

Le Parisien
Libre
TOUR DE FRANCE

Le Parisien

OFFICIEL

TOUR
DE
FRANCE
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L'EQUIPE

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GENERAL KNOWLEDGE TEST for MOTORISTS



1. Why is torsion bar suspension gradually ousting all other forms of springing?

When was it first standardised and produced in quantity by a manufacturer?

2. What is the main advantage of front wheel drive?

What manufacturer concentrates on this type of drive and since when?

3. All steel integral body and chassis as a form of car construction is now being widely adopted.

Define it and say who has used it exclusively for many years.

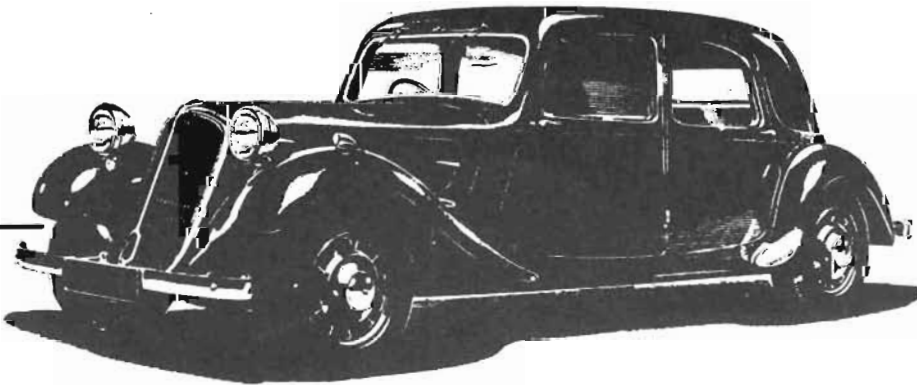
4. What is the lowest price of a car embodying all the above features.

Because ^{its} flexibility is constant - is unaffected by mud or rust - require no attention - gives wonderful stability. In 1934 by Citroën ✓

It pulls the car where it is steered - eliminates skidding risks - allows safe cornering at higher speeds. Citroën since 1934 ✓

A single welded unit - nothing can move or come apart. gives maximum protection to occupants. Citroën since 1934 ✓

£250. No. The Citroën at £198 ✓



★ IN 1934
CITROËN
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INTEGRAL ALL-STEEL
BODY AND CHASSIS.
TORSION BAR SPRING-
ING. FRONT-WHEEL
DRIVE. INDEPENDENT
FRONT WHEEL SUS-
PENSION. REPLACE-
ABLE CYLINDER
BARRIERS. FACIA-
BOARD GLASS CHANGE.
FLOOR DESIGN FREE
OF CONTROLS, FOOT-
WELLS AND TUNNELS.

Four years ago -
CITROËN
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"Twelve"
Saloon - £238
Popular
Saloon - £198
Roadster - £265
"Light Fifteen"
Saloon - £248
Popular
Saloon - £208
Roadster - £275
"Big Fifteen"
Saloon - £278
7-seater
Saloon - £198

CITROËN CARS LTD · SLOUGH · BUCKS

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Floating Power

Volume Four Number Three

June Nineteen Hundred and Seventy Nine

Well judging by the weather summer is at last with us, and even the most timid of you will not be able to overcome the call of the open road, and rather like lemmings you will all have headed to Norton for our annual rally. I hope that you all enjoyed yourselves, and made your way home safely, (no jumping off cliffs). I also trust there were not too many overheated radiators, or stub axles that finally gave up the unequal struggle to survive. Although, it must be said, it's well worth the risk of a breakdown, just to experience that feeling of exhilaration one gets from behind the wheel of a Traction especially if the road you take happens to have more than its fair share of 'S' bends. Through necessity I am writing this editorial prior to the rally, and am almost too ashamed to admit that I will be attending in my modern 'toy' Citroen as my '12' seems to have taken root in the garage, and without the necessary legal red tape I daren't move it.

There should be a complete report of the rally in this issue, God and photographic developer willing.

News from John Howard in Leeds of the formation of a Northern section of the T.O.C. who recently held their first meeting at Eldrick near Bingley, on the 5th May. I hope members in the area spotted the stop press in the last Floating Power. I'm sure all of you who feel you come under the Northern section banner will support it, and should you require further details, then drop John a line, his address appears in the list of club officers on this page.

I've just received the dates for the 'Jaarfeest', which is the big annual rally of the Traction Avant Nederland, I'm not sure whether the dates printed in their magazine are correct, as they appear to be a Monday and a Tuesday the 10th and 11th September, (perhaps this is a national holiday in Holland). If you would like further info contact Club Secretary, Philip van der Velde, v.Z.v.Nijvelstraat 25, 2242 AH Wassenaar, Holland. Telephone: 01751 12826.

Last months mystery car, the three wheeler in the picture belongs to a New Zealander by the name of Ernie Sklenars, they tell me he's the N.Z. equivalent of Fred Annells. As you can see if you study the photograph closely it is made up of the whole front unit of a Traction, that's engine transmission suspension, etc, with a small jockey wheel at the rear, but from the photo I can't see how the hell it's steered.

Good news for those of you who keep asking about the metal club badge, it is now in production, and we shall have photos and prices in the next issue, it will be on the same lines as the windscreen badge which is similar to the winged motif that fits over the starting handle aperture.

I would be interested to hear from anyone who has had any experience in fitting a steel sliding roof to a Traction. As this is a recurring question, perhaps someone could write an article with illustrations, well? I know that all Slough cars had provision for a sliding roof, whether fitted or not, in the form of a welded tray to take the sliding section. At least it would appear so from the number of cars I have seen broken.

It seems that no complete restoration can be considered nowadays without the use of bead blasting equipment. So if you live in the Yorkshire or Humberside area, you may be interested in the services offered by Bead Blast Services, 58 Thorns Lane, Wakefield, tel: 60758, they offer a 24 hour service with collection and delivery, and if any members are interested in a demonstration on the premises then contact Richard Haycock, who will be happy to arrange one. (Perhaps this would make an outing for our recently formed Northern Section.)

Finally, apologies for non appearance of the register with this issue, but as it is currently membership renewal time and we are still receiving details from the new members we would like to leave it a bit longer, but don't worry it will be with you soon. G.B.



Experiences with MTR891

A 25 year old black beauty from Slough.

By David Jenkins

Part 2

Months later I journeyed over to Bristol in response to an advertisement regarding an ID 19 engine which I hoped would solve my engine problem. I had since managed to obtain the three 1961 Citroenian magazines which dealt with Brian Drummond's conversion of such an engine for his Light 15. Upon proper inspection the pistons and barrels had hardly any signs of wear but needed new rings and the crank didn't need any regrinding as this was still original size. I was advised that I'd be doing it a favour by fitting a new set of shells but this wasn't essential. I easily obtained a new set of shells and managed to get a set of Cords piston rings to fit (set no. 959 (78mm)) and set about converting the engine. I later obtained a head gasket from Bernie 'Concours' Shaw and soon the engine was cleaned and painted and ready to be fitted to the gearbox. I had written to our man Fred in Burpham (you may have heard of him!) and he suggested that I extend the length of the mainshaft of the gearbox by ½ inch, so I took the gearbox apart and duly set about this particular job and when the job was complete I detected a slight throw in the shaft which try as I may just could not get to run true – this of course if fitted in this condition would eat through clutch plates. I left this gearbox job for a while as new phosphor bronze bearings were needed in the box as well and this was an added problem which needed more research for materials and gave me more time to wonder whether or not I should have started on this job, as the magazine article had not mentioned extending the mainshaft of the gearbox to make up for the slightly shorter crankshaft in the ID 19 block.

The next episode of this thrilling story took a turn for the better at the end of 1977 almost a year after buying the car. I saw an advertisement in the 'Exchange and Mart' (no good home should be without one!) regarding a 1956 Light 15 being scrapped – most parts available to offers. As this advertisement was not seen until about a week after publication I didn't expect any joy about a gearbox but this was all that was left when I rang the Birmingham number. "Mike my an oaf!" the Brum voice ordered – "Fifteen quid" came the rather ridiculous reply from South Wales – "Oak eye!" came the voice again and there I was lucky enough to get hold of a Light 15 gearbox out of the blue to try and get my motor on the road again. I popped up to Birmingham and picked up the gearbox and noticed that the engine was a 11 D model and also the front and rear suspension units were hanging around but some chap was supposed to collect them later. The upturned body shell was in the middle of the back garden and upon enquiring what he wanted the shell for when he was selling the other good bits I was informed that he was going to mount the body on to a 3½ litre Rover chassis and power unit as apparently it had the same wheelbase as the Light 15 and this would make a great hot rod car! The gearbox was in very good condition and when I came to join it up to my engine back home I forgot to measure the length of the mainshaft to see if it was any longer than the one fitted to my original gearbox. I suspect that as it was fitted to a 11 D engine with the shorter crankshaft like the ID 19 engine that it may be about ½ inch longer. (Could this be so?)

I soon managed to lift the engine and gearbox unit back into the car and fitted all the accessories back into place. The timing was adjusted and new plugs fitted and without much effort the car started and I remember feeling a great sense of achievement and satisfaction now that the car was sounding so well after its long and arduous operations. This after all was the first time I had ever "tinkered" with engines like this and the biggest job I had tackled before was replacing a clutch or cylinder head gasket to previous cars. I had made some mistakes but had overcome them as time went on and looking back it was very good experience as I now knew every inch of the engine and gearbox a great deal better.

With this great conquest behind me I decided that as a few wires in the engine compartment were fraying and obviously showing their age that I would rewire the car according to Brian Drummond's very good article in a 1971 Citroenian. There was an odd printing error here and there and no indication of the different grades of cable to use but this was a job which took about a week of odd periods of time to complete. Now I had a car which was mechanically sound with rewired electrics so I decided it was time to concentrate on the bodywork as the car was a bit like a wolf in sheep's clothing. I managed quite accidentally to make to acquaintance of a chap who was able to do all the rechroming for me apart from the door handles which are made of pig metal. The paintwork, I had been advised by a "Lagonda lunatic" friend living nearby would be best done with coach paint as it offers greater protection than cellulose. I took this advice as being good advice as his father used to be a master coach painter and had hand painted umpteen coats on Rolls Royces in bygone years. I managed to obtain a litre of filler primer, 2 litres of undercoat and 2 litres of Parson's Parsolac Coach Enamel through a friend in the trade and bought 2 pairs of Vauxhall Viva sills which have a very similar profile to the Light 15 sills. These sills were then welded and "eased" into shape over the course of 2 evenings. The final welding session proving a very hair-raising event when the felt that is stuck with that bituminous substance to the inner passenger compartment started to burn quite vigorously. This was soon under control when it was sprayed with CO² but left white powder everywhere inside the car. When the car was being towed home around midnight I had to have the sunroof, windows and windscreen fully open to allow the pungent smell of burning to escape but this was a mistake on my part as when I looked down by my feet I could see parts of the felt glowing in the darkness. As soon as we got home I quickly set about pulling out all the remaining felt that was still attached to the front inner compartment and doused it with jugs of water. I had visions otherwise of the car being a smouldering heap by the time I came down for breakfast. I was speaking to a friend later in the week who had seen the car being towed at speed past his house and he wished he had been able to take a photograph of my car hairing along with smoke pouring through the sunroof and windows as it resembled a steam train, not so much Floating Power, more like smoking power!

This last course of events happened in the summer of 1978 and since then I have not managed to get on with as much bodywork as I had hoped. All the wings have been taken off and are undergoing various metal transplant operations, especially the rear parts of the front wings under the kick plates. By the way, I had a phone call last year from the hot rod fiend in Birmingham who sold me the gearbox – he asked me to come and collect the 11 D engine, front suspension unit and back axle from his garden as he was moving house and the chap who intended buying it had not collected it. Of course one doesn't need to be asked twice to take up an offer like this so I was off to Birmingham with my trailer within a day's notice. Only last weekend I decided to strip the back axle and front suspension and to my delight found relined brakes and cylinders throughout and also 2 new front hubs. This will be very useful as the brakes on MTR 819 are sticking badly after such a long period of idleness and were very hot after its short outing.

As my car approaches its 25th birthday on 8th May this year it seems touch and go whether or not I shall get all the jobs finished in time for a celebration run on the day, especially with it being so cold and uninviting in my garage these dark winter nights. I will send you a brief report on the remaining jobs when they are completed hopefully before the summer.

The 2nd Traction Owners Club Spring Rally

Well we had all the ingredients for a perfect week-end, and that's what it was, beautiful weather, idyllic setting, and a pub within hailing distance. First class organisation, thanks to Ray and Pat Newell on the spot, and Alan Sibley our Social Sec from London.

Saturday was spent with everyone arriving, erecting of tents and general enthusing over gleaming cars, the standard of those present was remarkably high, and it was nice to see a lot of new faces. At 2.30 pm we all set forth in convoy through lovely twisty country lanes to Tewkesbury, amazingly the car park in front of the Abbey was empty and there was room for all, some twenty or so assorted cars mostly Tractions, one C4G and others which shall remain nameless. We took over an entire boat for a trip up the river Avon, it was very pleasant, and tranquil just chugging along on a relatively empty river. 4.30 pm found us back on dry land, with time to wander around the antique shops and Tewkesbury Abbey, which was blissfully cool after the heat outside.

Saturday evening was great fun, a real live skittle alley had been turned over to the club for the evening, and four teams of five people were quickly formed, this managed to keep us occupied for most of the evening, and the winning team consisting of Bernie, Shirley, Dee, Mike (from the vintage Austin Club) and Tony who took over from Hal, all had a drink on the T.O.C. The highest scoring male was Bernie Shaw with 34 points out of a possible 45, who won a set of ashtrays with a different picture of old Citroens on each one. The winning female was (would you believe) Pearl Shaw, a box of Terry's All Gold was her prize. They must play a lot of skittles in Windsor, when they're not polishing Tractions. We must thank Master Steven Brockwell and Master Gary Brice for their sterling efforts in sending back the balls and setting up the skittles for nearly three hours, I don't know about Steven but Gary nearly slept the clock round. Steven was suitably rewarded as the raffle ticket his dad bought him won the one off framed original John Dodson Traction drawing. The Brockwells and Shaws also managed joint first prize in the walk-about Treasure Hunt organised by Mike Tennant.

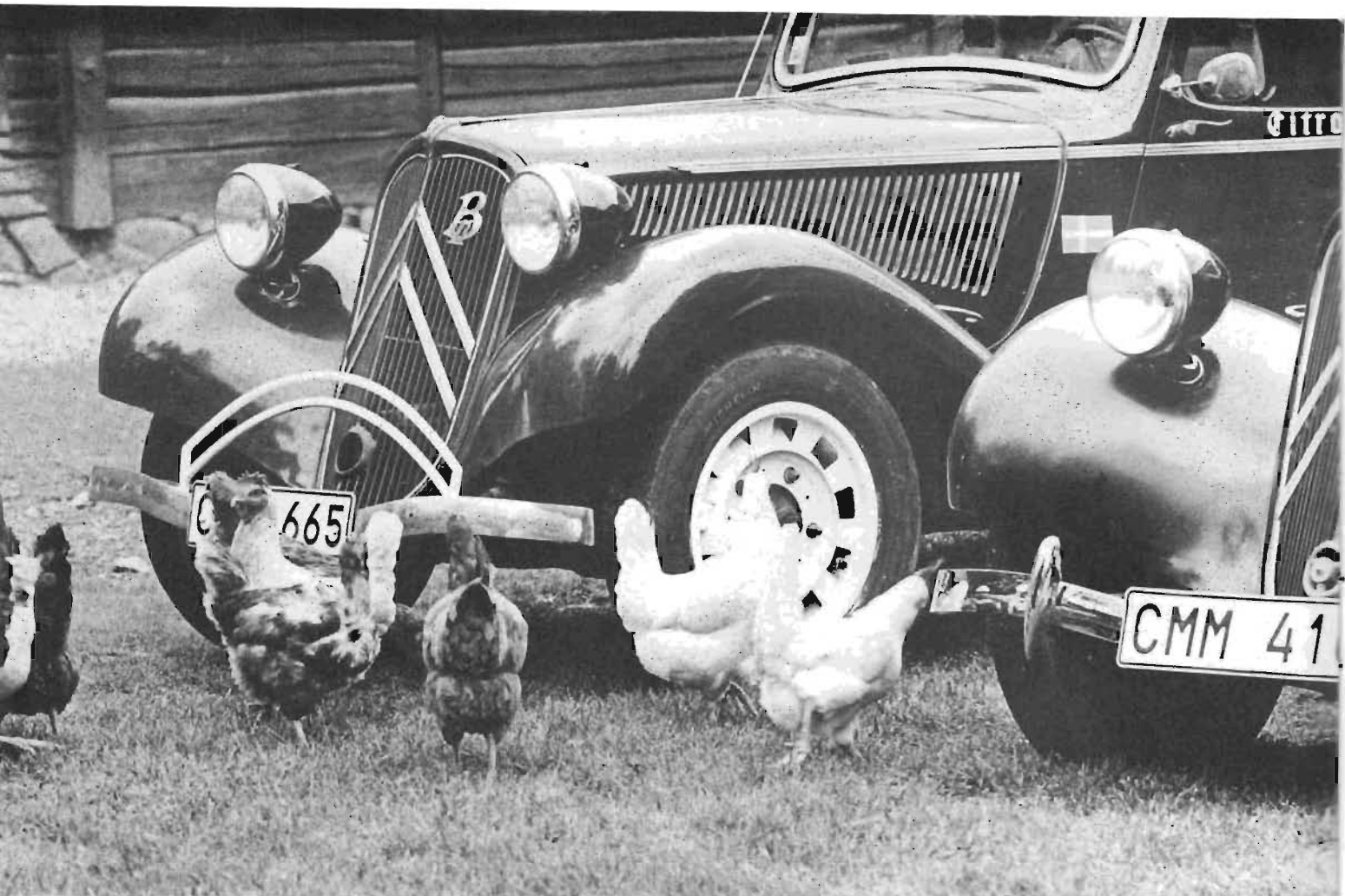
Sunday turned out to be yet another fine day, and 10.00

am found most people polishing and washing their cars ready for the concours. This year Bernie Shaw was not a contestant and he kindly offered to share the judging with Graham Brice, as our usual Judge Fred Annells couldn't make it. The standard was very high with nine cars competing. It took Bernie and Graham nearly two hours to complete the judging. We had offered a larger selection of prizes this year, which we hoped would encourage more entrants and it seems to have worked. The Martin Lloyd Trophy for the best overall car went to Martin Lloyd from Southampton, Hants with his superbly restored 1931 C4G. Martin also won the cup for the best first time entry. The best Slough built Traction present, 1955 Lt 15 belonged to Neil Burton, from Nottingham. And the best Paris built car 1955 II Legere was owned by John Dryhurst from Chadwick-end, Warwicks, both John and Neil won a Heller model kit of a Big 6. The most unusual Traction present because of its age and rarity, belonged to Walford Bruen, he won our last prize, a coloured poster depicting all the different types of Tractions every produced, with his 1939 Slough roadster. It was also Walford's car's birthday, 40 years old this month, and Mrs Bruen sent along a birthday cake with a tiny replica of the roadster set in icing. (Thank you Mrs Bruen, it went down very nicely with a drink outside the pub). Closing time found most of us packing up and wending our separate ways home still with the sun beating down. It was a truly memorable week-end for the Brice household, it was the first time we have ever camped when it didn't rain.

Tricia Brice.

A few final facts and figures, over the two days 18 Tractions attended, 1 C4G and 1 5CV, plus other assorted Citroens and foreign makes. 16 cars from London and Southern Counties, (Kent, Surrey, Sussex, Hants, Berks, Devon). 2 from the Midlands, (Nottingham, Warwickshire), 1 from Wales, (Glamorgan), 2 from Scotland, (Ayr, Glasgow), 9 Locals, 1 from Australia, 1 from Sweden. What happened to our Northern contingent? We have almost as many members in Yorks, Lancs, etc. as we do in London.





SVENSKA KLUBBEN

SVENSKA B11-KLUBBEN was established in 1966 in Goteborg, on the westcoast of Sweden. The administration is still situated around this city, which is the second largest city next to our capital Stockholm 500 km to the northeast. The first year we were 13 members. Lars Tornblad started the club to help owners of Tractions to find spare parts. The main point in our club is to remake and buy spare parts. The club is only for the Citroen models called "Traction". We also have another club in Sweden for all models of Citroen. At one time we thought there cannot be many more Citroen cars in Sweden. We were wrong and now find we are 450 members and 500 cars today.

The club is not only for Swedish people, we have members from Denmark and Finland, as they have not clubs of their own. Norway has their own club for Citroens but a lot of their members also belong to our club.

Most classic cars in Sweden are made in USA, England and Germany, this means that we are in minority on club meetings. Citroen cars have never been a big buying and selling market, except after the war and a few years following.

Considering we show just an interest in Citroen cars alone, we are one of the bigger clubs.

We have since 1971 printed an illustrated magazine which is published twice a year, called B11-Bladet. In this we try to inform our members of general maintenance and repair of the cars. Also we show photographs of previous meetings and tell our members of interesting stories associated with the history of Citroen cars.

Then each month we make a smaller magazine, this gives a mirror of what is happening and a special announcements for the members. In this way we give our members recent news. We have bought an offset press of our own to print this smaller magazine, which enables us to have photographs also.

We have had many new ideas for attaining spare parts. Money is always the biggest problem, so we have made the club a registrated factory. Members put in their own money, forming their own bank and in return they can obtain spare

parts and if they wish, their money is returned at a later date.

We have now a good working spare part market and we also export a great deal to our clubs around the world.

We get together on average once a month for meetings and three times a year we enjoy larger meetings. Recently we had a big meeting in the south of Sweden, where we had about 40-50 cars. This may not seem so big, but when you consider the size of Sweden it is a good attendance as many of our members drive great distances to be there.

The climate in Sweden is not really very good for our cars. They soon become rusty, so a great deal of care must be put into them to avoid this. A lot of tractions have been destroyed by rust in the past. To keep an old car in good condition most members leave their cars in the garage during winter months.

Most classic car clubs in Sweden have made a federation which make negotiations with insurance companies and the government. They have made a good insurance, which is complete covering absolutely everything including when travelling abroad, e.g. in case of accident abroad, your car will be returned home. Price only 200-300 skr a year.

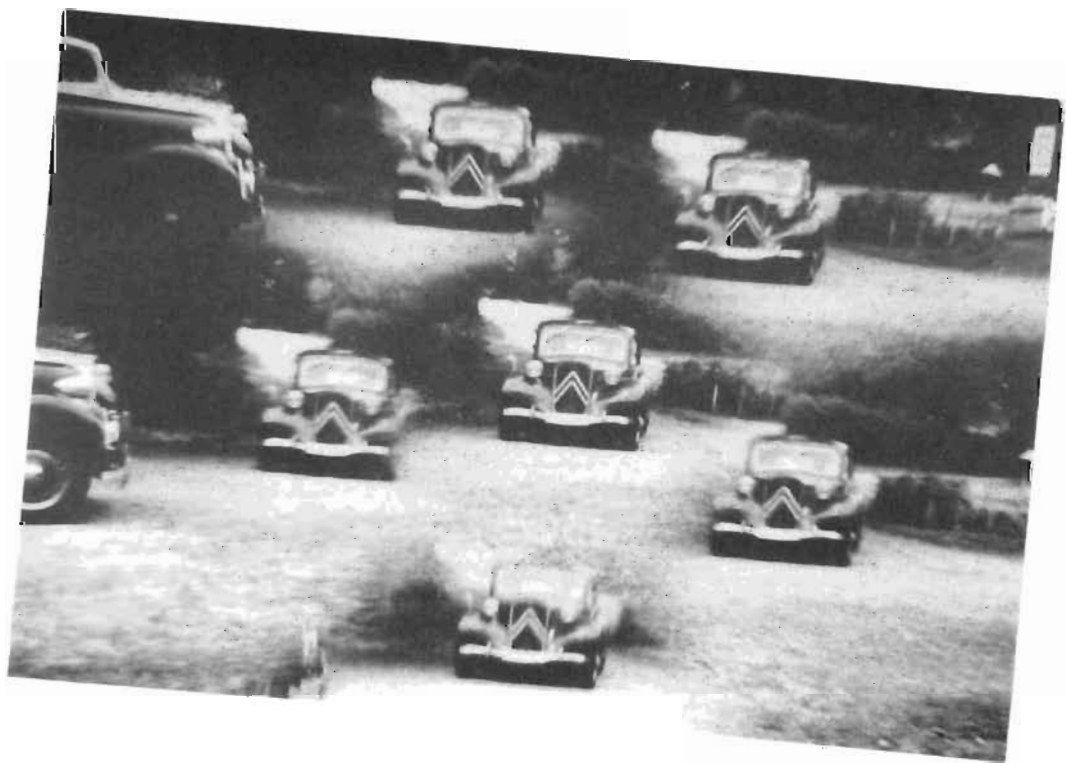
The federation are at present trying to reduce the taxes on old cars.

We have members nearly 85 years old and still driving their tractions. Some of them have had the same car since it was new.

We have many cabriolets and pre-war cars. A lot of cabriolets were imported to Denmark. The Danish police used 20 during the war and most of them still exist in the club.

Members still find cars so let us see in the future how many we will be. We feel as if we are a big family and I hope we can continue like that.

Address of the club:
Sven Nilsson
Lingonvagen 16 L
435 00 Molnlycke Sweden.



Yvette Horner accompanied the Tour de France eleven times with her publicity convoys; two of these tours were made on the roof of a Big 6 with "Raoul" boot extension. It is this extraordinary aspect of France's most famous accordion player that we went to talk to her about at her home in Nogent.

It started as a publicity stunt – entertaining the spectators of the great bicycle race from a car, like the great Freddo Cardoni had done before the war. Her first attempt was disastrous – sponsored by Pathe, she played from a Ford Vedette with sun-roof but no other modifications and ended the tour badly sunburnt, bruised and exhausted after having played throughout the journey standing on the back of the passenger seat.

The following year, her 25-pound instrument was no lighter, and her car no better prepared; the only result of her application of sun-protective lotion was that she arrived at each stage with her face more blackened by dirt and mosquitos than the riders themselves.

In 1953, the Ford was replaced by a Mercury with a glass superstructure to the open roof to protect her from the elements – she fried in this greenhouse, of course! By 1954, she had become something of a celebrity and was at the head of a convoy of 17 vehicles which preceded the riders on the route (including a printing lorry, in which were published the results stage by stage, information being relayed forwards by motorcycle). This time she insisted on a good car, properly prepared – a 15-6 Citroen!

She took the car to a coachworks, who installed a full-length opening roof, welded a proper leather upholstered seat in the opening, fitted brass grabhandles, a perspex upper wind-shield, a foot rest behind the front seats, a full public address amplification system with speakers and a sign-written paint job. He even fitted a bar within her reach, with receptacles for both bottles and glasses!

Her husband always drove; usually they went about 90 minutes in front of the race itself, although various publicity stops on the way made the occasional high-speed sprint necessary to maintain her schedule. With its dreadful steering lock, neither was it ideal for negotiating the tricky mountain passes they had to cross – the six had to make a hazardous three-point turn at many a hairpin bend!

By 1955, such was the throng of admirers and the number of publicity commitments, that the event became simply too exhausting for one woman to cope with continuously. It was decided to indulge in the subterfuge of a wax dummy of Yvette to put in the exposed seat for the longer hauls, so that she herself could rest inside the car. The music was taperecorded, of course. The dummy was kept in that 'Raoul' boot when not in use. When they put this plan into action, however, the roadside punters soon noticed the switch and reacted violently, trying to overturn the car to chants of 'Cheat! Fraud!' etc. Stones rained down on the

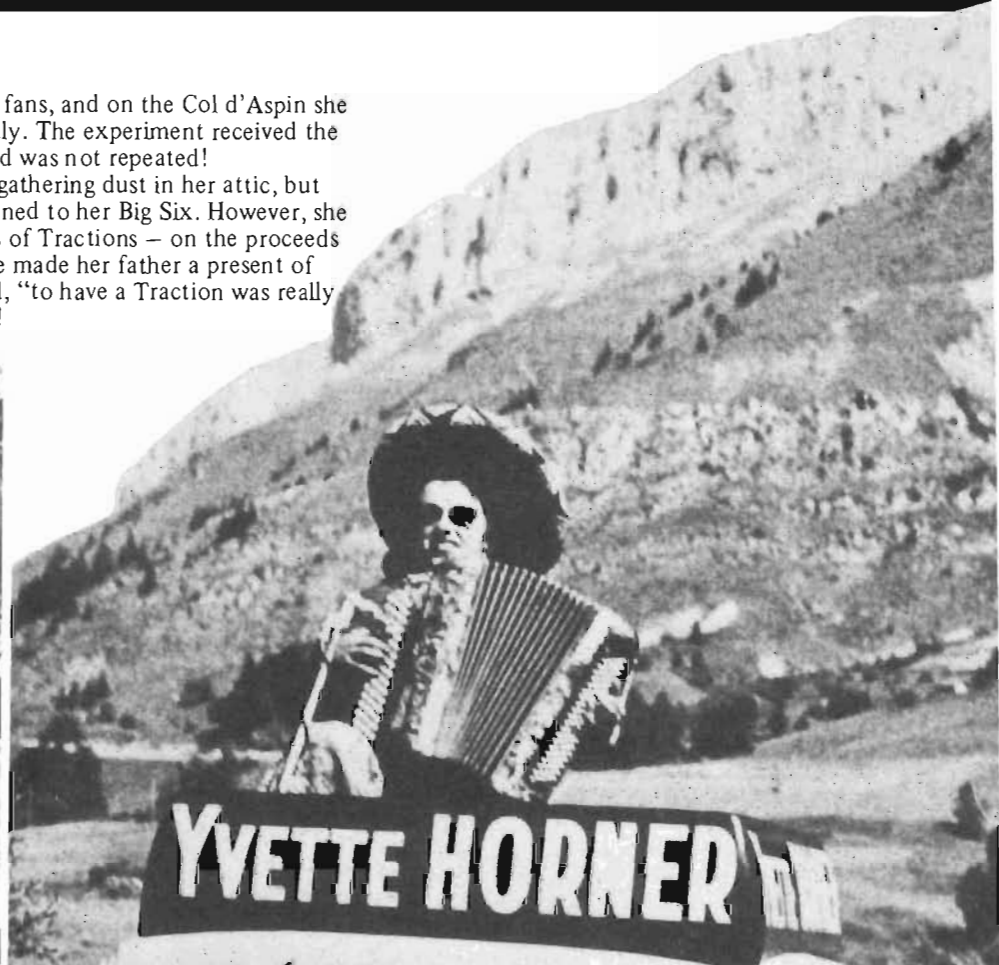


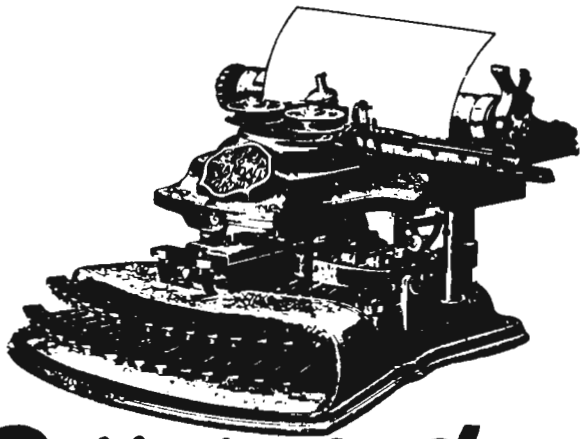
ED SIX

translation by Reg Winston

Traction from contemptuous fans, and on the Col d'Aspin she herself was thus injured slightly. The experiment received the same treatment elsewhere, and was not repeated!

Today the dummy lies gathering dust in her attic, but she doesn't know what happened to her Big Six. However, she retains affectionate memories of Tractions – on the proceeds of her first contract, even, she made her father a present of one. "In those days," she said, "to have a Traction was really something". It still is, Yvette!





Correspondence

Dear Graham,

I noted your comment in my latest T.O.C. magazine about register forms. I have temporarily mislaid my form but I hope the following details will do. 1) 1938 12 hp. saloon Slough built, this car is mostly restored only upholstery and paint to go, and I use it as my everyday transport. 2) 1927 B14 roadster, Slough built 2 seater with dicky seat, roadster body. This car is almost completely restored and goes well. We have motored at least 2,000 miles in the year I've had it (I bought it off the widow of the late Ross Bassett a U.K. Citroen Car Club member) currently for sale. (See classified *Ed.*)

I was interested in the comment about spare parts for Traction Avant Citroens here in New Zealand. The biggest shortage are crown wheel and pinions, although drive shafts are not scarce at the moment. I found that Citroen D.S. and also some B.M.C. ie: Austin/Morris 1800 parts will fit for steering boot rubbers, part no D 442-20 and ball joint rubbers part no. 5410-072F. Also Volkswagen rear shock absorbers suit the front of 12 hp and 15 hp Traction.

By the way, I'm selling the B14 roadster, as I've purchased a 1923 14/4 Delage, more suitable to New Zealand motoring. I hope someone is interested in the roadster as it has a very unusual body style and I've not heard of another Slough built B14 roadster. I have it on the market over here but Vintage Citroens are not very popular in New Zealand.

Happy Citroening
Patricia Bren

Dear Editor,

During the restoration of my Lt 15 I discovered a local Citroen fanatic who also happens to run a leather emporium. Having seen the quality of his work and the very fine leather he uses (much softer and less liable to surface cracking than the original) I placed an order for my 2 front seats to be re-upholstered in the exact matching colour, but retaining the carpet strip at the rear base, three days later they are in the car and the sight and smell of the interior is hugely enhanced.

He has taken careful cardboard patterns and is now in a position to produce new upholstery sets in colours to match the existing for owners to fit themselves. He is also able to provide leather and its substitutes for door panels etc. and seems altogether to provide a valuable and rapid service.

He charged me £25 each for the front seats (no price yet for the rear but probably in the region of £45) which seems exceptionally reasonable bearing in mind the cost of genuine hide.

If any member would like further details please drop me a line enclosing a S.A.E. and I will put them in touch.

Yours, J.A.C. Smith,
26 Beaconsfield Road,
Clifton, Bristol 8.
Tel: Bristol 36549.

Dear Graham,

Before I pay my membership subscription, I should like to ask the Committee a question. Maybe you will be able to answer it for them — it's quite a simple question, though I doubt if the answer is as simple. This is it:

If we have £1122.08 in the Bank and are not spending it all on spares, why do subscriptions have to go up, and why do we need a spares levy?

In the words of the immortal Bill Boddy, "the way to beat silly prices is to refuse to pay them." I'm not paying my subscription until I receive a satisfactory answer. I shall, of course, write more articles and support the club as usual.

Yours sincerely
Rhodri

Dear Mr Prys-Jones,

At the recent Traction Owners Club committee meeting, I was asked by Mr Graham Brice to reply to the question in the second paragraph of your letter of the 19th March, "If we have £1122.08 in the bank, and are not spending it all on spares, why do subscriptions have to go up, and why do we need a spares levy?" As there may be other members with similar "nagging doubts", it was decided to publish the reply in *Floating Power*.

Firstly, the Citroen Car Club, who pays all the invoices for printing and posting of "*Floating Power*", decided that the T.O.C. was not contributing enough to cover these costs, and in consequence, requested that we pay over a further sum of £1.50 for each member. This in addition to the £3.50 already paid over in respect of T.O.C. only members, and £5.50 for the members who take both magazines. We, the T.O.C. will only benefit by 50 pence of the total increase of £2.00, as explained in the 2nd Proposal of the A.G.M. Minutes published in the February issue of "*Floating Power*."

Thanks to Mr John Gillard's untiring efforts, approximately £2000 worth of spares have been bought by the Club since April 1978, and most have by now been sold.

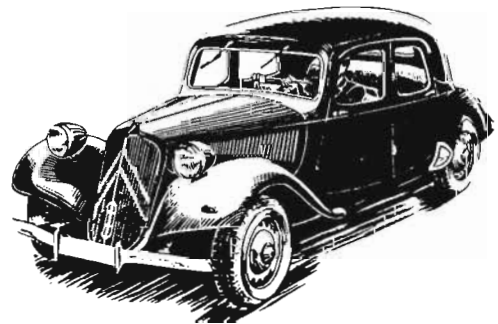
We have placed an order for the manufacture of a limited number of chromium plated, bronze cast, car club badges at the cost of approximately £350. Orders for T-shirts, woven badges and posters have also been placed, committing us to the tune of £800, so you see our funds are not stagnating!

With regard to the spares levy, I think that this subject was adequately explained in the February F.P., but briefly the club needed an injection of cash to boost our funds enabling us to purchase a stock of the more costly spares, drive shafts for example.

At the A.G.M., it was proposed by the committee that £5.00 should be the figure for the levy, but £10 was the amount which was unanimously agreed upon. The levy is not compulsory, and is only paid once, giving the participant the opportunity to buy club spares at special rates.

I hope that your question has been adequately answered, but should you have any further queries, please do not hesitate to write to the committee again. What we must all remember is that the T.O.C. is our Club, and we cannot expect it to survive the problems of ever-decreasing sources of spares, at ever-increasing prices, unless we maintain a healthy bank balance enabling the spares committee to purchase parts immediately they are found. If we have to wait months before we can afford each purchase, we stand the risk of losing spares for ever.

D. R. Shepherd
(Hon. Treasurer T.O.C.)



'Rhodri's Rumbblings'



A brace of Big Un's.

I write this, bleary eyed, by the light of a candle. Outside, it snows and snows, and trees have fallen over the power lines which means that almost the whole of Anglesey and large parts of the old Caemarfonshire are blacked out and frozen stiff. Thank goodness I put the Traction away for the winter! I felt the first pangs of frost in November and resolved to put the old girl up on blocks. I rather felt that she resented running around minus bumper and chevrons anyway, and as for appearing in *Floating Power*, in that manner, nude . . . poor old girl. I visited the garage where she's kept, high on a mountain-side in the Conway valley, last week, and replaced the bumper now newly chromed, at the fantastic price of sixty, yes sixty whole green ones. The work had been done by Mai-Kem Ltd of Chester whose Mr Sylvester had undertaken to do a high quality job. The quality's there all right; I just did not expect such a high quality price! I suppose the over-riders counted as extra items, though. More bits will be chromed when I can afford it, what with mortgage, furniture to buy, father to pay, for the 'winter car' I bought from him, etc . . .

Come to think of it, I wonder which car other readers use as Traction alternatives? Some years ago, that most excellent motoring journalist and historian, Mr William Boddy of 'Motor Sport', ran a feature on 'ideal pairs'. I'm not suggesting that we should do so in this magazine, as the correspondence in *Motor Sport* continued for months on end, and the said Mr Boddy had to put his foot down firmly eventually and protest that "enough was enough". I suppose that many members own other Citroens, but I'm afraid I do not. I need a car up here that can be maintained, as the 2CV originally was in France, by the local blacksmith. Citroen agents are few and far between in this part of the world and have the reputation of not being all that friendly towards the North Wales Section of the C.C.C. This winter, therefore I've been using a Morris 1100, and a Vauxhall Viva, and excellent motors they both were, and are! The Morris took turns with the Citroen over a long period and my brothers and I squeezed twenty eight thousand miles out of her in two years, not bad going for a car that is thirteen years old and cost £160. I've just bought the Viva from my father, so it's a bit early to comment. She's smooth, uses far less petrol than the Big 15, and climbs the hill to Wannfawr rather better. We have a roundabout on the way up from Caemarfon which slows down the Citroen and knocks all the puff out of its engine, as the ensuing hill, a long one, is too steep for top gear, yet not steep enough for second. I suppose the answer would be a four speed box, but I don't fancy a crash box, as I know from ear-grating experience that they do!

I notice that I'm down at the front of this magazine under "Welsh Section Social". I'm afraid I've been a bit lax of late where it comes to organising meetings but I'm glad to say that I'm frequently in touch with all the other Welsh members, either by phone or letter. How about my introducing them to you?

David Cubbon of Braemar, Wern Road, Rhosesmore,

Clwyd owns a French-built 11 Normale registered in France, but not, as yet in Britain. The French registration number is 1458 RR 42, and the car is completely rust free. Both David and I searched for rust, but we could not find any anywhere! The interior trim needs replacing, though, in one or two places. Anyone got any original grey cloth, or excellent seats? If so, David would be pleased to hear from you. The car was imported by a teacher at King's School, Chester, who had previously imported an identical car, registered in Britain as HDM 124K. This car was sold to a friend of mine, one Steven Freudmann of Wrexham, and then to Mr and Mrs Michael Hood of The Meantime Restaurant, Greenwich Church Street, London SE10. A photograph of this car, and the delectable Mrs Hood, was printed in Volume One, Number Five of *Floating Power* (October 1976).

David Jenkins of Beech House, 2 Blachlea Close, Manor Park, Miskin in Mid-Glamorgan is our only South Walian member as far as I am aware, and will have introduced himself and his car to you already. Suffice it to say that I'm supplying him with spares and he's supplying me with advice. We're currently exchanging letters at the rate of about two a week!

Our fourth member is Jerry Butler of 1 Valley View, Dolywern, Llangollen who owns MUY 984, featured in these pages a few months back. Jerry's one of those brave people who restores a car while actually running it, and MUY 984 has received plenty of attention from his welder's torch recently. One interesting point is that Jerry used Triumph Herald sills as an aid to re-building the sills on his Light 15. Has anyone else tried them? He has also actually found two more Light 15's in a field in Mid Wales and has bought them from the farmer. Apparently children drove them around the field until about ten years ago, and they've lain since then in a battered state. More about these later, when I've seen them. Jerry reckons that it's possible to weld up just about any bodyshell which gives me pangs of conscience regarding the one I cut up last year (VPP 711, chassis no. 9/550470). I think I have a bodyshell that would defeat anyone, though, MLR 970, a large boot Light 15 with a small-boot chassis no. 138324 which the previous owner admitted has been the victim of some number-switching jiggery pokery. I can easily read off these chassis nos. as both plates are stuck onto the wall in my lounge, above the fireplace. Does any other nut collect these? Now with the number plates, chassis plate and log book of VPP 711 someone might build up a new car, given a bodyshell . . . not me though. My betrothed would berate me with a torsion bar, about the head, often!

And that leaves me, my car emerges on May the first with new brakes, exhaust system, rechromed bumper, and, hopefully, chevrons. I'm looking forward to it. I'll be there at the rally, starting a new fashion; 'chassis plate number dropping' as the Rolls Royce Owners Club members do.

"I say old boy, I'm 9/535827. Which chassis number are you?"

Cheers!

Rhodri.

Classified

"Tractioneering" Club member is looking for work on other people's tractions in order to help pay for his railway arch whilst a student. Any work considered. Rebuilt Light 15 engines available for immediate fitting. Tel: 485 6488.

Manual Hire Service: We have a full range of Traction Manuals for loan. Please send details of your car, together with a deposit cheque for £20, plus a separate postal order for postage of £1. Make 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.

For Sale: New speedometer cables for Slough built LT 15's, price £6 each add £1.50 for air postage and packing — send British postal order or bank draft. Pat Wells, Box 6031, Birchleigh 1621, South Africa.

American Members: Mufflers, brake parts, drive shafts plus much more available from 'NORI' P.O. Box 24, Hubbard Woods IL, 60093 send \$1.00 for catalogue.

Young Man with car trailer seeks interesting and rewarding employment — seriously though I find myself with some spare time and would be able to transport your car almost any distance at a rate well below car recovery firms. Phone Bob Tomlinson, owner of White Lt 15, PXH 900, Bristol 36336 or 38749 for a quote, or just a chat about Light 15's.

For Sale: Reconditioned Lt. 15, exchange driveshafts complete with carden £38.50 each, provided your old shafts can be re-used apply: M. Tennant, Martindle, Upton Bishop, Ross-on-Wye, Herefordshire.

For Sale: 1927 Citroen B14, 2 seat Roadster with dickey seat originally built in Slough. Body fully rebuilt, re-painted, new upholstery, hood, seat, etc., etc. Rad, re-cored, starter, generator, magneto and carb. Overhauled, new valves, battery, exhaust system, wiring and nickleplating, good tyres, runs well. Offers around \$5,000 N.Z. or £2,500 U.K. Overseas buyer must be prepared to meet freight costs. Write to: Miss P.A. Bren, 556A Queen Street, Levin, New Zealand.

Wanted: Twin carburettor manifold, with or without carburettors, for Lt. 15, or any information concerning this modification. Manufactured originally either by Connaught or a firm called Ace Engineering. Contact Terry Homewood, 11 Vale Court, East Lane, North Wembley, Middlesex. Tel: 01-904 6446.

Club 'T' Shirts

This year's design "The Traction Owners Club" depicting a Light 15 available in small, medium, large and child's in colours: white, pale blue, yellow, red and beige. Please state all colours in order of preference. Price £2.25 including P&P, Overseas members please add extra for postage. Available from J.G., cheques to T.O.C. please.

Wanted: by the T.O.C. six superb tractions to represent the Club at the Classic Car Show on the 5th, 6th, 7th October at Alexander Palace, London. If interested contact Alan Sibley (address inside front cover) for further details.

J.G. knows of:

1 AC petrol pump for 2cv 1954-7	£4.75 + p & p.
1 complete set of brake linings for 6 cyl 1939-53, drilled	£8.80 + p & p
16 brake linings, 10 17/32" long x 1 1/2" wide x 5/32" thick to fit 10 HP 1934-6, 12 1933-5	£0.90 each + p&p
10 sets clutch linings 10 HP 1933-5	£3.25 each + p&p
10 sets clutch linings Big 12, 20 1932-5	£3.75 each + p&p

Details on request.

J.G.'s Spares for Sale

2 new Michelin X's	£20.00 each
2nd Hand 165 x 400 X's	£7.00 and £10.00
Wire mesh for Slough Grilles	£1.50
Head set for pre-Traction 12.8 hp	£7.00

Valve springs to order

Small batch processing available for early models at about £1.75/spring. If interested contact J.G., preferably sending spring sample.

Early Bearings

J.G. is compiling a list of pre-Traction bearings so that any found in the course of hunting for spares can be acquired. Can anyone please help?

Also available: From T.O.C. Spares Shop

1 x 5cv Cloverleaf Head Gasket	£2.50 plus postage
2 x Valve — Base dia 24 mm overall length 107 mm shaft dia. 6 mm	£2.25/pair plus postage
4 x Valve — Base dia 30 mm overall length 129 mm shaft dia 8 mm	£5.00/4 plus postage

Exchange driveshafts: Subject to availability and suitable old driveshafts: price about £37.50 each

Wanted: 11D cylinder head, contact S. Fothergill, Bower Farm Cottage, Aldworth, Reading, Berks.

For Sale: Slough built Lt. 15, 1949. Re-imported from South Africa in 1953, complete for restoration offers around £600. Brian Cadd, 14 Oakleigh Avenue, Hallow, Worcs.

Trailer for Hire: T.O.C. member has a car trailer for hire. Self-drive or willing to transport cars. Anything from 5 CV to Big 6 (will even transport other makes). Every care taken and cheap rates too! Tel: Manny — Greys Thurrock (0375) 5222 or Mrs Seggons, Greys Thurrock 891595. Evenings only please.

T.O.C. Windscreen Stickers: 40p each, plus stamped addressed envelope. Available from Dave Shepherd, Flat 2, Field House, Esplanade, Bognor, Sussex.

Wanted: Information leading to sources of spares for TOC. purchase, particularly from people able to attend autojumbles in the north. Info. to JG please.

Wanted: Old driveshafts to help set up our exchange pool. We will collect. Contact JG.

Also Available: Exchange brake shoes — if you have difficulty getting shoes relined we can get them relined or obtain linings from Ferodo. Shoes (exchange) £20.00 + postage. Linings £15.00 + postage.

Exhausts: All models and marques, exhausts made on a one off basis in 16 gauge specially imported steel, or in stainless steel, old exhaust system needed as pattern. Contact Paul at J.J. Silencers and M.O.T. Centre, 16-26 Upper Stone Street, Maidstone, Kent. Phone: Maidstone 59126/7.

CLUB SPARES FOR SALE

Issue No. 3 (5/79) The prices on this list cancel all previous lists: Levy prices applicable to participants only. Postage quoted is UK. Overseas please add 25% to postage quoted. For O/A (on application) please state wants and send SAE for price incl. post to:
John Gillard, 129B Camden Street, London NW1.
 If you can't see it, please ask.

Ref.		Normal Price	Levy Price	P&P if Reqd.
BEARINGS				
A1	Clutch Thrust, 7/11	12.35	9.88	0.50
A2	Front Wheel – Outer, 7/11	10.25	8.20	0.50
A3	Front Wheel – Inner, 7/11	6.46	5.17	0.50
A4	Rear Wheel – Lt 15, 7/11BL	4.90	3.92	0.50
A5	Rear Wheel – B15/6, 11B/15	6.38	5.10	0.50
A6	Dynamo Front, 7/11/15	3.77	3.02	0.40
A7	Waterpump, 7/11	3.46	2.77	0.40
A8	Bellhousing pulley front, 7/11	3.38	2.70	0.40
A9	Flywheel, 7/11/15	2.99	2.39	0.40
A10	U/J kit for inner cardan, 7/11	10.00	8.50	0.70
A11	Differential, 7/11	7.65	6.15	0.40
BRAKES				
B1	Master Cyl. complete (7/11/15)	13.75	11.00	0.50
B2	Slave cyl. complete (1" or 1 1/4")	11.60	9.30	0.50
B3	Slave cyl. 6 cyl. state R. or L.	on application		
B4	Master cyl kit (inc. new piston)	4.25	3.35	0.30
B5	Master cyl kit (rubbers only)	1.50	1.20	0.30
B6	Wheel cyl. kit (state 1" or 1 1/4")	1.90	1.52	0.30
B7	Front Hose – Slough 7/11/15	3.09	2.60	0.40
B8	Front Hose – French 7/11/15	4.00	3.20	0.40
B9	Rear Hose – Slough 7/11/15	2.70	2.40	0.40
B10	Rear hose – French 7/11/15	3.45	2.76	0.40
GASKETS				
C1	Head, 7	4.50	4.00	0.55
C2	Head, 11	4.50	4.00	0.55
C3	Manifold (pair), 7/11	3.50	2.80	0.30
C4	Triangular Manifold, 7/11	1.25	1.00	0.20
C5	Silencer	0.50	0.40	0.20
C6	Waterpump – Large, 7/11	3.00	2.40	0.20
C7	Waterpump – Small, 7/11	1.75	1.40	0.20
C8	Rocker Cover, 7/11	0.80	0.65	0.20
C9	Timing Cover, 7/11	0.70	0.55	0.20
C10	Solex 32 Gasket Pack	1.58	1.26	0.20
IGNITION & ELECTRICS				
D1	Spark Plugs (4)	2.50	2.00	0.50
D2	Slough Distr. Cap (replaces 400316)	2.10	1.70	0.30
D3	Slough Points (replaces 420196)	0.55	0.45	0.20
D4	Slough Points (replaces 423153)	0.55	0.45	0.20
D5	Slough Points (replaces 407050)	1.05	0.85	0.20
D6	Slough Points (replaces 400415)	1.05	0.85	0.20
D7	Slough Rotor (replaces 400052)	0.80	0.65	0.20
D8	12v. Starter Solenoid	3.75	3.00	0.50
D9	12v. Starter Brushes (post war)	3.45	2.75	0.20
D10	12v. Starter Brushes (pre war)	1.05	0.85	0.20
D11	6v. 3 pin headlamp bulbs	1.50	1.25	0.20
D12	Ducelior Points 71990	0.75	0.60	0.20
D13	Ducelior Points 71133	1.37	1.10	0.20
D14	Ducelior Points 71129	1.56	1.25	0.20
D15	Ducelior Points 71970	0.75	0.60	0.20
D16	Ducelior Rotor 42065	2.00	1.60	0.20
D17	Ducelior Rotor 49440	1.88	1.50	0.20
D18	Ducelior Rotor 49423	2.40	1.92	0.20
D19	Ducelior Rotor 905014	4.13	3.30	0.20
D20	Ducelior Regulator 8259	18.75	15.00	O/A
D21	Ducelior Coil 3918	10.63	8.50	O/A

MECHANICAL

E1	Rebuilt clutch (exchange only)	30.00	24.00	O/A
E2	Clutch friction plate (exchange only)	13.75	11.00	O/A
E3	Valve springs, 7/11/15	10.00	8.00	0.50
E4	Valves, 7	25.00	20.00	0.50
E5	Valves, 11	25.00	20.00	0.50
E6	Valve Guides, 7/11	12.50	10.00	0.50
E7	Timing Chain, 7/11	6.75	5.50	1.00
E8	Pistons & Liners, 11/15	80.00	70.00	O/A
E9	Piston Rings, 11/15	15.00	12.50	0.30
E10	Solex 32PB carb (exchange only)	32.50	26.00	O/A

RUBBERS

F1	Steering Rack (pair)	6.25	5.00	0.30
F2	Ball Joints (one side)	3.50	2.80	0.30
F3	Scuttle Vent	6.85	5.50	0.30
F4	Windscreen surround	0.55ft	0.44ft	O/A
F5	Windscreen 'U' glass mounting	0.30ft	0.25ft	O/A
F6	Big Boot Bottom	6.00	4.85	0.50
F7	12 clips for big boot rubber	3.75	3.00	0.20
F8	Door surround (4 doors)	9.10	7.30	0.50
F9	Chevron pedal rubber	2.40	1.90	0.30
F10	French indicators, number plate light	5.00	4.00	0.40
F11	Handles, Headlamps, etc.	5.00	4.00	0.40
F12	Shock absorber mountings (pair)	0.90	0.70	0.30
F13	Rear Chevron mudflaps (pair)	8.50	7.00	O/A

MISCELLANEOUS

G1	Window Support channel (metal)	1.60	1.25	O/A
G2	Fan Belt, 7/11	2.50	2.10	0.40
G3	Fan Belt, 15	2.00	1.70	0.40
G4	Radiator hoses, 7/11	6.25	5.00	0.70
G5	Dash gear selector springs (pair)	1.90	1.50	0.20
G6	Bonnet Lock Springs (pair)	1.90	1.50	0.20
G7	Door Lock Springs (Set of 4)	3.00	2.40	0.20
G8	Indicator Lens – White	2.50	2.00	0.20
G9	Indicator Lens – Orange	2.50	2.00	0.20
G10	Indicator Lens – Red	2.50	2.00	0.20
G11	Clutch Thrust Spring	0.65	0.50	0.20
G12	A/C Pump Repair Kit	2.80	2.35	0.30
G13	1/4" Bead Black PVC wing piping	0.09ft	0.07ft	O/A
G14	Slough Interior Door Handle	0.75	0.60	0.30
G15	Slough Interior Winder	1.15	0.90	0.30
G16	Slough Interior Escutcheon	0.58	0.45	0.20
G17	Flexible Window Channel	0.43ft	0.35ft	O/A
G18	Speedo Cable, 7/11	9.75	8.25	0.50
G19	Slough Wiper Arms (pair)	5.65	4.50	0.40
G20	Clear PVC fuel line	0.19ft	0.15ft	O/A
G21	Shock absorbers (state model & position)	14.00	11.00	O/A
G22	Stainless Hose Cups (pair)	1.50	1.20	0.30

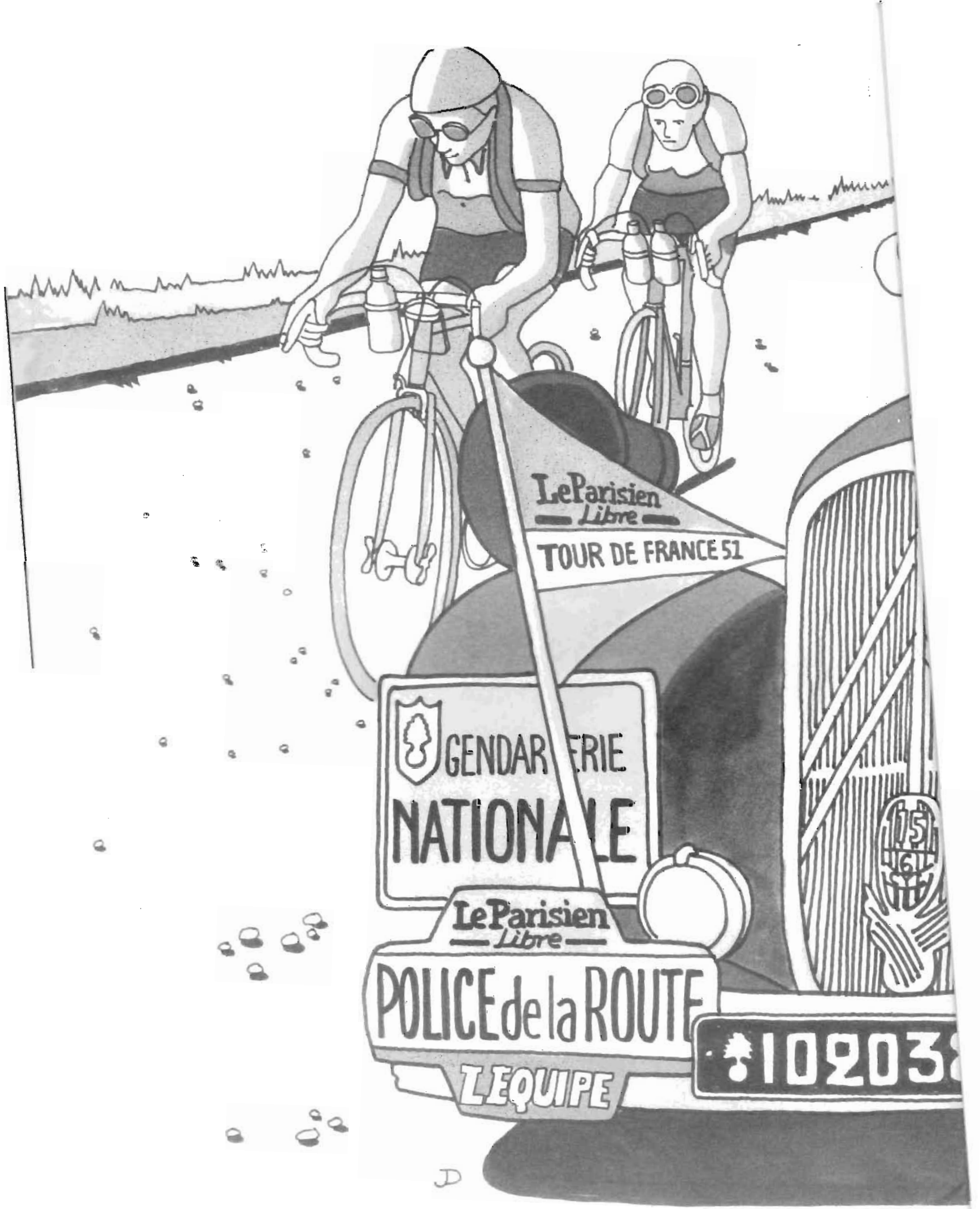
Spares Levey Response

At the time of this magazine going to print the response to the spares levy has been extremely encouraging with 66 members paid up. This means that we shall be going ahead with stainless exhaust systems and stockholding of exchange driveshafts and a generally increased level of stock. Formal arrangements will be made to establish the Spares & Club Shop in premises which will be open for callers every Saturday 11am to 4 pm at Arch 124, Cornwall Street, SE1 (next to Waterloo Station). Anyone willing to help on a regular basis please contact J.G.

Wanted for Spares Shop

Any unwanted spares, especially old driveshafts for exchange purposes to enable us to offer shafts off the shelf and allow you to fit them then return the old, instead of giving us your old shafts in advance. Also, can anyone provide photos, scale drawings or give us sight of original Slough transfers, e.g. air filter, fluid reservoir *in English* for reproduction. N.B: we have the French transfers.

Found Ian Ness has his Lt 15, RCR 549 back. Praise be to the Metropolitan Police!



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