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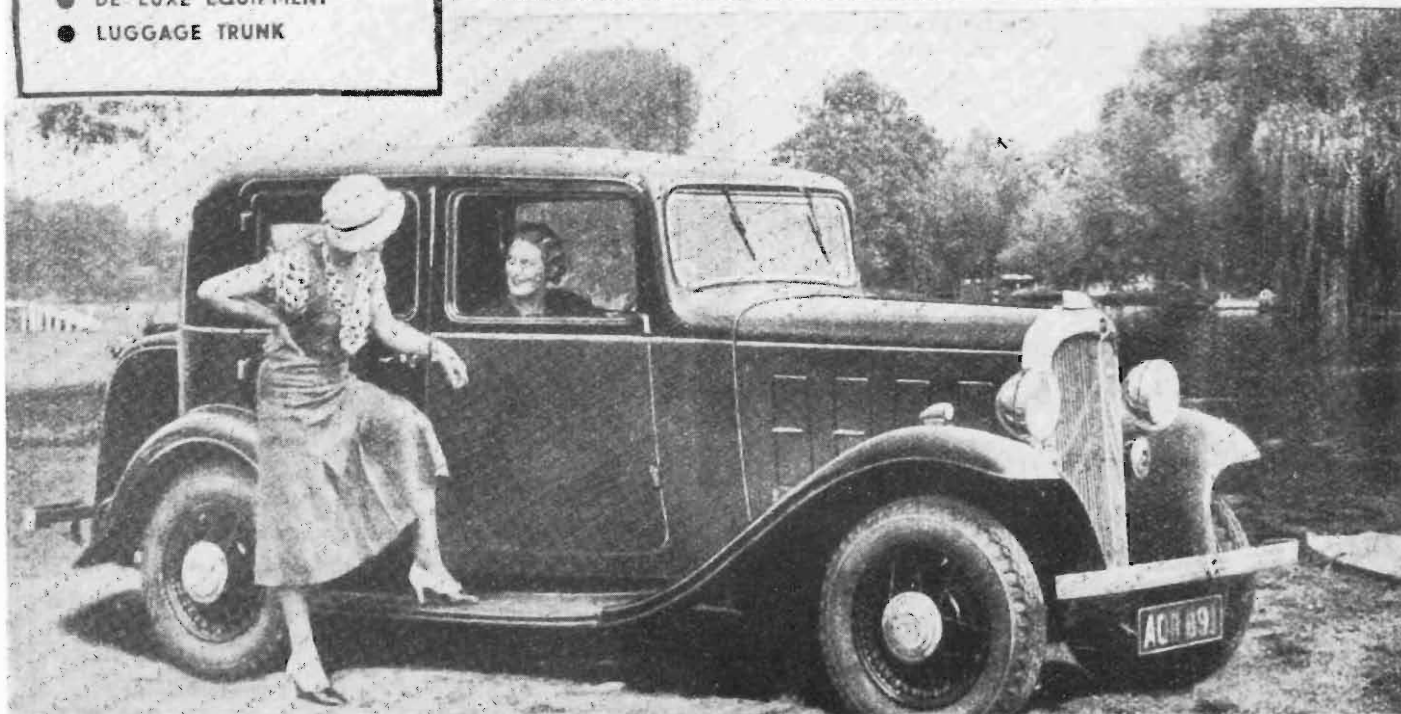
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Floating Power

Volume Eight, Number Four September, Nineteen Hundred and Eighty Three

I hope you will all be amazed and delighted at the rapid succession of 'Floating Power' that you are now receiving. The production team cannot promise that it will always be exactly on time because unexpected disasters could still occur – but things should be much better in future.

A general point about renewals – one or two members have mentioned that they received reminders although they had paid their renewals. The renewals and reminders are inserted automatically into all magazines at the printers and it is just not practical to have insertions only for members who have forgotten to renew, – I hope therefore you will forgive us for sending reminders to everyone.

Plans for 1984 are becoming clear and details are being confirmed – please note the dates already published. Floating Power will, of course, reflect the activities of this Celebration Year, but in addition it is intended to make FP part of the Celebration by making Volume Nine a commemorative set, planned as a whole. This should have the much to-be-desired by-product of making the production schedule more manageable.

If you can possibly help with information on any of the 1984 Topics mentioned on page 35, or with details of your car for 'Members Cars' please let me know as soon as possible. Help is also needed with the events in 1984 so please any volunteers contact me or a committee member soon.

Hoping to find time to work on my Traction soon

. . . . and that yours are healthy or becoming so.

NH.



The 1983

SUMMER RALLY

Stratford-upon-Avon

by John and Dot Savelli

Going to the TOC rally became a habit from the day we bought our Big Fifteen in Paris. Sadly, we missed Cumbrria, because at that time we had no brakes or exhaust. In '81, we enjoyed Norfolk, so much so, that we found that in a moment of lost consciousness, between the wine and the songs, we must have agreed to organise the next rally in Scotland.

We enjoyed Glamis '82 and so did all who came, and now we were ready to take the road South to Stratford-upon-Avon 1983. Well, not quite ready, there was a matter of having first to fit two new driveshafts to the car. I will not pretend it had been easy to get replacements, but I have it on good authority that John Gillard had enlisted the help of the Japanese to provide the parts in time.

Now to fit them – this was Friday afternoon and we were due to leave on Saturday morning – so I rang several friends for help and advice. They sympathised and I read their thoughts – “The fool has not got a hope in hell!”

They were right – it was 2.30am on Monday before the car was ready for road test.

The ‘big off’ for our small convoy finally came at 10.30am on the same day. We in our Big Fifteen towing the caravan, and Robin Murray in his transporter carrying his 1937

camouflaged Light Twelve and also towing his caravan.

But, wait for it, some 15 miles on, we had a caravan tyre blow-out – so it was back to the tools and so into Grangemouth, where, while a new tyre was being fitted, we settled to a pint of Tartan. Sudden gloom gripped us, but the second pint put matters right and we were soon on our way south, arriving at the rally field on Thursday evening.

We were immediately greeted by Alan and Judith Kembery who had set up their caravan as a reception centre.

The camping area looked deserted at this stage, but for two tents in the distance. It turned out to be Allan Sibley and Nick Joyce. We set up camp next to them, and while they went to be refreshed, we settled to a late barbeque.

The next day, as usual, was a bundle of activities which started with all hands on the marquee and before long the air was filled with cries of “hoist the centre poles! . . . whose driving the pegs? . . . who was in the scouts?” etc. Soon, the marquee was erected, bunting and signs having all been positioned. Meanwhile, tractionists had been arriving and the number of cars was probably now close to twenty.

Now its lunchtime, we are all reminded by

David Boyd, and in a flash the cars line up behind his roadster for the convoy drive to the ‘Four Alls Inn’.

Most unlike TOC weather, the sun was beaming strongly as we sat in the gardens of the Inn, enjoying our refreshments.

Afterwards, we drove to the Stratford Motor Museum where we were rewarded by seeing some rare and interesting historic vehicles ranging from an Hispano-Suiza to an Austin situated near the vintage garage. Not a large museum but certainly worth a visit.

By early evening, the campsite was bustling with new arrivals. Tractionists from many parts had now gathered and at this point it was evident that another TOC rally had been born and was well on course to being another winner.

Friday saw the arrival of our overseas visitors, in particular Mr and Mrs Frick from Switzerland, in their well-used 1935 Big Fifteen roadster, and Yves Humbert from Paris in his Onze Legère. (*It was good to see Yves, whom I had met and invited to the rally only two weeks previously after a chance meeting at a vintage rally in Paris*).

Marc Roelandt from Brussels was there with his now famous Belgian Big Fifteen. Since we last saw Marc, he had procured himself two new acquisitions, a fiancée and a 1926 (last of the Bullnose type) Renault, we wish him well for both his forthcoming marriage and his rebuild.

We were also pleased to see again Norman Moore (from Ireland) and this time his 1937 Light Twelve. (He broke down on the way over last year). Let him tell you about his Pilote wheels sometime. it's a good story.

It was now time for the ‘Falstaff Bar’ to open its doors exclusively for rally members and their friends. This gave all the opportunity of exchanging old and new tales without having the atmosphere of the rally field.

An expected feature of TOC events is rain, and on Saturday morning members were not disappointed. It did not, however, deter the 22 Tractionists from being ready for the convoy drive to Warwick Castle via the centre of Stratford-upon-Avon.

Warwick Castle is reputed to be one of the finest medieval castles in England. It's probable that it originated from a fortified mound dating back to Norman times. The tour reminded us of how, over several centuries, life's progress had been slow to develop in contrast to the rapid changes of the last century and in particular the invention of the internal combustion engine.

By late afternoon, members descended into Stratford for last minute shopping. Tractionists were visible all over town, and to the disbelief of local residents, Tractionists seemed to appear relentlessly in the area of the market square. This was no surprise to us, since by this time we had counted over forty different cars as having registered and entries were now beating all previous records.

Back at the campsite, concours hopefuls were already lining up and polishing their cars, while the rest of us took refuge within the Falstaff Bar, where we prepared our minds and bodies for the Barbeque and Disco. This tempo persisted well into the early hours, with Bernie Shaw at times interrupting the music, to draw the lucky raffle numbers and also to remind everyone of the pre-





Concours Results

Overall Winner

D. Boyd Light 15 Roadster GWJ 293

Best Paris built car

P. Stenner 11B Normale 471 GA 85

Best Slough built car

G. Chapman Light 15 CJV 550

Best First Time Entry

R. McCarthy Light 15 RLR 314

Tractions at the Rally

Slough Built Cars

1934	Ranalah Tourer	PV 2231	G. Brice
1937	Light 12	BSP 384	R. Murray
1938	Light 12 Roadster	DVO 157	S. Kemp
1938	Light 12	ECV 516	N. Moore
1938	Light 12	AJG 355	J. Gillard
1939	Light 15 Roadster	GWJ 293	D. Boyd
1948	Light 15	KTO 597	R. Waters
1948	Big 6	SRC 268	S. Cooper
1949	Light 15	HER 729	P. Cotterell
1949	Light 15	LTA 62	L. Moore
1949	Light 15	PNO 229	S. Oliver
1949	Light 15	522 DG	A. Peacock
1950	Light 15	MNP 795	G. Sage
1950	Light 15	EFR 208	K. Hayes
1950	Light 15	ROK 205	S. Bullis
1950	Big 6	MYP 575	S. Southgate
1951	Light 15	MPX 669	A. Sibley
1951	Light 15	NNK 966	R. Newell
1951	Light 15	NOD 226	M. Tennant
1951	Light 15	GL 9779	B. Cadd
1952	Light 15	CJV 550	G. Chapman
1952	Big 15	YVF 654A	T. Evans
1953	Light 15	728 BBE	D. Ryland
1953	Light 15	RLR 314	R. McCarthy
1953	Big 6	UPA 992	C. Gartland
1954	Light 15	850 AVW	M. Boyd
1954	Light 15	SZ 425	P. Simper
1954	Big 15	LWS 281	M. Wheels
1954	Big 6	SVK 361	T. Woolston

Total	Big 15	2
	Big 6	4
	Light 15	17
	Light 12 Roadsters	3

Paris Built Cars

1934	11A Roadster	2H 310 096	A. Frick
1951	11B Legere	2544 GX 94	Y. Humbert
1952	11B Normale	RMR 693	S. Bull
1953	11B Normale	471 GA 85	P. Stenner
1954	11B Normale	BPF 900B	A. Bilney
1954	11B Normale	OGT 863V	J. Edgar
1954	11B Normale	MFL 913V	M. Thurman
1954	11B Normale	WPX 878H	B. Shaw
1954	11B Normale	NLS 473W	J. Savelli
1954	11B Commerciale	HRG 709W	P. Stenner
1955	11B Legere	RJO 500J	J. Howard
1955	11B Legere	VLA 532	J. Westwater
1955	11B Normale	551 GDA	A. Kembery
1955	11B Normale	WFX 326	C. Gosling
1955	11B Familiale	2258 TE 44	M. Adams
1955	11B Commerfamiliale	TAR 345J	J. Howard
1956	11B Commerciale	RUX 416N	P. Arnold

Belgian Built Cars

1950	11B Normale	BBE 904	M. Roelandt
1953	11B Familiale	967 LGU	P. Griffiths

German Built Cars

1951	11B Legere	JYT 893	B. Hughes
------	------------	---------	-----------

Total	11B Normale	11
	11B Legere	4
	11B Roadsters	1
	11B Familiale	1
	11B Commerciales	2
	11B Crossbred	1

GRANDTOTAL 49 CARS



"Ere Bern, think we ought to mark 0.0025 of a point off for that paint run on the . ." "Na Fred that's a bit generous" - Fred Annells and Bernie Shaw concours judging

parations which were in hand for the 50th anniversary celebrations.

Inevitably the main party had to break up, but it was continued in smaller groups around the camp. As per tradition some of our members slept where they fell in the marquee.

Sunday morning saw the line-up for the Concours and by now there was a record 50 Tractions on the rally field.

With such a fine representation of cars, the

concours judging was very difficult, equally there was fierce competition for 'The least attraction class'.

Some panic occurred when time came to set up the club shop, since a substantial number of the spares were in a broken down Traction outside London - but there should have been no fear. Syd Griffiths pedalled it home in good time and the shop was able to do brisk business through the day.

Many people also bought key-rings from Yves Humbert. These carried a medallion showing an embossed Traction.

All too quickly, the afternoon had now passed and it was time for the presentation of prizes. The lucky winners, on their way back from collecting their prizes, made a triumphant drive past a large audience of members and visitors.

And so the end marker was set to this year's TOC rally. The chairman thanked everyone for coming and in particular the local organising committee who had been highly successful in bringing about the biggest and best rally so far.

That evening, there were but a few of us left to relive some of the highlights of the weekend.

When we moved off on Monday afternoon, there was but one Traction left in the rally field; it was Peter Stenner's Concours Prize winner.

We motored, first through Bristol and then through the Black Mountains and into North Wales. We found we had to choose our route carefully while towing the caravan through the Welsh Mountains. Some hills (*gradient 1/4*) were positively out for caravans, but great fun for Tractions only.

The total journey time back to Scotland from North Wales was ten hours. We thought that was surprisingly good going. This sort of time can of course only be achieved on motorways.

In all we travelled over 1,500 miles and it was all worth it.

See you next year at Knebworth.

JS

Will we ever see it driven to a rally? Robin Murray's 1937 Light Twelve all the way from Scotland.



Prizes

Best Overseas Car

Y. Humbert (France)
11B Legere 2544 GX 94

Furthest Distance Travelled

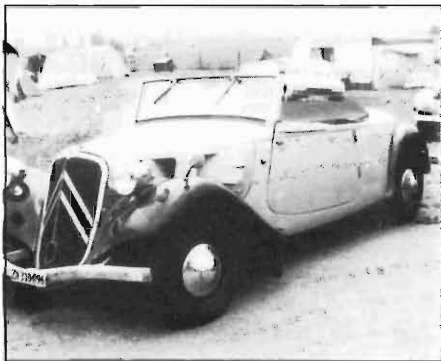
A. Frick (Switzerland) Approx. 800 miles

Traction with least Attraction

B. Cadd Light 15 GL 9779

Most Unusual Car

J. Howard 11B
'Commerfamiliale' TAR 345 J



Rally Report

The organisation of the Annual TOC Rally fell to the Midlands in 1983 and Alan Sibley mentioned our involvement to me towards the end of 1982. It was fortunate that we were given plenty of time because there is a fair amount to do in the run-up to the event which took place in July.

It is important that a Local Committee is formed with a Chairman (myself) and four other members who had clear lines of responsibility for various aspects of the programme. Our initial meetings took place on a monthly basis but obviously as the event got nearer these were increased in frequency and towards the end took place weekly. The Chairman took notes at the meeting and within 3/4 days of each meeting the Committee members had copies of the minutes to keep them informed and to enable them to action items for which they were responsible.

The first thing to be decided was the venue and after looking at several local sites, Stratford was decided upon, principally because of its central location and the fact that it is well known as a tourist centre. In the event we chose the Stratford-upon-Avon Racecourse which proved to be ideal because we were able to take over the large bar area/toilets, etc in the centre of the Racecourse with very good car parking/camping facilities round about. They also catered adequately for showers and running water which were essential for the 30 or so campers who utilised these facilities.

The numbers which would be attending the rally were an unknown item; in the end 124 cars came along, 50 of which were Tractions. 30 campers, or thereabouts, stayed for the two nights, ie, Friday and Saturday and generally speaking the turnout was better than anticipated.

It was important to gear camping/entrance fees to cover the cost of hiring the Racecourse which came to no less than £375 including VAT and therefore the Committee embarked upon a rather ambitious programme of events over the weekend to try and get back some of this cash. These events included a disco on the Saturday night which proved to be a huge success, together with raffles and a sale of food at a barbeque held on Saturday evening and Sunday lunch time. The latter were extremely popular and we sold everything that we could produce.

The schedule of events over the weekend took more or less the same form as in previous years and in the Stratford area there were a wealth of places of interest to visit. In the end we decided upon a visit to the Stratford Motor Museum on Friday with Warwick Castle taking pride of place on Saturday. It was hoped to have a regularity run which I think would have been a huge success but a last minute hiccup with the RAC prevented this. Certainly worth bearing in mind for future years.

Plenty of advertising of the event is necessary well in advance and we were fortunate in having the support of the TOC London Committee and the Citroën Car Club in advertising the programme of events in the appropriate magazines. The printing of windscreen stickers circulated to all TOC members was also of considerable benefit and local garages were provided with posters. We did inform the local press but regrettably they did not feel the event sufficiently worthwhile to come along – a pity this.

With so much going on over the weekend it was important from our point of view that everyone was given a full schedule of the weekend events together with maps and other goodies which were given to them when they booked in. At that stage they were quietly relieved of the necessary cash to cover entrance fees, discos, etc and all this helped to cover our costs. In the main, Committee members and their good ladies helped organise the events during the actual three-day event and we were particularly grateful to the girls whose efforts in the provision of food were invaluable.

Altogether, an enjoyable experience with plenty of satisfaction for the Committee members in particular in seeing a job well done – Oh, I forgot, one essential ingredient and that is plenty of sunshine – it certainly helps! We look forward to organising another rally one of these days.

David Boyd

Our sincere thanks must go to David's team who devoted a great deal of time and effort to making the rally so successful – the best so far, well done . . . and of course if you were there – thanks for coming.

The TOC Committee

Rally Accounts

Income

Includes sales of Disco tickets, entrance fees, camping fees, raffle receipts, food sales and bank interest.

£666.32

Expenditure

Includes Hire of Racecourse and bar, hire of Disco, raffle, wine, food costs, hire of marquee, rally plaques, printing, photocopying, postage, and petrol expenses.

£907.12

TRACTION ARRIERE

A section devoted to rear wheel drive Citroëns produced between 1919 and 1938.

Vintage Citroëns in Australia are fairly rare animals to find in captivity. I know of maybe about 25-30 of them so there is probably only about 50 or so in the whole country. Of those cars that I know only about 8-10 of them are so far restored. In a country the size of Australia there could be many more still hidden away that may never be found.

All types of rear drive Citroën passenger cars were brought to Australia including the original Type A and Caddy versions in limited numbers. I have seen photos of Aussie Type A's and Caddys but, unfortunately, none still remain that I know of.

My particular Traction Arrière is a 1926 B12 Torpedo Deluxe. This car would have actually been sold in Australia as a 1927 but I prefer to retain the original construction date.

The history of the car after it was purchased new is not known but it was last registered in 1955 or 1965 according to the remains of a registration transfer on the window. I purchased the car, which has been christened 'Beatrice' about two years ago in the state in which it still is. The car is 99.9% complete right down to side curtains, tools and a few new spare parts. The only thing that I have found missing is the speedo drive mechanism.

Although looking very similar to the European B12 of the day, the car is actually very different in that it is equipped with an Australian made body. The body was made by T. J. Richards and Son in Adelaide, South Australia and still features a timber frame. In Europe, the B12 was, of course, the first of the Citroëns with the all-steel bodies. Actual design of the body is very similar to the French cars except that the bottom of the doors are squared off rather than being curved.

As stated above the car is a 'Deluxe' version which as far as I can ascertain simply means that it has a driver's side front door, ie, three doors and not only two on the passenger side. The rear right door is simply a blank panel placed over a doorway in the body shell. A sales brochure I have for the cars describes the Deluxe model as having a polished timber dashboard, however, mine is equipped with the steel dashboard. This may mean it was an earlier example than the brochure or it may mean it was built by a different coach builder. I don't know.

Subsequent to buying the car I have managed to collect a good supply of spare parts including engines, gearboxes, radiators, magnetos, generators, starter motors, etc. Luckily, most of the parts came from the one place but it is amazing how many parts turn



up at swap meetings from time to time. It is a pity all the cars from which the parts come do not still exist.

The car is still in running order and is occasionally taken for a drive around the court in which I live to keep everything moving.

Up until recently I lived in a house without a garage and so Beatrice has resided under a tarpaulin since I purchased her. I have now moved into a new house and just had a double garage built to house the B12 and my 11BL Traction Avant.

Hopefully, I will be able to start the restoration in earnest shortly and will be (*legally*) driving her on the road in about two years. At this stage I am not planning on doing anything to the engine other than a strip, check and rebuild as it's running sweetly, does not fume or smoke, and shows very little

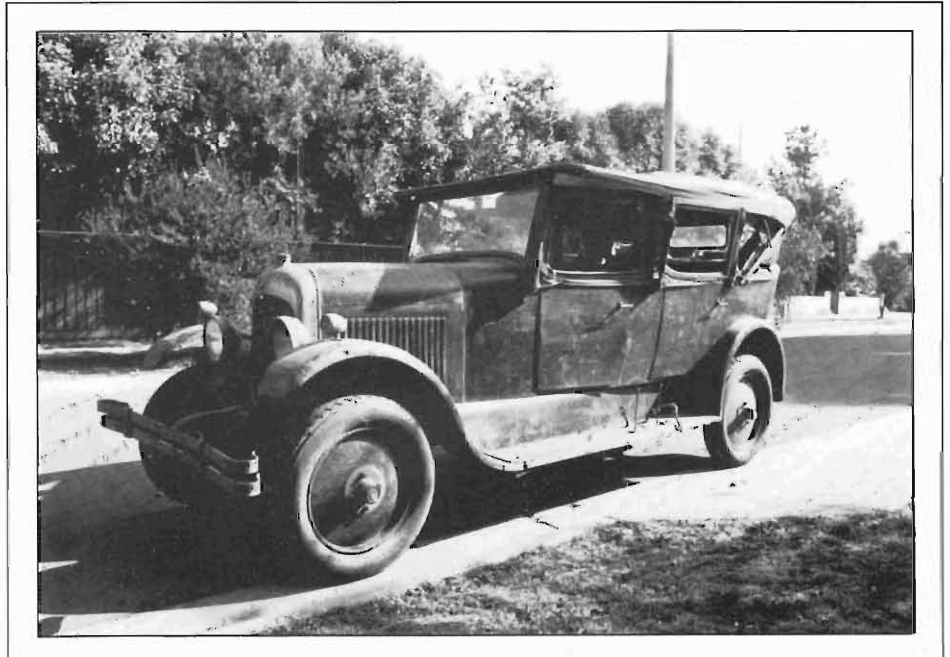
wear in the cylinders or valves. When I pull it apart though, I may find problems that I hadn't counted upon - I am hoping that I won't.

The rest of my Citroën stable at this time consists of a 1951 11BL Legere called Smerildina (*Smelly for short*), a 1959 ID19 called Issadora and a 1975 GS1220 Break called Gustav. The 11BL is both registered and road-going and is used regularly. The ID19 is going but is presently on blocks for a future restoration. The GS is my wife Robyn's daily transport.

I think by reading the above some people may accuse me of being slightly biased towards the marque of Citroën. Ah well, vivá la Traction (*Avant - Arrière*).

J. Couche

President, Citroën Classic Owners' Club of Australia



Club news

On behalf of the TOC an offer has been made to, mainly, Citroën Dealers, but open to other interested bodies, for the display of Tractions next year, alongside new CX's, Pallas's and BX's. The Blurb below has been, or will be, inserted in Citroën Cars House Journal.

The TRACTION OWNERS' CLUB – a body dedicated to the preservation and use of pre-1957 Citroëns – will be celebrating the half-century of 'their' car, the Citroën Traction Avant, in 1984. This will be a Europe wide event shared by continental enthusiasts.

To support this they are offering the use of some of their vehicles for any publicity or sales events that may be planned by individual dealers or other interested parties next year. 'Fifty Years Of Front Wheel Drive' could be physically displayed before the public eye – surely Citroën experience and knowledge outweighs any other manufacturer.

Should any dealer or organisation wish to take advantage of this offer, or even an individual, please contact the TOC membership secretary in the first place for the name of the Tractionniste nearest to them. Steve Hedinger, 3 St. Catherine's Court, 190 Clarence Road, Windsor, Berkshire.

Arrangements would necessarily have to be on an individual basis but the club would hope for an opportunity for a discreet display of their logo and primary information, without embarrassing the sponsor in any way.

A list of people nominally ready to lend their cars for such promotions should be compiled now so that Steve Hedinger can answer inquiries promptly when they come in. The club officials would not wish to get involved if not needed. Any financial arrangements would be between the owner and dealer. But, although it would be nice to be paid to have a car in the warm and dry all through Spring, it is hoped most members would be willing to participate for the fun and exhibitionism of the thing itself.

Please WRITE to Steve Hedinger as soon as possible saying what you have, where you live and the area you will lend it in, and which periods it will be available for.

1984 AGM

Please note in the 'Events' section the date and venue for the 1984 TOC AGM.

Celebration Dinner

The 1984 Celebration Dinner will be held at the Ladbroke Mercury Hotel, Bagshot Road, Bracknell, Berkshire.

27th April 1984

An early Traction Avant will be on display and a folk group will be supplying the evenings entertainment.

The Annual Dinner of the TOC has Traditionally taken place near Christmas, in London, but in recent years has been less well attended.

Following suggestions at the last AGM, the 1984 Celebration Dinner, will be replacing the old 'Christmas Nosh-Up' or Annual Dinner. London members still have their own New Year's Dinner at Les Routiers, Camden Town, on the 7th January 1984. Non-London members contact London Section Organizer if you would be interested, but of course, non-London members are subject to seats being available.

There will be further news and details of the Rally on the 10th, 11th and 12th August 84, at Knebworth House, Near Stevenage, Hertfordshire.

Colour Schemes

Modern Colour Equivalents for your Tractions:-

Regal Red	Rolls Royce Regal Red Valentine 26684 Belco Met Chrome P031-2132 Chrysler Rouge Tabor Berger 4969
Peacock Blue	Vauxhall Riviera Blue Starfire Berger 6130
Mist Green	Citroën Vert Argent Metallic Berger 5664
Silver Grey	Volkswagen Silver Metallic Berger 5578

Cars also came in Black, Grey, and Airforce Blue.

The wheel trims often matched the bodywork in colour. The Pilotes were often a creamy colour, try Renault Cream, Ref 340, or Trinite Paints 'Straw' for stove enamelling.

Information kindly supplied by Graham Sage and Tricia Brice.

1984 Magazine Articles

As I mentioned in the introduction we plan to make FP Volume Nine a commemorative set, and the suggestions for articles so far are as follows:-

March (Start of a new volume)

Launch of the Traction, with an Appreciation of the Traction, by an eminent motoring writer, and an interesting article on restoration of a 1934 7A in the Members Cars section.

May

A review of the Traction Model Range Part 1 and a new series will start titled 'Traction Restorers'. An article about a 1936 Slough Familiale rounds off the issue in the Members Cars section.

July

The magazine will start with 'Traction Model Range' Part 2., followed by 'Traction Restorers' Part 2, and a Pre-War Paris built car will feature in 'Members Cars'.

September

This issue we feature 'Tractions in competition', 'Traction Specials', 'Different wheels for Tractions', 'Racing Tractions', 'Traction Restorers' Part 3, and 'Members Cars'.

November

The Rally will feature prominently in this issue, and we have an interesting article titled 'Slough versus Paris', in which we look at English and French Tractions.

We continue with Part 4 of 'Traction Restorers', followed by 'Members Cars'.

January

'Tractions versus Riley', 'Influence of the Traction on other makes', 'Members Cars', and 'Cars using Traction parts', are all mentioned in this last issue of Volume Nine.

Naturally these are only suggestions, and will doubtless need modification. However if you can possibly help with information on any of these topics please contact me.

NH.

Club Manuals

If you have hired a Club manual from the loan service, please return it as soon as possible to enable other members to avail themselves of this service.

Dear Editor,
 Ref. Mr Savage's letter in March 'Floating Power' concerning causes of clutch judder, the first time I experienced this was in 1974 within 50 miles after fitting a rebuilt DS engine with Light Fifteen head and sump together with a rebuilt Light Fifteen gearbox, so removed the whole issue and partially stripped it to find oil on the clutch. I won't bore you with a recital of the permutations of engines and gearboxes tried in the next two years to establish that the oil was gear oil and that it was getting on top of the flattish portion of the clutch bell-housing, past the tin shield and in through the large aperture. How it got there is a matter for much theorising but measuring a dozen or more used gearbox/planet gearshaft oil seals and finding them all dead size for size to the shafts (*none had apparently leaked before*) provoked me into fitting new seals with interference of .060" in diameter when new. These have also leaked to the extent of approximately 1/4 pint per 1,000 miles during the last eight or nine years but without the trouble re-occurring.

So did the doctor cure the patient or did the patient get better by himself? While all is well I don't propose to investigate any further, but hope that the present engine/gearbox arrangement will last my time out!

Yours sincerely,

H. J. F. Hunt,
 67 Church Road,
 Newton Abbot,
 Devon.

Dear Nick,
 I enclose letter and photos from Louis Braun for publication in 'FP'. I hope to send something myself shortly, until then, best wishes, Rhodri.

Dear Sir,
 I recently stopped in the local Citroën dealer in Brampton, Huntingdonshire, mostly curious about the availability of parts for an old Citroën I own. After describing the car, the owner kindly gave me a December 1982 edition of the Citroënian which included a superb article by you, 'Light Fifteen Corner'. I



thought you might be interested in my Traction's history . . . another one that 'turned-up'.

First as an introduction, my name is Louis D. Braun III, Lou to my friends and other Citroën owners. I am an American living near Cambridge as a guest of your government for the past two and a half years. I am a pilot flying the RF-4C (*Phantom II*) as a profession, and am an avid classic car buff with a desire for the unique.

In 1969, while a poverty-stricken university student in Wichita, Kansas, USA, my wife (*then my girlfriend*) and I happened past a rather nondescript house in the east part of the city and only took notice of the place because of a strange looking car parked out front. Being the type of guy I am, I decided to stop and find out what exactly the old beauty was. "1952 Citroën", said a very friendly chap standing in the front garden. The gentleman said he couldn't get it running, had no idea of its background, and offered to sell it to me for about £100. Well, I destroyed my bank account and borrowed money from my girlfriend (*I later had to marry her to void the debt*). Between the two of us, we cleaned up the car and drove it for three years while I finished my studies.

Upon graduation from university, I joined the forces and began my world travels, having to leave my '52 Traction on blocks in very dry Arizona until three years ago when I moved it to Austin, Texas, so my parents could watch it for me. As you can imagine, there are very few Traction's in the States, therefore virtually no spares.

I have been searching in vain for a 'shop manual' in English and a point of contact for locating spares. I am hoping that you may be able to steer me in the proper direction for the aforementioned shop manual and a ready source of replacement parts. I have enclosed photos of the car, and as you can see, it is in rather spartan condition (*I promise it will be superbly rebuilt upon my return to the States*). The car bears the following numbers, etc:

S. A. Andre Citroën	Andre Citroën
No. 589 282	ST.É A ^{ME} Paris
Type Serie	BR 24851
Type BL	

If you can give me names of contacts for parts and information on my car, I'd certainly appreciate it. I know very little about the car and hope you can enlighten me.

Thanks very much for your help.

Respectfully,

Louis D. Braun III,
 1405A India,
 RAF Alconbury,
 Huntingdon,

Letter and photos kindly forwarded by Rhodri Pwys-Jones. The car must be earlier than 1952 with that small boot . . . Ed.

NOVEMBER

6th November
London to Brighton Veteran Car Run

November 4th, 5th and 6th November
Classic Car Show

Metropole,
 Brighton,
 Sussex.

For further details contact:

Allan Sibley,
 174c St. Anns Road,
 Tottenham, London N.15.

13th November
The Buxton Autojumble
 Pavilion Gardens, Buxton
 Derbyshire

20th November
Aylesbury Autojumble
 Aylesbury Civic Centre
 Aylesbury

23rd November
Meeting at Lille, France

For further details:

Les Amateurs des Citroën Anciennes
 41 Rue Marcel-Sembat 59184
 Sainghin en Weppes France

DECEMBER

3rd December
Eastbourne Winter Transport
 Bazaar & Autojumble
 Winter Gardens, Eastbourne

1984 RALLY PROGRAMME



JANUARY 1984

7th January
TOC London Social Section 'New Years' Dinner
 Les Rontiers, Camden Lock
 Camden, London NW1 8pm
For further details and reservations contact:-
 Allan Sibley

27th January 1984
TOC AGM
 8.00pm Jack of Newbury,
 Binfield, Bracknell.

DIARY DATES

LONDON SECTION MEETINGS All Pub meetings start at 8pm.

- 29th November** – Prince Albert,
11 Princess Road, N.W.1.
- 20th December** – Goose & Firkin,
Southwark Bridge Road,
Southwark S.E.1.

WEST MIDLANDS SECTION MEETINGS All Pub meetings start at 8pm.

- 24th November** 'The Washford Mill' Nr.
Studley, Warwickshire. Situated
½ mile north of Studley just off
the A435.
- 16th December** David and June Boyd's
'Tanglewood', New End,
Astwood Bank, Redditch.
Situated on the A441 approx. 4
miles south of Redditch. Please
bring a bottle.

NORTHERN SECTION MEETINGS

1st Tuesday of each month;
9.00pm at the Shoulder of Mutton, Thwaites,
Keighley.

3rd Saturday of each month;
12.00am at the Black Swan, Thornton Road,
Bradford.

For further details and directions contact:-
John Howard,
Telephone: Bradford 309093

27th April 1984

Traction Owners Club Celebration Dinner.
Presentation and unveiling of an early Citroën
Traction Avant, Historical Display, Dinner,
Entertainment. Ladbroke Mercury Hotel,
Bagshot Road, Bracknell, Berkshire.

28th April 1984

Convoy of all pre-1957 Citroëns to France.

28th, 29th, 30th April and 1st May.
Concentration of Tractions in Paris.

Festivities, including, Dinners, Entertainments,
Museum, Concours, exposition located
underneath the Eiffel Tower, and convoy drive
down the Champs Elysees approximately 1,000
Tractions expected.

For further details contact:-
La Traction Universelle,
19 Rue du Banquier,
75013 Paris, France.

10th, 11th, 12th August

The Citroën Car Clubs' Celebration Rally.
Knebworth House, Hertfordshire. Citroën museum.
Autojumble, gymkhana, parades, demonstrations,
club shops, entertainment, bardeque, Citroën car
show, National 2CV Cross Racing, Grande
Concourse de Elegance, French Classic Car Show

CLASSIFIED

For Sale: Light Fifteen, LHD 1955. MOT and
taxed. Good clean condition. Spare engine, gear
box, and wheels. Many other bits. Best offer se-
cures. Telephone: 08446 557.

Wanted: Small boot lid and radiator grille for my
1950 Legère. Must be in sound condition. Good
price paid or exchange considered.
John Howard
Telephone: Bradford 309093.

Wanted: 11B gearbox (or crown wheel and pinion)
with 10 x 31 final drive ratio. Please write stating
condition and price to:
Murray Adams,
60 Bld des Américains,
44300 Nantes (France).

Wanted: Citroën preferably Light 15 or W.H.Y?
Must be in good restored condition ready to drive
away. Write to Anne Power, c/o 12 Oakfield
Drive, Kempsey, Worcester.

Wanted: Steering wheel for 1952 for Onze
Normale. Must be in good condition.
Mick Thurman,
30 Cow Lane,
Fulbourn, Cambridge.
Telephone: Cambridge 880489.

Wanted: Any information or spare parts, in any
condition 'whatsoever' relating to 1934/35
Tractions.
Telephone: 01-928 6613

Wanted: Four hub caps to suit pre-war Pilote
wheels, any condition, cash or exchange.
Philippe Allison,
9 Kingfisher Drive,
Yateley, Camberley, Surrey.
Telephone: Yateley 878362.

Wanted: Sunroof panel and runners, dashboard
(square instruments) for 1953 Big 15.
Telephone: Laurie on 01-385 3837 evenings, or
write to:
Laurie Turnbull,
191b Munster Road,
Fulham, London SW6 6DY.

Wanted: Aluminium rocker cover, must be of
French manufacture, either SPEED, RECORD or
similar for 1911 engine. Also 4 speed prewar
gearbox ERSA or REDA, required for AEL
Lepelletier St. Phal (featured in FP. Vol. 7 No. 5).
Racing car being prepared for VSCC events.
Allan Sibley,
174c St. Ann's Road,
Tottenham, London N15 5RP.
Telephone: 01-809 0397.

Repairs, servicing, restorations, rewiring and
parts for Traction Avant from London's only
specialists.
Classic Restorations,
Arch 124, Cornwall Road,
Waterloo, London SE1.
Telephone: John or Bryn on 01-928 6613.

Tool & Manual Hire Service:

Front end tools for hire from JG at Club Shop.
Deposit and hire charges as follows:

	Deposit	Hire
Front hub and outer bearing puller	£25	£2.50
Top ball breaker	£10	£1.00
Bottom ball breaker	£20	£2.00
Inner bearing nut spanner	£5	£0.50

Hires are for nominal periods of 7 days,
although earlier return will be appreciated.
Deposits are refundable only on SAFE return;
any damage to tools will be deducted from
deposits. You fetch and return please. Prior
booking ensures availability.

Workshop Manuals Hire Service:

We have a full range of Traction Manuals for
loan. Please send details of your car, together
with a deposit cheque for £25 and separate
postal order for £1.75 for postage. Cheque
payable to the TOC, postal order payable to:
Graham Brice, 46 Mayfair Avenue, Loose,
Maidstone, Kent.
Please enclose a SAE for return of your deposit.

CLUB SHOP PRICE LIST

Back Nos. of Floating Power (Subject to availability)

1 copy	£2.00
2 - 9 copies	£1.50 each
10 or more	£1.25 each

Posters

Les Tractions	£2.00
Traction Avant	£1.25

Tee-Shirts

'Amaze Your Friends -
Drive Traction Avant'
(white, blue, yellow or red) £2.50 each

Metal Car Badge

blue/white - chrome finish £7.50 each

Button Badges

2" diameter TOC logo on
yellow and Floating Power emblem
on white 50p each

Enamel Brooches

1½" long by ¾" Light Fifteen
(small boot pre-war).
Enamel with chrome finish
dished wheels in three colours.
Black (of course), Red and Green. £2.00 each
Set of the three colours £5.00

Place your orders with

Syd Griffiths,
47, Ingram House, Daling Way,
London E3 5NL.

All prices exclude post and packing

SPARES SCHEME: When ordering spares
please send remittance with order, using current
spares list prices. Any extra will be invoiced at
time of despatch of your order.

FOREIGN MEMBERS:

Please note that an International Money Order is
required with overseas orders, payable in
Sterling for full amount after any bank charges
have been deducted.

