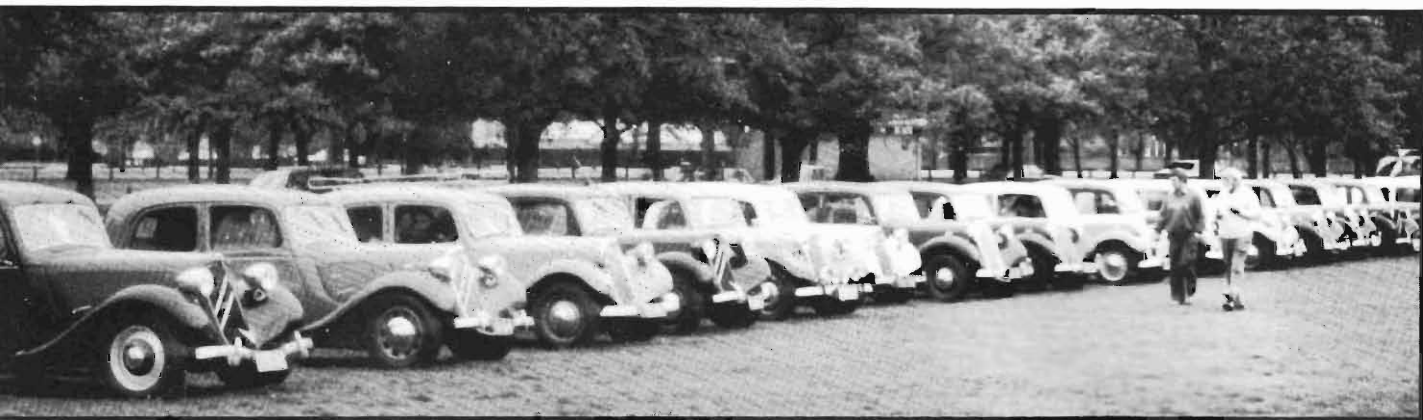




WFX 297

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*The following is an extract of a report sent to us by
our Australian fellow-enthusiasts*

CITRACTION'84

an Upside Down Under Citroën Rally

CITRACTION '84 has come and gone but the 300 people who attended over the Easter weekend will have lifetime memories. Despite the wind, the rain and the cold the rally was an overwhelming success and the best Easter rally so far.

People began to arrive Friday Evening and the conversation turned to the most popular subject of the weekend – Citroëns. The next most popular subject among these from Queensland and New South Wales was the Hume Highway near Yass, which was so badly washed away that even Citroën highway cruisers had trouble handling some of the potholes.

The official opening was at 8 p.m. when all those who had come from every corner of Australia to celebrate the 50th anniversary of Citroën's front wheel super car, the Traction Avant, were welcomed.

The big activity on Saturday morning was the motorcade through Ballarat for a photographic session in Victoria Park. Half a kilometre of Citroëns was a most impressive sight – 98 cars lined up in chronological order. The maximum number we saw over the weekend was 115. The Queensland contingent presented a particularly superb collection of Tractions.

Various activities were offered during the weekend: planned observation run, a novelty event and sightseeing in Ballarat. Sunday was motorkhana day, though during the wind was sometimes blowing so strongly it was difficult to stand up. The arrival of John Vanechop from Sydney in his Traction Avant Coupe attracted much attention as it is one of only four Slough-built coupes left in the world.

The last official event for Citraction 84 was farewell Brunch on Monday morning. A hundred and fifty rallyists made their farewells over barbecued chicken and champagne. By midday nearly everyone had started their journey home and Citraction '84 was over.

John Couche



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Northern Social Section
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Welsh Social Section
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Floating Power

Volume Nine Number Five

November, Nineteen Hundred and Eighty Four

Having been too busy to take much time off this Summer, we recently took the ferry to France for a few days touring in Normandy. Unlike last year, we did not travel too far, but it still averaged about one hundred miles a day. We only saw two other Tractions on the road, but one was a roadster! The roadster was probably with the Paris-Deauville-Paris run, held in October every year. We saw some wonderful cars in Deauville obviously gathered for the run, everything from veterans to Tractions, and including a superb vintage Bentley from England. This could be a worthwhile event for a TOC party to join up with next year. But it's a good trip anyway - Normandy is a lovely region.

It was very sad to hear that Jonathan Howard was badly shunted in his *Commerciale* (as featured in last issue) just before leaving for a holiday in Brittany; it must have been very upsetting as the car was just nicely sorted - see last F.P. I understand Mick Peacock, who is working on our Six at present, thinks it can be saved.

This is my last editorial, as I have given up the job of Editor (prospective Editors see ad in this issue). I should like to thank all those who have helped with F.P. especially those who have written for it. I should also like to thank all those who have written me such kind letters, and offered help. Several useful offers arose from my recent request, and these will be forwarded to the new Editor.

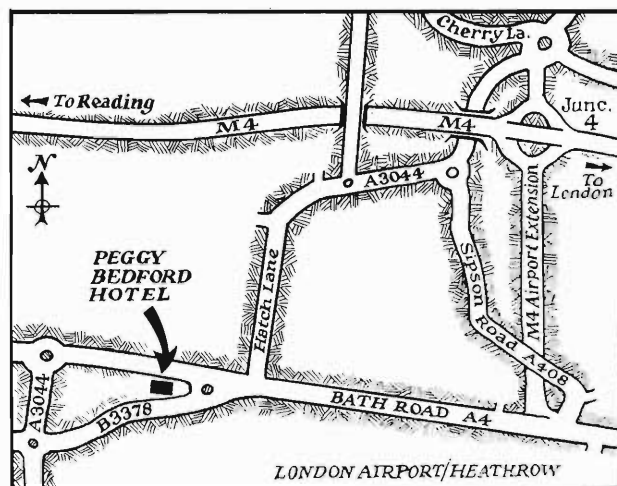
It is appropriate to mention here that a Trust Fund is being set up in memory of the late Michael Sedgewick to encourage research into motoring history and enable original material to be published. The leaflet enclosed with this copy of F.P. explains this most worthwhile project, which deserves support from everyone interested in the history of motoring.

NH

AGM

Next AGM will take place at the **Peggy Bedford Hotel**, 400 Bath Road, (A4), Longford (adjacent Heathrow Airport) **on Friday 1st Feb. 1985, at 7.30 p.m.** Full bar facilities, food available.

All members: please support your club!



TRACTION ARRIERE

It is not often that we receive information of Traction's from their original owners, so it was especially interesting to obtain from a friend of Alec Bilney's, his account of his father's ownership of a Citroen Type A.

The enclosed photographs show my father's car Y 368, which he owned from 1920 to 1925. I do not know where it was bought, but since he was engaged in salvaging the blockships sunk during the Zeebrugge raid, it seems likely that it was bought in Belgium.

The fact that it is left-hand drive may be significant – was this model ever produced in right hand drive for the world outside Europe?

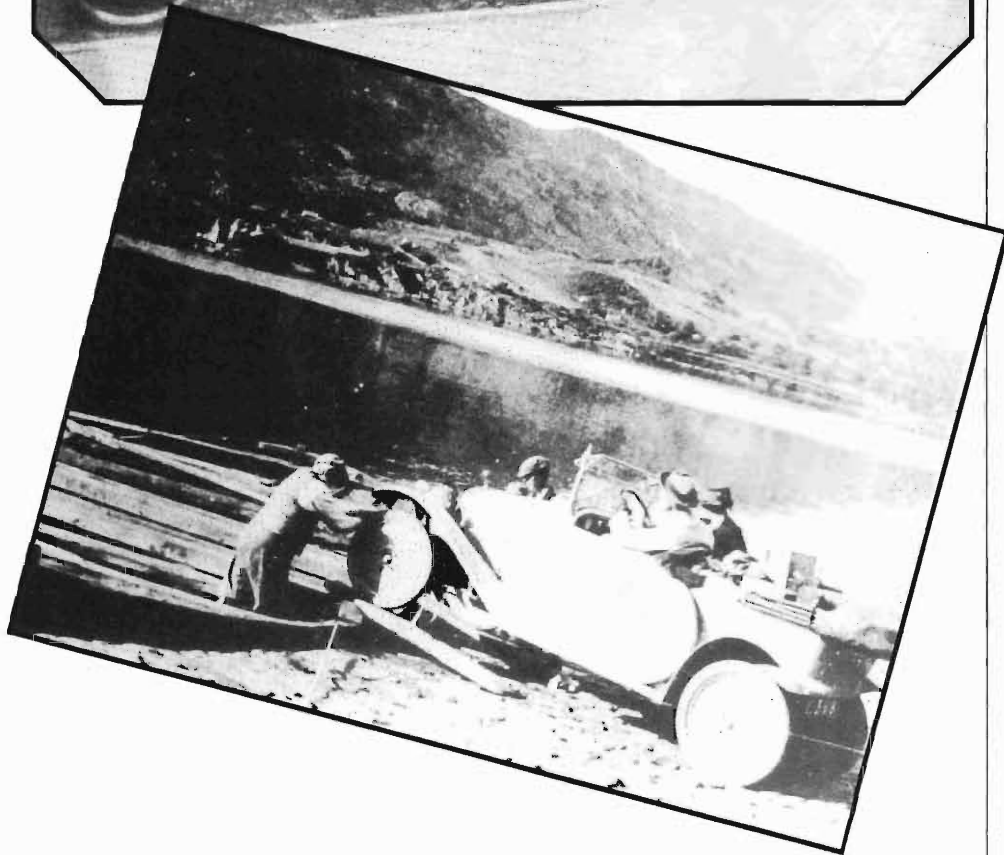
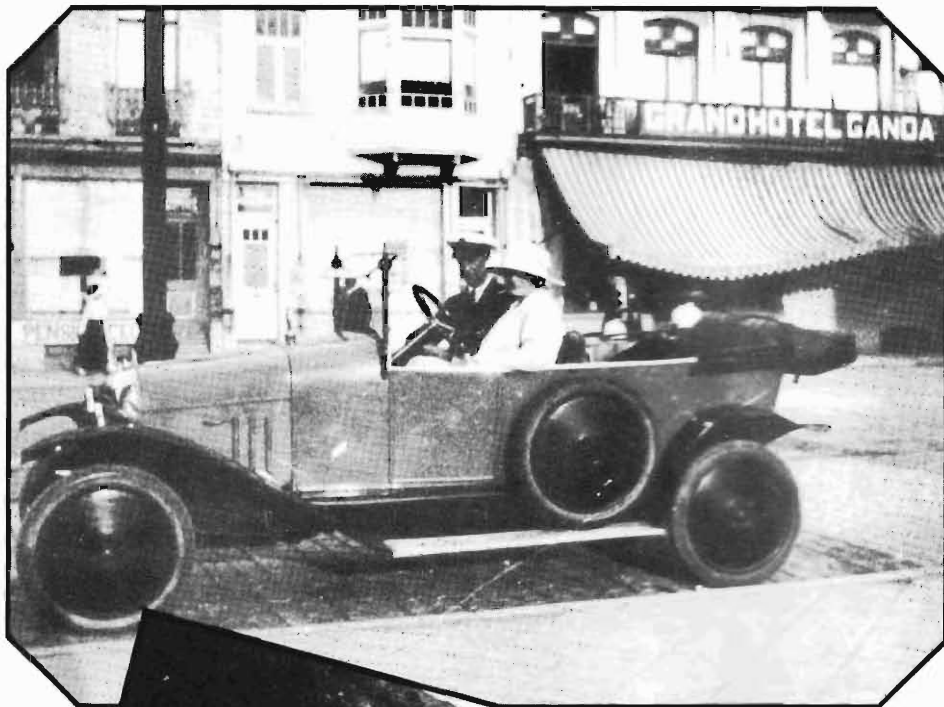
The photograph shows the car being loaded on the ferry to our family home in Skye; although primitive, it shows that car ferries were already an established practice, and I imagine weather conditions were more critical with such top-weight in an open boat. The car was called Andre by the family and took us on many visits.

D. George

We know some of these early Citroens were produced in Slough and in right hand drive form, so it appears that this car was made in Belgium or France. One cannot but marvel at the fact of taking a journey from Belgium to the Isle of Skye some sixty years ago, and wonder about the time such a journey took and the condition of the roads.

New member Ian Goodwin of the Threeways Garage, Shipdham, Suffolk recently acquired a very pretty B12 pick-up truck which he is restoring for the London-Brighton Commercial Vehicle run (see photos below).

He bought the car from an auction in Norfolk, and only managed to discover a rather strange story from locals that the car had been secretly imported during the time between the wars. Apart from this, its origins are not clear, but some aspects of the car showed that it had either been partly restored at some time or it had remarkably little use, as the condition of the springs and hangers, brakes and steering gear showed little sign of wear. Ian has since come to know of several other pre-Traction cars in the area.





THE EVENING of Friday 24th August found a collection of Traction and Riley owners in the White Hart public house, Kintbury, Near Newbury in Berkshire.

This was the start of the Southern Region TOC camping weekend. Despite torrential rain, thunder and lightning the atmosphere in the pub was jovial and a brave few staggered back to their tents after hours.

Saturday morning was free to lie-in or go shopping and everyone was relieved that it was a fine day. More tents appeared during the morning and after a pub lunch a convoy of fourteen Rileys and Tractions set out for a fascinating visit to Crofton Beam Engine. This is a working engine used to pump water between canals. With a quick visit to a windmill it was back to the camp site for a Bar-B-Q followed by drinks in the White Hart.

Sunday was again dry and following lunch we again left in convoy for the steam museum at Didcot. This was an eventful journey with the usual stops at lay-bys along the route to allow stragglers to catch up. This seems to be standard practice during which drivers leave their cars to collect in small groups to discuss progress so far.

There was then complete confusion when someone who shall remain nameless made a

CAMP FOLLOWERS



wrong turn at a roundabout, if you have ever seen seven cars all doing U turns in the space of fifty yards you can imagine what fun this was.

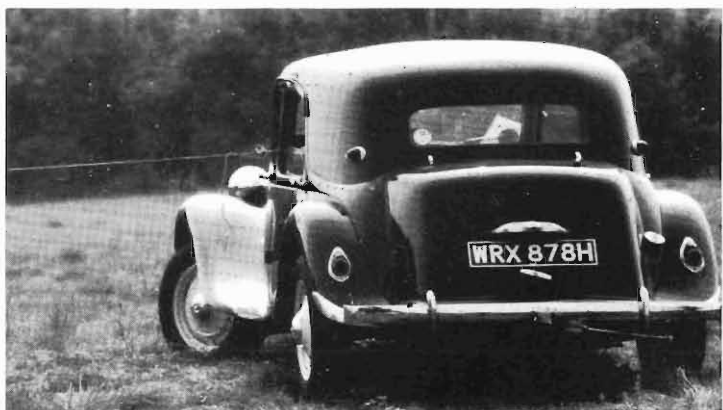
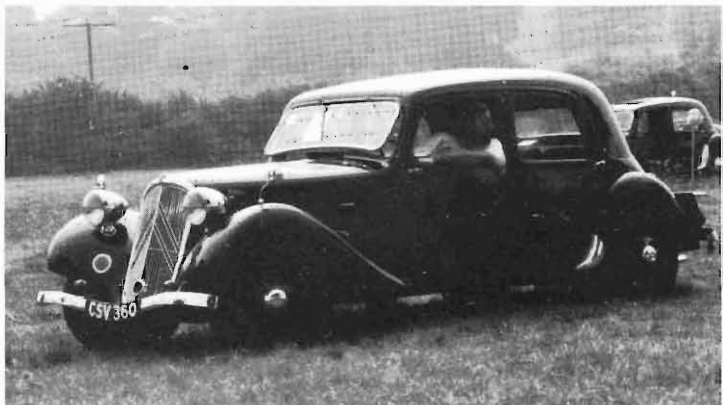
Well, we finally all converged on Didcot and spent the rest of the afternoon riding on

steam trains and visiting the excellent museum and workshops. Even if you were not a train fanatic it was still very interesting and well worth a visit.

Sunday evening was spent in the pub and it was easy to see why this particular camp site is a favourite meeting place for the TOC.

Monday turned into a very hot day and ideal for the driving tests which began just before lunch. This consisted of various tests of driving ability including reversing and parking. Unfortunately, this was won by a Riley, but tests later proved that the Riley does have a shorter turning circle, so it was decided that perhaps there was an unfair advantage. Some consolation was had by TOC members when during one test the steering wheel of one Riley came away in the driver's hand.

The tests concluded all that remained was to break camp and head for home after a thoroughly enjoyable and relaxing weekend. I'm sure everyone who attended would like to thank Mike Wheals for his excellent organisation even if he did prefer the comfort of his own bed to that of the hard Newbury ground. But don't worry Mike – the portable loo tents will get their revenge next year.



CLUB NEWS

SINKING POWER

ALLAN SIBLEY was the chief organiser of events in 1984, to celebrate the 50th Anniversary of the traction. He also designed the logo used throughout the year in support of the celebrations.



To mark his involvement and to give him a permanent memento of the appreciation club members felt for his work the committee decided to present him with an inscribed glass decanter. One side would have a suitable inscription and the other the logo. This was ordered from a suitable source. In plenty of time.

However another club must have had an equally deserving member and ordered a similar decanter from the same source at the same time. I went to collect Allan's a week before the rally and it had our message in beautiful script on the front. But on the back was a nicely engraved picture of a frogman and the words 'South London Underwater Swimming Club'. Not quite what we wanted. Fortunately the firm were able to produce another by the Friday of the rally and Allan was duly presented with his memento.

But my thoughts couldn't help straying to the other poor fellow, presented with his decanter by his underwater swimming club, the car depicted upon it having Floating Power!

Allan Sibley

IT IS WITH much regret that I must inform members that Allan Sibley is relinquishing the position of Social Secretary, a position he has held for the past two years. The regrets of many will be compounded when it is realised who is to take over! But seriously, Allan has done a magnificent job culminating in his work on the very successful 6th ICCCR, where he put in countless hours to ensure all went well. The many tributes and letters of appreciation which have been received as a result, together with the high

esteem Allan is held in by all who know him, tell their own story.

At this point I had better introduce myself. I'm Mike Wheals, I've been a member for four years and run the Central Southern Section and the Autumn camping weekend. A long-time Traction enthusiast, I use a Traction as my everyday transport. I intend to build on the strong base Allan has left me, and wish to offer my own thanks to Allan for the help he has given me and hope that in stepping into his shoes I don't fall flat on my face!

Mike Wheals

To all at Knebworth:

Did anyone notice a large banner with the wording 'Citroen-Traction Avant', underneath were the Classic Chevrons placed in an oval all written in bright yellow and blue? It was meant to be placed in a field near the entrance of the rally. I never saw it myself, and the last I heard was that it had been stolen, God knows why as it measures 7' x 12'!! Does anyone know of its whereabouts or did you see anyone taking it down? Please contact me, I was very disappointed at its loss

as it took me a lot of time and effort to produce.

Steve Hedinger
(Membership Secretary)
Windsor 52963

STEPHEN BULL

FLOATING POWER has been distinguished since the first issue of January 1976 by its style, quite unlike that of any other one make car club. This is due to a remarkable series of people who have put their own ideas into designing F.P. while continuing the original concept.

When Stephen took over the artwork for F.P. in 1983, he looked at the magazine afresh and gave it an elegant new look. Stephen also did a great deal of running round looking for and producing material for the magazine, to answer the need expressed by members for, to give an example, technical articles. I believe the result was an excellent, lively magazine.

The problem of bringing out F.P. on time is nothing new and has been thoroughly aired recently; it should be said however, that if F.P. was more of a team effort as Stephen and I suggested at a Committee

VIDEO'S, FILMS AND PHOTOGRAPHS



1984 HAS BEEN a very busy year for the T.O.C. in which there were no less than three major events which members participated in. Many thousands of feet of film and video tape were exposed. We would like to take the best of this, edit and arrange it professionally and produce I hope a very entertaining evening's enjoyment by way of a film and picture show early next year. Various sections could possibly borrow the tapes, films and photos and copies may be

made available to members at a minimum cost.

So please if you have any tapes, films or photos please send them to me *carefully marked with your name and address*, great care will be taken of them and they will be returned to you unless you indicate otherwise. My address is: **Mike Wheals, 'The Roundhouse', 113 London Road, Whitchurch, Hampshire.**

CLUB NEWS

meeting in May this year, things might improve. In fact, belatedly this is now happening, although not quite the way I imagined.

Stephen, now working on an important design project and teaching magazine design, feels that he has done what he can with Floating Power in the present circumstances. Having enjoyed working with him, and under pressure myself, I have relinquished the Editorship. My only regret is that we were not able to continue the special 1984 Volume of Floating Power as it was intended and begun.

Nicholas Hall

MUTUAL AID SCHEME

A NUMBER of one-make car clubs operate a mutual aid scheme for their members. This consists simply of a list of members' names, towns or full addresses and telephone numbers which are either printed in the club magazine or as a separate list. The members' names on these lists are of those members who have offered to help others in the event of a breakdown or other emergency. It is not necessary for those offering to help to have mechanical knowledge – help is welcomed in the form of a bed for the night, garaging and transport to obtain needed parts or the loan or sale of parts if available from the member.

I am attempting to form a similar scheme in the T.O.C. Will members willing to help please write to me giving their names,

addresses and phone number, together with a mention of the help they can offer. I hope that by next summer Tractionists will be able to roam far and wide with the assurance that they will never be far from help and assistance should they need it. My address is: Mike Wheals, 'The Roundhouse', 113 London Road, Whitechurch, Hampshire.

We have 8 people already volunteered.

CONCESSIONS

TONY HODGEKISS received the following letter from the DVLC. Other members take note!

I refer to my recent letter about the change in the rates of vehicle excise duty for vehicles registered before 1 January 1947.

There is one point which I think is worth clarifying. The legislation requires that in order to qualify for the concessionary rate the vehicle must have been registered for taxation purposes before 1 January 1947. This means that vehicles registered abroad for taxation purposes prior to 1947 would be included. But vehicles only registered by the Armed Services will not be entitled to license at the lower rate.

If any of your members have vehicles first registered abroad which they think may qualify for the concessionary rate I suggest

they write to either myself or to Mr. A. Newport at the address given in my previous letter.

Please contact me if I can be of any further assistance.

Yours faithfully

Mrs. E. L. James
Policy Vehicles Branch/DVLC

WANTED!

THE Traction Owner's Club needs a new Editor. Anyone interested in communicating with the membership of the Club through its, in some circles, highly acclaimed magazine please contact Bernie Shaw, Nicholas Hall or any Committee member urgently.

The job involves evening or weekend work chasing up shy authors, begging people to write about their cars, or anything that might be related to Club interests, editing i.e. correcting, abbreviating and otherwise taming the articles that do flop onto the doormat and trying to knock everything together to make issues of the magazine. Two people might share the job, one to do the main editing, while the other could, say, put together the Club News, Social Programme and Advertisement Sections. Anyone living within striking distance of London, and being able to type (or have typing done) would be especially suitable.

Technical Tips

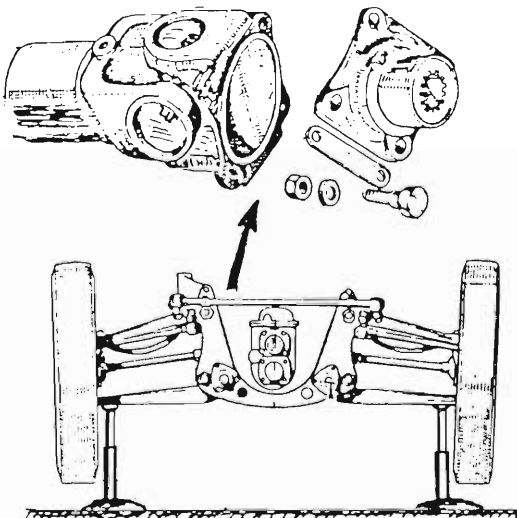
UNCOUPLING CARDANS

A FEW little tips are worth knowing about when you set out to un-couple the drive-shafts of your Traction to permit removal of the motor-transmission assembly, particularly in the way the front end is jacked up.

People have found the complete uncoupling of the cardans from the driving flanges very difficult because the bolts won't clear the cardan flanges. Some have even detached the hub-carriers at the steering balljoints to gain clearance.

A peculiarity of the geometry in this area is that the clearance is maximal when the suspension is loaded, not when it is drooping without load. Therefore, the trick is to lift the front of the car via the lower suspension arms, placing the jack and supporting stands as far out as possible i.e. near the lower ball joints. This will give about 4mm more clearance than if the car is supported elsewhere e.g. at the front suspension cradle.

If more clearance is needed, the bolts can



be carefully tapped back towards the transmission case (careful not to damage the oil seal). It may be possible to judiciously shorten the bolts. When tight, they should protrude through the nuts by about half the thickness of the nut.

The nuts are held tight by lockwashers and for greater security, a drop of Repco Lock Nut can be put on the thread before tightening. Alternatively, the nuts can be ground down to half thickness, and locked up with a second half thickness nut in each case. The latter technique was used in the racing Don Wright Special.

Jack Weaver, Kenn Gilbert
Citroen Classic Owners Club of Australia

Special Nylon nuts can also be used to secure the cardans to the output flanges, in which case no washers are used. See Advertisements.

More technical tips are often asked for by newer members of the T.O.C. Surely the 'old hands' can supply a few to make up a popular section of F.P. each and every issue

– Ed





MEMBERS' MCARS

FSV 267

a Slough Big 15

By Laurie Turnbull

The first TOC event I attended was in August 1981. A week previously I had become the proud owner of a 1953 Slough Big 15, ex Tony Hodgekiss, club chairman, so was eager to see more of these cars in action. Everyone was friendly but I did get the impression that my fame had preceded me. People seemed to know already that I had bought this infamous car and suppressed chuckles when I confirmed I was indeed the new owner. 'When do you hope to have it on the road?', asked Antonia Loyson, a smile creasing her lips. She obviously knew! 'First fine day in 1982', I parried. I obviously didn't know.

In fact I had bought what club parlance calls a basket case. It was love at first sight. The sills were completely rotted away, as were the door bottoms, underfloor stringers, floor, wing edges, etc. With so much rust in plain sight there would obviously be vast tracts more I could discover at my leisure. The deal was clinched when I realised, surveying the pile of debris, that much of it was also missing.

Two weeks later, armed with a trans-

porter, a few plastic sacks, and a dustpan and brush, I collected the car and took it to Dartford where I was going to restore it. (This was carefully planned as I lived 30 miles away and it was extremely inconvenient to get there every weekend to work.) On the way I fought off droves of scrap dealers who, word having got round, wanted to relieve me of my load.

The car did have a number of positive advantages though. The inner sills appearing in fairly good condition. The car was blessed with a sunroof hole (no mechanism, runners or panel, mind!) which appealed to me. The engine ran and, to my untrained ear, sounded surprisingly smooth. Finally while the car was very rusty, there was little evidence of filler or repair work. This suggested that the car had been rotting from new. I had been told to look for originality. This had some of the most original rot I'd ever seen.

Rather than give a blow by blow account of the restoration which would rival the

Unique Big Fifteen, apparently photographed near the Arch in Waterloo.

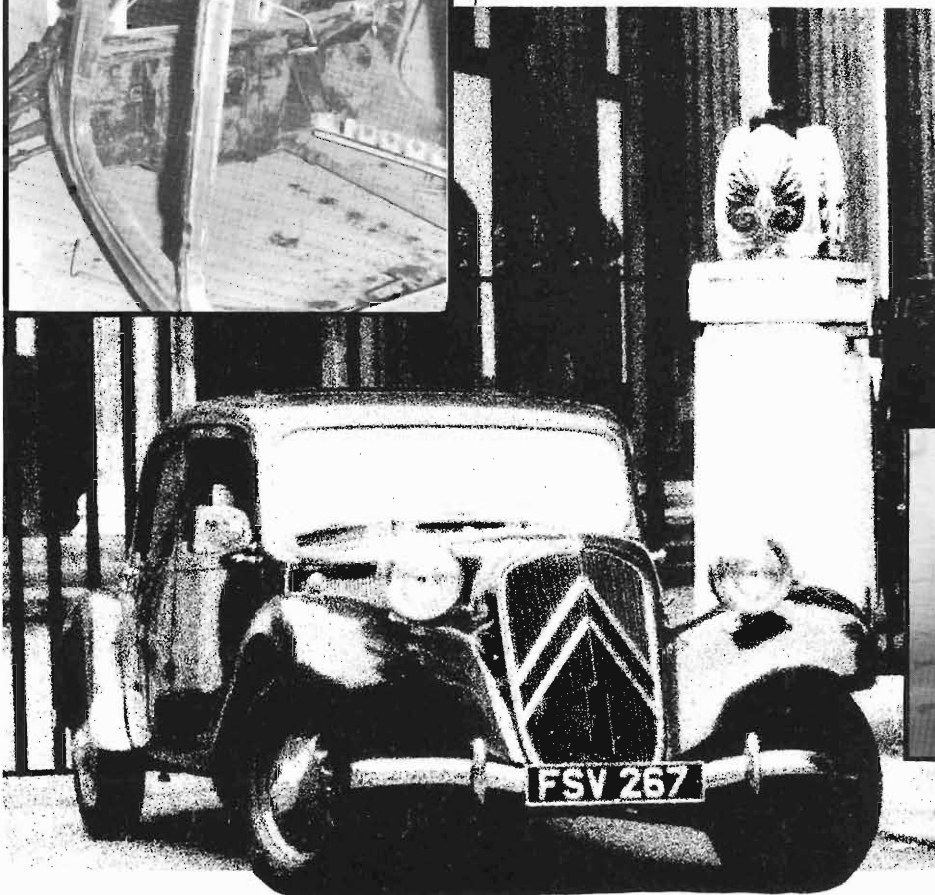
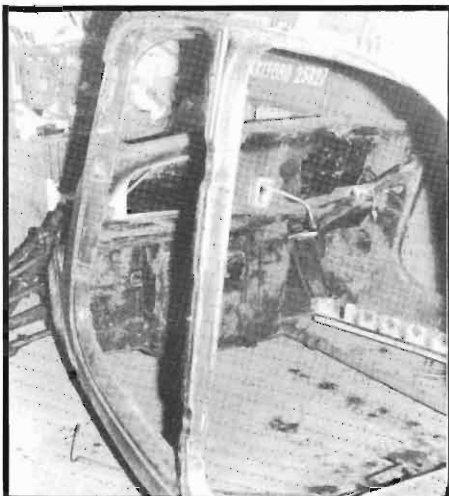
Oxford English (unexpurgated version) for length I leave it to the fertile imaginations of those who have embarked on a traction restoration and lived. Just think of every panel on the car and then subtract the roof to get an idea of what has been replaced or had major repairs done to. All chrome has been renewed as has the entire brake system, electrical system, shock absorbers, wishbones, bearings, etc. Balljoints and driveshafts repaired and renovated where necessary. The only original unrestored part of the car is the leather upholstery, and even that came from another car. Some restitching was needed but, that apart, it's fairly good. The engine seems to be fulfilling the hopes I had of it when I first heard it on day 1. Except for a decoke and clutch change it is running untouched but well.

The purists may notice FSV 267, as it is now, does not look like other Slough Big 15's. For these differences I am unrepentant. The grille is French because I prefer them. Also the bumpers, handles and curlics. Headlamps are Slough Big 6, solenoid dipped and wheels are Easicleen with French centres.

The first outing for the car (after completion Saturday night.) was at 8.40 a.m. on Sunday 12th August, bound for Knebworth. It was also the first time I had ever driven a traction on the road. It would be impossible to describe my feelings on that day – one half was listening for the almighty knocking that I feared would start at any second, the other half was revelling in the experience of looking down the bonnet and over the headlights through which all the world seemed to pass. Needless to say it was a day to remember for many reasons at the end of it the car had travelled 126 virtually troublefree miles.

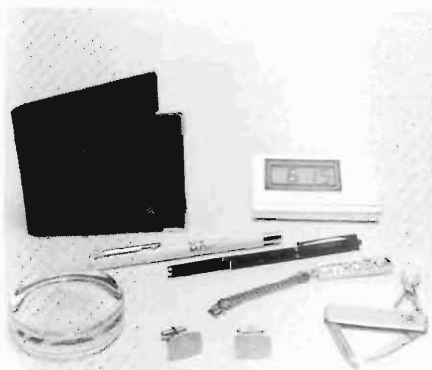
In conclusion, thanks must go to people who have helped me, lent me parts as patterns to copy, hunted around for bits that I needed and given advice when asked. Biggest thank you must go to John Gillard at the arch who has moved mountains on my behalf – without his help I would still be slaving over a hot traction somewhere.

Old floor cut out.



Bodyshell repaired and painted.

SPARES & OPEN SALE DAY



combined with a Pub Meeting on Saturday, January 5th, 1984. 11 a.m. – 3 p.m.

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as soon as possible to avoid any disappointment should we be out of stock.

Listed below are the items pictured left, these will be on sale at a reduced price, plus a FREE CITROEN MAGAZINE with every order over £3.00.

- 1 Citroen clock £3 each
- 8 Citroen BX pens 20p each
- 5 prs. Citroen cufflinks £1 each
- 1 Citroen wallet £2 each
- 2 Citroen paper weights £2.50 each
- 6 Citroen pens 20p each
- 3 Citroen pen knives £1 each
- 30 Citroen key rings 50p each
- 4 Limited edition tractions £8 each
- 2 Limited edition vans £6 each
- 42 Heller traction kits £1.25 each
- 62CV Heller kits £1.25 each
- Knebworth sweat shirts
- 9 (Medium) £2 each
- 6 (Large) £2 each
- 3 As above (childs size 30") ... £1.75 each
- 4 South African T-shirts £2.50 each
- 6 Blousons £12 each

NOTE: Light 15 DRIVE SHAFTS in stock NOW!!

CLUB SPARES

CLUB SPARES FOR SALE

Owing to inflation some of the Club Spares have increased in price. An updated Price List is therefore necessary.

This list cancels all previous lists. Levy prices applicable to participants only. Postage quoted is UK. Overseas please add 25% for sea mail, for O/A (on application) please state wants and send SAE for price including postage to: **SYD GRIFFITHS, 24 Hayday Road, Canning Town, London E16 4AZ.**

If you can't see it, please ask. It doesn't mean we can't supply, just that we haven't had a call for it yet.

N.B. Easibleeds Ref. B11 unsuitable for new manufacture wheel cylinders (B2), but an alternative set can be obtained.

Ref.	Normal Price	Levy Price	P & P if Reqd.
BEARINGS & SEALS			
A1 Clutch Thrust, 7/11	18.00	15.00	0.60
A2 Front Wheel - Outer, 7/11	11.80	10.00	0.60
A3 Front Wheel - Inner, 7/11	10.80	9.00	0.60
A4 Rear Wheel - Lt 15, 7/11BL	9.00	7.50	0.60
A5 Rear Wheel - B15/5, 11B/15	10.20	8.50	0.60
A6 Dynamo Front, 7/11/15	4.05	3.50	0.40
A7 Waterpump, 7/11	5.30	4.40	0.40
A8 Bellhousing pulley front, 7/11	4.80	4.00	0.40
A9 Flywheel, 7/11/15	5.00	4.20	0.40
A10 U/J kit for inner cardan, 7/11	15.30	13.00	0.60
A11 Differential, 7/11	11.40	9.50	0.75
A12 Rearwheel oil seal (state model)	3.10	2.60	0.30
A13 Frontwheel oil seals (side)	7.70	6.50	0.40
A14 Gearbox oil seals (each)	5.30	4.50	0.30
A15 Thrust 15 CV	11.80	10.00	0.60

Ref.		Normal Price	Levy Price	P & P if Req'd.	Ref.		Normal Price	Levy Price	P & P if Req'd.
BRAKES									
B1	Master cyl. complete (7/11/15)	19.70	16.75	1.25	D34	12v Six starter bush and pinion	8.20	6.80	0.75
B2	Slave cyl. complete (1" or 1 1/4")	17.65	15.00	1.00	D35	Lucas cap 409564	4.80	4.00	0.45
B3	Slave cyl. state R or L (15)	20.60	17.50	1.00	D36	Lucas cap 409635	4.80	4.00	0.45
B4	Master cyl. kit (inc. new piston)	8.75	7.40	0.35	D37	12v dynamo brushes	1.20	0.95	0.35
B5	Master cyl. kit (rubbers only)	3.25	2.75	0.35	D38	12v solenoid (end starter)	7.00	5.80	1.25
B6	Wheel cyl. kit (state 1" or 1 1/4")	3.25	2.75	0.35	D39	12v solenoid (top)	4.40	3.70	0.60
B7	Front hose – Slough (7/11/15)	5.70	4.80	0.45	D40	12v headlight bulb (state type)	2.00	1.65	0.85
B8	Front hose – French (7/11/15)	12.00	11.00	0.45	D41	12v sidelight bulbs	0.55	0.45	0.20
B9	Rear hose – Slough (7/11/15)	5.20	4.40	0.40	D42	12v stop/tail	0.65	0.55	0.20
B10	Rear hose – French (7/11/15)	8.00	7.00	0.40	D43	12v stop or trafficator	0.60	0.50	0.20
B11	Easibleed nipples (4)	3.40	2.80	0.20	D44	6v Festoon (state stop or rear)	0.85	0.70	0.20
B12	Short fixed rear pipe (French)	4.00	3.30	0.30	D45	6v Festoon (indic. switch) or 3 watt bulb	0.55	0.45	0.20
B13	Handbrake cable (state model)	18.55	15.75	1.50	D46	6v Bayonet 21w indicators	0.85	0.70	0.20
B14	Brake linings (state model)	29.50	25.00	1.80	D47	12v Dynamo contact	2.60	2.20	0.45
B15	Brake shoes (exchange – state model)	60.00	50.00	O/A	D48	12v Distributor	32.35	27.50	O/A
B16	Fixed brake pipes (Slough – state model)	PRICE ON APPLIC.			D48a	Distributor drive dog	2.95	2.50	0.35
B17	Fixed pipes French	PRICE ON APPLIC.			D48b	Pin			
B18	12V Hydraulic switches	PRICE ON APPLIC.			D49	Lucas sidelight base rubber	0.35	0.30	0.20
B19	Copper washers (state position)	each 0.06	0.05	0.70	D50	Lucas headlight catch spring	0.50	0.40	0.20
B20	Lockheed reservoir	11.00	9.40	0.35	D51	H/T washers for coil	0.04	0.03	0.20
GASKETS									
C1	Head, 7	10.00	8.00	1.25	D52	H/T push connectors	0.12	0.10	0.20
C2	Head, 11	11.00	9.00	1.25	D53	Complete wiring loom (state year and model)	73.55	62.50	O/A
C3	Manifold 7/11 (pair)	8.25	7.00	0.35	D54	French indicator base	10.20	8.50	0.60
C4	Triangular manifold, 7/11	1.50	1.25	0.20	D55	French rear light	11.20	9.50	0.60
C5	Silencer	1.00	0.85	0.20	D56	Battery lead	2.00	1.75	0.45
C6	Waterpump – large 7/11	3.00	2.50	0.20	D57	Junction box (not original) six contact	3.55	3.00	0.45
C7	Waterpump – small 7/11	1.80	1.50	0.20	D58	12v sealed beam highlights	5.90	5.00	0.60
C8	Rocker cover, 7/11	1.70	1.45	0.50	D59	12v contacts for sealed beams	2.40	2.00	0.35
C9	Timing cover, 7/11	1.70	1.45	0.50	D60	Angled suppressor plug caps	0.50	0.40	0.35
C10	Solex gasket pack (32PB1C)	4.70	4.00	0.20	D61	Straight plug caps	0.35	0.30	0.35
C11	Short sump set, 11CV	4.15	3.50	0.60	D62	Rubber fingers for distrib. caps with top push fit H/Ts	0.85	0.07	0.20
C12	Gearbox set	4.15	3.50	0.40	D63	6v flasher relays	6.50	5.50	0.35
C13	Oil pump paper gasket	0.75	0.60	0.20	D64	Pre-52 French rear light	15.30	13.00	1.50
C14	Head set	18.25	15.50	1.60	D65	6v Ducellier Bendix	PRICE ON APPLIC.		
C15	Six carb gaskets	5.30	4.50	0.20	D66	12v coil			
C16	35F carb gaskets	4.70	4.00	0.20	D67	Pillar parking lights			
C17	Hot spot (late type)	1.00	0.80	0.20	D68	Ducellier starter brushes			
C18	Barrel gaskets (each)	PRICE ON APPLIC.			D69	Ducellier dynamo			
C19	Six head	25.00	2.00	O/A		Bulbs: 20 x 12v 5w			
C20	Six headset	48.00	40.00	O/A		2 x 6v 5w			
C21	Paper sump	2.50	2.00	O/A		20 x 12v 5/21 off			
IGNITION AND ELECTRICS									
D1	Spark plugs (4) H10	3.80	3.20	1.00		10 x 12v 5/12 square			
D2	Slough Distr. cap (Replaces 4003162)	4.70	4.00	0.45		1 x 12v 21w			
D3	Slough points (Replaces 420196)	1.70	1.40	0.20		2 x 12v screw			
D4	Slough points (Replaces 423153)	1.70	1.40	0.20		24 x 6v 6w			
D5	Slough points (Replaces 407050)	1.70	1.40	0.20		17 x 6v 15w			
D6	Slough points (Replaces 400415)	1.70	1.40	0.20		10 x 6v 3w			
D7	Slough rotor (Replaces 400052)	1.20	1.00	0.70		7 x 6v 18w			
D8	12v starter solenoid (bulkhead)	4.50	3.75	1.25		9 x 6v 21w			
D9	12v starter brushes (post-war)	4.10	3.45	0.35	ENGINE AND CLUTCH				
D10	12v starter brushes (pre-war)	1.50	1.25	0.35	E1	Rebuilt clutch (exchange only)	41.00	35.00	O/A
D11	6v 3 pin headlamp bulbs	3.00	2.50	0.35	E2	Clutch friction plate (exchange only)	32.35	27.50	O/A
D12	Ducelior points 71990	2.65	2.25	0.20	E3	Clutch return spring	1.45	1.20	
D13	Ducelior points 71133	2.35	2.00	0.20	E4	Valve springs 11/15	16.50	14.00	1.00
D14	Ducelior points 71129	2.35	2.00	0.20	E5	Valve springs 7 and pre-war	24.70	21.00	1.00
D15	Ducelior points 71970	4.45	3.75	0.20	E6	Valves, 7/11/11D	36.00	30.00	1.50
D16	Ducelior points 42065	2.65	2.25	0.20	E8	Valves 15 six	56.50	48.00	1.50
D17	Ducelior rotor 49440	2.65	2.25	0.20	E9	Valve guides, 7/11 (unreamed)	12.00	10.00	1.00
D18	Ducelior rotor 49423	2.65	2.25	0.20	E10	Timing chain, 7/11	16.40	8.50	1.50
D19	Ducelior rotor 905014	2.65	2.25	0.20	E11	Pistons and liners, 11/15 (set 4)	111.80	95.00	O/A
D20	Ducelior regulator 82597/11CV	21.20	18.00	0.75	E12	Piston rings, 11/15	24.00	20.00	0.70
D21	Ducelior regulator 83087/15CV	21.20	18.00	0.75	E13	Solex 32 PB carb (exchange only)	48.00	40.00	O/A
D22	Ducelior coil 3918	12.00	10.00	1.50	E14	Solex 32 jet kits		O/A	0.35
D23	12v regulator late	12.00	10.00		E16	Waterpump kit (new spindle) (late type – no gland nut)			
D24	7" Slough headlamp glass and reflector (Wipac)	7.65	6.50	0.45	E17	Rocker shaft	21.80	18.50	1.00
D25	Lucas sidelight – single filament – double filament	20.00 21.20	17.00 18.00	0.45 0.45	E18	Oilpump spring	0.95	0.80	0.20
D26	Indicator lens AXO (state red, white or orange)	2.60	2.20	0.20	E19	Fanbelt, 7/11	4.00	3.40	0.60
D27	HT cable, red and black (price per foot)	0.35	0.30	0.35	E20	Fanbelt, 15	5.30	4.50	0.60
D28	SEV points DM21117A	3.85	3.25	0.20	E21	Valve seals (each)	0.30	0.25	0.20
D29	Ducel cap 47430	6.00	5.00	0.45	E22	11D shells (Std, +.25, +.5, +.75, +1mm)	7.20	6.00	0.60
D30	SEV cap 8385	6.00	5.00	0.45	E23	Core plugs (state 25, 30, 31mm)	1.45	1.20	0.35
D31	SEV cap 8631	6.00	5.00	0.45	E24	Oilpump gears (pair)	21.80	18.50	0.90
D32	6v condenser (sketch)	1.80	1.50	0.30	E25	Mains and big end tab washers	1.80	1.50	0.35
D33	12v condenser (sketch)	1.50	1.25	0.30	E26	Waterpump bush (late type)	3.00	2.60	0.20
					E27	D crank plugs	2.90	2.40	0.35

		Normal Price	Levy Price	P & P if Req'd.	Ref.		Normal Price	Levy Price	P & P if Req'd.
	RUBBERS				J13	French transfer – Lockheed	1.70	1.00	0.20
F1	Steering rack (pair)	9.45	8.00	0.35	J14	Chrome bonnet end trim (pair)/ supports	7.00	6.00	0.35
F1a	Rack pin mounts (pair)	1.20	1.00	0.20	J15	Door panel clips (10)	0.95	0.80	0.35
F2	Ball joints (one side)	4.45	3.75	0.35	J16	PVC fuel line (price per foot)	0.30	0.25	O/A
F4	Windscreen surround (prices per foot)	0.85	0.70	0.45	J17	French Big Boot handle	11.20	9.50	0.60
F5	Windscreen glass mounting (price per foot)	0.20	0.17	0.35	J18	Bonnet strip 7/11	14.15	12.00	O/A
F6	Windscreen draught rubber (price per foot)	0.30	0.25	0.45	J19	Bonnet strip, 15	17.00	14.50	O/A
F7	Big Boot bottom	11.55	9.80	0.65	J20	Key barrel sets (3) French cars	7.90	6.60	0.60
F8	12 clips for Big Boot rubber	5.45	4.60	0.35	J21	Locking curly handles for escutcheon (no locks)	14.15	13.00	0.60
F9	Door surround (4 doors)	9.45	8.00	0.65	J22	Small Boot handles (French) each	19.00	16.20	O/A
F10	Chevron pedal rubber	3.85	3.25	0.35	J23	Locking Big Boot petrol cap	6.90	5.75	0.60
F11	French indicators, number plate	5.65	4.70	0.35	J24	Furflex draught excl. (red, fawn) Furflex (grey) (price per foot)	0.70	0.60	O/A
F12	Handles, headlamps, etc.	5.65	4.70	0.35	J25	Slough exterior locking handle	6.60	5.50	0.60
F13	Shock absorber mountings (1 end)	0.70	0.60	0.35	J26	Slough ext. non-locking handle	6.00	5.00	0.60
F14	Rear chevron mudflaps (pair)				J27	Non-locking curly handle (no escutcheon)	10.30	8.75	0.60
F15	Heater tube rubbers (pair)	8.40	7.00	0.65	J28	Polished early-type Radwar kick plates – Front (each)	24.00	20.00	O/A
F16	Front mudflaps (pair)	17.70	15.00			– Rear (each)	18.00	15.00	O/A
F17	Filler pipe rubber (Big Boot)	2.35	2.00	0.35	J29	Pre-war bonnet flap springs (pair)	3.60	3.00	0.35
F18	Filler pipe rubber (Small Boot)	2.35	2.00	0.35	J30	Pre-war bonnet handle coil springs (each)	1.10	0.90	0.35
F19	Gearbox mounting bush	4.15	3.50	0.35	J31	Chromed brass Slough headlamp rim clips	3.25	2.75	0.20
F20	Big Boot top	6.20	5.25	0.65	J32	Light 15 chromed grille crest	10.60	9.00	0.60
F21	Commerciale top rubber (per ft.)	0.55	0.45	0.35	J33	Big 15 chromed grille crest	10.60	9.00	0.60
F22	Greasenipple/autobled caps (4)	0.45	0.38	0.20	J34	Post-war bonnet handles chromed (pair)	11.80	10.00	0.60
F23	Windscreen drain tube	0.40	0.33	0.35	J35	Door ext. escutcheons	3.00	2.60	0.35
F24	French windscreen knob rubber cover	1.50	1.25	0.20	J36	French hub cap spinnings	6.60	5.50	1.00
F25	Rear bumper (Small Boot) rubbers per pair	8.25	7.00	0.35	J37	Stainless steel centres	8.85	7.50	0.75
F26	Slough wiper pegs (pair)	0.60	0.98	0.20	J38	French hub cap bolt (chromed)	2.80	2.35	0.60
F27	Small Boot surround (per ft.)	0.55	0.45	0.35	J39	Pilot hub cap bolts	PRICE ON APPLIC.		
F28	Bonnet grommets	0.17	0.14	0.35	J40	Grill surround clips	PRICE ON APPLIC.		
F29	Scuttle vent rubbers	7.65	6.50	0.45	J41	Seat cloth kit for French car	75.00	63.00	O/A
F30	Triangular door rubbers	1.65	1.40	0.20	J42	Grey headlining cloth 54" wide per yard	8.00	7.50	O/A
F31	Window channel base rubber	PRICE ON APPLIC.			J43	Metal door – rubber receiving plate	1.95	1.65	0.35
F32	Lucas sidelight base rubber	0.50	0.45	0.20	J44	Aluminium grill surrounds (pack)	11.55	9.80	O/A
F33	Wiper grommet	0.25	0.20	0.20	J45	French overrider	10.55	8.95	O/A
F34	Drive shaft rubbers/protector (pr)	7.65	6.50	1.00	J46	French bumper	PRICE ON APPLIC.		
	EXHAUST				J47	Aluminium door kick-strip (set)	11.45	9.70	O/A
G1	Mild steel silencer	32.95	28.00	O/A	J48	Aluminium door-trim (set)	11.55	9.80	O/A
G2	Stainless steel silencer				J49	Wing ends (pair)	37.65	32.00	O/A
G3	Mild steel downpipe (state model)	23.00	19.50	O/A	J50	Headlamp plastic tops (each)	5.40	4.86	0.35
G4	Stainless steel downpipe (state model)				J51	Petrol caps	3.55	2.00	0.60
G5	Suspension straps (pair)	0.80	0.65	0.35					
G6	Stainless steel thru pipe (state model)								
G7	Mild steel thru pipe (state model)	18.85	16.00	O/A					
G8	Six down pipe	69.25	58.85	O/A					
	DRIVE, STEERING AND SUSPENSION					MISCELLANEOUS			
H1	Balljoints pair (top and bottom)	82.35	70.00	O/A	K1	Radiator Hose, 7/11	7.20	6.00	1.25
H2	Track rod end kit	34.00	29.00	1.00	K2	Hose clips, 7/11 (pair)	0.85	0.70	0.35
H3	Rack inner pin and nylon nut	20.00	17.00	0.65	K3	A/C pump repair kits	5.25	4.45	0.35
H4	Balljoint adjusters (does away with shims) pair	18.85	16.00	0.65	K4	Speedo cable, 7/11	13.00	11.00	0.75
H5	Exchange driveshaft (state model and side)	75.00	65.00	O/A	K5	Slough wiper arms (each)	5.40	4.50	0.45
H6	Exchange inner cardan	21.80	18.50	O/A	K6	Slough wiper blades 8" (each)	2.60	2.20	0.35
H7	Crown wheel, pinion	247.00	210.29	O/A	K7	SEV wiper arms (each)	10.60	9.00	0.45
H8	2nd and 3rd gear and synchro	232.95	198.00	O/A	K8	SEV wiper blades (each)	2.80	2.35	0.35
H9	Gear bushes	24.00	20.00	0.65	K9	Shock absorber (state model and position)	18.60	15.50	O/A
H10	Diff. thrust washers (state 3.5, 3.75, 4.00, 4.5 mm)	1.50	1.25	0.45	K10	Split pins, mixed pack	0.60	0.50	0.20
H11	Exchange wishbone (state side)	35.30	30.00	O/A	K11	Spring washers, mixed pack	0.60	0.50	0.20
H12	Wishbone shims (various each)	0.06	0.05	0.20	K12	Front bumper horns (pair)	28.00	25.00	1.25
	TRIM				K13	Front inner bearing tab washer	0.40	0.35	0.20
J1	¼" bead PVC wing piping (per ft)	0.12	0.10	O/A	K14	Woodruff key-front hub	0.55	0.45	0.20
J2	Flexible window conduit (per ft)	0.80	0.65	O/A	K15	Door hinge pins (each)			
J3	Bonnet tape – double bead N" (per ft)	0.50	0.40	O/A	K16	Clutch pedal spring (LHD models)	1.60	1.35	0.35
J4	Window support channel	3.00	2.50	1.20	K17	Distributor spring	1.10	0.90	0.35
J5	Dash selector springs (pair)	4.15	3.50	0.20	K18	Clutch cable spring	1.20	1.00	0.35
J6	Bonnet stay springs (pair)	1.15	1.00	0.20	K19	Starter cable (Slough)	3.00	2.50	0.35
J7	Slough interior door handle	2.40	2.00	0.35	K20	Air filter (various, state type)	5.40	4.50	0.60
J8	Slough interior winder	2.40	2.00	0.35	K21	Tool boxes (Small Boot Slough)	6.60	5.50	0.75
J9	Slough interior escutcheon	1.15	1.00	0.35	K22	Door mounting rear view mirrors	0.22	0.18	0.20
J10	Citroën boot badge	19.45	16.50	0.65	K23	Petrol hose jubilee (each)	28.00	25.00	O/A
J11	French transfer – Miofiltre	1.20	1.00	0.20	K24	Small Boot valances	42.50	37.50	O/A
J12	French transfer – Vokes	1.20	1.00	0.20	K25	Big Boot valances	34.00	30.00	O/A
					K26	Floor pans (2m x 1m)	PRICE ON APPLIC.		
					K27	Outer sills (pair)			

Correspondence



Dear Nick,

I write to ask if there are any members of T.O.C. living in the South Wales area who would like to form a Section of the Club.

I find it difficult to become aware of local members and would suggest a membership list to be published in the F.P. once a year or be made available to members requesting it at a nominal charge.

Finally I enclose a shot of my traction GTJ67 taken at Knebworth on 11th August.

Congratulations to all who helped organise a super event.

Alun Hall

P.S. I would be pleased to hear from any member in the area interested in forming a section by contacting me by phone or letter.

'Greenbanks', 9 Enville Road, Newport, Gwent NP25AE. Tel. (0633) 65310

N.B. Members of the committee are working hard to produce a list of all members which will be sent out to everyone, hopefully in the not too distant future.

S.H.



Dear Mr. Hall,

As a newly joined member of the TOC and an owner of a Light 15 myself, I am writing to you to ask if you may be able to print a small article under club news.

I have been reading a letter from Mr. G. R. E. Hide from Gillingham in Kent, who is trying to find a registration number

of a car PHX 779 which belonged to his father many years ago. My father also owned a Light 15 in approximately 1952, my earlier recollections of this car in fact persuaded me to buy the one that I own at the moment which is a French made vehicle from 1947. The registration from my father's car, as you can probably see from the photograph, is HXK 293. This car was built in Slough and the photograph was taken in approximately 1952/53. If there is any chance of tracing the whereabouts of this car, always assuming that it is still in existence, I would be very pleased indeed to find it.

Yours sincerely

R. W. Burn

P.S. Is it possible you might have a list of members and cars with registration numbers? I would be pleased to receive it if you have.

*1 Barn Hatch,
36 Alexandra Road,
Ash, Hants.*

*New list will be available early in 1985.
Please write in with a profile of your car for
F.P. Ed.*



Dear Mr. Hall,

Many thanks for inserting my 'wanted' advertisement in Floating Power recently. Through you, may I express my appreciation to everyone who rang to offer me their cars. Unfortunately, by the time the advertisement appeared I had bought a car. However, it was extremely interesting to meet other members (albeit only by telephone) and to discuss Tractions.

My 'new' car is a 1952 11BL which appears to be one of the earliest big boot cars, its rear panels being somewhat different from those on later cars owned by friends. It had a relatively sheltered life in Southern France and quite an interesting history. Perhaps I'll try to write a feature about it for you when the pressures of the legal profession abate sufficiently to permit me time to carry out the necessary detective work!

I wonder if I might, through the columns of Floating Power, be permitted to voice a slight criticism of the Club on behalf of myself and others with whom I have discussed the matter? Despite having artwork which makes Floating Power the best one-make magazine I have seen, the T.O.C. seems to have a weakness not shared by most other one-make clubs; the very small amounts of helpful information disseminated to members. For recent members like myself, particularly those of us who live far from the recognised sources

of Traction information and parts, it would be of invaluable assistance for some of the undoubted experts in the Club to make their knowledge available to us all – perhaps, in the form of hints and tips in Floating Power on such subjects as which modern parts can be used on or modified to fit our cars where Traction parts are not readily available. I know that the Club carries stocks of parts itself and workshop manuals are available but other clubs do seem to make the task of keeping cars on the road a little easier by means of suggesting alternative parts and arranging discounts on tyres, etc., for their members. An office colleague is in the Ford Sidevalve Club and I regret he really puts me to shame when he shows me what is done for Ford enthusiasts.

I'm sorry if this letter has degenerated into a carping exercise but I do feel that it would be in the best interests of the Club if more information (which, surely, exists) was made freely available. If nothing else, maybe it will produce more correspondence for the magazine.

Best Wishes, David Horsley

P.S. Thanks to Steve Hedinger for the list of members; time may see the foundation of a North-West Section.

*20 Bryn Golau, Tynyngogl, Anglesey,
Gwynedd, LL74 8NU.*

Not a carping letter at all. It's fair comment except that the sidevalve Fords are really not comparable in my opinion, on any count. As for tyres, I would love to find 165x400's at a discount!

Let's have some more comments. ED.

Rates and conditions of advertising:

Private adverts (classified)
Members and non-members of T.O.C. buying or selling Citroën Cars or parts (pre 1957) – NO CHARGE.

Trade adverts – 1/8 page – £25.00 per insertion.

Advertisers must supply 'camera-ready' artwork. Where this is not available, the T.O.C. will provide it, after agreement with the Editor, on format and cost.

Inserts (loose) – any size up to A4 £25.00 per issue plus handling charges, to be agreed with Editor. Artwork as above.

Terms of acceptance

Cash with order, all cheques and money orders will be cleared by the Club before the acceptance of any advert.

The Club reserves the right to refuse any advert which it considers unsuitable for publication.

All advertisements should be submitted to the Editor.

Visit

CENTRAL SOUTHERN SECTION'S VISIT TO CLASSIC RESTORATIONS IN WHITCHURCH, HANTS. 21st OCTOBER.

The October meeting of the Central Southern section took place at the White Hart in Whitchurch, Hants which is just across the road from Classic Restorations.

This Classic Restorations (no connection with another firm of the same name at Waterloo) had briefly invited us over to see for ourselves the work they do. Peter Edwards, a partner in the company and one-time engineering instructor at Portsmouth showed us around the wide range of cars they work on and explained the range of work they undertake and the standards they work to. Most interesting is the fact that owners can work on their own cars on the premises – doing the work they are capable of doing and leaving the more specialised work to the experts. This cuts the cost of restoration and also you can see the standard of work going into your prized car.

Peter admitted he likes basket cases as they present a challenge (but had to ask us if any of us knew where 2 brackets fitted to a Bentley chassis). Classic Restorations are also happy to do partial restoration work – a kind of bit at a time as funds allow: arrangement, or do bits and pieces that customers bring in.

The cars being worked on at the time of our visit were a 1926 Rolls, Iso Rivolta, Horstman, Healey 3000, Austin Sheerline 1950, Bentley saloon 1950 and a 1939 Hotchkiss 4 seater drop-head, and an M.G. Magnette saloon.

Fairly recently they went up-market and worked on my Traction.

Everyone enjoyed the visit so much that the White Hart had been open for over half an hour before we realised it. Very many thanks to Peter for an instructive and entertaining visit. What impressed me most was the 1950 Bentley. I live in Whitchurch and saw the car when they first started work on it. The transformation between what it was then and the completed body shell now is almost unbelievable.

Before you all start rushing down to Whitchurch, Classic Restorations are booked fully until the end of May. Luckily I'm in the queue. **M.W. P.S.** the next section meeting will be at the Jack of Mowbury, Binfield on Sunday 18th November at 12 noon.

Diary Dates

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month:
at the Swan, Whittington, Worcester. 200 yards off Junction 7. M5.

November 21st
The Four Aalls, Wellford on Avon, nr. Stratford on Avon.

December 14th
An evening at David & June Boyd's, 'Tanglewood', New End, Astwood Bank, nr. Redditch, 8 p.m. onwards. Please bring a bottle.

January 16th
The Raven, Claines, Worcester, on A38, 3 miles north of Worcester city centre.

February 20th
The Fox and Hounds, Bredon, nr. Tewkesbury.

March 20th
The Washford Mill, Studley, Redditch, on A435, ½ mile north of Studley.

April 17th
The Road Maker, Gorsley, nr. Newent.

May 15th
The Fleece, Bretforton, nr. Evesham.

Please contact Simon Saint, 'Snigs End', Danes Green, Glaines, Worcester. Tel: 54961 for directions or further information.

NORTHERN SECTION MEETINGS

1st Tuesday of each month:
9.00 p.m. at the Shoulder of Mutton, Thwaites, Keighley.

3rd Saturday of each month:
12.00 a.m. at the Black Swan, Thornton Road, Bradford.
For further details and directions contact:—
John Howard.
Telephone: Bradford 309093

LONDON SECTION MEETINGS

Last Tuesday of each month:
all Pub Meetings start at 8 p.m.

27th November
Green Man, Putney Heath, Putney SW15.

18th December
Rosetti's, Ordnance Hill, St. Johns Wood.

29th January, 1985
The Anchor, Bankside, Southwark, SE1.

26th February
Jack Straws Castle, North End Way, Hampstead.

5th January LONDON SECTION CHRISTMAS DINNER.

Le Routier, Camden Loch, Camden, NW1.
8.30 p.m.
(Contact Alan Sibley for reservation, telephone 01-8090397).

Tool & Manual Hire Service:

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

Front hub and outer bearing puller
Deposit: £25 Hire: £2.50
Top ball breaker
Deposit: £10 Hire: £1.00
Bottom ball breaker
Deposit: £20 Hire: £2.00
Inner bearing nut spanner
Deposit: £5 Hire: 50p

Hires are for nominal periods of 7 days, although earlier return would 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 £2.25 for postage. (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 copies£1.25 each

Posters

Les Tractions£2.00
Traction Avant£1.25

T-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 (sm. boot pre-war). Enamel with chrome

Classified

For Sale:
6th I.C.C.C.R. – The Book of the Rally.
The minority of members who were not at Knebworth may be interested to know what they missed. The book of the Rally will be published later this year (150 pages plus, and 150 or more photos). Price will be £6.95. Send a cheque payable to C. D. Conway or quote your ACCESS number. David Conway, 152 Barkham Road, Wokingham, Berks. RG11 2RP.

For Sale:
Sets of eight Nylon nuts for Traction cardan shaft to output flange studs, late type (10mm), nuts 17mm across flats, but reduced thickness to avoid fouling. £1.25 per set including P&P from N. Hall, 16 Lynbourn Road, Havant, Hants.

For Sale:
Traction, 11 BLD, 1955 in use until recently. MOT now expired, but basically in good order. Complete, although engine and gearbox out, offers. N. Hall, Havant. (0705) 474731.

Wanted:
Four new tyres 165×400 Ken Bishop, Tel: Worcester 0905–820577.

Wanted:
Big 15 or Light 15 small boot Paris or Slough built, any year. Anything considered, preferably partly restored. Kevin Scully, 01 637 1142 (work) or 01 878 5374 (home).

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,
24 Hayday Road,
Canning Town,
London E16 4AZ.

All prices exclude post and packing. Cheques to be made payable to T.O.C.

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.

