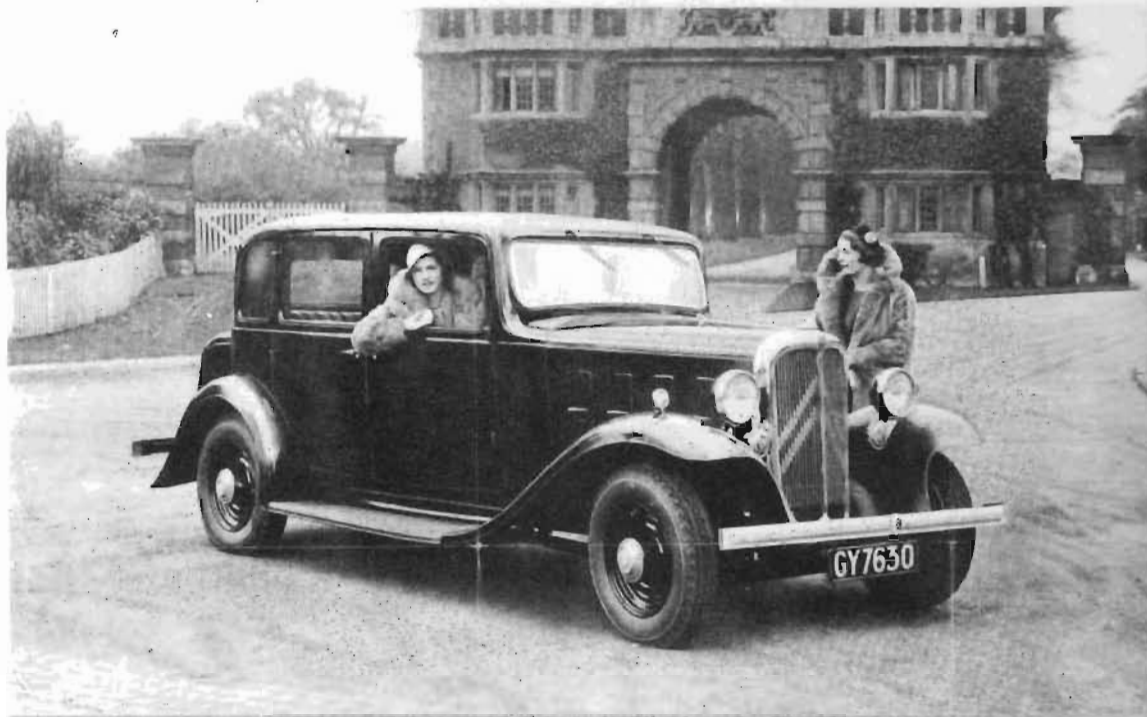




# CITROËN

- FLOATING POWER. ● SYNCHRONISED GEAR CHANGE. ● FREE WHEEL. ●
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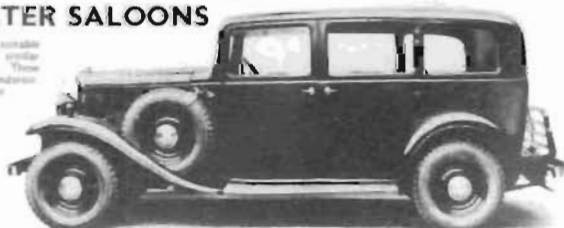
THE CITROËN  
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**£295**



## THE FAMILY 7-SEATER SALOONS

The spacious and wide Citroën Chassis is especially suitable for this type of body, and there are no other similar Saloons on the market at anything like the price. These Saloons contain, in addition to the usual accommodation, two auxiliary seats facing forward, which can be used as seats or folded down, when not in use. Solid independent front springs and floor wells. The necessary engine and braking power to carry seven adults is elegantly provided. These cars are ideal for the Family Man or for those who have frequent occasions to carry additional passengers.

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- "TWENTY" 6-cyl - £320



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# Floating Power

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Volume Three Number Three

June Nineteen Hundred and Seventy Eight

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Having dragged my Lt 12 from the depths of a cosy garage after the winter hibernation to prepare her for the journey to Peasmarsh, for the 1st Annual T.O.C. rally. I was amazed to find the brakes virtually non existent and quickly put this down to sticking wheel cylinders. Which just goes to show how quickly things can deteriorate when left to their own devices. The moral would seem to be use your Traction regularly or at least run the engine and operate the brakes and clutch if you wish to avoid sticking valves, condensation in the crank case, and other such nasties.

Having mentioned our summer rally I feel that it is inevitable that we shall receive some moans re the location, but as you know the South East of England was chosen to enable our friends from the European Traction clubs to visit us with comparative ease. In any other circumstances I would agree that such complaints are somewhat justified, cries of "oh no not another event in the South" are not slow in reaching the committees ears, but unfortunately the people who arrange events live in the south of England and have only their local knowledge of suitable venues. Bearing these thoughts in mind we are looking for some brave persons to assist in arranging our 1979 Summer Rally, in the Midlands area. So if you know of a suitable location, and are foolhardy enough to volunteer, then please get in touch with our Social Sec, Tony Hodgekiss, giving him your suggestions for venues and type of event.

Good news on the spares front, John Gillard and Graham Sage have after considerable efforts, procured the more useful type of new spare parts to keep your Traction in good running order. It was decided by the committee that as the response to the spares questionnaire had been so poor, the club would use most of its limited funds to purchase parts which the spares committee felt would be in most demand, brake parts topping their shopping list.

Yes!! at last!! we have a club badge for sale, the badge in question being a windscreen sticker, to a design by our Treasurer Dave Sheperd, who will be only too glad to send you one upon receipt of 40p. You see, if you wait long enough everything we promise transpires.

For those of you who intend going to Chartres for the 4th International Citroen Car Clubs Rally, organised by Traction Universelle de Paris. You will be pleased to know your hard working Secretary has arranged special rates for ferry crossings, the idea being, that we try to form a convoy from Dover to Chartres. Full details are in this issue.

By the way has anybody found a suitable method of preserving their Floating Powers for posterity i.e. binders, or even more sophisticated systems. I'm sure there must be many periodicals of the same overall dimensions who produce suitable binders, if you know of one please drop me a line.

Lastly, I understand that Pierre Dumont the author of Quai de Javel Quai Andre Citroen, has written a companion volume covering the Traction models in greater detail, and the range of toy Citroens produced by the factory before the war. The book will be published soon by E.P.A. of Paris.

G.B.



## FLOATING POWER ERRATA

Volume 3 No. 2 – Tools of the trade. Operation no. 3 nut size should read 1½” A.F. and not ½” A.F.

## T.O.C TRACTIONS

I was on holiday in France in June 1974 when I was directed to an old farmer who had an original Big 15 Normale, one owner from new, for sale. Between two of us and several of them we had enough common language to transmit the information that it had not run for about four years; it had failed to start one day and, always meaning to do something about it, it had be left . . . . and left! But indoors and heated by cows in winter. Now they thought the engine would not turn.

After the necessary financial arrangements and the obligatory bottles of champagne had all been completed we set out towing behind by friends special-engined Land Rover. Needless to say we slapped it in gear as soon as we were clear of the farm but a couple of miles at up to fifty miles an hour only set the clutch smoking instead of the exhaust. Even without the plugs it would not turn (as we had been told). So we decided to cut our losses and get the beast back to London before doing anything drastic. At Southampton at 2 a.m. the customs were less interested in the car than my head for wanting such a heap – no value so no duty but a valid import certificate nevertheless. The journey up the M3 was horrific; middle of the night, pouring rain, and only a 12v battery to hook into the 6v lighting system – it really woke them up after four years of idleness, but three sidelights had died by the time we arrived. However it was now standing outside my residence. Total cost after one day £139.25.

My programme than was to find the cause of the seized engine and to work for an MoT. Lift head, nothing obvious. Drop sump and slack all big ends; number two piston is solid in its liner. Knock out entire thing and since crankshaft now spun freely, send liner and piston to released professionally.

All pistons to be re-landed and re-ringed. In the meantime free all door handles and locks so car can be made secure. Bumpers sent for rechroming. Back wheels removed and handbrake cables freed in their outers. Brake shoes relined. All steel brake pipes renewed. New flexes purchased but not yet put on. New battery and electric circuits tested. Required bulbs fitted. Cylinder head stripped, decoked and valves reground. Water pump overhauled while accessible. New petrol pipes and windscreen drains made. Cost after one week £194.67.

Pistons collected and engine re-assembled as far as head because no gasket available. Took off front wings and radiator grill to get at and change brake flexes; this made the job very easy but also very expensive because the law booked me for excessive work in the street. Completed the job anyway. Obtained gasket set at a steam rally so finished assembling the engine. Set tappets at 12 thou as a guess. Put in oil, water, petrol and ignition key. Tried starter. She wanted to fire but couldn't quite make it. Overhauled distributor and fitted new plugs. Still no real success. Tried a tow start and it fired loudly within a few years. Parked up and fiddled with mixture settings, located holes in exhaust pipe and since the tickover was so very smooth we had a celebratory drink – or two. After applying the first of many exhaust bandages I drove across to my new flat. 2.7 kilometres. Cost after two weeks £214.15.

Had front suspension, steering and all underneath areas steam cleaned. A lot of years-old french cowdung still had to be prised off with a screwdriver but the final appearance when in primer was worth the effort. Painted engine and anything else I could see. Underbonnet looks very different already. Start engine and find it will not go into gear. Since we had fairly baked the clutch soon after purchase I decided to renew it straight away. Without any handbook or instructions the dismantling and re-assembly of the drive train was very logical and heartening to the veriest amateur. (I had my first contact with Fred Annells here because everywhere I tried to get a new clutch plate they said you



Nick Hall

should see him. Alas no-one could tell me where, but perseverance paid off.) Completed the job after two working days, painting and tidying as I went. Now the starter failed to work. Got it overhauled and all was well. Fitted windscreen washer. Car was now ready, mechanically, for the MoT test. Cost after three weeks £235.06.

But because the car looked tatty on the outside, with wings rusted through in several places, mud flaps dangling on bits of wire, all four doors rusted at the bottoms and several small dents around the rear, I decided to have it refinished and sprayed first so left it with a friend in the trade and went off for a fortnights holiday. Nothing had happened by the time I returned. I persuaded him to start but after another three weeks there was very little progress and since I had to go back to sea then, I left it with him (perhaps you'd been wondering how I could devote so much time to it and still then have a holiday!!)

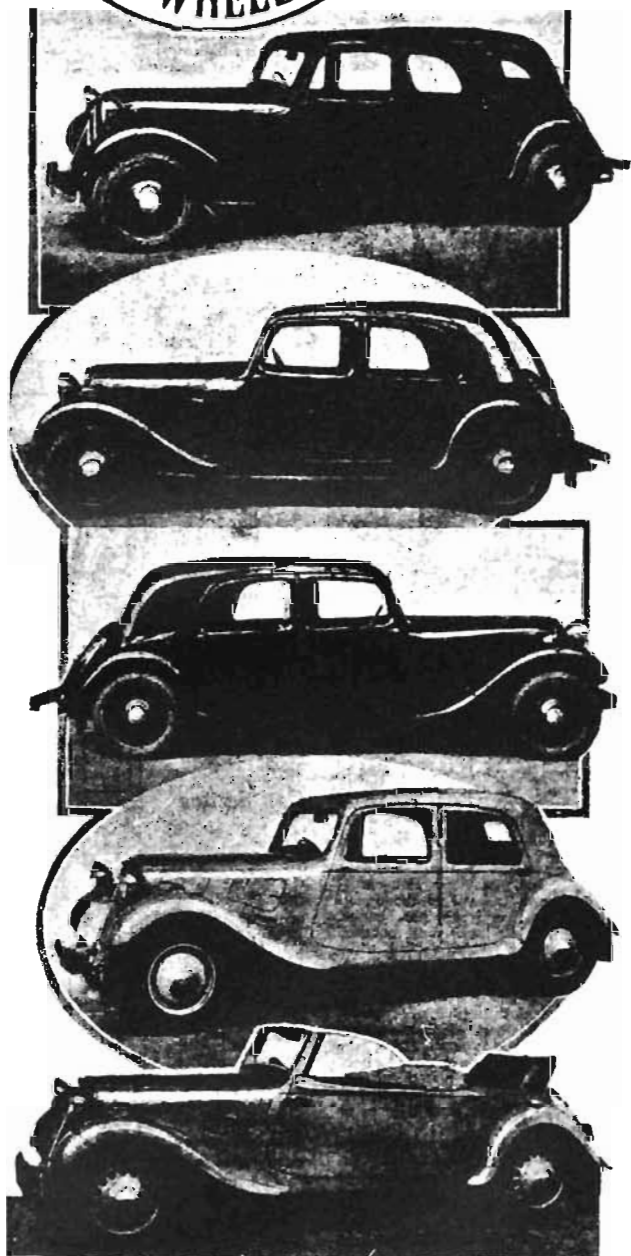
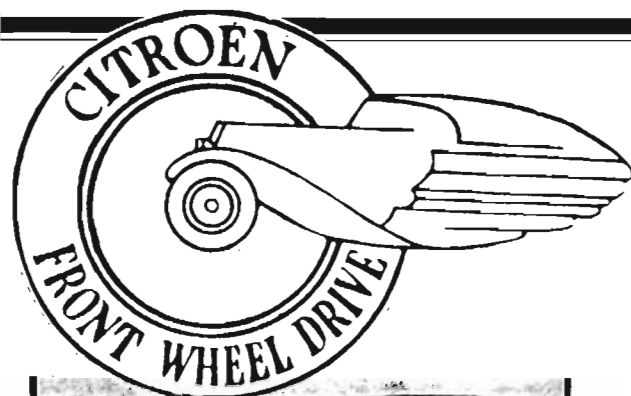
When I returned after nine months it was very much as I had left it except that the radiator was now empty and the sump full of an oily emulsion. Thus I found out about the gasket I should have put under number two liner. What with this and several other things – not least my Mercedes 190SL flashing its chrome all over the home counties – the poor Citroen stood for about twenty months until last spring (77) when I decided to make a once and for all attempt to get the job done, several more things having deteriorated due to garage junk being stowed all over it. I had it trucked to my parents home where there was a garage large enough for me to move around and do (or undo) things whilst indoors, something not possible in my lockup.

I began the serious job of preparing the coachwork. Rub, rub, filler, rub, dust off, rub, stopper, rub, I came to see why it costs so much to get someone else to do it. I hired a spray compressor for one week from a Friday and since my brother-in-law arrived that evening he got roped in for the fun. I had sought out all the advice I could about spraying but nevertheless I was so nervous that the first coat of primer showed more black through than grey on. However, learning as I went, I ended up next Thursday with a richly black car, duller than I had expected (hoped?) but all my own work. I then put in some more work on the engine, basically redoing the original work, and got more excited as I went along. A cheap way to find out what was required for the MoT was to subject it to one. It failed on back tyres, rear shock absorber bushes and one headlamp bulb. Virtually a pass I thought, until I tried to get any of the three! But I managed them at last and got another MoT certificate, this time with green patches on. Forty-eight hours later I was a happy man smoking an R registered car about. Cost after three years £394.24.

Looking back I can see a few mistakes. Should I undertake such a massive restoration again I would a) not rely on anyone else so heavily for bodywork repair before the car is registered. It is restrictive. b) seek out more of the technical details from the one-make club. I joined the T.O.C. after the Motor Sport advert but did nothing about it until after I had the car mobile. I could have saved myself considerable depression and not a few knuckles while finding out what they already knew. c) get a professional to put the finishing coats of paint on, even if I have to houseguest him for a couple of days; the result is worlds better.

Since then I have made and fitted new carpets, had an exhaust system custom built by Midas, done a hell of a lot of polishing and grinding to get a nice gloss, and generally enjoyed the turned heads in the street. There may be better cars around but even Bernie had better watch out.

Alec Bilney, South London



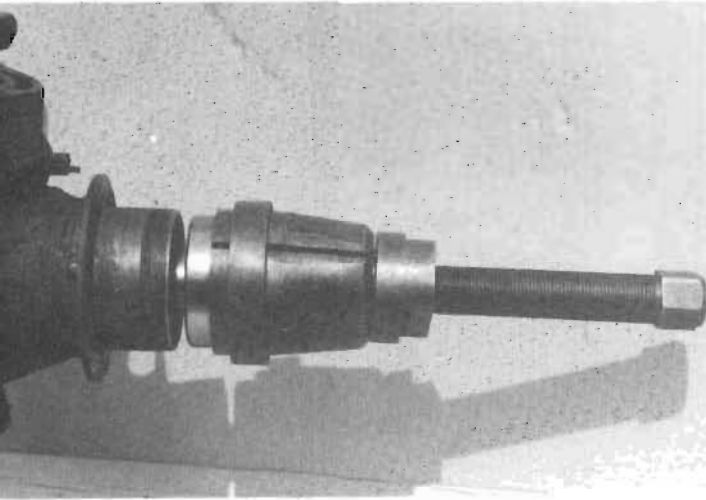
#### All Traction owners in the London area.

Meeting at the Bishops Finger (Public House), West Smithfield, Smithfield Market, Wednesday June 23rd at 8.00 pm. to discuss the formation of London Social of the T.O.C. Your support is needed, views, ideas and suggestions for future activities. Further information, contact Alan Sibley, 161 Mount View Road, Hornsey, London N4. Telephone: 01 438 9718 (evenings only).

# TOOLS OF THE TRADE

## PART II FRONT OUTER WHEEL BEARING PULLER

As you can see from the accompanying diagrams, this tool utilises the extractor body 1750.T. from the front hub puller. (See previous issue.)



Method of operation is as follows:

- 1) Remove road wheel and hub.
- 2) Remove lock plate, this is held by a small screw on the top of the bearing housing, and the plate lays in the groove of the castelated ring.
- 3) Remove castelated ring with a C spanner, (actually there is a special tool for this but a C spanner is quite adequate and cheaper to obtain.) as a last resort a brass drift can be used.
- 4) Place extractor tool on bearing as illustrations, taking great care that the lip on the collets are securely fixed in the groove on the outside edge of the bearing now screw in the long bolt and draw out the bearing.
- 5) Remove spacer behind the bearing, and clean out all the old grease before reassembling. Be careful not to overfill with grease as this will cause pressure to build up and thus a leaking seal, recommended grease should be high melting type, such as Castrol LM.

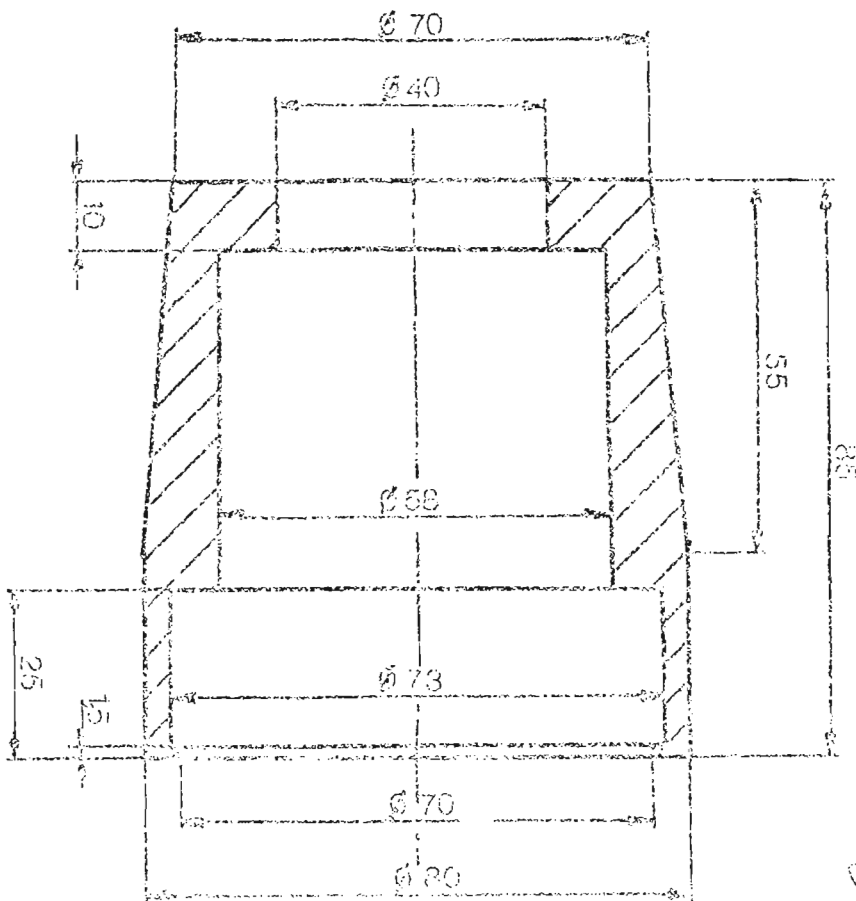
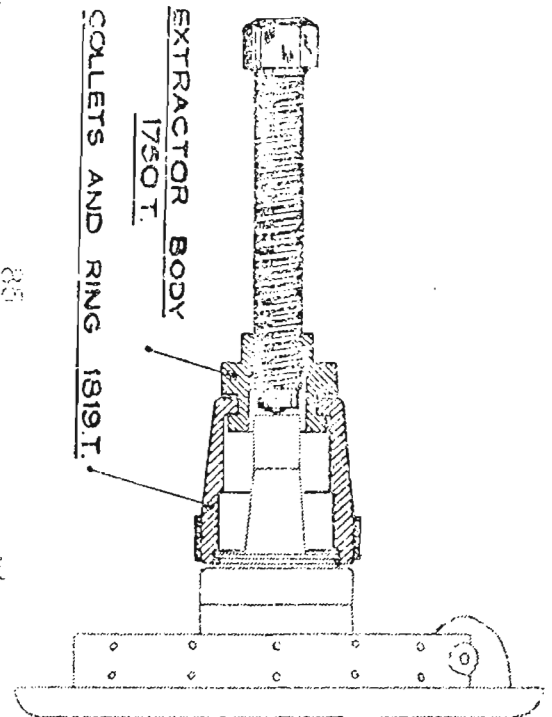


Fig. 2. EXTRACTING BALL-RACE



## T.O.C RALLY REPORT

Friday, ugh! rain and more rain, putting up tents in the wet is not a good way to start a rally, especially the first one the T.O.C. have ever organised. But once they were up the rain didn't seem to matter too much. The first to arrive was Jim and Pauline Cole all the way from Newcastle in their Dyane complete with huge tent and young daughter, next Jose Waghorn who promptly got her caravan stuck in the mud, and sat there for an hour until someone came to her rescue, then we turned up with half an hour to get the tent up and shoot off to Dover some thirty miles away to meet the overseas contingent.

Fortunately Fred Annells in his roadster, along with Bernie Shaw in his Big 15, managed to get to Dover on time to meet 16 Tractionns from Holland, and another 5 from Belgium who just happened to book the same boat. We met them going the other way in Folkstone, flashed the lights of our G.S. and joined the back of the convoy. After finding accommodation for those who decided against camping, we all had an enjoyable evening in the Cock Inn.

The next day started gloomily weather wise but soon brightened up, and the line up outside the pub to go to Rye, had to be seen to be believed, there was almost 40 Tractionns of all types, snaking along one after the other, through the pretty lanes to Rye. Finding the car parks almost full when we arrived was a little daunting to say the least, but somehow we managed to fit them all in, and wandered off to explore the old Cinque Port. We had intended to go back to Peasmarsh and have a quickie concours for the Dutch cars as they were returning home early Sunday, but they wanted a trip around the countryside as it was such a lovely afternoon. So once more Bernie Shaw led the way, along the coast road and up the steep hill through the pretty village of Winchelsea, and then back to Peasmarsh, where Dave Shepherd and Graham Sage picked out three cars – 1st was Pete Tasselaar with a dark

blue 1939 '77", who won the book Traction Avant, 2nd was Emile Gossard, president of Amateur Citroen Anciennes, in an II Normale roadster, who had a Citroen cravat, followed by Ernst Berends, who won a tie with a Traction embroidered on it.

After the evening meal, we all had a good noggin and natter in the Cock Inn and sold club paraphernalia to one and other. At 11.30 the pub chucked us out, so nothing daunted, Greg Hayes very generously bought a case of red wine from the landlord, and we all went back to our tent and cooked sausages and drank the wine, Kathy Hayes and Rosie Evans organised the food, and John Waghorn the music, it was a very civilised way to end the day.

After saying goodbye to our Dutch counterparts, we got the Treasure hunt under way, which took everyone through a scenic route to Battle. The Belgians who were still with us did amazingly well coming 2nd, 3rd and 5th overall. 1st however, came Greg and Kathy Hayes, and they won back the trophy they received after our first T. Hunt in 1976. 2nd was Alain Hermand and his wife who won a tie and scarf. After a quick drink in the local we all took off back to Peasmarsh, to the large car park of the village shop which was free from mud, for our Concours d'Elegance. Judging was carried out by Fred Annells assisted by Graham who carried the paper and pencil for him. No guesses for the first place which went to Bernie Shaw, for his always immaculately turned out II Normale, a very close 2nd was Alexis Ruzette, from Belgium, with a beautiful metallic Mist Green Slough Big 15, followed by yet another Belgian Maurice the Arab, with a Heather Grey II legere. The judging was very close with only seven points between the 1st and 3rd car.

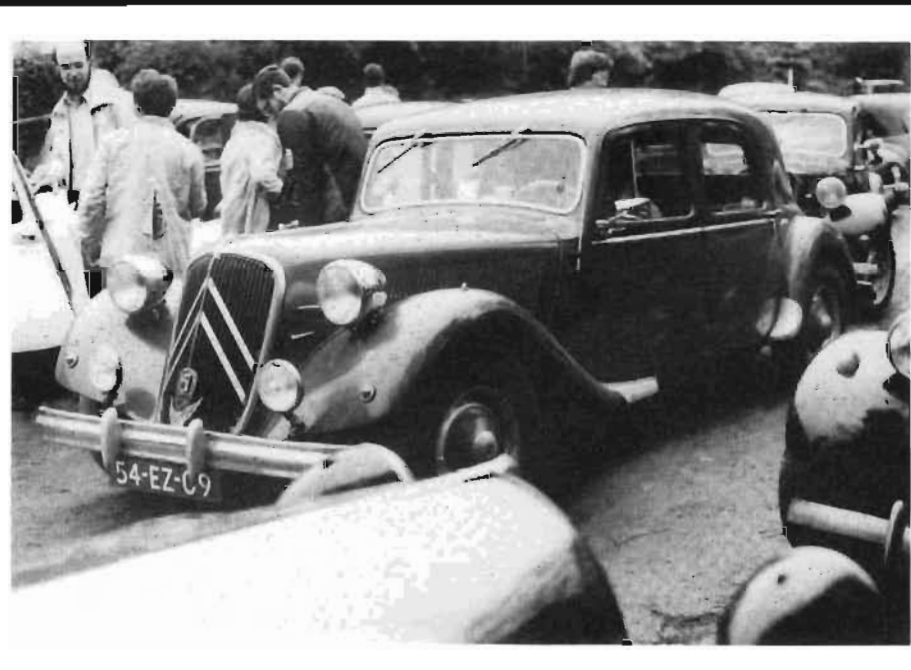
For those of you who didn't attend you will see from the pictures that the event was a success, so perhaps we will see you all next year.

Tricia









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# ARTHUR SHAFT.SF.I.B.S.T. T.O.C.ret.

Correspondence c/o The Editor

Dear Mr Shaft,

Could you please tell me if it is possible to fit the rack and pinion steering unit from a Big 15 to a Big 6. Having looked at both units they appear to be identical.

G.W. Chelmsford.

Dear G.W.,

Yes, you can fit the Big 15 unit to a Big 6, as they are identical. However they are not interchangeable with the Lt 15 unit as it is of a different width.

Yours A.S.

Dear Sir,

I have run my 1951 Lt for some years now without any trouble but a short time ago it started to burn off large quantities of oil and the radiator empties suddenly when the engine is hot, but before the water boils. I think that a retaining ring on at least one piston has gone because most of the oil burning is coming out as a cloud of smoke through the filler/breather on top of the engine, and that a gasket has gone in the water pump, or on the engine letting water into the sump where it is boiling off. Is all this possible please?

Yours Major A.T. Raction

Dear Major,

Re your query it is almost certainly the case that the piston rings on your engine have worn considerably, coupled with this it would seem that either the cylinder head gasket or bottom barrel gaskets have failed or possibly a combination of both.

If the cylinder head gasket has failed this could cause the loss of water, but on the other hand the Lt 15 radiator does suffer from choking, and if this happens, the water pump will tend to pump the water to the top of the radiator and force it out of the overflow. So there are really three things you should do. Check the radiator, cylinder gasket and lower barrel seals.

To do this it is necessary to remove the cylinder head once done the job may be tackled from the top end without removing the sump, care must be taken when fitting the new

*gaskets at the bottom of the barrels see that everything is absolutely clean, and I advise you to flush the cylinder block after the removal of the head to get all the sludge out before the barrels are removed. Of course you may prefer to remove the sump, which is quite an easy job, and in some respects will make the job a little easier. If you do remove the sump the new sump gaskets cannot be fitted in the intended way, as normally they are trapped underneath the main bearings and you cannot do this again without further dismantling. The new sump gaskets cannot be fitted in the intended way, as normally they are trapped underneath the main bearings and you cannot do this again without further dismantling. So the thing to do is to cut the corners of the new sump gaskets where they would normally go under the main bearings, and then put plenty of gasket sealing cement at these four positions to prevent the oil leaking. If done properly this will prove to be quite satisfactory.*

Yours A.S.

Dear Arthur,

I get heavy juddering from the front wheels on braking at moderate speed, and understand this is a common fault on Lt 15's, any ideas why?

Yours truly John Smith

Dear John,

Regarding the brake juddering, this is due to the distortion of either the wheels or the drum and is a fairly common fault. The only effective remedy for this is to mark the wheels and drums, and then have the drums machined with wheels still attached, as you will appreciate to do this you will have to find someone with a fairly large lathe. Once done you should have no further trouble providing the wheels are kept in their original position. So should you need to change a wheel for a puncture, it is essential to put back the original wheel in its proper position again as soon as possible.

Kind regards A.S.

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## FLOATING POWER ERRATA

Volume 3 No. 1 – Citroen in books, two omissions of quotable asides.

... see the way, and I cannot  
... . Some time after 1950, in my family business of Chartered Surveyors, we started having partners' cars owned by the firm, and within the price-limit which we set ourselves I had no hesitation at that time in settling for a 6-cylinder f.w.d. Citroën. This really was a splendid battleship of a car, housing five people in comfort. The tough 3-litre engine produced, if I remember right, 78 b.h.p. and had an effective limit of 4,000 r.p.m., which gave the car its maximum of 80 m.p.h. This was quite enough in the early 'fifties, with a cruising speed of 70. It would do 90 down a long slope but this made the bearings melt. Unlike the "Light 15," the 6-cylinder had a really useful middle gear (top 3.9, 2nd 5.4) which gave 60 m.p.h. and pulled away powerfully from very low speeds. There was then an emergency bottom which almost trebled the revs and made for a very tricky change from 2nd to bottom. Front braking judder seemed to be a chronic ailment with this model and when I unwisely fitted the Michelin "X" tyres, then becoming fashionable, it made this tendency a great deal worse, and the steering intolerably heavy.

And so to recent times; the Bean (it is still giving excellent service in Maldon) gave way to a beastly little 12-h.p. Standard shooting-brake. This was swiftly followed by a very good 14-h.p. Standard saloon, and after a year or so I bought my present 1948 15-h.p. Citroën, which I have had for four years. And what a wonderful car it is; as rugged and as simple and as indestructible as a T-model Ford, and the design is sheer genius. It will respond to intelligent handling in a way that is quite remarkable, and unbelievable things can be done with it on corners. And on top of all this it is virtually foolproof. Let Aunt Esmeralda, in an absent-minded moment go into a corner at an impossible speed. She just turns the wheel and her Citroën will probably get her round. If it can't, it will slide bodily and quite flat and in one piece, off the road, from where it can be driven back again (brick walls excepted). But let an informed Citroënist find himself in a corner with more velocity than he can comfortably accommodate, and all he does is to wind on a little more rudder and tramp heavily on the accelerator. I have not driven one of the new basking sharks which Citroën now supplies, but it got a high standard to maintain.

# Correspondence

News of a Rosalie register, from our Scottish correspondent.

..... Herewith a letter from a friend of mine in Rennes, M. Eric Godefroy, requesting info on Rosalies in G.B. Six cylinder all types and Four cylinder special bodied ones only. Eric is doing up a rather nice 4 cylinder Rosalie 'Coach' by S.I.C.A.L. (see photo) needless to say the vehicle in the



foreground is the globe trotting Lt 15 of your correspondent on location in Rennes. I personally don't know of any 'hors-serie' coach jobs in this country, but there must surely be one or two old Slough built Rosalie 6's around, (known as the Light Twenty) perhaps publication of Eric's letter might bring results.

Best wishes Walford Bruen.

If anyone can help Eric Godefroy, please write to this address 254B Rue de Nantes-Rennes 35100. France, with the following details:

- |                         |                            |
|-------------------------|----------------------------|
| 1) Chassis No.          | 5) Condition               |
| 2) Engine No.           | 6) Special accessories     |
| 3) Date of Registration | 7) Previous known history. |
| 4) Type of body.        |                            |

Dear Tricia,

Thank you for sending me the T.O.C. Membership Card. My Citroen, Registration Number FYP 627, was originally owned by my Aunt, Mrs. Dreyer, who died in January 1976. She left me her car on her death.

The car was first registered in December 1939 and was manufactured at Slough, and it must have been one of the last pre war cars made as the factory closed down in 1940. It is in very original condition and has only had three owners since new. My Aunt came into possession of the car in 1953 and it remained in her hands until her death.

The car was used every year by my Aunt and every Summer she spent several months in Switzerland and always took the car with her. On all her trips to the Continent she motored across France without stopping from Le Harve until she reached her destination in Switzerland. All these journeys were accomplished without any mechanical failure.

The Engine Number is F.H. 03882 and the Chassis Number is 106127 and is rated at 13 h.p. or 1670 c.c.

I hope that this information which I have given to you will be useful, and if I can help in any way please let me know.

Yours sincerely,  
John Campbell Lambert

Dear Tricia,

Thank you for your letter and my membership card. The details of my car are as follows.

The previous owner was a Mr. D. Sowerby who I believe was a member of the T.O.C.

At present the car is undergoing restoration. I have all the wings and the engine and gearbox removed. Most of the work required is around the sills and front floor area, the previous owner had fibre-glazed these parts, I intend to remove the "Bodge", cut out the weak parts and weld new steel sections in. Incidentally do you know if anybody makes sill sections, or if they are listed as spare parts in the Spare Parts Catalogue.

The last time the car was used on the road was in 1974 when it had a stainless steel exhaust and new brake pipes fitted. The car was used daily until the gearbox packed in, another gearbox was purchased from a scrap-yard in France by the previous owner, who was then unable to fit it due to spraining his back, he then started a new job in London and the car was left up here in a garage until I bought it on January 7th, 1978.

As I had been looking for a Light Fifteen to restore for some time I was very pleased to find this one in pretty good condition at a reasonable price.

The only other Light Fifteen I know of in this area is a 1938 one which is in need of total body restoration (at present it is being used as a hen house). I have offered to buy it on numerous times but the owner still will not sell it, the only other old Citroens I know of in this area are two 1923 Cloverleafs, one of them owned by a T.O.C. member Mr. Ken Pyle of Washington, Co. Durham, also a 1928 B14 which is for sale at Monza Motors, City Road, Newcastle.

Do you know if Citroen ever produced a Light Fifteen Wood Panelled Station Wagon/Estate Car as I took a photograph of what seems to be just that in a farmyard in France? (See photo, Ed.)

If any T.O.C. members are in this area on holiday, and have any problems with their cars I would be pleased to give any help I could. I can be reached by telephone through the day at North Shields 78411 Ext. 4, and after work a message can be left at my parents house, Tel: Newcastle 662002.

Yours sincerely  
Jim Cole

Thanks for the photo Jim, I think this will make another mystery car, it appears to be R.H. drive, unless the negative got reversed in printing. Has anybody got any suggestions as to what it might be? Ed.



---

## CHAIRMANS NOTE

... Reg Winston thrust a red book into my hand called "Sports Car Rallies & Gymkhanes", and grinning said "we thought Tony might organise the social events for the club, so here is a book which will give him some ideas."

No, it does not seem like two and a bit years since, what I recall, was the start of the T.O.C., at John Dodson's house. I also recall that I immediately got my own back in that "democratic electoral system by seeing to it that Dave Shepherd was "elected" treasurer, and like myself he was then stuck with the job.

Such was the start of the T.O.C., born of a few disciples, gathering in John Dodson's or Fred Anell's house, in response to adverts in Exchange and Mart or Motor Sport. In the very early months John and Reg produced their brainchild, 'Floating Power', literally by their own hands and with their own cash, thereby setting the extremely high standard that is now all too easy for us to take for granted.

The formation (I cannot call it an election!) of that first committee established the T.O.C. as we know it, and so we had to find a proper place for committee meetings. By some form of mutual agreement, the Rising Sun, Charlwood nr. Crawley came to be home to the club, and now on Friday nights every two months or so we are summoned there by our tireless Secretary. For those who think that on these nights the car park is full of 'Traction Nostalgia' let me assure you that you will be very disappointed. Like so many other members our cars are "not quite finished yet" or "not taxed" – you know the sort of thing. We have regular 2CVs, Dyanes, Company Fords, Minisians, Freds famous Morris etc, but still credit must go to Dave Shepherd who does always turn up in a Traction, either Normale or Legere depending on the state of gearbox or gaskets.

It used to be full of people in the room at the back of the lounge bar, talking Traction and supping ale (Ind Coope – ugh!), but as the club took shape it thinned down to the actual committee. (The others obviously saw we were going

a good job and decided to leave us to it!) Then the pool table moved in so we went to another room. Something happened there, and now we are outside in the old stables and ping-pong room. Perhaps we should have got the hint and drunk a bit more to make up for those who stopped coming! So now we talk Traction surrounded by piles of old chairs and accompanied by a *very* noisy paraffin heater. In fact it is so bad that we alternate – one item on the agenda, then a blast of the heater for a warm-up, back to the agenda then another blast – just to be able to hear ourselves speak. Thank goodness summer is coming! Now that we are outside we drink even less so a few visitors to restore the consumption would be most welcome. If you do decide to come, don't worry if the locals say the "Renault Club is in there" – we've got used to it.

After 2 years of a new club its not surprising that a few changes occur. Graham Brice is going to edit F.P. bringing in more technical items and personalities, while Reg will continue with feature and historical articles. John continues to do the artwork and layout, so happily that high standard will be maintained. You may notice small changes in paper from time to time, or the deletion of the Stop Press sheet, but rising costs may make this necessary.

On the social side we have taken a lot of trouble in the past, to organise events, which frankly, have been poorly attended, and not worth repeating; I think its the old reason; that about 80% of Traction at any time are just not on the road, and of those that are the distance to the venue is just too far. So, in future we intend to concentrate on one or two major Traction events per year (one will have occurred on May 6/7th) and rely on the local sections (Walford, Rhodys and Tom Evans please note!) to provide events for their members which all others can attend.

Another 'Traction Year' will soon have gone so we shall have to sit back then and see how successful our changes have been, and perhaps look a bit further into Reg's Little Red Book – to the sound of the paraffin heater, oh no!

AGH

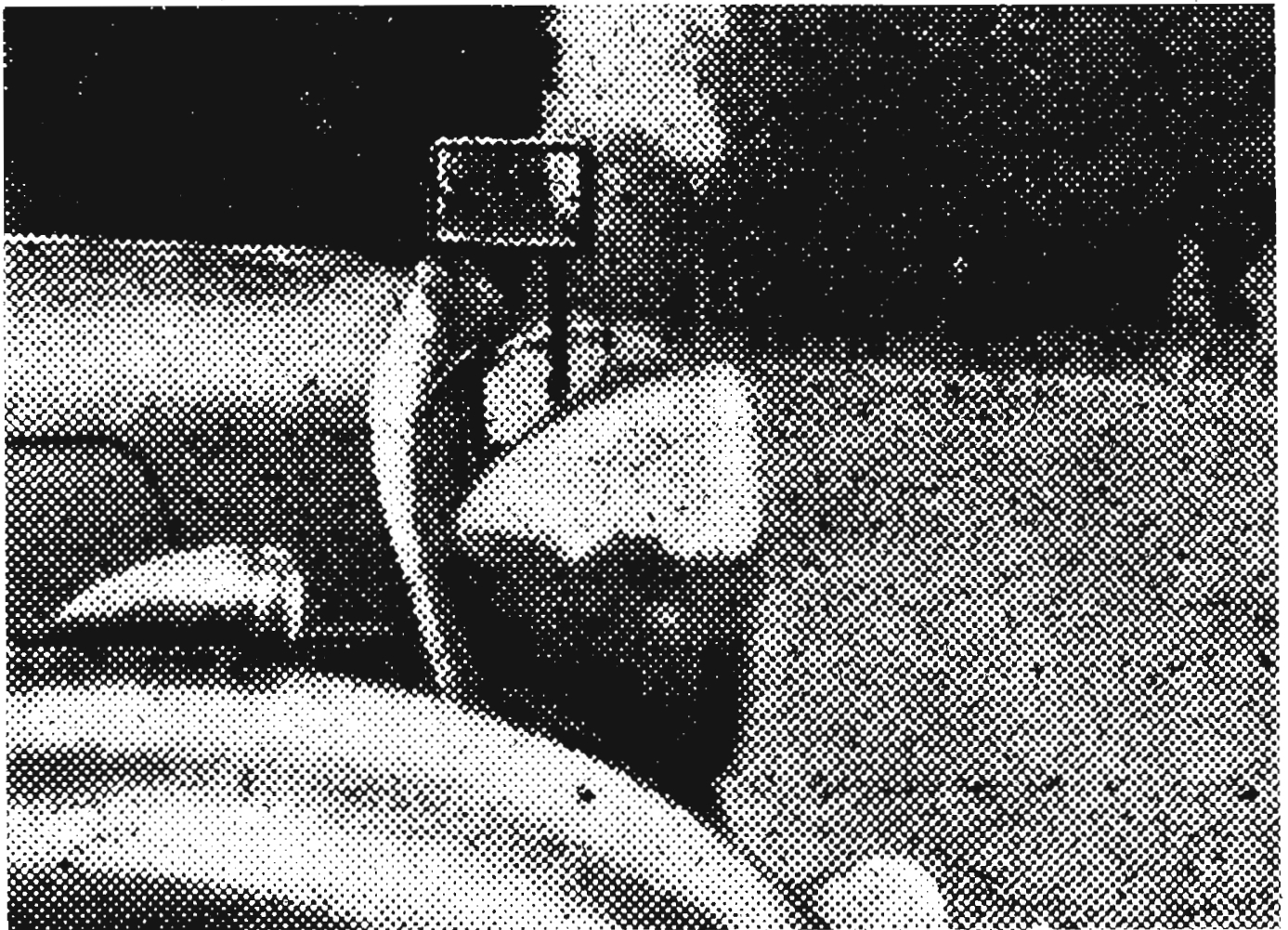
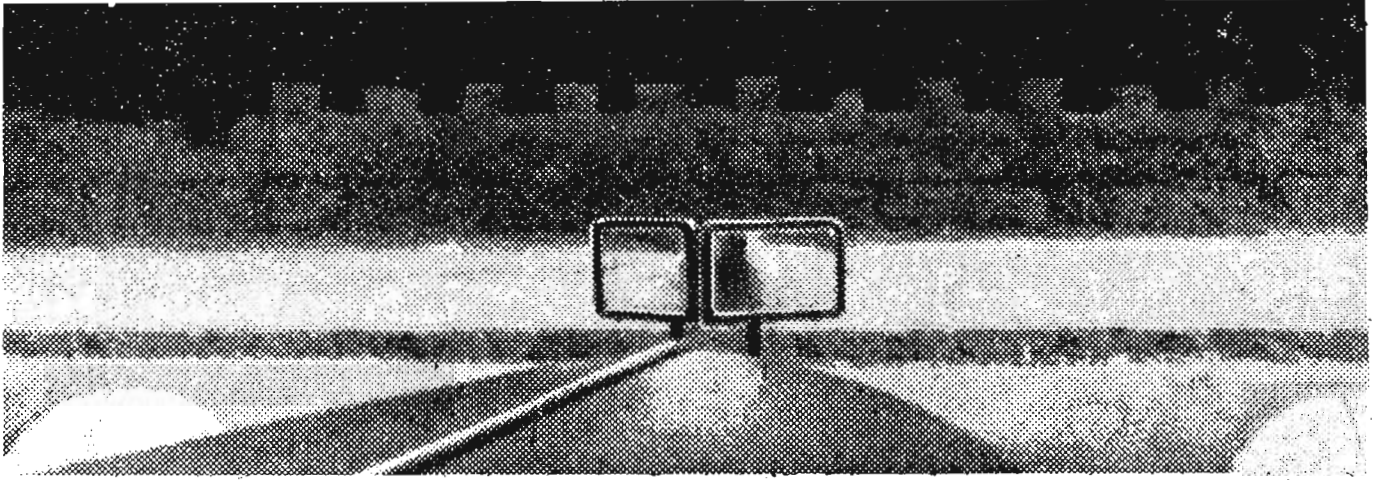


*“What d’you mean—thought it wouldn’t hold the road”?*

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## RIGHT ANGLE EYES



This intriguing, if unsightly accessory came to light while browsing through an 'Autocar' of 1945. Its function is obvious – to eliminate the need for nosing out blindly into the traffic stream when emerging from an obscured or concealed gateway or junction into a major road. The very practical solution to this problem proposed by a certain Mr. C. Townsend was to mount a pair of reducing mirrors at right angles on the extreme front of his 'Super Modern Twelve's bonnet – it then being necessary for these mirrors to project a few inches beyond the obstruction for the driver to obtain a clear view in both directions. Imagine, though, the distraction of the reflections when on the move!

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# Classified

Sales, Wants, Miscellaneous, Toys and Books.

**Wanted** For 1954 Big 15, Front Grill chromed and preferably in good condition required urgently also towing bracket and front windscreen, fair price paid. Contact Rhodri Prys Jones, on 0286 4121 Ext. 405 or 235 Day, or 0286 85 592 evenings. Or write to 15 Tyhen, Waunfawr, Caernarvon, Gwynedd.

**For Sale** From a Slough Lt 15, post war, one bonnet, grill and radiator, windscreen and cylinder head. Also 6 volt dynamo, contact D. Mills, 126 Straight Road, Lexden, Colchester, Essex. Phone: Colchester 45176.

**David Boyd** has some new valve springs for Lt 15, at £14 per set plus £1 p&p. He also needs a set of doors for his Lt 15. Write c/o Bank Flat, Barclays Bank Ltd., Bridge Street, Pershore, Worcs.

#### T.O.C. Club Spares

Clutch thrust bearings £12.35 p&p 50p total price = £12.85  
Outer Wheel Bearings £8.20 p&p 50p total price = £8.70  
Master cylinder repair kit £2.65 p&p total price = £2.95  
Flexible brake hoses for  
Slough cars front £3.00 each p&p 40p total price = £3.40  
" rear £2.60 each p&p 40p total price = £3.00

Coming shortly boots and rubbers for front and rear brake slave cylinders.

Send S.A.E. for price.

Available from John Gillard, 129b Cambden Road, London, N.W.1. All cheques made payable to the Traction Owners Club.

#### Manual Hire Service

We have a full range of workshop manuals for loan. Please send details of your car, together with a deposit cheque for £20, plus a separate Postal Order for the postage of £1. Make the cheque payable to the T.O.C. and the postal order uncrossed payable to G. Brice.

Please enclose a S.A.E. for the return of your deposit. The manuals are available from the Editor.

**Wanted** A set of four hubcaps in good condition, alternatively one all chrome type. One door handle mounting chrome with two screw holes. A starting handle with locating piece. Interior mirror. S.P. Prigmore, Burnside Hotel, Bowness-on-Windermere, Cumbria. Tel: 09662 2211.

**For Sale** 1952 Slough Lt 15, unfinished restoration project, rebuilt engine plus two more for spares. Rechromed grille and bumpers, needs respray and fitting of panels plus retrim. Contact Michael Boyson, Hartley Wood Farmhouse, Oakhanger, Bordon, Hants or phone Bordon 2176.

**For Sale** Lt 15 spares. Huge garage clear out of mechanical and body parts, including full set of doors, rear wing, gearbox parts, engine, etc. etc. S.A.E. for list to S.R.E. Kemp, 42 Church Street, Billesdon, Leicester LE7 9AE or phone Billesdon 563 evenings and weekends.

**For Sale** 1955 Paris built L.H.D. 11 BLD with 'D' motor 38,000 miles from new, recent gearbox and engine overhaul. A very good car in original condition. Imported in 1963 not used since 1970. J.D. Cliffe, 14 Barrowden Road, Ketton, Stamford, Lincs. Tel: Stamford 0780 720911.

**For Sale** Lt 15. parts, engine and gearbox and other parts from 1955 L.H.D. 11 Legere. Including a very good set of Grey French cloth seats, plus some Slough parts. J.D. Cliffe, tel: Stamford 0780 720911.

The Club has for sale coloured 'T' shirts with a 'Viva La Traction' design available in small, medium and large. Colours: White, Blue, Brown, Red, Yellow, Green, please state all colours in order of preference. Price £1.95 small. £2.25 medium and large including p&p. Overseas members please add extra for postage. Available from John Gillard, 129b Cambden Street, London NW1.

#### For Sale, models of Citroen Cars

##### Safir Champion 1/20th Metal

11 Legere Kit £8.35  
11 Legere in Black £9.63  
11 Legere 'F.F.I.' £9.95  
11 Legere 'Lecot' £9.95  
11 Legere 'Lyons Fire' £9.95

CLE 1/32nd Scale Plastic Traction Police 65p

##### Metal Kits 1/43rd Scale

Equipe Gallois, Post War Lt 15 small boot £3.95  
Mikansue Lt 15 Roadster £4.95  
Mikansue Lt 15 Coupe £4.95

Heller 15 C.V. 1/8 Scale Kit -- 595mm long £49.99

##### Solido 1/43rd Scale Metal

1938 15 C.V. £3.89  
15 C.V. 'F.F.I.' £3.89

##### ELIGOR 1/43rd Scale metal

1938 Roadster open 1923 5CV "Byrrh"  
1938 Roadster closed 1938 Light 15  
1933 Rosalie Saloon 1938 Light Fifteen F.F.I.  
1923 5CV Van "Bebe Cadum" 1923 5CV 2 Seater  
1923 5CV "Beneductube"

Retail price £4.50

##### ELIGOR 1/43rd Scale

1934 500kg Van "Dubonnet", "Essolube", "Vache qui rite"  
"Nicolas", "Goodrich" and "Cinzano". -- ALL £4.85

ALL MODELS ARE POST PAID AND PACKING FREE TO UK MEMBERS. WILL OVERSEAS MEMBERS PLEASE SEND APPROPRIATE SUM FOR POSTAGE. Cheques made payable to the Citroen Car Club, in sterling U.S. or Canadian dollars.

AVAILABLE FROM: Brian Seaton, 106 Marymead Drive, Stevenage, Herts SG2 8AF.

T.O.C. Do-it-yourself social section, or more motoring events which many be of interest throughout the year.

**June 24th** Epsom, Historic vehicle cavalcade, details from Mr. Drew, 38 Woodcote Close, Epsom, Surrey.

**June 25th** Ipswich Historic vehicle rally Suffolk Show Ground, Ipswich. All classes and auto-jumble. Phone G.R. Smith, Ipswich 72691.

**July 1st, 2nd** Ardingly, Sussex historic vehicle and steam rally. South of England Showground, Ardingly, near Haywards Heath, Sussex.

**July 9th** Fleet Carnival, Veteran and Vintage, details K. Lloyd, 4 Brinks Way, Fleet, Hants. Tel: Fleet 7923.

**July 16th** Havant. Auto Jumble South Hants vehicle preservation society, details Dave Sawtel, Tel: Locksheath 2183.

**25th July** Wormglow Auction Veteran and Vintage Classic Cars etc. 12 noon Park Hall, Wormglow, Hereford.

**August 6th, 7th** Woodvale rally of Veteran and Vintage and Custom Vehicles, Woodvale Airfield, Southport, details Harold Rothwell, 56 Salford Road, Ainsdale, Southport.

**August 6th** Bromley. All classes of historic vehicles, Norman Park, Bromley, Kent. Details from Recreation Dept., London Borough of Bromley, 83 Tweedy Road, Bromley, Kent.

**August 12th, 13th** Yeovil, Festival of Transport, All classes and Auto-jumble details from Mr. C. Hicks, 116 Legion Road, Yeovil, Somerset.

**August 19th** Huddersfield Summer Fair. All classes plus auto-jumble details from A. McInnes, Tel: 0484 35284.

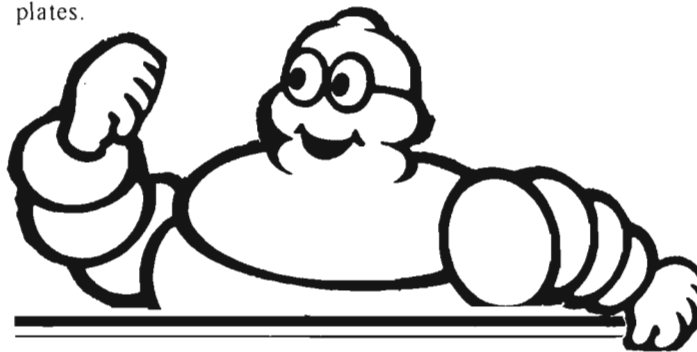
**August 26th, 27th, 28th** Eastbourne Historic Vehicle Clubs Festival of Transport. All classes plus auto-jumble. Broad Farm Hellingly, Sussex. Details: Ian Dene, 4a Church Road, Polegate, Sussex.

**August 26th, 27th, 28th** Stoneleigh Town and Country Motoring Festival, Stoneleigh, Coventry, at the Royal Show Ground.

**Special Note:** The Dutch Club T.A.N. are holding their Jarrfeest, which is their main annual rally, on the 9th and 10th September. 'De Leeuwenhorst' Noordwijkerhout. Full details next issue.

EASTERN SECTION MEETING AT  
THURSFORD STEAM MUSEUM  
ON SUNDAY 13th AUGUST  
NEAR FAKENHAM, NORFOLK.  
MEET 12.00 NOON AT THE OSTRICH PUBLIC HOUSE  
CASTLE ACRE. JUST OFF A1065 BETWEEN  
SWAFFHAM AND FAKENHAM.  
MUSEUM OPENS 2.00 P.M.

Once again we have our French picnic. On Sunday August 20th. In the grounds adjacent to the Rainbow Public House. On the A275 about three miles north of Lewes in Sussex. Every one brings a bottle of plonk and french type food, cheese, bread, pate, etc., we pool the lot and have a marvelous picnic, there has always been too much to eat, and we've actually had several bottles of wine left over. We meet at 12 noon in the Rainbow, then all of to the field for a nosh, noggin and natter. Don't forget to bring some glasses, and plates.



#### CHARTRES TRIP TO 4th I.C.C.C.R.

The Club has managed to find special rates for the crossing to France for the 4th International Citroen Car Club Rally to be held at Chartres, on the 15th, 16th and 17th September this year. The rally will be organised by the Traction Universelle Club de Paris, along with another French Citroen club, and is to be in conjunction with an International Pop Cross meeting. At the time of writing we do not have further details of the actual rally, but it will definitely include camping facilities.

The costs we have been quoted are for unlimited stay, i.e. we are not expected to make our trip in 48 hours or whatever, so those of you who can spare the time or money can stay a few weeks.

Cost per car and driver return fare = £31.50 each additional passenger whatever age, £9.10.

This is for a car 15'5" long, i.e. Lt 15, each additional ft, £2.00.

We shall be booking the morning ferry at 6.45 a.m. on Friday 15th September.

You may return when you like on any of the following boats. 0445 - 1045 - 1645 - 2245. It is important to state which day and time you would like to return when sending your deposit.

The boat will be one of the P. & O. Normandy ferries group.

We would like anyone who is interested in joining a U.K. convoy to send full details of their car, and passengers, along with a £10 deposit by the 31st July. When the booking will be made. The balance will be payable at the end of August.

If any of our members would like to split the costs and share their car please let us know, likewise those of you without transport who would like to share let us know.

Make your cheques payable to P. & O. Normandy Ferries Ltd. and send to Tricia Brice, 27 Forest Hill, Maidstone, Kent.

*Whilst every effort is made to ensure the accuracy of the information and advice given in the technical articles in this magazine and the replies to readers enquiries, neither the Citroen Car Club T.O.C. or the officers and members there of or the authors accept any liability whatsoever for such information and advice.*

