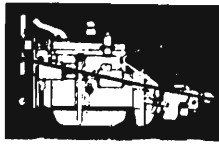




CITROËN



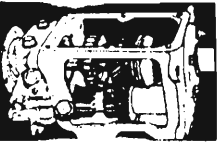
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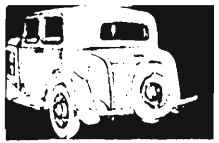
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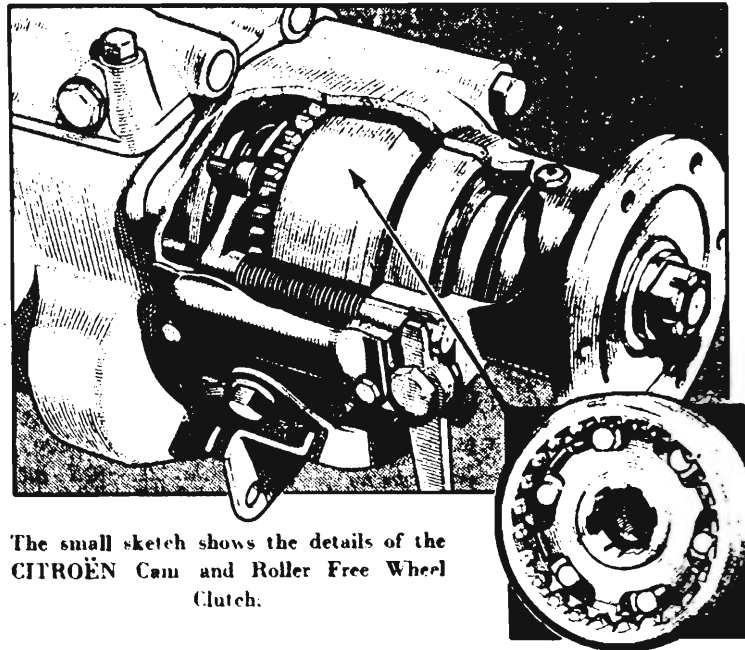
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LUGGAGE TRUNK
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LEATHER UPHOLSTERY

On the "Big Twelve" and "Twenty" CITROËN, the advantages of the synchronised gear box are reinforced by the introduction of a

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By this device, running costs are reduced and gear changing is further simplified.

The difficulties of gear changing are completely eliminated, an absolutely silent change up or down being possible without declutching. Considerable economies are effected in Petrol, Oil, Wear and Tear.

A simple and positive locking device, conveniently operated from driver's seat, puts the free wheel in or out of action as desired. Write for Catalogue No. 19.

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Floating Power

Volume Four Number Five

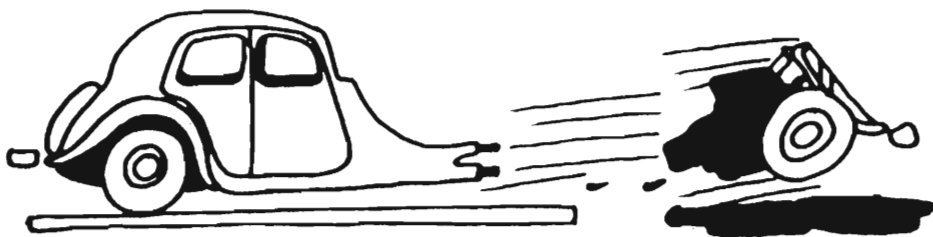
October Nineteen Hundred and Seventy Nine

Firstly I should like to draw all members attention to the special announcement in this issue concerning the administrative tie between the Citroen Car Club and T.O.C. It means exactly what it says, and no more! A fuller explanation will be forthcoming when the whole situation has been ratified.

Just recently I received a complementary copy of Collectors Car, yet another new magazine catering for the old car enthusiasts. Well its not really new, as it incorporates the now sadly defunct Veteran and Vintage, that individual publication which catered for the true enthusiast. The new magazine still maintains the Veteran and Vintage interest and also covers the wider aspects of the classic car scene, and is certainly on a par with others of its type. One piece that I found particularly enjoyable was in part on John Sprinzels reminiscences of the super tuned racing Austin A35, with which he regularly harassed the big Jags in the mid-fifties. Of particular interest was an article on Wylton Dickson's, (the man who had the idea for the World Cup Rally) hope to revive the great Peking to Paris race of the early 1900's. There will in fact be a class for collectors cars, Now! I am sure this is the sort of thing Traction's were really meant for, just one problem, they will be asking an entry fee of approximately £750 per car, but as it is not likely to happen until 1982 you can all start saving now for a club entry, well

I had one of those odd Citroen days on Thursday 12th September, I'll tell you. Firstly I had a day off from the daily grind to take my toy Citroen to London for some warranty work to be done, in a garage where amongst other things they have a 1956 Commerciale and a 1928 B.14 (very nice I hear you say). Well on the way no more than 5 miles from my destination I saw this very sad looking French registered Acadiane (thats a Dyane with a van body) the whole front of the poor thing had been in a loving argument with a big red double decker thing. Being a bit late I decided not to be a gentleman and stop, as there were plenty of sympathetic people milling around. Story continues, 2 miles further on I spy this very nice French registered II Legere in its compulsory black, coming towards me, all ready to give it a friendly wave and toot you can imagine my horror when suddenly the lorry in front of me starts to shed its load of wooden slats into the path of the oncoming Traction. I can hardly look, as I hear the clatter and tinkle of the wood hitting the defenceless Traction. Wondering what horrible fate can have befallen it I quickly stop, jump out and rush over to the poor thing, expecting to find it dented and scarred, but no! All it suffered was a broken headlight lens. Now its not often I see a Traction and don't know the owner, even it its on French plates and this proved to be no exception as a quite placid Guy Isbel emerged from the wounded car, (would you be placid if someone hurt the Traction you were driving!!) After exchanging pleasantries I pressed on to my destination where I recounted my tale, upon which I was told that Guy had just recently left these very same premises. Even the Acadiane arrived at this same garage as I was admiring the B14, towed in by a recovery vehicle. Small world isn't it

G.B.



GARFORTH

Northern Section Meeting: 29th July 1979.

This was our first section meeting proper and we decided to hold it at Garforth, near Leeds, in and around the workshop which I share with a friend, or at least what is shortly to become a workshop with any luck. It has been said of 'The Dump', (for such is the name we have given to this exquisite place) that there is neither a horizontal nor a vertical line in sight and that could easily be true — everything around seems to lean this way or that but as long as the walls stand up we are not particularly worried! The Dump is found at the end of an appalling dirt road and is sandwiched between an industrial estate on the one side and green fields on the other. It gets a bit draughty thereabouts from the wind off the fields and in winter the place becomes buried in feet of snow, but it's home to a rusty fleet of Citroens and is where my friend and I plan to eke out a living.

We met on the day at Selby Fork Services on the A.1. and then went by convoy to The Dump, with myself leading the way rather unceremoniously in a customer's grotty 2CV. In the mirror I could see three Tractions, a D Safari and a BMW flat twin motor-cycle. I should think that Mick Thurman on the bike negotiated the potholes of the 'Dump' road even better than the Citroens. I find with my pedal cycle that a short wheelbase sometimes helps!

Martin Thornton and Chris Kennedy came over together from Hull in their respective small boot Lt 15's. Chris's car was being seen for the first time by most of us. It's painted dark blue and rides of 'pilote' wheels no less. Hmm, swop them for some easi-cleans Chris? Martin of course brought his 'Duchess' along, (he only loves her for her money), and Harry Fraser came from Leeds with his ex C of E Light 15. Rumour has it this car was blessed against rust by its previous owner, The Reverend Greany of Mirfield, but is a credit to careful ownership whatever the method of preservation employed! Harvey has owned STF 835 for over a year now so you's better all update your membership lists. (Didn't you fill in the form Harvy?)

Also present were members of the Fraser household including Harry's amazing Citroen dog, Chevron! So named

because of the rude sign on his chest — the dog I mean, not Harry.

Dickie Lynas arrived with his onze normale, VLY 67, which Dick had kindly allowed me the fortune of riding about in for the two weeks previous to the meeting whilst I had no wheels of my own on the road. Leo and Liz Quinn came in an unnameable firm's car bearing engine bits from their 1946 Normale for rebuilding.

Unfortunately, I was let down at the last minute over a certain barrel of beer but some of the three dozen empty beer glasses came in useful when our special guests from London, Antonia Loyson, Al Sibley and John Gillard cracked open a bottle of wine or two. Thanks for coming all that way to see us fellers. (Antonia is far from being a 'feller' but my vocabulary fails me at this time of night).

Altogether we had seven Tractions present. We lined six of them up in front of the big shed so that we could take some 'piccies', several of which were obtained at great personal risk to myself by a vertical ascent of the world's most bent H-Van in order to gain a better vantage point on the cowshed roof. The one which didn't get into the photos was my Slough Big 15, (very unrestored), which was trapped between the said H-Van and a wall. (Cowshed being a local name for workshop and 'wall' being a local term for something that holds the roof up when you have taken the scaffolding props away!)

The afternoon passed very well, even though the lack of beer was, I thought, lamentable. The clouds all seemed to agree on leaving a hole for the sun to shine through. We were entertained for a while by Harry Fraser's Traction reminiscences and by his stories of Aussie Tractionists travelling several light years just in order to get to meetings. H.F. lived in Australia for a spell, where the fiscal ratings of Tractions are measured in kangaroo power, e.g. 11 KP or 15 KP, or to put it another way — NUTS!

Well, all I can say is its lucky that the wind was blowing in the right direction to send the sweet smell of Eau-de-cesspit away from us — can anyone put our landlord in touch with Blaster Bates?

John Howard



From left to right, Dick Lynas's 1953 Onze Normale, Chris Kennedy's 1947 Light 15, Harry Fraser's 1954 Light 15, Martin Thornton's 1946 Light 15, your correspondents 1955 Onze Leger and 1954 Light 15.

BIGGLESWADE

Pictorial essay of the London meets Eastern Section gathering



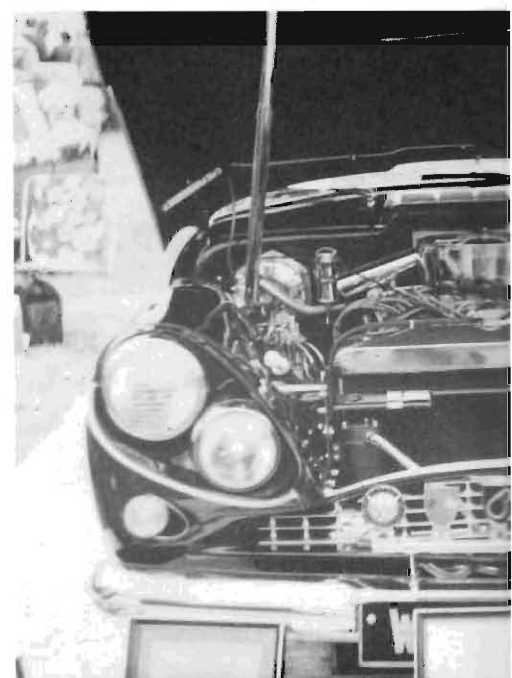
Go ing Up!



G. Fenwick's 1954 Big 15



Neil Burton's 1955 Light 15



Just an idea of the competition

DONNINGT

Classic Car Weekend 21st and 22nd July

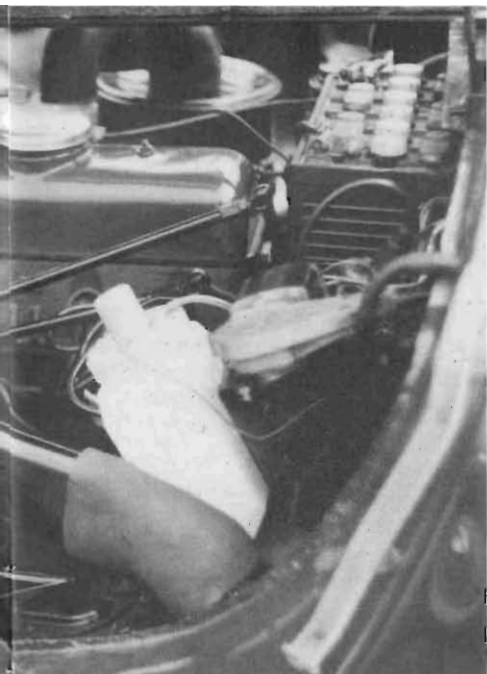
The weekend was packed with exciting, varied racing events plus the attraction of the Wheatcoft collection. The highlight for me, the chance to see and hear two famous Mercedes-Benz racing cars, W 154 and 300 SLR on tour from MB Stuttgart Museum. The 300 SLR had 2 different types of spark plugs, one for cold and one for hot running, 12 plugs per set, 2 plugs per cylinder, a delight to watch the mechanic, just like a surgeon in his white overalls metuculously removing, checking and replacing each plug.

If only I was at the wheel . . the bark of the exhaust note

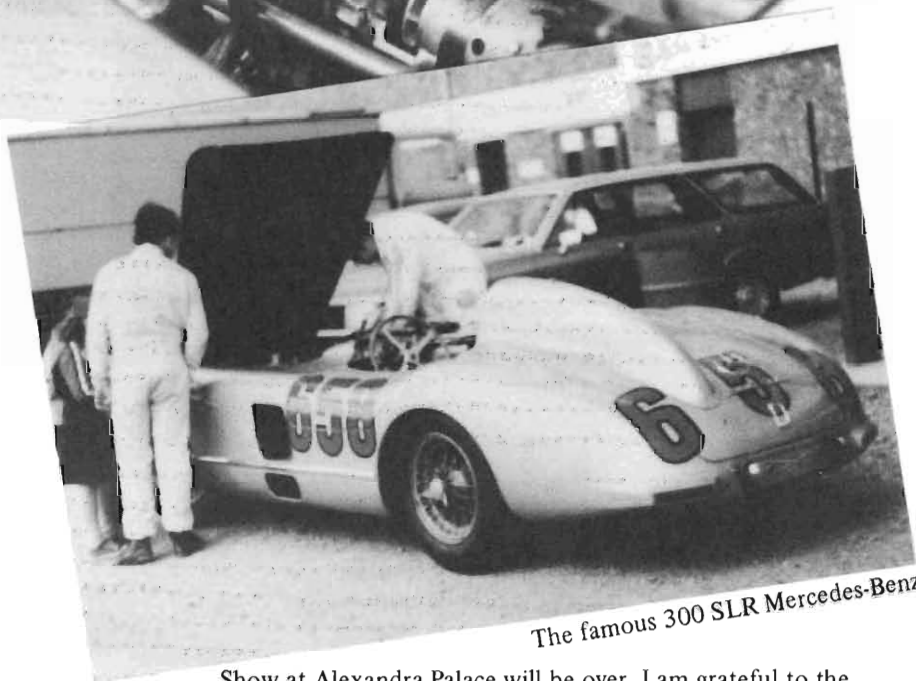
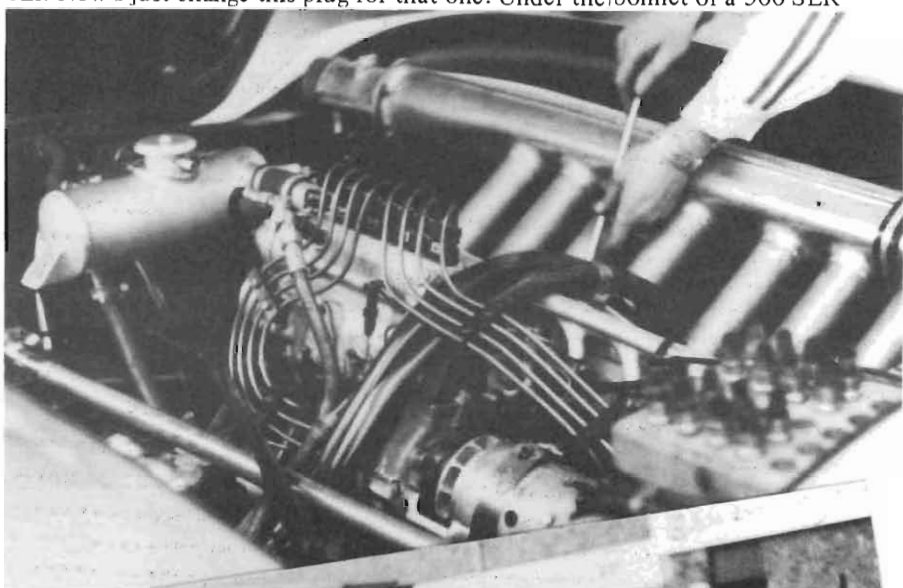
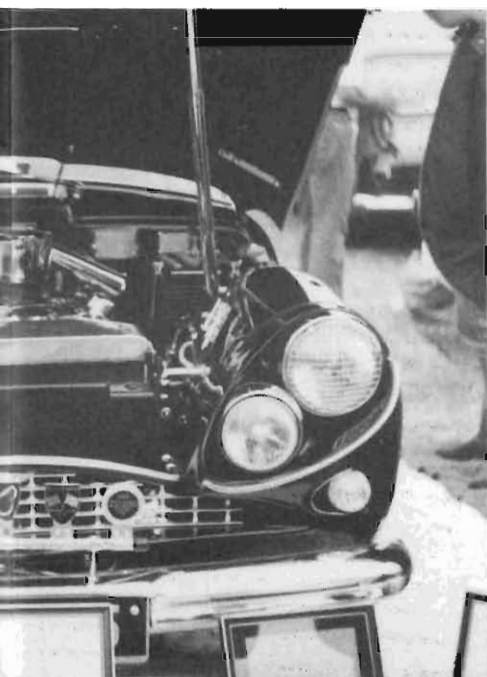
drumming in the enclosed cockpit, the smell of the fuel vapour, the crowd a flashing dream, as I pulled her into the chicain oh well its nice to dream.

One event which caught my imagination was the M.G.T. type racing, all similar sports cars racing against each other, now how about Light 15 racing!

Antonia and I were there for the whole weekend, club shop, kitchen sink etc. expecting each day Tractions, only to find 2 ardent Traction owners there on Sunday representing the Club, Gee Fenwick with family and friends, also Neil



Ah! Now I just change this plug for that one. Under the bonnet of a 300 SLR



The famous 300 SLR Mercedes-Benz

TION

Burton, I thank both of them for attending.

What happened to those people who requested entry forms, admittedly the vehicles on display at the concours arena were fanatically presented, stiff competition for anyone. We'll be there next year so lets see more Traction's participating.

..... and other events

Hopefully there will be a write up and pics of the Northern Section Meeting in this issue from John Howard, which was a most enjoyable and interesting day out.

By the time you have received this issue, the Classic Car

Show at Alexandra Palace will be over. I am grateful to the following people who have displayed their cars on our club stand. Martin Lloyd C4G, Gee Fenwick, Big 15, John Watson - Roadster, John Waghorn, B14 and Commercial and finally Bryn Hughs Onze Leger.

I hope everyone of you came to visit us and that by now we are the proud owners of the Jenson Owners Club, Inter-Club Trophy.

There will be a detailed write up in the next magazine of this event plus the Eastern/London Section Meeting, French Picnic, Town and Country, and the Jaarfeast in Holland. A.S.



Andre Citroen seen here between Lecot and Penand at the completion of a successful proving run into Eastern Europe.





by Steve Kemp

Tractions in the Family

Part III: Restoring the Six

As I have by now left college and started work in earnest, some cash was soon available to commence restoration of the Six. As time was on my side, I decided that all the major areas requiring restoration should be attended to before the car was put on the road. First the engine was removed, dismantled and examined. One big end had failed completely, badly scoring the crankshaft and most of the others were very worn. The crank was reground, the bearings all re-metalled and the assembly was line-bored to ensure accuracy. The liners were virtually unworn so the bores were scraped to remove all traces of gum and varnish the pistons were sent away for cleaning, and new rings were fitted.

At about this time, I heard of a Big 15 laying in a nearby station yard, so being more curious than anything I went to have a look. To my astonishment the Big 15 was not a Big 15 but a Six, complete with all mechanics and even more incredible hydropneumatic suspension! Needless to say, purchase was made and all the useable parts removed on sight, as the car was not moveable.

This event was particularly fortuitous at that time, because I was able to rebuild the original engine using the best of the two, for example cylinder head, ring gear, etc. The original oil pump was also examined for wear and rebuilt with some of the parts from the spare motor. This was then tested in the approved Citroën manner (in a sump full of hot oil) and adjusted, a new timing chain, new exhaust valves and all valve springs were acquired and fitted, and the whole engine reassembled using new gaskets. The original gearbox looked worn, so I decided to "have a go" myself, fellow novices beware! Balls and springs were soon everywhere, so I decided to use the spare gearbox, after fitting new differential bearings.

I was fortunate enough to find two new driveshafts hiding in London, so these were fitted as the originals were virtually disintegrated. The inner U.J.'s were reconditioned by Depanoto et Cie in France. The clutch was relined and an adapted B.M.C. thrust washer was fitted. The dynamo and starter were reconditioned, and the whole of the car was rewired in memory of numerous shorts and other surprises I had experienced in the Lt 15. The brakes were fully overhauled and relined, and new suspension pipework was fitted, this latter item being adapted from an early D.S. part.

After the mechanics had been completed, I turned my attention to the body-work. The wings and doors were removed, welded where necessary and cleaned up, and the sills attended to in the same manner. I then repainted the underside of the wings with Hammerite enamel, a product which I have used widely since and would recommend to anybody. Much of the chrome was replated and the bodywork reassembled, and rather badly resprayed in Rootes Quartz Blue metallic, which suits the car much better in my opinion, than the original and rather unpleasant metallic Duck Egg Green.

Fortunately, the car passed its M.O.T. test first go, just in time for service at a friend's wedding. That was the good news, and the bad news was the engine. Ominous tapping noises under power indicated a horrible oversight – the little ends!! I had briefly examined these and pronounced them healthy during the overhaul. They plainly weren't, so the whole engine had to be removed again and new bushes fitted. After this trauma I experienced very little trouble with the Six except that the exhaust system had to be completely replaced. It proved to be an extremely comfortable car with plenty of power, although I think for today's motoring a higher top gear ratio would improve high speed cruising and economy.

Part IV: Back to Four.

In actual fact this final episode to date would better be titled an epilogue, since it has all taken place since I started writing part I although that was a year ago!

Anyway, this part of the story is entirely by courtesy of the Citroënian, a 1977 issue, wherein I spied for sale a 1938 Slough built roadster. Although it was advertised as being rusty, and was situated 250 miles away in Plymouth I felt that here was an opportunity not to be missed. I had always wanted one of these cars, ever since I lost the chance to buy a rolling body shell advertised in the local paper some years ago. I wonder whether that could be the Beaulieu car which I noticed carries a Leicester registration (No, I am quite certain that couldn't have been the Beaulieu car as that belongs to Joe Judt of the Citroën Car Club and has been owned by him for at least the last decade, but I do think I know who has that car now and it is still unrestored, Ed). So I duly went to

see the car and made an offer which after quite some months was accepted. In fact, it was almost a year from first seeing the car to actually bringing it home, which was accomplished with a borrowed car trailer and a laundry van, into the latter was piled all the bits and pieces as the car was pretty well stripped.

As for the car itself, it was decidedly forlorn. The floor was completely rotten, as was the seat cross member. The sills had gone, inside and out, and indeed the whole car must have been very close to breaking its back. In addition, the tail of the car had almost parted company with the rest, and it had been crudely strapped together with biscuit tins and metal strips bolted across the cracks. The front of the car had suffered an impact severe enough to bend the cradle and the front horns of the bodyshell over 1½" out of true. The seating in the dicky was completely gone, and the good stowage tray was bent down and back so that there was a crude seating arrangement behind the front seats, with the original dicky being used for luggage. The spare wheel bracket and cover had been removed and crudely plated over and the rear axle had shifted sideways. The hood was gone, although the frames were mercifully intact, and of course all the carpets were missing and very little remained of the front seats except the frames. Now you may think that anyone buying a car like that must be quite mad, but bear in mind that initial inspection did not reveal quite a lot of the problems. For example, it is not easy to see what the fabricated monocoque is like underneath the outer sill until the latter is removed. I hadn't ever seen another roadster anyway, to compare with mine, re. the botched-up rear end, and the extent of the accident damage was not discovered until measurements were taken.

On the mechanical side, there really was very little consolation. The engine and gearbox assembly was siezed solid, and the block was cracked. Fortunately, a spare cradle was supplied, together with a spare Light 12 engine — also with a cracked block. The one favourable factor was the full set of five pilote wheels and excellent tyres, which set the car off beautifully, despite lack of wings, doors, interior, hood, etc., etc! However, fortune was to shine. Earlier in the story, I mentioned that I was lucky enough to acquire some Big Six mechanical parts from a station yard. I have since come to know the proprietors of the old station well, and having inspected the roadster they agreed to have a go at the restoration. Not only that, but they are themselves owners of an even more derelict roadster, which has lain outside for many years and is virtually unrecognisable. However, it is original and can be used as a pattern for the rear end of my own car, and as all the seats etc. were removed and kept under cover they can also be used as patterns. Similarly, as the bodywork on mine is better — just — around the floor area, these measurements will be used when reconstructing the other car: indeed, some of the parts will be fabricated simultaneously for both cars.

Restoration of my car has already been started. The monocoque is actually quite complex and has some very tricky shapes to it indeed. The original components have been carefully separated, and used as far as possible for patterns for the new ones. I think there are three or four different sections in each sill. Presses have been made for the original grooves and stress holes, so that the new parts will be identical to the old ones inside and out. Steel bars have been welded across the door apertures to keep these completely accurate during this operation, otherwise door-shutting would be a problem! When the bodyshell has been finished, there will be a complete section of the car, i.e. at the door apertures — which is completely new, with the possible exception of the upper half of the outside sills. Of course, the floorplan will be completely replaced.

The only problem at present — apart from the sheer enormity of the task — is finding someone who can manufacture a rear end, and also the outer shell section on a steel wheeling machine. If anyone has one of these machines for sale please let me know, or alternatively I would be interested to hear of anyone who is prepared to carry out the work themselves.

To complete the picture to date, I have now (reluctantly) sold the Big Six, and other funds raised thereby will help to bring forward the completion date for the roadster. Who knows, I may even finish it in time to use it before we run out of oil!!

Classified

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.

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.

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.

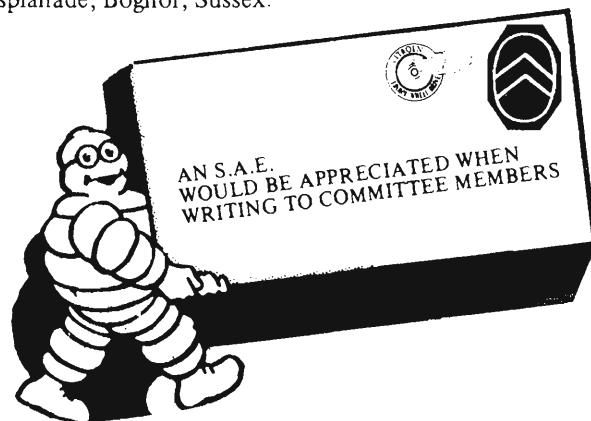
For Sale: New speedometer cables for Slough built LT 15's, price £6 each add £1.50 for air postage and packing — send British postal order or bank draft. Pat Wells, Box 6031, Birchleigh 1621, South Africa.

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 I will be at the R.A.F. Club, 128 Piccadilly, London.

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 member undertakes work on Traction — any work considered. Telephone 01-485 6488.

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



Traction Poster, we now have for sale a superb poster 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.

Batteries

12V flush ended reverse layout (correct Citroen) 11 plate 60 amp hour @ 20 hr. rate subject to 2 year guarantee £21.81. From L.G. Batteries, 31 Farley Hill, Luton. Contact Mr Kenneth Wilkins and refer to type 241 as supplied to J.G.

Wanted. 1. Rear French Bumper in good shape but chrome not important. 2. Four French Hubcaps (the kind that screw into the centre of the wheel). 3. French Headlamp Glass. 4. Black plastic adjusting knob for windscreen opening and closing crank. 5. Any period 12 volt rear lights (or substitute). 6. Rear view mirror that is designed to fit on the left door (for L.H.D. car). Robin Hanson, 29 Holliers Cres., Middle Barton, Oxon.

Wanted. Locking petrol cap for Post-War Slough Lt. 15. Does anyone have one to sell or swap, or know of one that fits. Contact Colin Moss, 35 Manor Road North, Hinchley Wood, Esher, Surrey. Tel: 01-398 3176.

For Sale. 3 brand new 165 x 400 'X's £18.50 each + 2 good 165 x 400 XAS's. Telephone Mulbarton (Norfolk) 78140.

Wanted For Big 15. Grille motif, Big 6 would suit as well also set Pilote Wheels and 2 good Michelin X's. Phone: G. Fenwick, 01-743 0142.

Graham Massey wants red front seats, square clock and front bumper for his 1950 Slough Light 15. Tel: Chertsey 60840.

For Sale. Two large boot Light 15's for spares. Some serviceable coachwork parts. Good engine, gearbox, front drive and suspension assemblies. Details from J. Blanks, Torwood, The Wood End, Wallington, Surrey. Telephone: 01-647 9760.

Wanted. Any parts for my 1934 7A in need of complete renovation. Especially 5 good tyres 165 x 400 with or without wheels, outer sills, hub caps, gasket sets, front and rear wings, any body panels, front, side and inside would help. Contact Neil Stewart, 10 Marcus Gardens, Blackburn, Kinellar, Aberdeen.

Wanted. Dashboard wood etc., not instruments, also O/S front wing and spat for 1948 Lt. 15. Phone: A. MacKenzie, 01-777 6405.

Limited number of back issues of Floating Power, 60p. Send SAE to Secretary for details of available issues.

JG has for Sale: Light 15 rads to original pattern. £75 each.

T.O.C. non-traction spares (Replies to Club Shop)

1 x 5 CV head gasket £2.50 plus post.
2 x valve base dia 24mm overall, length 107mm, shaft dia 6 mm £2.25 pr plus post.
4 x valve base dia 30mm overall, length 129mm, shaft dia 8mm £5.00/4 plus post.
1 x king pin set with bushes, C4, C6, C4G £9.50 plus post.
3 x sets of clutch plates 9" x 5.76" x 1.35 probably C4G £5.00 plus post.

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.

CLUB SPARES FOR SALE

Issue No. 5 (9/79). 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	13.75	11.00	0.50
A3	Front Wheel - Inner, 7/11	6.90	5.50	0.50
A4	Rear Wheel - Lt 15, 7/11BL	6.50	5.25	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	4.25	3.40	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	1.90	1.50	0.20
C11	Short sump set. II CV.	2.50	2.00	0.50
C12	Gearbox set	3.60	2.85	0.30
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	2.60	2.08	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	1.50	1.20	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)	33.75	27.00	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 springs 7 and pre war II	18.75	15.00	0.50
E5	Valves 7	26.65	21.26	0.50
E6	Valves, 11	26.65	21.25	0.50
E7	Valves IID	26.65	21.25	0.50
E8	Valves 6	40.00	32.00	0.60
E9	Valve Guides, 7/11	13.35	10.65	0.50
E10	Timing Chain, 7/11	7.20	5.90	1.00
E11	Pistons & Liners, 11/15	85.00	74.50	O/A
E12	Piston Rings, 11	16.00	13.30	0.30
E13	Piston Rings, 15	24.00	20.00	0.30
E14	Solex 32 PV carb (exchange only)	40.00	32.25	O/A
E15	Solex 32 PV carb Jet set	7.30	5.85	0.30
E16	Solex 32 PV carb throttle and spindle	3.50	2.75	0.30
E17	Water pump recon kit. (late type no gland nut)	20.00	16.00	0.75
E18	Exchange driveshaft state model and size.	46.50	37.50	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)	1.80	1.40	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	¼" 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	13.40	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)	15.65	12.50	O/A
G22	Stainless Hose Cups (pair)	1.50	1.25	0.30
G23	Citroen chrome boot badge	14.75	11.75	0.30
G24	French transfers – Miofilter	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 (chrome)	1.50	1.20	0.20
G30	Bonnet Tape – Double bead 7/8"	0.41ft	0.33ft	O/A
G31	Chrome Bonnet End Trims (pair)	7.50	6.00	0.30
G32	Bonnet strip 7/11	12.50	10.00	0.50

G33	Bonnet strip 6	16.25	13.00	0.50
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
G43	Key barrel sets (three) French cars	7.20	5.75	0.20
G44	Locking curly handles (no lock)	12.75	10.00	0.30
G45	Big Boot Handles (French)	6.25	5.00	0.30
G46	S.E.V. wiper arms (each)	7.20	5.75	0.30
G47	S.E.V. wiper blades (each)	1.90	1.50	0.20
G48	Mild steel silencers	25.00	20.00	O/A
G49	Mild steel down pipes (state model)	18.75	15.00	O/A
G50	Small boot handles (French)	16.25	13.00	0.30
G51	Rear Lights (French)	18.75	15.00	0.30
G52	Bot tom ball joint adjusters (does away with shims) each	10.00	8.00	0.40
G53	Polished aluminium rear spats long type	28.00	22.50	O/A
G54	Dust covers for easy bleed grease nipples (4)	0.30	0.25	0.20

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.

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.

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.



Christmas Nosh-Up time is here again, and this year one of our London members has found for us a super restaurant, all Old English style, called Porters. Its in the old Covent Garden, right next to a new piazza, by the old market buildings, a bus and tram museum, and an actors church, all of which will be humming with carols.

We have selected a menu for you all which we hope you will approve of. There is a choice of starters and desert, and a set main course, as follows:

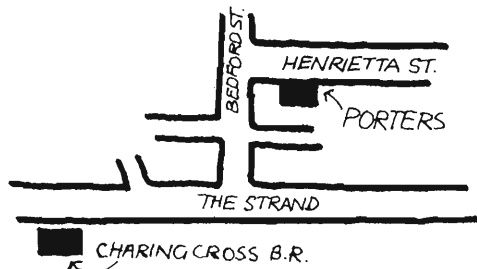
**Cockie Leekie
Potted Fish
Porters Egg (House speciality)**

**Turkey and Chestnut Pie
Vegetables in season**

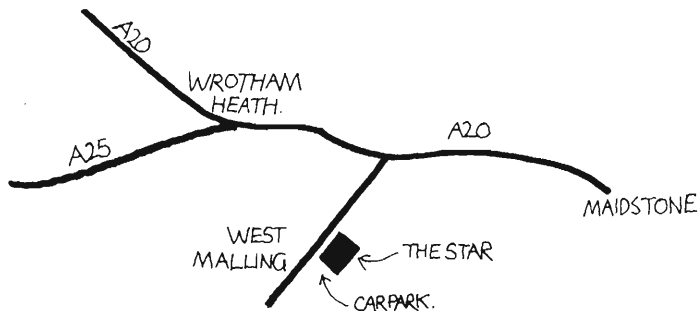
**Bread & Butter Pudding
Treacle Tart
Home made Water Ice**

If any of that tickles your fancy then get your deposits off straight away. The night chosen in **December 21st** at 8.30pm.

Send £2 per person to Ian Ness, 9 Emu Road, London SW8, (cheques payable to Ian), there are only 40 places and by past experience they get taken quickly. The meal will be approximately £5 per head plus drinks and service.



SUNDAY 18th NOVEMBER: WINTER TREASURE HUNT



This will be light-hearted for all the family. Finishing hopefully by one-o'clock at a Kent hostelry.

We start 10.30-11 a.m. at the car park in West Malling High Street, Kent, off the A20. It would be nice to see a few Tractions but any form of motorised transport will be O.K. We have the very nice Annells trophy for the winner and something for 2nd place.

EVENTS

*TOC Attending

21st October
11am - 4pm

Autojumble & Collectors Bazaar
The Rhodes Centre, Bishops Stortford
Herts.

***October 28th**
November 10th

Citroen Car Club A.G.M., Nr. Coventry
Autojumble, Alexandra Palace,
North London

***November 18th**

Treasure Hunt, 10.30 am for 11.00 am
start. Meet at Car Park, West Malling
High St., West Malling, Kent.

November 24th/25th

Classic & Collectors Car Extravaganza
& Motorfair, Bingley Hall, Country
Show Ground, Stafford, N. Midlands.

***December 21st**

TOC Christmas Dinner - Details to
follow from Ian Ness.

1980

***January 4th**
8.00 pm

London Section New Years Dinner,
Le Routier, Camden Lock,
Off Chalkfarm Road, NW1.
Please contact Allan Sibley!! Now!!
for reservations.

***May 25th & 26th**

Enfield Pageant of Motoring,
TOC Team required also Club Shop
attending.

***July 18th, 19th, 20th**

2nd International Classic Car
Week-End, Donnington.
TOC Team required.

T.O.C. REGISTER CONTINUED

I. Ness, 9 Emu Road, London, SW8. 1954 Lt. 15, RCR 549.
Ch. No. 9532406. Maroon.

R. Hanson, 29 Holliers Cres., Middle Barton, Oxan. 1952,
II Legere. EBS 364. Ch. No. 583429. White.

J.P. Declemy, Spring Cottage, Hadlow, Tonbridge, Kent.
1952. II Normale. 6797 BC 75. Ch. No. 218027. Black

A. MacKenzie, 297 Wickham Road, Shirley, Croydon.
1948 Lt. 15. RRE 886. Ch. No. 131473. Black.

N. Stewart, 10 Marcus Gdns, Blackburn, Kingellar, Aberdeen.
1934 Lt. 12, BXL 656. Ch. No. 100694. Black.

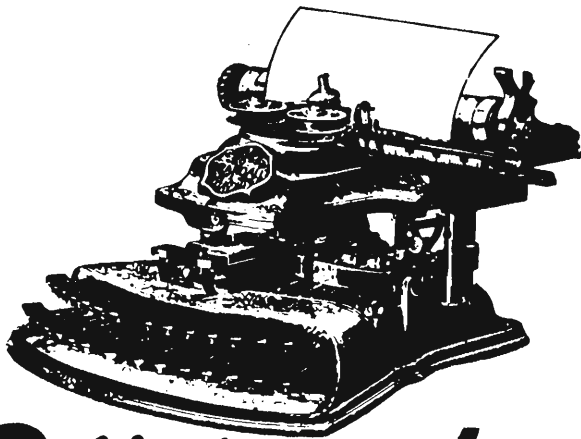
IMPORTANT ANNOUNCEMENT CONCERNING THE TRACTION OWNERS CLUB AND THE CITROEN CAR CLUB

At a recent joint meeting of the officials of the above clubs it was unanimously and amicably decided that (subject to ratification at the respective A.G.M.s) as from the 1st April 1980 administration of the two clubs will become entirely separate.

This decision was taken in order to eliminate a considerable amount of duplication of work which at present occurs, particularly by the respective Membership Secretaries and Treasurers.

This will mean that next years' subscriptions to the clubs will have to be paid separately to the respective treasurers, and that we will no longer be able to offer a joint membership. Please note this *now* and full instructions will appear in the Floating Power and Citroenian at the appropriate time.

In all other respects the two clubs will remain affiliated and our close links and co-operation will continue as before.



Correspondence

Dear Graham and Tricia

I hope you are well, I have been to France three times so far this year and have only seen one Traction on the road, where do they hide them all?

The South London Radiator Co are at present re-coring two Traction radiators for me, price £40 each, worth a mention in the magazine? (definitely *Ed.*). Their address is, at the rear of 10-14 Bromley Road, Beckenham, Kent, Tel. 01-650 8986.

A neighbour of my parents up at Detling has recently bought a 1920's Citroen in immaculate condition. (It must have been good he part-exchanged his Rolls). Of Portugese origin it is currently running around on V reg plates. My mother has been for a spin in it, quite an adventure as they ran out of petrol.

Hope to see you soon, perhaps at the pic-nic.

Jean-Pierre Declémy
Tonbridge, Kent.

I have already been fortunate enough to see this car, which is a 1926 B.12, Landalet, belonging to Brian Parsons a prospective club member. Brian brought it round to show me shortly after he purchased the car, and I hope to be doing a feature article on it for a forthcoming issue. Ed.

Dear Graham

On looking at the 1979 register and noticing that my name wasn't there it increased my motivation to go through my back issues of the magazine and find the registration form. I've enclosed it with this letter. The picture is the only one available at the moment and a lot on the car has changed since the photo was taken.

I brought the car two years ago from a Frenchman who had driven it from the South of France and on arriving in Banbury found the engine had quit. The price was reasonable so I got the car with plans on rebuilding the engine. Well after I'd taken the engine and gear box out and this out and that out I found I'd taken everything off or out that would come off or out. At the present the car is ready to have its newly rebuilt 1D-19 engine and rebuilt gearbox put in. (Both having been rebuilt by Fred Annells who also rebuilt the front end. At the moment I've resprayed the car white, replaced the window channel and reinstalled the windows, had all the chrome rechromed, replaced shocks, rebuilt all the brakes, replaced shoes and am going to convert the 6 volt system to 12 volts. The car is not going to be exactly original because I plan on using it daily and want to make a few personal changes to it, none major however so anyone in the future could make it original if they choose to. I should mention that Fred Annells has been extremely helpful in getting this car back to the condition its in now and he has my extreme gratitude (along with 100's of others I would imagine) and also John Gillard and John Austin who've been a great help.

I would like to place an ad in the next issue of the magazine for some of the parts I'm in desperate need of.

Cheers
Robin Hanson
Middle Barton, Oxon

Dear Graham

This is my 2nd year as a member of the Traction Owners club, and I get a great deal of pleasure from reading *Floating Power*. I own a 1953 type 11CL6. (Lt 15) which I purchased while living in New Zealand. I am the 4th individual owner and used the vehicle as everyday transport for a couple of years including numerous memorable holidays touring the north island. When it became time to return to the U.S. I couldn't part with the car so we shipped it to California. From San Francisco we had a memorable trip to Gold Hill, Colorado which is an old gold mining town 9,000 feet up in the Rocky Mountains. Where ever we stopped people gathered round asking questions and admiring the car. Having been born and raised at sea level the car started having problems at higher elevations. One day at about 7,000 feet the engine seized and its not run since, I later found it had a blown head gasket and water had found its way into the crankcase. Anyway, its a candidate for a complete rebuild which I hope will happen soon.

This is a roundabout way of getting to the original purpose of my letter, is there any way Traction owner members who receive *Floating Power* by surface mail, can get further advance notice of club activities? The Spring rally was mentioned in terms of dates and approximate location in the February issue, but when the April issue arrived here the rally was already over.

Thanks again for an enjoyable magazine.

Regards,
Jim Conlin

Gold Hill, Boulder, Colorado.

Apart from receiving your magazine air-mail (extra £3) I can only suggest that if you are planning a visit here, then you should get in touch with Alan Sibley, Social Sec, who can give you more current info. Ed.



