were in the pump and replaced them with one complete one plus two which had the centres cut out for use as gaskets. A minimum of 3 diaphragm thicknesses were needed around the perimeter to stop the pump itself leaking.

The fuel pump pressure was now down to 5 psi. which, although still on the high side, seems to have cured the problem. There is no leakage from the fuel overflow pipe and hot starting is instantaneous. I will however be keeping a spare diaphragm in the boot, as with the original 5 at least the pump keeps working if one fails. I would appreciate any comments from other members.

dennishewitt@f1550.fsnet.co.uk



tochelpine

0870 012 2002

from abroad

0044 115 911 0960

email: toc.help@ntlworld.com

and David Boyd replies...

Dennis has certainly raised an interesting point because high petrol pump pressure can cause difficulties with starting as it involves flooding the carburettor. The high pressure can also cause a rich mixture as evidenced by sooty exhaust gas and it can also affect engine tick-over.

I recently put a new engine in the Roadster and suffered a poor tick-over despite all efforts to overcome it. Everything was literally checked and double-checked to no avail.

Eventually, after a lot of frustration, I turned my attention to the petrol pump and stripped it down only to find that the large spring under the diaphragm was much too strong. It is this spring that regulates the pressure of the pump. A quick change of spring sorted the problem and brought the pressure down to 3 p.s.i. at which level the engine ticked-over like clockwork and fuel consumption has also improved. There are no problems with hot starting, although with 12 volts this is not usually a problem. It is the French 6 volt cars that seem to cause all the grief!

Dennis's method of reducing pressure by using only one diaphragm is not something I would personally recommend and he does of course underline the dangers of this. AC put 5, or sometimes 3, sheets in each diaphragm for a good reason - i.e. plenty of safety margin if one is punctured. I would always leave the diaphragm intact using a change of spring to do the necessary.

It is possible to buy a pressure tester (for about £20 I think) or alternatively a fuel pressure gauge can be used and mounted on the dashboard. These look very smart but cost about £60 and are calibrated from zero to 10 p.s.i. Holdens sell them (01885 488488 - order line). The racing boys nearly always use these gauges for quick reference.

La Croisière Verte

70th Anniversary of the Traction Avant

Jee-Cee and Kate, our friends, neighbours and Traction-lovers, came to see us after we returned from Ireland. Curious as they are, they had a lot of questions:

Who participated at the tour? How was Ireland? Was it a long way to Tipperary?

How many Tractions were there? Did they all do well driving over those hills and passes?...

'Deirdre', Ireland's legendary beauty



Slea Haed Tour, Dingle

How was the weather? And how was your flight? ...because I always sing "I'm leaving on a (jet) plane, don't know if I'll be back again..."

Well, we had a good fly-and-drive arrangement by Aer Lingus! Surprise, the Hertz-office in Dublin where we booked a Ford Mondeo, could give us a Citroën C5; so at least we would fit in a little bit in the Traction tour!

At Cashel, the Tractions arrived one by one. In the bar of the Palace Hotel Leslie and Joyce welcomed us and we finally tasted Irish Guinness: real smooth.

Until then, we didn't have rain.

Saturday morning we left for Tipperary, and that was only 20 kilometers from Cashel.

At the starting-point, the local Citroën-garage, Leslie and Joyce gave us the rally plates and a beautiful road-book, inspired by the Belgian comics strips 'Kuifje' by Hergé. There were about 25 Tractions and 2 modern cars. Never before in Ireland had so many Tractions come together.

The Rock of Cashel, seat of the Kings of Munster, was a nice and interesting first stop, we even had a guide.

When we drove off, I decided, we would follow as the last ones because of the

modern car. Nice thought, but wrong! After some time, because of the traffic and the high speed, we couldn't keep up and were afraid we would not be able to find the road to Adare. Luckily we had our road-book and some maps with us, so we could catch up and visit the village together. It had lovely houses with thatched roofs. From now on, we weren't polite anymore, we would throw our modern car between the Tractions.

After lunch we went underground, not like 'the resistance', but into a cave like cave-men.

The first day ended near Killarney, very busy because of a rally, in a pub with good food and drinks.... And no rain.

Jee-Cee and Kate: "After that late evening and the Guinness, you probably started late the next morning?"

No, the second day we had an early start at Muccross House, we had a quick look at the beautiful landscape-gardens and the lake. Soon the Traction-horns gave the signal and we were back on the road, westwards up and down the hills, the Tractions behaved very well. As we drove on the Dingle peninsula, we started to smell and feel the Atlantic ocean. We followed a beautiful scenic road between the bay and the hills, it was narrow and



Irish Tour 1-2-3 May 2004

70th Anniversary of the Traction Avant

winding. We took several stops, this is what we all love to do - driving the Traction and admiring the landscape. We had a privileged parking at the end of the pier. Here we could participate at a boat-trip to see dolphin 'Fungie' or pay a visit to 'Waterworld'.

We choose to take our luggage to the B&B and have a stroll in the village with the brightly coloured houses. A local band celebrated something, the feast was announced on a banner, but it was in Irish (gaelic) and we couldn't understand "Feile na Bealtaine".

Connor Pass



Dingle Pier



Jee-Cee and Kate: "Wouldn't you like to have taken your own Traction?"

Well yes, we did, but 'Isabelle' would not have been able to keep up.

But! Robin & Sue offered us a free ride for the 'Slea-Haed-tour' in la Nymphie, to the most westerly point of Europe.

This was a magnificent tour: the Dingle-bay, the Atlantic ocean, hills and mountains, stone walls, sheep in the fields and also on the road, rocks, beaches, beehives, narrow winding roads and of course the Traction in between all of this.

The second day ended with a 'bia ceol agus craic' in the Dingle Skellig hotel, wow... we still don't know what it means, but 'it' was served in a most lovely setting with a view on the bay and we got a great meal.... And again no rain.

A funny thing happened there though, Terrence and Jane met a Dutchman on the ferry crossing the Irish sea. Bold and keen, he found us and showed up during dinner and insisted to tell a story! No one could get rid of him, so finally Leslie agreed and let him tell his story. We gave him a polite applause and after a while he disappeared.

Terrence felt embarrassed, but when he discovered he actually was stalked, he felt better, because those things only happen to stars, doesn't they? Lesson: when you meet a strange Dutchman, BEWARE, he could stick on you like glue.

Jee-Cee and Kate: "You mentioned mountains, how high were they?"

Well, that was THE challenge of course... No one could wait to climb up the Connor-pass... But we didn't know how high it was, on top we certainly were in the clouds... it was the wildest Traction-tour-dream - via extra narrow and winding roads, straight to a windy and cold top,



Connor Pass

with on both sides a magnificent view at the bays ... One could call it "la croisière verte".

Via the southern banks of the Shannon, we arrived at lunchtime at the 'Foynes flying boat museum', a nice break and finally some drops of rain!.. before taking the Shannon ferry for another scenic drive via the northern Shannon-banks to Bunratty.

More than 10 Tractions stopped at the Courtyard, a really nice guesthouse, but sadly no tea or coffee-making facilities in the room. But, the lady of the house offered us tea and biscuits in the lounge, a nice gesture and a unique opportunity to sit down together, relax and enjoy teatime in the last lodging of the tour.

... and then the finale: the medieval banquet at Bunratty castle. Normally we are not so fond of tourist entertainment.

At the reception, Leslie came to us and said there had to be an Earl and Duchess for the evening. We answered: "Of course, that would be Joyce and you!" "No, no, it would be you" he answered... We couldn't refuse our host, but were suspicious towards our act.

But, it went well: we only had a small part, didn't have to hurt anyone and after a while we felt O.K. We had to put Barry in the dungeon, knowing he would very much like to sing a song after he was allowed to come out. He gave a good performance, the audience sang with him: the pianos as well as the violins and the trumpets... it was great.

The Irish music and entertainment was perfect and even moving.

At the end of the evening, the club had a present for the organizers, because they had done a great job.

Epilogue

The next day it wasn't raining, it was pouring!

We had an early start, a bit afraid that the roads to Dublin would be as busy as when we arrived... But no such thing, we could drive straight on to the airport, no queues, also returning the car at the Hertz office went very well.

But, then again, we were too early, because now I (Walter) had too much time

Ferry cross the Shannon



to think about the flying... to calm down, I had to take a pill that causes me a black-out of 2 days...

Jee-Cee asks: "And now, how do you sing now: 'No more fear of flying, no more?'"

THANK YOU, Lesley, Joyce and John for taking good care of us and for your guidance through, for the most of us unknown, beautiful Ireland.

Walter & Noëlla Callens

Earl and Duchess for one night.

£6
EACH INC
UK £1 P&P



KEEP YOUR FLOATING POWER COPIES IN PERFECT CONDITION

New Floating Power binders are now available in deep blue leatherette finish with gold foil blocked spine. Each holds twelve copies, held in place by strong elasticated strings so there is no damage to the magazines. Supplied by post in sturdy corrugated card sleeves they are available now from the editor. *Hurry while stocks last!*

To: Richard Hooley, ATL Associates Ltd, Central House, Great Central Street, Leicester, LE1 4ND

Please send me Floating Power Binders @ **£6.00** each inc UK P&P

Total enclosed £

NAME _____

ADDRESS _____

*Please make cheques payable to **Traction Owners Club** and allow 14 days for delivery. Overseas members, please email your requirements to: richard@atl-associates.com to establish cost of post and packing before sending your cheques*

Photocopies of this form acceptable - we know you love and cherish your Floating Power magazines!

toc correspondence

DUNKIRK SPIRIT

I am not a Traction owner. I am a long-suffering wife of a Traction owner.

Jim bought his car about 7 years ago. Don't ask me if it's a light or a heavy or a fifteen.

However, I do know that it's a man magnet (middle age man), and they are not interested in me just any technical information that I might have on the car.

Jim took our 3 daughters and myself to Dunkirk for the Citroën 70th anniversary. 600 Tractions were parked along the seafront. Apparently this was approx. 5km long, so Robin Dyke informed us after he decided, in a moments madness, to walk it.

It was chilly in Dunkirk. The girls were bored. At the beach it was freezing, and so the girls spent the whole time in the hotel watching bad French TV.

As we walked along the seafront passing by all the 600 **identical** cars, Jim was stopping at each one with comments such as "Do you want one like this with an inverted thingy?" or "Alex you've got to look at this one it's got a watchmercallit".

600 identical cars most of them black, and each one different.

I have overdosed on Tractions. We are going to Switzerland for another weekend and then to the New Forest in September.

Please can any other Traction owner widow let me have some tips on how to survive yet another weekend with bonnets open and 4 male butts sticking up in the air, all drooling over yet another identical engine (Sorry I mean a different engine).

Alex Yeats

 Alex, more red wine is recommended - ask the girls! Ed



More butts in Ireland!

WIPERS & HEATERS

I am a relative newcomer to the club having purchased my 1955 Slough built Light Fifteen last November.

I have had considerable use from the car since then including the Dunkirk trip which my wife and I thoroughly enjoyed. Just before Dunkirk the windscreen wiper rack broke just where it emerges from the motor. I thought that this would be easily replaced since there must be many hundreds of cars still using the same system. In fact no-one was able to suggest where I might buy a new rack and only after some time surfing the Internet was I able to find a supplier. They are J & L Spares Export Ltd of Rochdale (Tel 01706 644210) who responded very quickly to my mail order request.


Finally may I ask if anyone has had experience of fitting an 'in car' heater. I intend to use my car during the winter months provided there's not too much salt on the roads and last year I found the original hot air pipe from the radiator to be a bit of a joke.

Adrian Purnell

WHERE ARE THEY NOW?

I was wondering if a Light Fifteen 'BGL 272' is still in existence? I bought it in 1970 from a friend of Sir Alec Issigonis, here in the west country. I have photo's of it at that time, and would like to know if it's still going? I know this is a long shot, but just in case it would be nice to know, there are some interesting stories about it that I would like to pass on.

Keith Jemison-Mills.

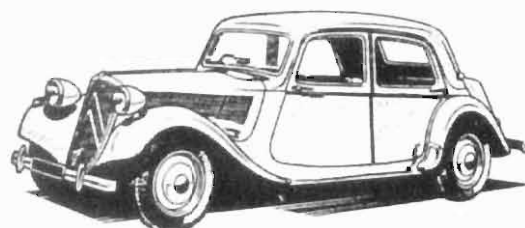
 Robin Dyke replies: Sorry, I have no record of this car. There may of course be somebody in the Traction Owners Club who remembers it.

AN UPDATE

We attended the Dunkerque rally and stayed in France until the 18th June.

We covered 1050 miles, averaged 25mpg, no breakdowns. But particularly the petrol pump had only one diaphragm and we had no problems whatsoever with starting at any time. This included many hot engine starts and a good number of starts within one or 2 minutes of turning off the ignition

Dennis Hewitt



A classic day out...

at Britain's biggest classic car show

Motor racing classics

Over 1000 cars

Restoration seminars & workshops

500 exhibitors

Dream rides

Concours finals

Make a weekend of it with...



See show website for great deals

Classic Icons



Great deal for club members!

Save up to **£4.50** per ticket!

Celebrity seminars

7 halls & 150 clubs

Prestige & exclusive vehicles

Cars for sale

Massive autojumble

Help your club!

Classic Speed



Tuned Classics



Classic Restoration



the nec
birmingham

22-23-24 October 2004

How to save

By phone or via the website, quote code CLX and you can buy tickets for just £9.50, saving you £4.50 per ticket! (£14.00 on the door). That's it!

Help your club

When you get to the show please hand your ticket stub in to your club on their stand. The club will receive £1.50 for every correctly coded stub handed in.

Offer strictly limited to 2 tickets per member. Have your membership details to hand when booking. Available in advance only. Applies Sat 23rd and Sun 24th Oct only. Friday 22nd Oct prices are £17.00 in advance and £20.00 on the door only. Transaction charge of 50p applies. Car parking £6.00. All details correct at time of going to print.

www.classiccarshow.co.uk Telephone the ticket hotline: 0121 767 4767

Car parking £6.00

All orders subject to 50p transaction fee. All information correct at time of going to print.

SPONSORED BY



FOOTMAN JAMES

IN ASSOCIATION WITH

practical CLASSICS

classiccars magazine

tocsection 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).

Hants, Surrey & Sussex Borders

As the year draws to a close it is pleasurable to reflect on some enjoyable regional meetings and trips over the past months. As everyone is well aware we had an indifferent summer weather wise, but with the exception of the trip to Milestones living history museum which was very wet and the barbeque in June when the boules match was rained off, we have been fortunate in enjoying decent weather.

The B.B.Q. at The Fairmile Arms which was organised for the eighteen marque clubs that meet there each month was a great success 645 B.B.Q. meals being served at no cost to members. A good turnout of Tractions were present, and now the Surrey Mad Hatters 2cv club are now meeting there on the 3rd Tuesday evenings each month, so the Citroën marque is well represented. The visit to the Rural life centre near Farnham was also well attended, and so we now look forward to the Christmas lunch which again will be held at the Barley Mow, (in the Malting House) The Street West Horsley. This will be on Sunday 19th December 2004 12noon for 1p.m. and needs to be pre-booked by 1st December.

Thanks to members of other regions who have supported our activities particularly the London section both North and South.

For 2005 meetings will continue at The Fairmile Arms, Old Portsmouth Road, Cobham, Surrey. On the 3rd Sunday of each month from 12noon, with special events to be announced.

For those enthusiasts who are able to drag themselves from their beds on January 1st 2005 join in with the V.S.C.C. festivities at The Barley Mow West Horsley 12noon and also Brooklands Museum only 3 miles away.

All who wish to come along to any meetings with family and friends will always be made welcome. For any enquires regarding our area please phone Helen or John on 02083307216. If we are out please leave a message.

West of England Section

This year we have decided to reduce the number of meetings to three plus the annual planning meeting at the Tunnel House. In particular, we have avoided the middle period of this year to avoid the numerous other Traction events - Ireland, Dunkerque, Brittany, Interlaken, and the Annual New Forest Rally

John Ogborne

jogborne@onetel.net.uk



The CLASSIC CITROËN INSURANCE

Our Policy includes FREE Club Track Day cover, Green Card European cover and legal expenses insurance, and can be extended to include Historic Rallies and Wedding hire.

- Classic and Modern High Performance Vehicles
- Agreed value on vehicles over 10 years old
- Discount for Limited Mileage
- Valuation not normally required
- Discount for Club Members
- Discount for Collections
- Full UK and European, Breakdown and Recovery Service

Immediate cover is available by telephone.
Classic Car Specialists established 1965
www.heritage-quote.co.uk

0121 246 6060

tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in Floating Power

TOC members advertising Tractions or other Citroën related items: no charge.

Non-members and traders doing the same, £12 per issue. Ads such as holiday lets, £6 to members, £12 to non members per issue. For display advertisements there is a sliding scale based on a full page @£240, other sizes @£5 per single column centimetre.

Advertisements are accepted in good faith but no representations are made as to the truth or accuracy of the same. Readers should satisfy themselves as to the suitability of goods and/or services offered.

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

Please send all adverts to the Editor (address on page 3). Automatically included for two issues, unless you instruct otherwise.

CARS FOR SALE

1955 11BL. Big boot, LHD. MOT till May 2005. Blue Re-sprayed from its original Night Blue in 1990. This is now showing signs of wear, (stone chips etc.) and there is some paint bubbling on the bottom of the doors.

Covered approx 8,000 miles in the last 11 years, and always passed the MOT first time. 11D engine rebuilt in 1998 by Dennis Ryland. Stainless steel exhaust. Can sometimes be difficult to start when hot.

£4,950. Tel 01234 376420 Bedford, email bijoubob@hotmail.com

Light 15 1954, Maroon body/Black wings, lovingly restored show winner. New leather interior, carpets, external trim, chrome, brakes, tyres etc. MOT and Tax. Runs beautifully. Big 15 forces sale. £9250 ono. Tel: 020 8532 0813



Slough Built Big 15, 1952, leather upholstery, sunroof. In very good condition recent MOT. A beautiful reliable car. £8000 ono. Call Neil Chapman. Tel 01934 621771 Mob 07974769280.



1952, 11BL, rare French built r.h.d fitted pilotte wheels and twin carbs. This much admired car, finished in maroon and black has never been welded and remains in sound condition. In my ownership (9yrs) the car has been re-sprayed, re-wired and re-trimmed and mechanically overhauled with high ratio gearbox. This is a well sorted car which drives beautifully. MOT to Aug 05. £9800 (to include a number of spares) Call John Aspinall on 01684 541017 (Malvern).



1948, Slough Built, small boot, Light Fifteen, fully insured, MOT'd and Taxed. This car had a full body and mechanics restoration ten years ago. It was resprayed in original colour with beige interior and red body work. A lovely car seeking a caring new home. £6500 or sensible offer. Call Les Percival on 01932 883855 (Surrey).

1955, 11BL Paris built, big boot. Very attractive pearl grey with original interior in excellent condition. Recent MOT, new exhaust system, front brake hoses and Michelin X's. Space required. £6,250. Call Tony Haynes on 07767 206710 (High Wycombe)



1936 7C Traction, Black, Paris Built. Three owners with full history from first French owner. Fully restored in early 1980. 1911cc engine, Pilotte wheels, excellent condition. £12,500. Call Derek Swan on 01268 710478 (Essex)



1954 Slough Built Light 15, RHD, Big Boot, Blue with tan leather interior and operating steel sunroof. Much work completed on both mechanicals and bodywork: interior needs tidying. Runs well. MOT to Oct 2004. £4995 Call Steve Nicholson on 01732 833723 (Kent)

French Built, black 1955 11BL big boot. MOT'd previously until 2002 BAS 420. Call Nigel Hall on 01332 799054 (mob) 0781 639 2777 e-mail nigelhall2000@yahoo.co.uk (Derby)

French Built, Familiale including extra seats. Black and red body as Paris taxi. Considerable body refurbishment - many photos to identify the work. MOT'd previously until 31st July 2002. BAS 419. Call Nigel Hall on 01332 799054 (mob) 0781 639 2777 e-mail nigelhall2000@yahoo.co.uk (Derby)

1947 11b, Paris built, Small boot Normale on France plates (321 EM 20) LHD Black. Excellent un-welded original condition in and out. Rare Delux steering wheel and dash knobs. Owned and garaged since 1978, drives perfectly. Reluctant sale but space needed. £7500. Rodney Burn Email bobsitybee@aol.com (Tilford)

1950 Light 15, Slough RHD Small boot. Black. Present owner 35 years, very original with green log book, tool box, radiator muff etc. Runner up C.C.Club Malvern concours 1973. Body and interior superb, engine may require some improvement. All new Michelin X's. Very reluctant sale. Must be seen. £10,000. Call Tony Crowley on 01903 873924 (W. Sussex)

WANTED

WANTED, Set of bumper irons, front and rear, to suit dipped bumpers for a 1949 BL small boot. Condition not too important so long as fairly straight. Please contact Roger Jones 01777 869549. Email grovevill@aol.com

WANTED, Four doors in good state of repair for XPL 691. Call Jack Reay on 01925 728734 (Warrington)

WANTED, both the rear doors for a 1954 Normale, preferably in good condition. Call Nick Barnard on 01603 462204 or email nick_barnard@hotmail.com

WANTED, drivers handbook for 1950 Paris built Traction. Call Clive Hoskins on 01726 813207 (Cornwall)

PARTS FOR SALE

Sound gearbox from a PKA 96 at 60,307 miles and used for approx. 1,000 miles in a L15. XPL 691. Set of **burgundy/maroon seats** taken from XPL 691 at 70,000 miles. Front bench is damaged on driver's side. Offers invited for above.

Call Jack Reay on 01925 728734 (Warrington)

Parts for Light 15, Surplus second hand parts accumulated over the years to dispose of as one lot. Pair of serviceable drive shafts, pair swivel hubs, major parts from several gearboxes, parts from dismantled engine (including engine block and head block, crankshaft, pistons, con rods and liners, oil pump, 2 rocker covers, 2 sump covers, valve springs), parts of steering rack, dismantled clutch assembly, springs etc, flywheel, ac petrol pump, wiper motor, one french type road wheel, various small odds and ends. £200 the lot.

Tel 01892 543183 (Kent) TIC

Spares for 1953 11 Normale/Big 15 - List available. BODY: Front inner wing valances £5 each. Windscreen complete £20.

MECHANICAL: Front cradle complete, good drive shafts £150. Steering rack, column etc., £20. 6 volt dynamo £20. Good three speed gearbox with bell housing £300. Clutch pressure plate £10. Water pump £15.

OTHER PARTS: Heater tube assembly (new rubbers) £20. Speedo head £10. Indicator switch £10. New two piece wind screen outer rubber £20. Six alloy surrounds for side, tail and flashers £20. Four Axo kick plates £20. Wiper arms, motor etc., £15. Wiper links/spindles pre 1952 £10.

185x400 cross ply tyres, one pair £20. Side, flasher and rear lights £20. Six volt horns per pair £10. FOR 11BL/LT15: Front wings grade c £30 each. Rear wings grade c £15 each.

Phone 01209 821979 or 01209 820354

Set of rechromed chevrons for Slough car. £25 including postage. Dinky Citroën Traction, Black, Mint, Boxed. £8 including postage. Call Clive Hoskins on 01726 813207 (Cornwall)

Garage clearout - Loads of spares, many going FREE! to a good home - space needed. Callers welcome. David Boyd Tel: 01527 894599 TIC

Miscellaneous

FOR SALE: Traction model 1/20 scale by Champion. Black with yellow wheels. Opening doors with grey interior and bonnet with engine detail. Worn and tired paintwork but extremely scarce and difficult to find in any condition £30.

French Dinky Traction model 1/43 Black with cream wheels, big boot. Play worn with paint chips and ideal for restoration! £25.

'Automobile Repair' edited by E. Molloy, c. 1953. Set of 4 books including chapter with illustrations on Overhauling Citroën Light 15 as featured in 'Toctech forum' articles in Floating Power. Set also includes slipcase containing datasheets for all the models featured including the Traction. In very good, clean condition £30 + p&p.

Contact: Rob Wade on 01837 53308 (Devon) or e-mail robert@pam711.fsnet.co.uk

Difficult starting after standing or when hot?

Our simple addition to the fuel system overcomes these problems and saves bonnet up pump priming in the rain! Easy to fit and many satisfied customers. Send £15 (includes P&P) to: David Boyd, 'Tanglewood', 114 The Ridgeway, Astwood Bank, Redditch, Worcs, B96 6NA. Tel: 01527 894599 TIC

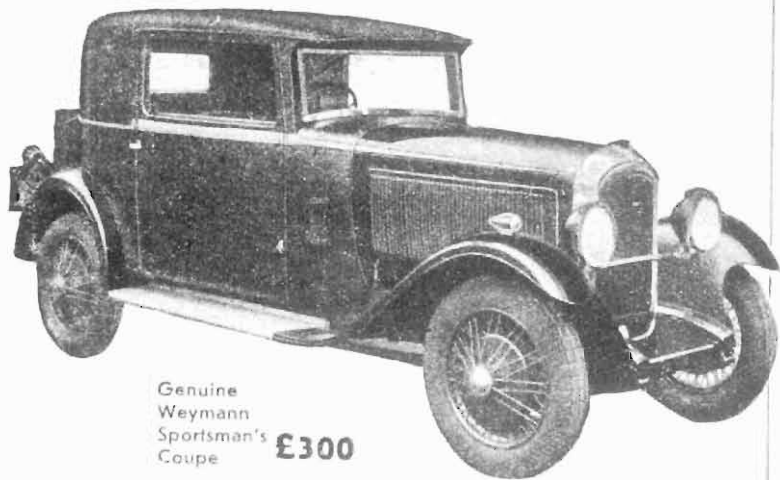
Quality B&B in the Highlands of Scotland.

Visit the wonderful north west highlands of Scotland and enjoy a stay at Easter Badbea, situated on the shores of Little Loch Broom. We have one twin-bedded and two double rooms with full facilities and a spacious guest lounge with panoramic views of the loch and the mountains. Ideally situated for hill walking and bird watching. B&B £25 per person, based on 2 sharing one room. Discount given if you turn up in your Traction! Like to find out more? Call Paula or Phil on 01854 633 704 e-mail: philandpaula@easter-badbea.co.uk for further informaton.

Choose a "13-30" for 1930!

THE FINEST 4-CYLINDER CITROËN EVER PRODUCED

The logical car to which the owner of a 7.5, 11.4 or 12-24 h.p. Citroën — or any other moderate priced 4-cylinder car for that matter — should change over.



Genuine
Weymann
Sportsman's
Coupe **£300**

FEATURES:—

- Powerful and Flexible 4-Cylinder Engine (12.8 h.p.)
- Oil, Air and Petrol Purifying Systems.
- Vacuum Servo 4-wheel Brakes.
- Wire Wheels.
- Exceptionally Complete Equipment
- Full range of All-Steel, "Safety," and genuine Weymann Models in very attractive body styles and colours.

PRICES FROM
£250

If you are thinking of an inexpensive small Six of about 12 or 14 h.p., buy a 13-30 h.p. Citroën '4' instead—it will do all you demand of it and more. But if you want a Six, the best is the new Improved Citroën Six.

CITROËN

CUT OUT AND POST—to CITROËN CARS LTD., Citroën Building, Hammersmith, London, W.6.

SHOWROOMS: Devonshire House, Piccadilly, W.1. WORKS: Slough, Bucks.

Please send me full price list including new Touring Cars and other new models.

Address _____

(Signed) _____

Please
write
clearly

Dept. 19

M & C 361

