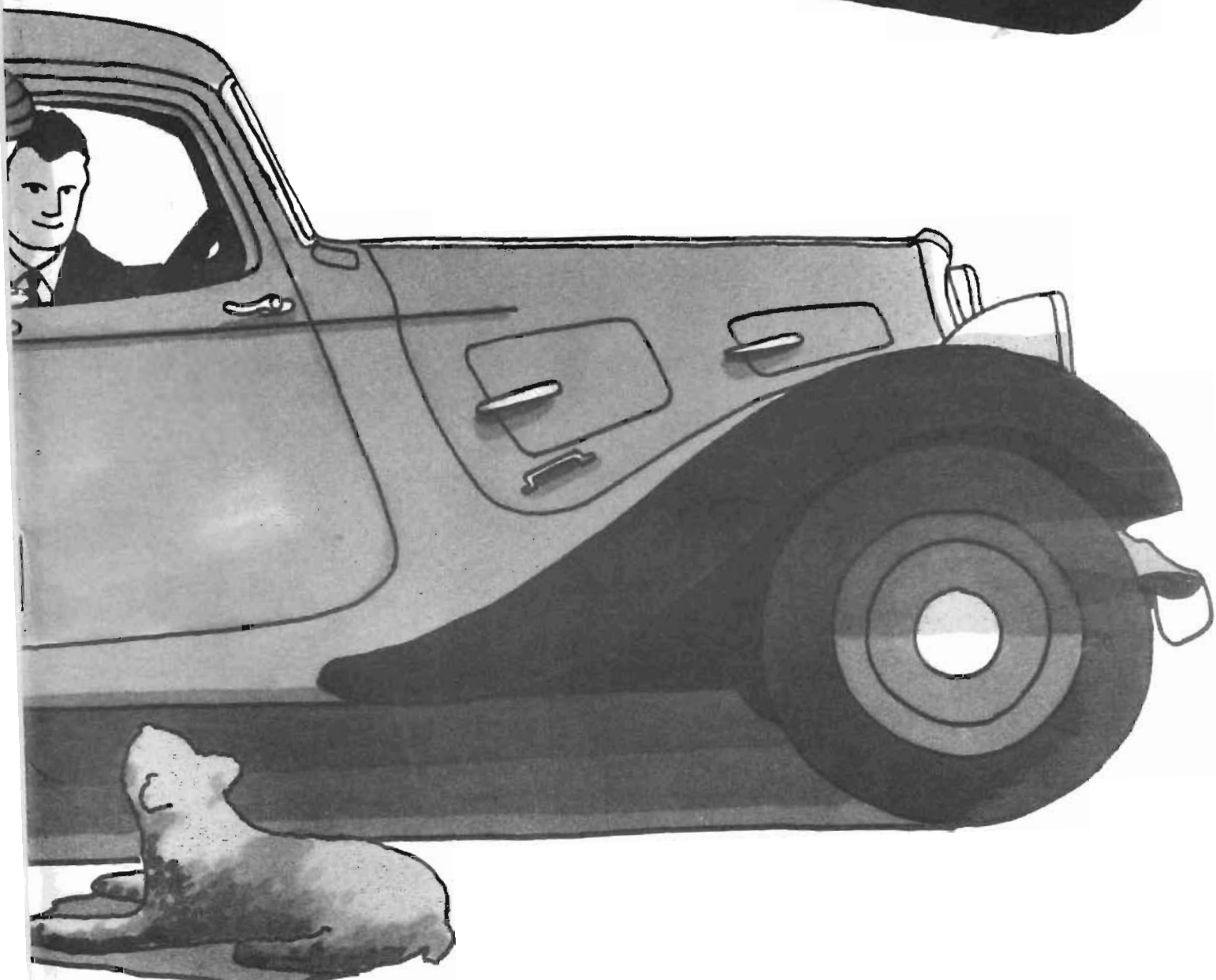


Wagon



"The Rolling English Road"



BECOMES A HIGHWAY TO PLEASURE

RIDING in a Citroën, you could be excused for imagining that by some miracle "The rolling English road" had been transformed into the motorist's ideal highway.

For the unique Citroën design and suspension smooths out all vertical motion, all swaying and rolling on corners, ends skidding even on acute bends with tricky surfaces.

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★IN 1934 Citroën introduced INTEGRAL ALL-STEEL BODY AND CHASSIS. TORSION BAR SPRINGING. FRONT-WHEEL DRIVE. INDEPENDENT FRONT WHEEL SUSPENSION. REPLACEABLE CYLINDER BARRELS. FACIA-BOARD GEAR-CHANGE. FLOOR DESIGN FREE OF CONTROLS. FOOTWELLS AND TUNNELS.

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Standard Saloon	- - -	£208
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"Big Fifteen" Saloon	- - -	£278
7-seater Saloon	- - -	£298

when you ride in a ..

CITROËN

Write for catalogue "J"

CITROËN CARS LTD · SLOUGH · BUCKS

Floating Power

Volume Four|Number Four

August Nineteen Hundred and Seventy Nine

At last, the long awaited register details of members cars is now complete, and you should find a copy enclosed in this issue (please God). If your details don't appear then its because you did not complete a register up-date form, so don't blame us!! Should details of your car appear and you don't remember sending them, then the information will have come from other sources, which shows just how devious we can be. Don't feel its too late if we don't have your information, we can always publish an additional list in the next magazine. Some of the details will be incorrect regarding the present owners of certain cars, but it was felt trying to guage just how many Tractions and pre-Tractions exist in the U.K. was the primary consideration. It is hoped that you will use the register to introduce yourselves to your fellow Tractionists in your locality, and indeed in your own country, should you be one of our overseas members. So in conclusion, all the Tractions and pre-Tractions known to us are listed with, hopefully, their present owners.

Due to pressure of administrative work within the Citroen Car Club, we are still waiting for a current and up-to-date membership list, and until such time, we are unable to send out membership cards. Hopefully we will receive the list in time to include them in the next magazine. So, don't worry if you are receiving your magazines, but if you should know of a fellow member who is not, please tell them to contact our Hon. Sec.

The 17th June saw many of our members at the Citroen Car Club's annual rally at Salisbury. Glorious weather, gleaming Tractions, and good company, what more could you ask. In the Concours the end of an era was reached, when Bernie Shaw's always immaculate II Normale relinquished its grip on the trophy to G. Fenwick, a fellow T.O.C. member, and owner of a 1954 Slough Big 15, which was resplendant in its gleaming red coachwork, a truly worthy successor to Bernie's car. Still, I hear that Bernie has another restoration project in the pipeline, so maybe in a couple of years . . . Martin Lloyd's 1931 C4G, overall Concours winning car at our own annual rally, took the cup for the best in its class, and another T.O.C. member, John Waghorn, took the vintage section with his recently aquired 1928 B14 Commerciale.

At the same venue I met Mark Navin, the Secretary of The Citroen Classic Owners Club of Australia, who told me of all sorts of strange idiosyncracies concerning Australian Citroens, ranging from wooden framed bodies on rear wheel drive models, (what would Andre have said!! *sacre bleu ma tout acier*) also tales of Rudge Whitworth wire wheel on Tractions, very desirable, (worth swopping a set of Pilotes for?) Mark has promised me more details of these and other facets of Australian Citroens, which should prove to be very interesting.

Jim Hammer of S. Croydon, writes that J.J. Silencers of Maidstone, whose ads were in previous issues of the Floating Power, couldn't do the complete job on his Big 6 silencer, what foxed them was the double inlet into the silencer box, so he contacted Servais Silencers Ltd, Ashford Works, Ashford Road, NW2, where a Mr. Johnson did the job for him. Jim says he's very pleased with the result and also that it was done at a reasonable price.

If you're interested in having your beloved voiture become a film star, then it might pay you to contact Mrs A. R. Hunt of Special Vehicle Promotions, 25 Roden Ave., Kidderminster, Worcs. S.V.P. will on behalf of the owner negotiate a fee, insure the hirer fully, insures the vehicle and if necessary provide transportation facilities. There is no charge to register your car.

John Gillard tells me that the cards that will show you are a bona fide member of the spares levy are at the printers, and with a little luck should be with you by the time you receive this magazine. Payment to the spares levy is now closed, should you wish to become a contributor in the future, you will have to wait until club membership subscriptions are due on the 31st March 1980. Of course you can still avail yourself of the spares services but without the discount.

Finally, congratulations to Tom and Rosie Evans, our Eastern section organisers, on the arrival of their first child a bouncing baby boy.

G.B.

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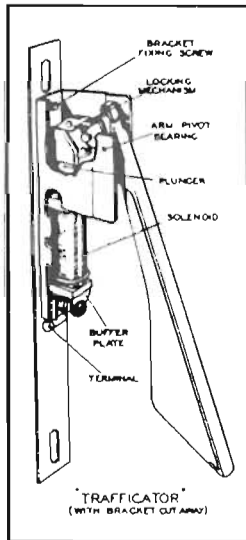
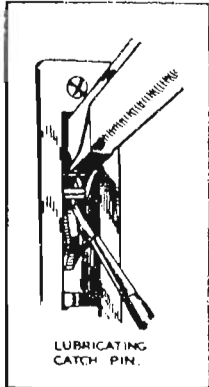


Simple Servicing

Extracts from Lucas Service Manual – Trafficators

Trafficators do not operate:

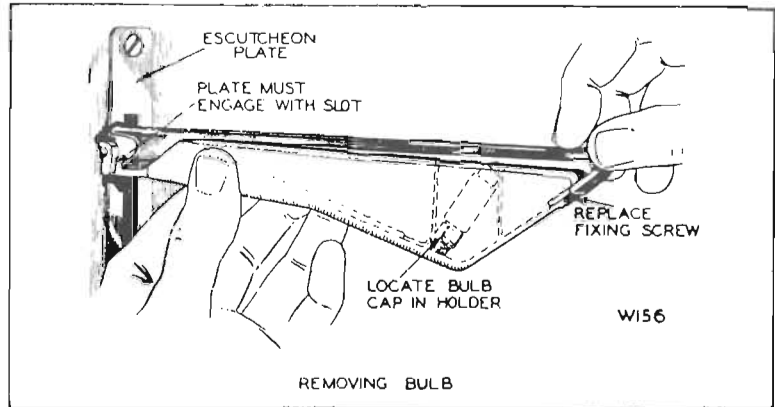
Loose or broken connection in the wiring.
Fuse blown.
Arm fouling bodywork.
Buffer plate bent.
Lack of Lubrication.
Internal fault.



Bulb does not light:

Bulb blown.
Loose or broken connection in bulb circuit.
Bulb not earthed efficiently.

Trafficators do not lift to full extent or do not fall completely home when switched off:
Arm fouling bodywork.
Lack of lubrication.
Buffer plate bent.



1. Fuse blown

Examine the wiring and trafficators for evidence of a short circuit which may have caused the fuse to blow. Rectify the trouble and replace the fuse.

2. Loose or broken connection in wiring :

Check the wiring from the fuse to the switch and from the switch to the trafficators. Tighten all loose connections.

3. Arm fouling the bodywork:

This may be due to either the trafficator being badly fitted or to the arm being distorted by striking some object. If the trafficator has been badly fitted, slacken the screws securing the trafficator and move it until the arm operates freely. When the correct position has been obtained, secure the trafficator by tightening its fixing screws.

When an escutcheon plate is fitted, the screws securing it must be slackened and the plate centralised so that the arm can operate freely.

4. Lack of lubrication :

If the action of the trafficator becomes sluggish, it should be lubricated as follows:

- Add one or two drops of thin machine oil to the catch pin between the arm and the operating mechanism.
- Give the inside of the bracket where the plunger bears a slight smear of high melting point grease.
Do not use ordinary grease, which when warm, may run into the solenoid core and cause the plunger to stick
- Add one or two drops of thin machine oil to the pivot bearing of the trafficator arm.

5. Buffer plate bent :

If the plate carrying the rubber buffer is too far forward it will prevent the arm falling completely home; if it is bent back too

far, it may cause the locking mechanism to become jammed. Bend the plate to its original position, i.e. so that the arm falls fully home and is locked, and, also so that the arm operates freely.

6. Bulb blown :

After long service the bulb may need replacing. To remove the bulb, withdraw the screw on the underside of the arm and slide off the metal coverplate. To replace the coverplate, slide it on in an upwards direction so that the side plates engage with the slots on the underside of the spindle bearing. Finally secure the coverplate by means of the fixing screw.

7. Loose or broken connection in bulb circuit:

Examine the connectors from the terminal on the trafficator to the bulb holder. If necessary resolder any connection which may be loose.

8. Bulb not earthing properly :

The cap at one end of the bulb must make contact with the metal cover. Check that the spring pressure is sufficient and that the inside of the cover where the bulb makes contact is clean and free from tarnish. With trafficators having a black enamelled cover, make sure that the ends of the cover which locate at the pivot end are clean and free from enamel.

9. Internal fault :

If, after following the above procedure, the trafficators are still inoperative, it should be replaced.

It should be noted that the trafficator unit is mounted on a fixing plate and can be removed by the withdrawal of a single screw. Always retain the plate as these differ on various cars and therefore standard replacements are supplied without fixing plates.

by Steve Kemp Traction in the Family

Part 1 – Early reminiscences

I think the first car I ever rode in was a Traction, this particular example was a 1948 Quai de Javel II Legere. As this was the main family car back in 1951, I probably rode in this back from the nursing hospital!!

The car had been run for a year by the American Embassy in London, and as we discovered during a respray, had once been on fire. We never could find out any more, as you can imagine we thought it could have been involved in some exciting mission or other. On one occasion the car had to go to Slough and the workshop manager at the time commented on seeing the reg no. "Oh, you bought that one did you?" This comment obviously increased our curiosity but we never did find out any more, anyway I digress.

From 1948 JGH 4 served as the main family transport until 1956. During these years a record run was made from Leicester to a remote corner in N. Wales over 197 quite twisty miles, a travelling time of only three hours, forty-five minutes was taken. Since then, of course, traffic has increased but so, then, have roads improved and cars have become faster (in a straight line anyway). That particular journey has never been accomplished in less time by our family, which goes to endorse the exhuberations by contemporary motoring journalists over the average speed of Citroens.

From 1956–1963, the Citroen was used as a general shopping car and school ferry, and I suppose that it was during these informative years that my mind was to become "Traction programmed". As is usual I suppose, for a young and fickle mind, totally unimportant incidents make impressions never to be forgotten. For example, several of my early milk teeth were helped loose by abrupt contact with those chrome rails on the back of the front seats. This was caused by my favourite past-time of looking at my own reflection in said chrome, coupled with violent manoeuvres by the driver! Then there was the time outside the bakers when yards of starter cable were hauled from the dashboard following its failure, and then the numerous occasions on rainy days when I used to beseech my mother to drive through puddles so I could watch the splashes. I remember always causing great amusement because they took ages to warm up, starting from a snails pace with the motor working up to a frantic buzz, unfortunately, even in those days the Traction was not really the ideal shopping car, with its wide turning circle, heavy steering and poor rear vision. Therefore, on the death of my Grandmother, and the consequent availability of a low mileage Morris Minor, the Citroen was ousted from its family role, and passed down to my elder brother, who at 22 was in need of a car of his own. A slightly in-glorious period of the car's life was to follow. At 16 years and over 100,000 miles old, it was beginning to show signs of age. Holts Cataloy paste for the wings and pop-riveted sheet aluminium for the sills were the applied remedies for the visible rust and the Citroen suddenly seemed to develop an appetite for big-end bearings which necessitated several engine changes in quick succession. Nevertheless the car was now resplendent in couch painted British Racing Green with Post Office Red wheels, and aquired something of a reputation amongst some local publicans, some local ladies, and sundry constabularies.

Happily, however, my own 17th birthday coincided with my brother's first company car. JGH 4 was once more superfluous to requirements, and passed into my own eager hands.

Part 2 – From Four to Six

I suppose that today a seventeen year old novice may have misgivings about driving a Traction, but eleven years ago crash bottom gear and mediocre visibility were not uncommon on older cars, in any case I had ridden in the Citroen so often before that to drive it (and it was almost the first car I drove) was certainly not any stranger than driving any other car, and after a month or two I had passed my test.

Looking back, I am pleased to recall that the first work I had done on the car was to have the riveted aluminium sills replaced by more substantial steel ones, even in those days I must have concluded that the former were hardly conclusive to monocoque rigidity! A complete rewire followed, together with replacement engine, gearbox, wings and doors. However, I am not so pleased to recall that during the course of the above, two very restorable Lt 15's were cannibalised and scrapped, but in 1969 one didn't appreciate the potential of such cars, especially at £25 a time. The addition of twin Solexes vastly improved the cars performance, although hot and cold starting were never the same after that.

I ran the Citroen happily for a couple of years until late in 1970 I spotted an advertisement in the Exchange & Mart, running thus:

FOR SALE RARE 1955 BIG 6 HYDROPNEUMATIC SOUND BODY AND DRIVEABLE £50 O.N.O.

I wonder if Tom Hollidge remembers advertising it. Excitedly I telephoned to ascertain whether the car was still for sale, it was. I persuaded my rather sceptical father that here was an excellent potential investment. In retrospect, I think I was right. So we set off to London, tow rope in boot in case of purchase.

That run down to London seemed to take an age, I had never seen a Big 6 before, let alone considered buying one. On our arrival we were confronted with three all parked in a row!! After an initial glance, it was obvious which one was for sale, as on this car the tail was down so low that the exhaust was touching the ground. Closer inspection revealed that the bodywork was remarkably sound, with only very minor rusting on the sills, doors and front wings. But there were problems as the car had been standing for a while, so that the clutch and brakes were seized solid. Although we didn't know it at the time, the same fate had befallen three exhaust and two inlet valves. The chance of a 100 mile tow seemed remote, to say the least. However, to everyones surprise the breaks freed off after a few yards of towing, and the engine turned over, all be it at the expense of the pushrods. The clutch remained seized, but after a very jerky few yards the engine coughed into half life, and amazingly the rear of the car gracefully lifted to ride high. Nevertheless the car was hardly driveable, so a fiver came off the price and off we went. Apart from the occasional stop to engage gear to pump up the suspension – the engine didn't really sound fit to run – all went well, and surprisingly, we were soon back in Leicester.

For financial reasons restoration of the Six LEA 413 was delayed for a year or so, during which time the II Legere continued to give excellent service, although the car still looked smart and ran beautifully, ominous radial cracks appeared around the rear shock absorber mountings, and quite suddenly the car had sunk alarmingly to the rear. Therefore after 25 years and over 140,000 miles JGH 4 was sold. An American bought the car and drove it to Edinburgh, I sold the number separately and now it was given a new VTK no. Does anyone know of it now? to be continued . .





"Impressive line up outside the Red Lion"

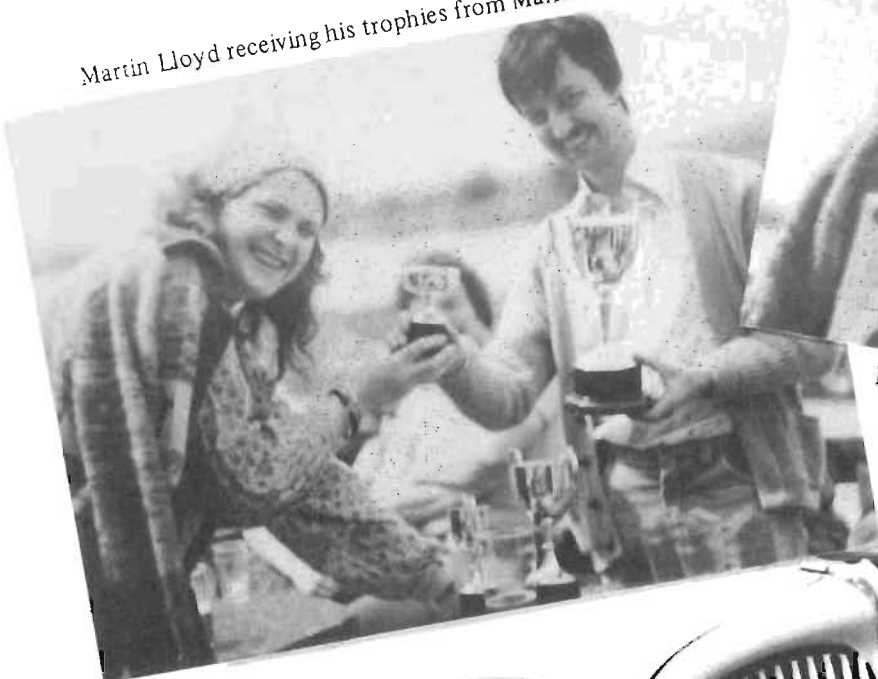
Bernie Shaw polishing his
brake shoes prior to concours.



"Rally organiser and our man on the spot. Ray Newell with his 1952 Lt. 15"

Rally Round-up

Martin Lloyd receiving his trophies from Maria our sec.



Neil Burton and his concours prize (The model kit that is).



"I thought if I sat here long enough someone would take my picture."

Club shop during the lull at pub opening time.

"Walford Bruen and his 1939 Lt 12 Roadster"



Gloucestershire Newspapers Ltd.



"Andre's"



Gloucestershire Newspapers Ltd.



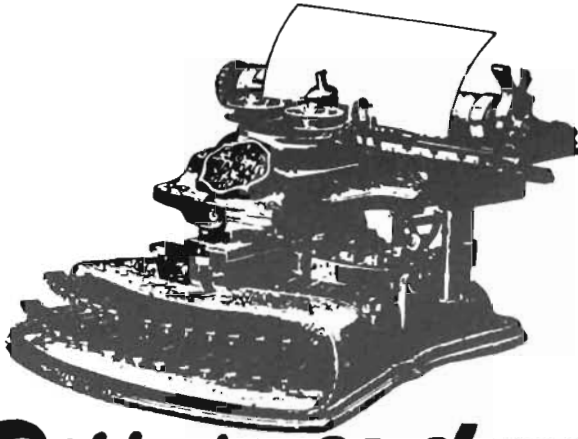
TOC awards.

"Admiring glances for Martin Lloyd's 1931 Slough C4G overall concours winner"



Andre's Angels"





Correspondence

Dear Tricia & Graham,

Enclosed are two more items for the register (still not too late to send them in. *Ed.*) The 15H runs quite well, and as soon as I figure out how the water is getting into the sump (I suspect the head gasket) and correct the problem it will go into regular service. The other 15 (6) with the seized engine, will be used to keep the 15H pretty and running, however I do not expect to permanently sacrifice one for the other, and I fully hope that someday both machines will be completely restored.

One thing which needs attention on the H is the Solex, it is pretty well used up, and since I have put a Weber kit in our old Porsche with great success I have been wondering Unfortunately nobody round here knows anything about Webers or Citroens. Do you think that you could answer the question or pass it on to someone who could. Can a Weber or Webers be used on a 6 cylinder Citroen? Is there a manifold or manifold adaptor? What about jets? If you can help I would be very grateful, and hereby repeat my promise to help any member with anything within my means in the U.S.

Yours sincerely,
Peter Saitta
1775 Barcelona Avenue, San Jose,
California, U.S.A. 95124

Dear Peter,

I asked our technical chap Arthur, if he could help you but he could only manage a couple of grunts and a scratch of his head. Hopefully though, one or more of our more enlightened members around the world, will be able to offer a solution to your problems. Ed.

Letter from Bodgitdale, Yorkshire

Dear Mr. Brice,

Ah'm rectin' this 'ere letter so as ter improve somewot on t'outlook as sum a yore readers mus' 'ave on life. Nah thin, norras ah've owt ter criticite me feller members abaht — it's not their fawlt's if th'ev 'ad ter live in London or sum such Godfersaken 'ole, burrits awnly fair ter let t'poor divil's 'ear a breath o' fresh nah an' thin, in't it? Norras ah've owt agin London mark yer — ah've nevvver bin their misen, burrer mate o' mine 'as an' I ast 'im worrit wer like.

"Well Sam" ee says, "tha's bin ter Leeds an't tha?"

"Aye" ah says, agreein' wi' 'im.

"Weel," ee sed thortfully, "it's like that onny wuss."

Onnyroad, thats by the tharris. T'main exorcise in me 'ritin ter yer ter tork 'bout me exployts wi' t'Leet 15. Aye ah've git wun tha nos, an its a reet nice wun an' all, save fer all t'rusty bits tharris. It's gorra greet beeg boot on t'back wi' a spare weel insahd. Oh aya, an' that reminds me — ah mus

gerra 'ole drilled in't thing cose of all t'watter as accumulaites in t'botton o' t'boot. It used ter 'ave wun in fer draynij but sum daft laiker fill's it up we' t'plastic puddin'. Mahnd thee, ah'd sooner 'ave wunner them wi' t'spare weel on t'ohtside. Nah thin, thats 'ow they wer med ter look sithee.

Ah'll jus' tell thee a tail seemin' as ahm 'ere like in't'fost place. It wer when ah wer comin' dahn t'rooad from Gargrave ter Skipton wun evenin' las' year. Ah wer drivin' along in me usual sedate fash'n when ah cum up beyind these two cars wot wer meckin' a noosance of 'emselves by goin' too slow. By Gawd, they can't 'ave bin doin' aht above sixty at t'most!

"Well ol' lass", ah sez ter t'car. "This is nah gud is it?" An seein' as ow it wer a gud strayt bit o' rooad wi nowt comin' t'other way save t'odd West Yorkshire bur or two, ah thowt ter mesen, "Reet, this is it." An' ah put me foot dahn ter t'floorboards. Well, off she went wi' 'er usual ferver — in fact ah cudn't 'old t'aws lass back!

Well, therer ah was in t'middle o' t'other lane, meckin' as thi' ah wer in France or sumweer, an' t'awd bugger jus' kept on goin' faster an' faster. Weel! — Ah shot pas' them therer modden cars like greased bloody tripe dahn a 'uddersfield sewer, an' t'awd lass wer rattlin' like she wer fit ter explode. The ah realised wot 'ad 'appened an' ah tradh ter get me fut under t'Theakstons pedal ter gerrit back up agin. Onnyrooad sin' ah 'ad me Dunlop Dungmasters on at the time ah cudn't manage it.

Ah wer nah well past t'cars ah'd ovver ticken an seein' a bit o' space at t'side o' t'rooad ah slung me anchors out an' pull'd in ter t'verge. Ah got 'er aht o' gear an' 'ad a look-see under t'bonnit, ter find wot wer ter do an' saw that t'retrun spring for t'gas pedal 'ad brokken in two an let the poor lass go at full bore!

When ah'd mopp'd all t'sweat off me for'ead ah ah set abaht tyin' a gurt beeg rubber band from t'acceleraiter linkage ter t'air filter an' that 'elped ter keep t'pedal back where it should a bin. It wer a bit week lahk burrit got me 'ome!

Well, that's abaht it fer nah. I 'ope yer find it in t'goodness o' yer 'eart Mister Brice ter publish me letter in t'Flooaatin' Pahr. If yer like it ah kin write sum moor so as ter keep all t'less priv'lidgd members in touch wi' wot's 'appenin' wi' t'Tractions up in Yorkshire. (Yes please, *Ed.*)

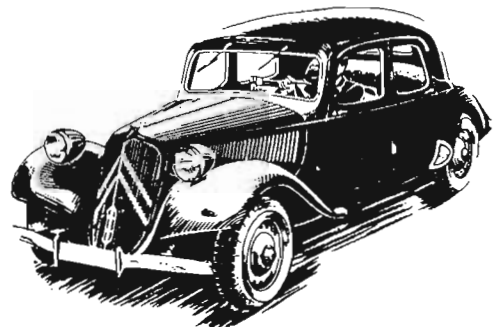
Ah 'ope tha waint mind me identity remainin' superfluous but ahm not one fer all t'publicity job an' tellyvisn cameras ad' jurn'lists an' all that. Ah'd ruther remain unknown if tha dooant mind too much an' ahm quite 'appy as ah am, (burrif yer like yer can call me Sam).

Onnyrooad ah've gorrer few tails ter tell thee if tha's int'rested in 'earin' abaht them — an' therer all based on t'truth, which meks 'em twice as daft!

By the way, 'afore ah goa — if any members want any advice abaht their cars ahd be glad ter answer therer questions, so get writin' lads. Ah'm sure ah nooas as much abaht t'job as that therer Arthur Shaft bloke, 'ooever 'ee is — aya, an' I aint bin ter University like 'im eether: all them therer damn silly letters after 'is name an' all. Wot good does that do 'im I ast thee? I cant mek 'ead ner tail o' t'job, an' wot does all them therer daft letters mean onnyrooad?

Cheerio fer nah then, an' look after them sriveshafts waint thee?

All the best,
Sam Chevron, Boditdale, June 1979.



Dear Graham,

I am writing this letter for various reasons, firstly to apologise for not making it to the Spring Rally, I can't speak for everyone in the Northern Section but for my part I had intended to arrive at the Red Lion Pub at the appointed hour and had lost two days work and spent over thirty pounds in preparing my Light 15 for the rally. However, I ran into last minute trouble with the brakes and worked half way through Friday night and all of Saturday in a vain attempt to make the journey to Gloucestershire. In the end, just as I thought I had it beat, the back brake pipe sprang a leak and by the time I had made up and fitted a new one it was out of the question to consider the trip justified. You lot will have been on your third pint by that time, I should think, and I was left here all alone with my naughty SKB 588, with whom I was not on the best terms by then. Well, I hope I have answered to some extent your question in the Floating Power, 'What happened to the Northern Section?' and shown that some of us at least did try very hard to get there. There are in fact only a few of us in Yorkshire with Traction on the road and those other owners that I know of had very good reasons for not making it to the rally. I think we should hold the next one in Newcastle and see how many members turn up from Sussex (no offence intended).

Believe it or not, some of us have rather elderly cars which, often at the most inconvenient times, decide to misbehave themselves and become unreliable for long journeys. Even worse, some of us simply haven't got the money to pay for the petrol to get there! That's the reason I didn't get to Salisbury or Peasmarsh last year and partly why I couldn't come to Salisbury either this year. Now you all know who not to come to for a loan! However, I must say I respect Walford Bruen who always manages to travel hundreds of miles to the rallies all the way from Ayrshire.

Secondly, I would like to offer my thanks to the committee for the work they are doing and support for the way they are handling and using the club finances. So what if the membership fee goes up a bit and we are asked to contribute to a spares levy – just look on the back page of the Floating Power and compare the list of spares with what was on the same page a year ago. Isn't that worth the extra few pounds? If we want a club that can provide spares when we need them or have the money to get them made then we *have* to contribute. If we don't then there's little point in having a club at all.

Thirdly, if I am permitted an advertisement, I am now able to bead blast members parts for them, (no not those parts!), since purchasing a Guyson Bead-Blasting cabinet. The effect of having parts cleaned by this method has to be seen to be believed and also adds to the strength of the components cleaned, be they pistons, con-rods, or whatever. The glass beads used do not remove any metal but give a peening effect to the surface being cleaned which as already mentioned gives them greater strength and helps to retain oil better, leading to longer life.

Having seen the mention of Bead-Blasting Services of Wakefield in this months foreword and wondering 'How did he get in here?' I thought I'd better let Mr. Haycock know that he has some competition.

Hope I haven't droned on too long for you to print this. If I sounded angry in the first part of my letter please take it from me that I wasn't. A question was asked so I thought I'd answer it.

Let's have some correspondence in the mag about our cars for a change lest we lapse into the petty bickering and back-biting that has been seen on the letters page of the Citroenian over the past year. Then perhaps we can get on with the job?

Regards

John Howard,

4 Stainbeck Walk, Leeds LS7 2ED, Yorkshire.

Dear Editor,

I wonder if you or any other member of the T.O.C. can help me. I recently purchased a 1946 Slough built Lt 15 for restoration fitted with a 4-speed gearbox, and I would be very interested to know of its origins, gear ratios, how it would compare with the standard 3-speed box, etc. Cast onto the nearside of the box upside down is "4 3 46" which I would have presumed to have been the date of manufacture (quite right, Ed). Underneath that is stamped the number "515 703D" (this marking seems to be on all gearboxes, Ed.). On the off side of the box is riveted a metal tag with the number "9x31 118785" (9x31 signifies the crown wheel and pinion ratio, Ed.). Outwardly the gearbox casting appears to be similar to the standard model, and selection is through the dashboard again as standard. Reverse and first gears are bottom right of the dashboard aperture reverse being selected by sliding a gate across below first gear.

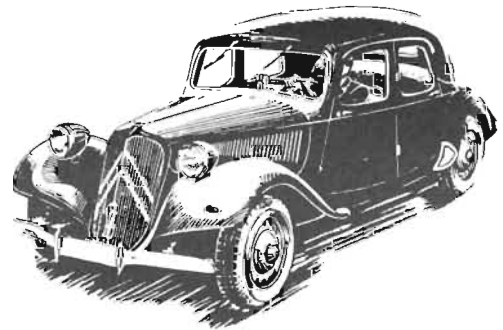
Someone has obviously gone to a lot of trouble to modify the dashboard aperture to make it look standard, it had me fooled at first. Unfortunately I am unable to contact any of the car's former owners for information, so if you could be of assistance I would be very grateful.

Yours sincerely,

Mick Thurman,

125 Totley Brook Road, Sheffield S17 3QW.

There were quite a few proprietary 4-speed boxes manufactured for the Traction, and later used in Cooper and Lotus single-seater racing cars, the most common being the E.R.S.A. and I know that one or two of our members run cars with 4-speed boxes, perhaps someone can shed some light on things for Mick, Ed.



Every so often our secretary receives amongst her mail the odd eccentric letter from Traction enthusiasts around the world, we thought we'd like to share this one with you.

Dear Mistress Hodgekiss,

Here some photos of my own super-panzer Traction, (first thank you very much for your kind letter).

One picture shot just before my home, the car ready for camping, with the roof-gallery and 2nd spare wheel.

One in the Jura mountains, 1st April 1979, 1025 m or 3200 ft overseas. Snow pine trees and children. Left my son Pierre (7½ years old) right my daughter Laure (4½ years old), middle my neighbours three daughters, Maria, Francesca, Carmelina.

One picture shows our snow vehicle a Latil French artillery tractor model 1937, diesel 7 cylinders (250 hp.) converted in snow-hunter (chasse neige) Nice ho !! The guy on the truck is just me.

Back of this leaf to tryings of humoristic drawings. I've got a lot of other ones, I'll send you them (from the T.G.V. Traction to the Baroudeer the Puffing Billy and the two types of flying Traction) are you interested?

I'm sending you a friend of mines, a girl name Francoise Martin (I'm sure the Chairman will more than appreciate this



gesture, and can I have one as well please, Ed.).

On the 8th July we have a travel Traction Club/Steam Trains in Tournon Lamastre (what a fun it will be)

Good Luck and good fun for your trip to Gloucester (160 miles go and return) and a nice weather.

Colonel B.F. Renault.

Colonel Renault also sent Tricia some personal details you might like to read.

B. Frechou-Renault. Ancient schooler from French Polytechnic Paris.

Ingenieur in Civil Works.

Chief Ingenieur in French Electricity Board (EDF) Building nuclear power houses – very sad isn't it.

Reserve Group Captain Signal Corps.

French Military Medal.

Born in 1938, 41 years old, 1 wife, 2 kids.

Owner of Familiale Traction 4^U 282000,417 AUOI.252,000 KM.

Member of club Traction Universelle.

Now I have written all that and drunk a pint of bitter to your health of course. Excuse my poor English. Please any member of your British club can stop at home or phone. No "depaunage" but room, tools, food and drink, O.K.? gut verstanden? capito? bui portimaete?

Here the location of my tavern.

'Les Fontanettes'

Avenue de General De Gaulle, 01150, Lagnieu. France.

Tel (74) 39.62.63.

Acces routier D 975 (ex-R.N. 75) This is N.W. of Lyon and slightly south of the town of Lagnieu.

I would think a visit to M. Renault's home would be a most rewarding experience. Ed.

News from Geof Wulff, Cape Town, S. Africa.

The price of Tractions has really improved a lot since I bought my first one, a 1945 Slough de luxe model, about six years ago. Which makes me quite happy, in fact the whole market of Classic Cars has improved in South Africa, as has everything else. The basic price for a going concern was about R 500 several years ago (about £800). But the usual going rate now is between R 1000 for a runner to R2500 odd for a concours winner. My Traction falls in about the middle of this category, almost fully mechanically restored, inside totally unrestored, and exterior about half way there. Garage wise, I slot the old

girl, a French 47 in amongst doors, wheels, blocks, gearboxes, bonnets, seats, boot-lids, etc, etc. Oh boy!!

We recently had a gathering of some of our cars (see pic, Ed.). S. Africa seems mainly to have got Slough built models, the most common being big boot Fifties models.

Well that's about all my news, except that I would like to place an advert in *Floating Power*. I have missed the whole of last years issues and I missed about the first six issues of the magazine, I am prepared to pay whatever might be the going rate for them.

P.S. The cars in the picture are 1947 II Legere, my car, Black, 1953 Slough Lt 15 cream, 1946 II Legere, Green, and a 1951 Slough Lt 14, yellow.



Classified

Rather rusty but quite restorable Light Fifteen, Slough built, 1953, running and all original. Needs welding to sills, doors and some interior work. Will haggle down from £350.

Early Forties left hand drive Light Fifteen. Found bricked up in a garage, stored possibly 25 years, not much rot really, very easily restored. Shall I be greedy and say £500, but open to offers.

(I know it's not a Citroen but she does have quite a bit of class).

Lagonda 2.6 Saloon. 1949. Fully restored, double overhead cam straight six play enormous S.U.'s, its got to be driven to be believed. Black and cream coachwork, new M.O.T. etc. Excellent investment at £2,000.

Telephone Bristol 38749 or Whixall 355. Delivery on above could be arranged.

Opps! almost forgot

I think it's a 1940's Daimler, bit of a major project but **FREE** to anyone who collects or pays delivery costs.

Club member undertakes work on Tractions – any work considered. Telephone 01-485 6488.

For Sale. Due to transfer abroad I am forced to sell my 1955 Lt. 15, Slough built. In excellent condition throughout – £4,200 o.n.o. Must be seen, phone Neil Burton, Blidworth 5738.

Wanted. 'Floating Powers' last six issues, also first six issues. Contact stating price, Geof Wulff, 605 Rustenberg Centre, Main Road, Rondebosch, 7700, Cape Town, South Africa.

Bead Blasting. John Howard offers a comprehensive service to fellow members, so stop struggling with that wire brush. Contact John at 4 Stainbeck Walk, Leeds.

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

Wanted. Old driveshafts, wishbones and pins, old clutches and brake shoes to help set up our exchange pool. We will collect. Contact J.G.

CLUB SPARES FOR SALE

Issue No. 4 (7/79). The prices on this list are amended due to VAT increases and cancel all previous lists. Levy prices applicable to participants only. Postage quoted is UK. Overseas please add 25% for sea mail, for O/A (on application) please state wants and send SAE for price incl. post to:—
John Gillard, 129b Camden Street, London NW1.

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

Ref.		Normal Price	Levy Price	P&P if Reqd.
BEARINGS				
A1	Clutch Thrust, 7/11	13.15	10.50	0.50
A2	Front Wheel – Outer, 7/11	10.90	8.75	0.50
A3	Front Wheel – Inner, 7/11	6.90	5.50	0.50
A4	Rear Wheel – Lt 15, 7/11BL	5.20	4.20	0.50
A5	Rear Wheel – B15/6, 11B/15	6.80	5.45	0.50
A6	Dynamo Front, 7/11/15	4.00	3.20	0.40
A7	Waterpump, 7/11	3.70	2.95	0.40
A8	Bellhousing pulley front, 7/11	3.60	2.90	0.40
A9	Flywheel, 7/11/15	3.20	2.55	0.40
A10	U/J kit for inner cardan, 7/11	10.65	9.05	0.70
A11	Differential, 7/11	8.15	6.55	0.40
A12	Rearwheel oil seal	1.55	1.25	0.20
A13	Frontwheel oil seals (side)	5.00	4.00	0.30
BRAKES				
B1	Master Cyl. complete (7/11/15)	14.65	11.70	0.50
B2	Slave cyl. complete (1" or 1 1/4")	12.35	9.90	0.50
B3	Slave cyl. 6 cyl, state R. or L.	on application		
B4	Master cyl kit (inc. new piston)	4.55	3.60	0.30
B5	Master cyl kit (rubbers only)	1.60	1.30	0.30
B6	Wheel cyl. kit (state 1" or 1 1/4")	2.00	1.65	0.30
B7	Front Hose – Slough (7/11/15)	3.30	2.80	0.40
B8	Front Hose – French (7/11/15)	4.25	3.40	0.40
B9	Rear Hose – Slough (7/11/15)	2.90	2.55	0.40
B10	Rear hose – French (7/11/15)	3.70	2.95	0.40
B11	Easibleed nipples (4)	2.95	2.35	0.20
GASKETS				
C1	Head, 7	4.50	4.00	0.55
C2	Head, 11	4.50	4.00	0.55
C3	Manifold (pair), 7/11	3.85	3.10	0.30
C4	Triangular Manifold, 7/11	1.25	1.00	0.20
C5	Silencer	0.55	0.45	0.20
C6	Waterpump – Large, 7/11	3.20	2.55	0.20
C7	Waterpump – Small, 7/11	1.85	1.50	0.20
C8	Rocker Cover, 7/11	0.85	0.70	0.20
C9	Timing Cover, 7/11	0.75	0.60	0.20
C10	Solex 32 Gasket Pack	1.70	1.35	0.20
C11	Short sump set. II CV.	2.50	2.00	0.50
IGNITION & ELECTRICS				
D1	Spark Plugs (4)	2.70	2.15	0.50
D2	Slough Distr. Cap (replaces 400316)	2.25	1.80	0.30
D3	Slough Points (replaces 420196)	0.60	0.50	0.20
D4	Slough Points (replaces 423153)	0.60	0.50	0.20
D5	Slough Points (replaces 407050)	1.15	0.90	0.20
D6	Slough Points (replaces 400415)	1.15	0.90	0.20
D7	Slough Rotor (replaces 400052)	0.85	0.70	0.20
D8	12v. Starter Solenoid	4.00	3.20	0.50
D9	12v. Starter Brushes (post war)	3.70	2.95	0.20
D10	12v. Starter Brushes (pre war)	1.15	0.90	0.20
D11	6v. 3 pin headlamp bulbs	1.60	1.35	0.20
D12	Ducelier Points 71990	0.80	0.65	0.20
D13	Ducelier Points 71133	1.45	1.20	0.20
D14	Ducelier Points 71129	1.65	1.35	0.20
D15	Ducelier Points 71970	0.80	0.65	0.20
D16	Ducelier Rotor 42065	2.15	1.70	0.20
D17	Ducelier Rotor 49440	2.00	1.60	0.20
D18	Ducelier Rotor 49423	2.55	2.05	0.20
D19	Ducelier Rotor 905014	4.40	3.50	0.20
D20	Ducelier Regulator 8259	20.00	16.00	O/A
D21	Ducelier Coil 3918	10.65	9.05	O/A

MECHANICAL

E1	Rebuilt clutch (exchange only)	32.50	26.00	O/A
E2	Clutch friction plate (exchange only)	14.65	11.75	O/A
E3	Valve springs, 7/11/15	10.65	8.50	0.50
E4	Valves, 7	26.65	21.25	0.50
E5	Valves, 11	26.65	21.25	0.50
E6	Valve Guides, 7/11	13.35	10.65	0.50
E7	Timing Chain, 7/11	7.20	5.90	1.00
E8	Pistons & Liners, 11/15	85.00	74.50	O/A
E9	Piston Rings, 11/15	16.00	13.30	0.30
E10	Solex 32PB carb (exchange only)	40.00	32.25	O/A

RUBBERS

F1	Steering Rack (pair)	6.65	5.35	0.30
F2	Ball Joints (one side)	3.75	3.00	0.30
F3	Scuttle Vent	7.30	5.85	0.30
F4	Windscreen surround	0.60ft	0.47ft	O/A
F5	Windscreen 'U' glass mounting	0.19ft	0.15ft	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
F14	Heater tube rubbers (pair)	8.15	6.50	0.50
F15	Front mudflaps (pair)	7.50	6.00	O/A
F16	Filler piper rubber (Big Boot)	1.25	1.00	0.20

MISCELLANEOUS

G1	Window Support channel (metal)	1.70	1.33	O/A
G2	Fan Belt, 7/11	2.70	2.25	0.40
G3	Fan Belt, 15	2.15	1.80	0.40
G4	Radiator hoses, 7/11	6.65	5.35	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	3.00	2.50	0.30
G13	1/4" Bead Black PVC wing piping	0.10ft	0.08ft	O/A
G14	Slough Interior Door Handle	0.80	0.65	0.30
G15	Slough Interior Winder	1.25	0.95	0.30
G16	Slough Interior Escutcheon	0.60	0.50	0.20
G17	Flexible Window Channel	0.45ft	0.37ft	O/A
G18	Speedo Cable, 7/11	10.40	8.80	0.50
G19	Slough Wiper Arms (pair)	6.00	4.80	0.40
G20	Clear PVC fuel line	0.20ft	0.16ft	O/A
G21	Shock absorbers (state model & position)	15.00	11.75	O/A
G22	Stainless Hose Cups (pair)	1.50	1.25	0.30
G23	Citroen chrome boot badge	13.75	11.00	0.30
G24	French transfers – Miofiltre	1.15	0.90	0.15
G25	French transfers – Vokes	1.15	0.90	0.15
G26	French transfers – Lockhead	1.15	0.90	0.15
G27	Handbrake Cable – Light 15	8.50	6.80	0.80
G28	Handbrake Cable – Big 15	8.50	6.80	0.80
G29	8" Wiper blades – Slough type (black)	1.50	1.20	0.20
G30	Bonnet Tape – Double bean 7/8"	0.41ft	0.33ft	O/A
G31	Chrome Bonnet End Trims (pair)	7.50	6.00	0.30
G32	Exhaust suspension straps (pair)	0.65	0.50	0.30
G33	Differential Thrust washer (3.5, 3.75, 4.0, 4.5 mm)	1.60	1.25	0.20
G34	Split pins mixed pack	0.60	0.50	0.20
G35	Spring washers, mixed pack	0.60	0.50	0.20
G36	Front bumper horns (pair)	20.00	16.50	O/A
G37	Front inner bearing tab washer	0.45	0.35	0.20
G38	Top swivel nut tab washer	0.95	0.75	0.20
G39	Mains & Big Ends tab washers (set)	1.25	1.00	0.30
G40	Woodruff key – front hub	0.30	0.25	0.20
G41	Door panel spring clips (pack)	0.60	0.50	0.20
G42	Door hinge pins	0.30	0.25	0.20

Available Shortly

Recored Light 15 Rad's to original pattern – about £55.00 Exchange.

Stainless steel Light 15 exhaust systems – now overdue for delivery, should be ready by your reading this! Price on application.

Big 15 systems to follow

Exchange driveshafts ex stock – £37.50 each.

Tool boxes to original pattern to fit that useless space in small boot models.

Axo baseplates (if John Howard can get a move on with them)

Wiring looms (PVC cable only)

Rack reconditioning pin sets.

Leather swivel gaiters to original pattern.

Clutch cable reconditioning service :Send your old cable to J.G. for replacement of inner cable:– usual cost including post £2.50, delivery 1 week.

Spares levy. The levy is now closed to all except new members, until membership renewal next year. The latest figures show 90 members paid up. The spares shop now operates only from Arch 124, Cornwall Road, London SE1, and will be open for callers Saturday 11–3pm; all postal orders will be prepared and sent on Saturdays following receipt of order. Except where items are out of stock in which case the customer will be advised of probable delivery date. To ensure stock availability it is preferable to enquire before calling.

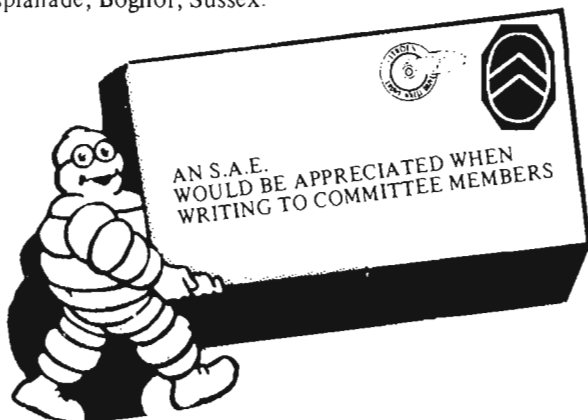
Citroen trained mechanic, willing to work on Tractions, A and GS Models. Professional standards at a very reasonable price. Telephone Dursley 2502 (Gloucestershire).

Tool Hire Service. The TOC has commissioned front end tool manufacture with a view to setting up a tool hire bank. Available now top and bottom swivel breakers. Others following.

Colin Hayers is loaning tool 3336 for assembly rear axle – Thanks Colin – any further offers from the rest of you?!

Wanted windscreen opener for 1932–4 Rosalie. Henk Sloos, La Licorne, Botenpady, Valkenburg A/D Rijn, Netherlands.

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



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.

RALLY PROGRAMME

Events marked by * will be attended by TOC members and cars.

August 11th/12th Heremere Hall Old Car Rally, Etchingam, Surrey.

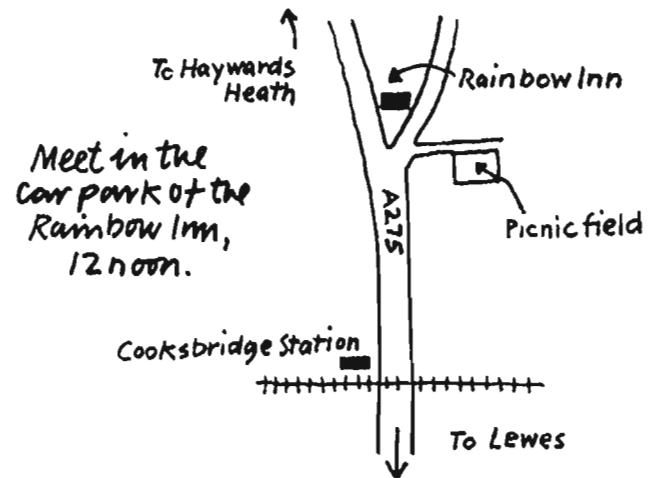
August 25th/26th/27th Eastbourne Historic Vehicle Club Festival of Transport, Broad Farm, Hellingly, Sussex.

August 27th 10th Merton Concours, Morden Park, Surrey.

August 27th Horsham Vintage Vehicle Rally.

*September 8th & 9th Bealieu Autojumble, Bealieu, Hants. (Volunteers required to man TOC Stall for 2 days).

*September 16th TOC French Picnic



September 16th Rolls-Royce on Wheels & Wing, Duxford Airfield, Cambs.

*October 5th/6th/7th Classic Car Show, Alexandra Palace (TOC Team required, see below)

*October 28th Citroen Car Club AGM, Nr. Coventry

*November 10th Autojumble, Alexandra Palace, North London

*November TOC Treasure Hunt. Details next issue to be held in the Mid-Kent area.

CLASSIC CAR SHOW

The TOC will have a Stand, 30' square approx. to display up to 6 cars, 3 of which will be judged for the Jenson Owners' Inter-Club Trophy, but will take into account Club Regalia, Magazine and Stand presentation. We have so far 2 cars which are:–

Gee Fenwick's 1953 Slough Big 15 (CCC Concours Winner)
Martin Lloyd's 1931 Slough C4G (TOC Concours Winner).

We require any of the following cars in Concours condition Roadster/Coupe, Familiale/Commerciale and Big 6.

TOWN & COUNTRY FESTIVAL

The TOC will be joining with the CCC and between the two clubs we will present 10 cars spanning the production history of Citroen, we shall be exhibiting next to Citroen Cars Ltd Stand, again we need cars, particularly of the following, Cloverleaf, BJ4, 2CV. 1930's Traction. There is a club prize of over £1,500, also individual prizes of £300 for 1st to £25 for 8th.

For both events the Club needs your support NOW! Don't delay :Contact Allan Sibley TODAY!!

Cut



STOP PRESS

Wanted urgently for newly acquired 1954 Slough Big 15 wood dashboard with all instruments and switches (round type) or face with ignition switch/starter and oil light and face with advance/retard and trafficator switch, both complete also steering wheel, rear bumper, rear stop/tail lights, paid or easy-clean perforated disc wheels 14 holes.

For sale or exchange for any of above, virtually everything from 1950 Slough Light 15 (except gearbox, clutch and engine) doors, bootlid, bonnet, front grill, beige leather rear bench seat, trim, boxes and boxes of bits, also 2 French wheels. Please phone daytime only on 01-985 3300 Ext. 201 or write with sale to Allan Sibley, address inside front cover.

Complete set of original front end tools for hire £2.50 per hire. Deposit required which is returnable, you to collect and return from Allan Sibley.

Wanted for French Big 15 (Normale), front grille with chevrons, also pair of headlights for Antonia Loysen's car. Contact Allan Sibley.

London Section Events

(Organiser: Allan Sibley, 174c St. Ann's Road, Tottenham, London N15).

Meetings every Tuesday evening, 9 pm at Cannonbury Tavern, Cannonbury Place, Islington, London N1.

London Section Pub Meetings

28th August	Rosetti's, Ordance Hill, St Johns Wood London NW8.
25th September	Seven Stars, Cavey Street, WC2.
30th October	Sun Inn, Church Road, Barnes Common SW13.
27th November	George Inn, 77 Borough High Street, Southwark, SE1.

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.

Wanted. Lt. 15 coupe or roadster, condition immaterial, even bare body acceptable providing complete. Contact Pat Wells, P.O. Box 6031, Birchleigh 1621 South Africa. During September 1 will be at the R.A.F. Club, 128 Piccadilly, London.

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.



Traction Poster, we now have for sale a superb poster (see photo of artists original rough) printed in six colours, an original design by Alan Sibley.

Price £2.00 plus p&p. U.K. postage second class 15p. Europe postage second class 50p. U.S.A., Australia, N.Z. postage second class £1.50p. All orders should be sent to John Gillard.

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.