



CITROEN

wish all motorists

A HAPPY



CHRISTMAS

We also wish them happy motoring in 1954! The fortunate CITROEN owner is already assured of the best that genius in design and construction can provide. Those who have not yet handled the fast and safer-than-all front drive CITROEN

have a joy to come. And now, the full 4-seater 2CV CITROEN . . . the small car masterpiece of Europe . . . with consumption figures of 60 m.p.g. is available here. Ask your dealer for particulars.

SIX CYLINDER £940 PLUS P.T.

2 CV £398 PLUS P.T.

BIG FIFTEEN £740 PLUS P.T.

LIGHT FIFTEEN £685 PLUS P.T.



CITROEN CARS LTD., SLOUGH, BUCKS.

Telephone: Slough 21811

Telegrams: Citroworks, Slough

Chairman
Tony Hodgekiss,
94, Oving Rd., Chichester, Sussex.

Editor
Graham Brice,
27 Forest Hill, Tovil, Maidstone,
Kent ME15 6TH.

Historical Articles
Reg and Ginny Winstone,
Sutton House Cottage, Ilford,
Nr. Lewes, Sussex.

Magazine Artwork
John Dodson,
17 Denmark Villas,
Hove, East Sussex.

Secretary
Maria Hodgekiss,
94 Oving Road, Chichester,
West Sussex.

Treasurer
David Shepherd,
Flat 2, Field House, Esplanade,
Bognor, Sussex.

Social Secretary
Alan Sibley,
174c St. Anns Road,
Tottenham, London N15.

Spares Committee
John Gillard,
129B Camden St., London NW1.

Graham Sage,
13 Senacre Lane, Sutton Road,
Maidstone, Kent.

Standing Committee
Fred Annells
Graham and Tricia Brice
John Dodson
John Gillard
Tony and Maria Hodgekiss
Manny Motashaw
Graham Sage
Bernie Shaw
Dave Shepherd
Alan Sibley

London Section Social
Alan Sibley,
174c St. Anns Road
Tottenham, N15.

Eastern Section Social
Tom and Rosie Evans,
9 Gowing Rd., Mulbarton,
Norwich, Norfolk.

Northern Section Social
John Howard,
4 Stainbeck Walk,
Leeds LS7 2ED Yorkshire.

Welsh Section Social
Rhodri Prys Jones,
15 Ty Hen Waunfawr, Caernarfon.

Club Shop
Arch 124, Cornwall Rd.,
London S.E.1.
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8 Home Rule Rd.,
Locks Heath,
Southampton, Hants.

Floating Power

Volume Four Number Six

December Nineteen Hundred and Seventy Nine

Elsewhere in this issue you will find details of our forthcoming A.G.M., which for various administrative reasons is being held a little later than customary. I hope as many members as possible will attend to air their views, and give approval, or disapproval as the case may be, to any proposals that are put forward. If you should feel that you may have some points to raise and are unable to attend the meeting, then please put them in writing to the Secretary, who will then be able to bring these up, under any other business. Also, should any members feel they have something to offer the clubs administration, and would like to join the committee (which meets bi-monthly near Gatwick Surrey) then first find a fellow paid up member of the T.O.C. who will propose you, and send this proposal in writing to the Secretary to reach her no later than one week before the A.G.M.

Spares! As from now all cheques received for Mail Order spares will have to be cleared before goods are despatched. Goods will therefore be despatched on the Saturday following clearance of cheques. If you would like speedier attention, then send a Postal Order, and the goods will be despatched on the Saturday following receipt of your order. Those of you in or around the London area, may wish to collect spares for cash/cheques with Bank card at the club shop (see left hand column for address) on Saturdays only, between the hours of 11-3pm.

The T.O.C. is on the look-out for a Scottish section organiser as our present officer Walford Bruen is on the move, having taken a post in Hong Kong. So, a special thank you to Walford for his work in the past, and to wish him all the best for the future. If you feel you can fit the bill, drop a line to our Social Sec Alan Sibley, and the job is yours.

News of our forthcoming Summer rally, yes I know its snowing now, but you have to plan in advance, so just jot the dates in the new Diary you receive at Christmas, 3rd Traction Owners Club rally, 30th 31st May 1st June 1980. Location, Cowgill, near Dent, Sedbergh, Cumbria. Our stalwart organisers inform me they have planned an exciting and varied week-end, full details of which will appear in the next issue of this magazine, also I have been told, cars attending should be in good mechanical condition, especially in the braking dept, as some hairy driving is envisaged.

Finally I should like to wish all members on behalf of the committee a happy Christmas and successful tractioning in the New Year.

G.B.

Oh yes!!

Nick Gundry informs me that he has had considerable success in clearing blocked radiators with HARPIC, which is enough to drive anybody round the bend!! Caustic may not work for everybody.



Town & Country

IBCAM Classic Car Show, 25th/26th/27th August 1979.

This was certainly the biggest show of collectors cars I have ever seen, more than 2,000, let alone motorbikes, steam engines, commercial vehicle and modern cars.

There were acres and acres to see and do, all included in the entrance fee but free to exhibitors, I got lost several times wandering around.

Things to see were showjumping, parachute descents, balloon ascents, 3 horticultural shows, caravan and camping exhibition, jazz festival, disco dancing festival championships, flower shows, crafts festival, shooting contests, tractor pulling, custom car show, largest jam tart, antiques fair, model aeroplane display . . . etc., etc . . .

On display were a total of thirty-two clubs depicting their marques history, each display could have a maximum of 10 cars showing the development of the marque, each club stand was judged.

The Citroen Car Club were there with four TOC cars, these were Martin Lloyds C4G, John Dryhurst's IIBL, Steve Southgate Big 6, and Neil Burton's Light 15. The other cars were D. Groves beautiful B12, G. Pursey's 'D' Super, L. Draw's DS23 Safari (which was in showroom condition with only 500 miles from new), CDC Cownway's 2CV, B. Seatons AM16 and finally Taved Jav's SM. The stand looked quite good, it was judged 11th out of 19 which we were very pleased with. Martin's C4G was judged in the individual concours place 7th sharing with 2 others in the Post Vintage Class 1931-1940.

The Citroen Car Club were very enthused and plan to present a bigger and better display for next years show.

Could the TOC present a stand and 10 cars? YES lets try, we certainly have the variety of cars needed, from early Citroens of the 1920 and 30s and every different traction Avant model.

We have a stand design made up, as the photos of the Classic Car Show prove but also this can have a Gallic background to it and the cars i.e. Parisian cafe scene etc., but we need your support and help. If you are interested or have a suggestion please contact me now!

Allan Sibley

THE T.O.C ANNUAL GENERAL MEETING IS ON
25th. JANUARY 1980, 8.P.M. ON FRIDAY NIGHT AT
THE PRINTERS DEVIL, FETTER LANE, LONDON EC.4.



I'm sure we don't need to tell you its your club and the Committee look forward to your support and suggestions.

We need nominations for committee members. If you are willing, please ask another paid up member to nominate you in writing to the Secretary Mrs. Maria Hodgekiss, not later than one week prior to the A.G.M.

Likewise if you are unable to attend the meeting, and have a particular subject you would like raised send it to Maria and it will be brought up under A.O.B.



T.O.C. French Picnic Report

For yet another year we were lucky, as the sun shone on the third T.O.C. Picnic. The stroll from the "Rainbow" to the traditional field, well after closing time was as leisurely as ever,

at least for some; John Dodson and Graham Brice seemed to have started the cyclists sub-section of the T.O.C., and for John Gillard it was a rush from the channel ferry after picking up another load of spares from the Dutch club.

About twenty cars spilled their occupants into the long grass (and amid the cow-pats). Several of the Tractions came from the London area. Up went the Citroen parasol, with a fine selection of food and wine arranged underneath, to be shared by all. We were soon joined by Rod Gill Taylor from Brighton, who came last year in their Sunbeam Talbot. It wouldn't start this year, but as compensation they joined the T.O.C. - now to find a Traction! Rod also brought along an interesting collection of old car club badges. While posters and spares were bought, Gary Brice and Bernie Shaw had other ideas - kite flying - what talents these T.O.C. members, (which one had the Batman?) Bernie did. Ed.

What started out as Sunday lunchtime passed all too quickly into late afternoon, and the last cars left just as the pub was about to re-open.

That was another enjoyable event until next year, and we departed with just one couple left in the field - and they know who they are!!

Tony Hodgekiss

CITROËN

COMMERCIAL & PASSENGER CARRYING VEHICLES

TRAVELLER'S BROUGHAM
 25-CWT
 35-CWT
2-TON
 TRACTOR
 SIX WHEELER
 20-SEATER COACH



CITROËN CARS, LTD.,
 CITROËN BUILDING, BROOK GREEN,
 HAMMERSMITH, LONDON W. 6
 SHOWROOMS.
 DEVONSHIRE HOUSE, PICCADILLY, W. 1
 WORKS, SLOUGH, BUCKINGHAMSHIRE



TRAVELLER'S BROUGHAM (Convertible Saloon)

As a light van for use by Commercial Travellers, this model is ideal, the entire space behind the driver being available for goods. Detachable advertisement panels can be supplied and are fixed in position by two removable bolts. Double opening doors at the rear provide immediate access to the interior.

When used as a passenger saloon, this vehicle has the normal appearance of a dignified private car. Upholstery is in repp or leather cloth to choice. To enable easy conversion for goods carrying, the rear seat and squab are easily removable, also the side squabs. The interior is panelled with plywood to withstand rough usage. A platform inserted between the front and rear seats gives a level loading line.

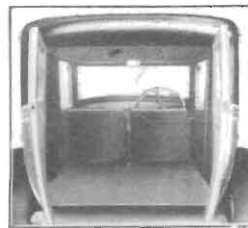


Diagram showing the Brougham in use as a light van. The rear seat and squab are removed and the platform is inserted.



MOUNTED on the long wheelbase (9 ft. 9 in.) chassis of the "BIG 12" 4-Cylinder, the Traveller's Brougham is a most ingenious dual-purpose car. All-steel coachwork, Bendix Duo-Servo 4-wheel brakes and rear petrol tank are standard, whilst "De-Luxe" equipment includes safety glass, bumpers, dipping reflectors, spare wheel at side, etc., etc. Cellulose finish and chromium plating for bright external parts. Wire wheels or discs optional, with large hubs.

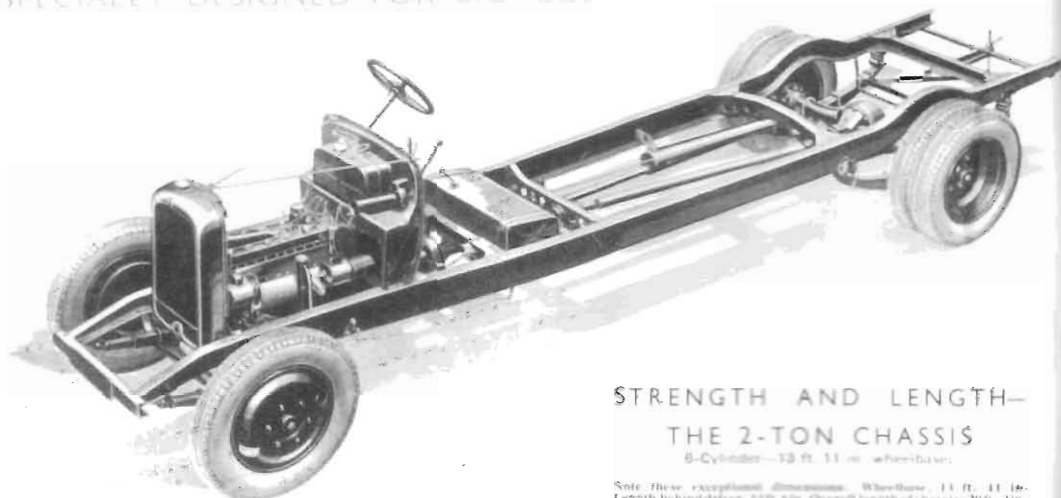
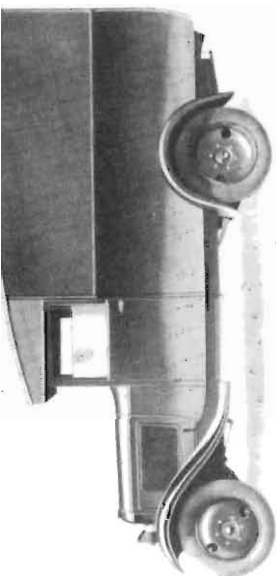
CITROËN COMMERCIAL AND PASSENGER CARRYING VEHICLES

Citroën Commercial Vehicles are noted above all else for exceptional strength, sturdiness and reliability, and for an amazing capability to stand up to sheer hard work. They are in each case of much more robust construction and greater carrying capacity than the average vehicles of their type, whilst being at the same time very economical in operation. These vehicles are undoubtedly amongst the finest achievements of the Citroën Works at Slough, Buckinghamshire, where none but British labour is employed, and to which famous British suppliers furnish materials.



PRODUCTS OF CITROËN WORKS

SPECIALLY DESIGNED FOR BIG BOI



STRENGTH AND LENGTH— THE 2-TON CHASSIS

6-Cylinder—12 ft. 11 in. wheelbase

Note these exceptional dimensions: Wheelbase, 12 ft. 11 in.; length behind driver, 11 ft. 6 in.; overall length of chassis, 20 ft. 2 in.

2-TON & 35-cwt.

USERS' testimonials which can be seen on file prove that the 6-cylinder 35 CWT. Citroën has established for itself a remarkable reputation for dependability and economy, and for ability to withstand the hardest usage day in and day out. For those who require even greater carrying capacity, the 6-cylinder 2-TON model is now provided, and is assured of a wide market amongst discriminating users.

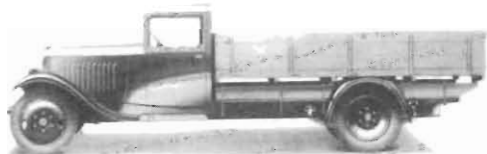
35 CWT.: 19.3 h.p., 6-cylinder engine, 72 mm. bore, 100 mm. stroke. Gear ratios: Top, 6.2 to 1; 3rd, 10.88 to 1; 2nd, 22.13 to 1; 1st, 41.8 to 1; reverse, 49.49 to 1. Wheelbase, 10 ft. 11 in.; track, 4 ft. 8 in. front, 4 ft. 10 in. rear; overall length, 16 ft. 13 in.; length behind driver, 8 ft. 3 in.; five wheels and four tyres 30 x 5 front, 32 x 6 rear; twin wheels and tyres supplied at extra cost.

2-TON: 20.8 h.p., 6-cylinder engine, 75 mm. bore, 100 mm. stroke, heavier frame, specially heavy banjotype rear axle, new radiator. Gear ratios: Top, 6.83 to 1; 3rd, 12.74 to 1; 2nd, 24.08 to 1; 1st, 44.87 to 1; reverse, 53.84 to 1. Wheelbase, 13 ft. 11 in.; track, 5 ft.; overall length, 20 ft. 2 in.; body space, 15 ft. 3 in.; length behind driver, 11 ft. 6 in.; twin rear wheels; seven wheels and six tyres, 6-50 x 20, twin wheel equipment.

See Citroën's "The 2-Ton Chassis" and "The 35 CWT. Chassis" for full details. Also see the "Delivery Van and Hydraulic Truck" for full details.

THE 25-cwt.

EXCEPTIONAL quality, durability and sturdiness distinguish this economical 25 cwt. vehicle, which embodies latest improved type 4-cylinder engine, 4-speed gear-box, Bendix Duo-Servo 4-wheel brakes and twin rear wheels and tyres. The 10 ft. 3 in. wheelbase and long frame ensure ample body space 7 ft. 8 in. behind driver the very attractive Delivery Van as illustrated having the unusually large interior capacity of 200 cubic feet.



LORRY WITH DROP SIDES.

(Model No. 2000)

This lorry is ideal for general transport purposes. The body is well built, having drop sides and hinged tail board to facilitate speedy loading and unloading from either side or at the rear.

The driver's cab is totally enclosed with windows operated by winders fitted to both doors, and has very commodious seating accommodation.

See Citroën's "The Lorry with Drop Sides" for full details.



DELIVERY VAN.

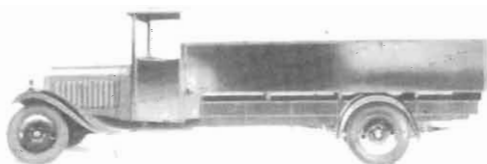
(Model No. 2000)

This commodious Van is suitable for large businesses or for the individual tradesman. Appearance in addition to utility has received careful study.

The driver's compartment has well-upholstered seats and is completely enclosed. Double doors at the rear open the full width of the body and greatly facilitate loading and unloading.

INTERIOR DIMENSIONS: 35-cwt. Length - 8 ft. Width - 4 ft. 9 in. Height - 5 ft. 6 in. Overall DIMENSIONS: 35-cwt. Length - 17 ft. 6 in. Width - 6 ft. Height - 7 ft. 9 in. Weight - 2 ft. 9 in. 36-cwt. 2 qtrs.

See Citroën's "The Delivery Van" for full details.



GENERAL PURPOSE VAN.

(Model No. 2000)

This Van is especially suitable for General Transport purposes where goods require protection, e.g. for Carriers, Bakers, Fruiters, Furnishers, Laundries and Furniture Removers. It is strongly built of ash framing, the main panels being constructed of Plymax finished in weather resisting canvas.

A tailboard suspended on wrought-iron hinges with heavy tail chains and hooks facilitates loading. Canvas curtains above the tailboard extending to the floor provide complete weather protection. The body space is exceptionally large.

See Citroën's "The General Purpose Van" for full details.



3-WAY HYDRAULIC TIPPING LORRY.

(Model No. 2000)

The illustration shows an easily operated Tipping Lorry which can be handled by one man. It is available either with three-way tipping gear or with an end-tipping gear only.

The sides and tailboard of both models can be dropped for speedy loading or unloading. The Driver's Cab is totally enclosed, and has winder-operated windows.

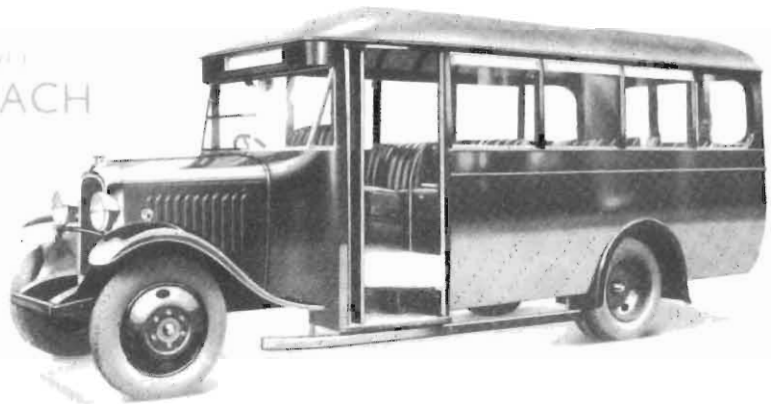
See Citroën's "The 3-Way Hydraulic Tipping Lorry" for full details.

SLOUGH, BUCKINGHAMSHIRE



20-SEATER (16-cyl) SALOON COACH

AN entirely new standard of value in luxurious Saloon coaches. A really sturdy chassis of adequate capacity (not an adapted chassis) a body of modern design and construction, built by body-builders of high repute a complete vehicle embodying the latest road coach features at an amazing price!



Fitted to the 2-TON 13 ft. 11 in. wheelbase chassis - specially adapted for passenger-carrying work in respect of petrol tank position, etc., this luxurious 20-seater saloon coach is of first class construction and finish throughout and has the following features:

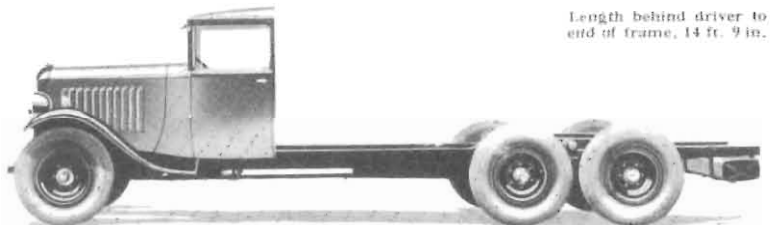
Very comfortable accommodation for driver and all passengers, ash framework, velvet finish steel body panels, four large windows each side, three with special winders and chromium-plated louvres, window by side of driver divided to slide vertically, double doors on near side fitted with one-man operating device, emergency door at rear, seats upholstered in leather, centre gangway, sloping front safety glass screen, top half of driver's screen to open, windscreen wiper, roof ventilation, interior lighting, body colours to choice, destination indicator, fire extinguisher, first-aid outfit, life guards, electric buzzer, seven wheels and six tyres, tyres 6.50 - 20 'bus balloon type, single front, twin rear.

The 2-ton Passenger Chassis can be supplied as a CHASSIS ONLY for fitting of customer's own bodies, at a very moderate price.

THE SIX-WHEELER (16-cyl) for 3-4 Ton Loads

WITH the same 6-cylinder engine and general specification as the 2-TON model, the 6-WHEELER has a chassis designed for heavy loads (3 to 4 tons) with the following special features: 15 ft. 5 in. wheelbase measured from centre of the two rear axles; special rear axle with reduction gear; increased engine cooling; double cantilever rear springs.

After exhaustive tests by the Research Department of the Factory, this chassis has been produced and perfected to exclusive Citroën designs. It is a properly designed six-wheeler, not an adaptation nor extension, and has, therefore, definite advantages over the ordinary vehicles of its type on the market.



Length behind driver to end of frame, 14 ft. 9 in.

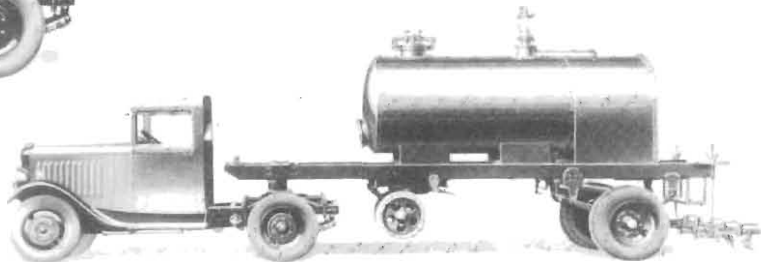


THE Tractor is fitted with automatic trailer attachment device; total carrying capacity of tractor and trailer

5 TONS

THE TRACTOR (6-cyl)

A ROAD tractor of exclusive Citroën design and with many unique features. Six-cylinder engine and general specification as for 2-TON model, but fitted with new short chassis 9 ft. 4½ in. wheelbase; special rear axle with reduction gear; track, front 4 ft. 11 in., rear 5 ft. 1½ in.; increased engine cooling; twin wheels at rear; fitted with 3-seater cab (extra).



The Tractor is suitable for all commercial road haulage purposes (e.g. with tar spraying equipment as illustrated).

CITROËN

20-SEATER

SALOON COACH

A splendid proposition for City, Suburban, Country or Seaside Services.
A Luxury Coach embodying the latest road coach features at an amazing price.

UP to the present, the main difficulty of those who operate passenger-carrying services has been to find a luxury saloon coach of full-sized 20-seater capacity with the following features :—

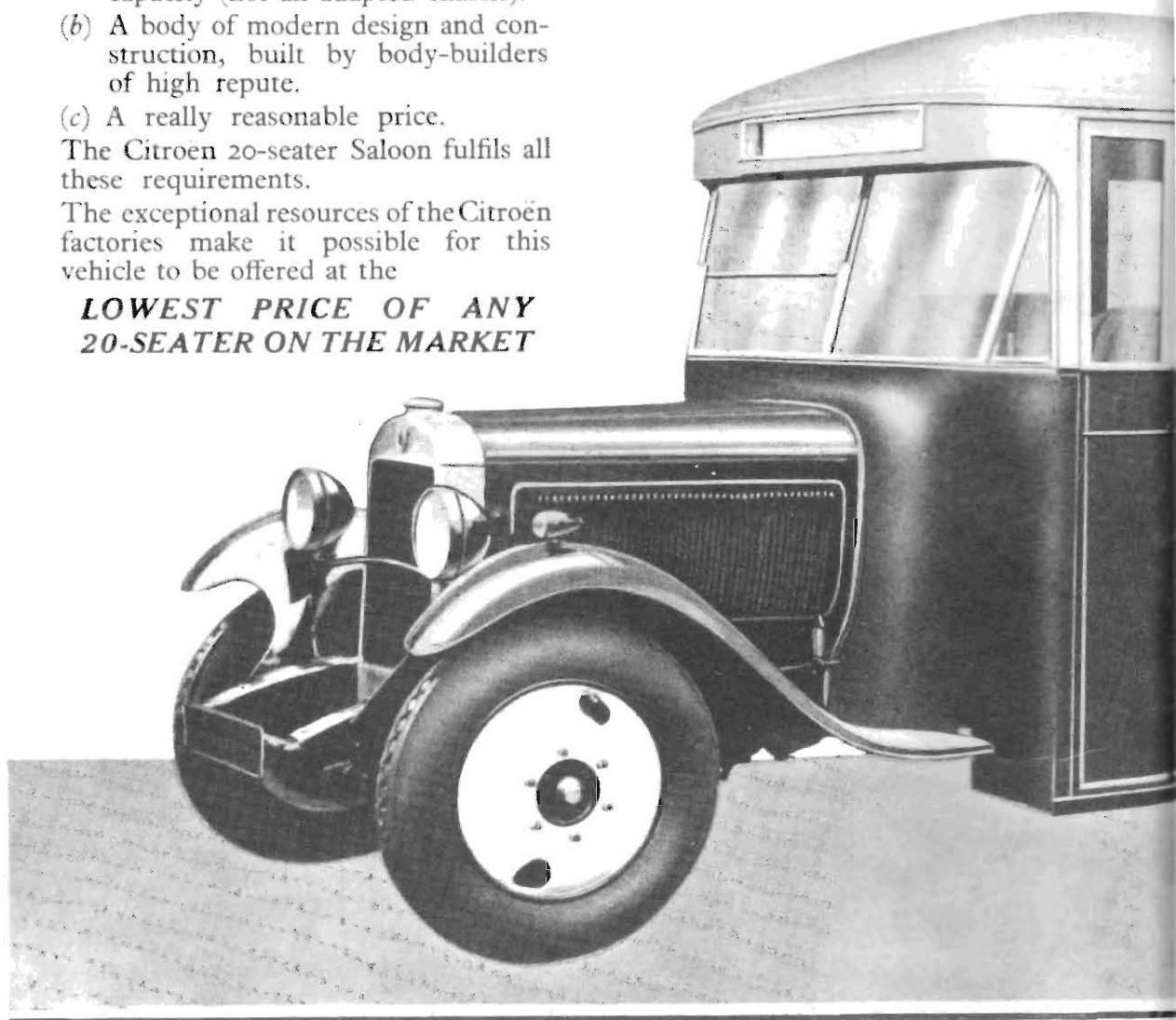
- (a) A really sturdy chassis of adequate capacity (not an adapted chassis).
- (b) A body of modern design and construction, built by body-builders of high repute.
- (c) A really reasonable price.

The Citroën 20-seater Saloon fulfils all these requirements.

The exceptional resources of the Citroën factories make it possible for this vehicle to be offered at the

**LOWEST PRICE OF ANY
20-SEATER ON THE MARKET**

An entirely



CHASSIS SPECIFICATION

ENGINE : 72 m. m bore by 100 m. m stroke, 2,442 c.c., 19.3 h.p. developing 45 b.h.p. Delco-Remy Battery and Coil Ignition with automatic advance and retard. Aluminium pistons ; Four-bearing Balanced Crankshaft with integral Countershaft weights and vibration damper ; Light Steel Connecting Rods lined with anti-friction metal ; Four-Bearing Camshaft ; Forced Feed Lubrication ; Cylinder Head detachable to facilitate decarbonisation ; Cooling effected by Four-bladed Centrifugal Pump with large Surfaced Radiator and Four-Bladed Fan ; Solex Carburetter ; Four-Point Engine Suspension on special shock-absorbing Buffers. CLUTCH : Single Dry Plate. GEAR-BOX : Four Forward Speeds and Reverse. TRANSMISSION : Open Type ; Spicer Pattern Universal Joints front and rear. CHASSIS FRAME : Channel Section Frame, with very deep section side members, well braced with seven pressed steel cross members. SPRINGS : Very strong Semi-elliptic throughout. SHOCK ABSORBERS : Hydraulic Shock Absorbers are fitted front and rear. FRONT AXLE : "H" Section Special Steel ; Timken Roller Bearings fitted to front hubs. REAR AXLE : Banjo type, final drive by Gleason Spiral Bevel Gears. Timken Roller Bearings. BRAKES : Mechanical Duo-Servo Four-Wheel Brakes. Transmission Brake operated by hand. ELECTRICAL EQUIPMENT : Electric Lighting, starting and horn. TRACK : Front 4 ft. 8 in., Rear (with Twin Tyres) 4 ft. 11½ in., TYRE SIZE : 30 x 5 all round. GROUND CLEARANCE : 9½ in.

New Standard of Value! in Luxury Coaches!

£495

(CHASSIS £250)

POWERFUL 6-CYLINDER
ENGINE

FOUR-SPEED GEAR BOX
DUO-SERVO 4-WHEEL
BRAKES

HYDRAULIC SHOCK AB-
SORBERS, FRONT & REAR

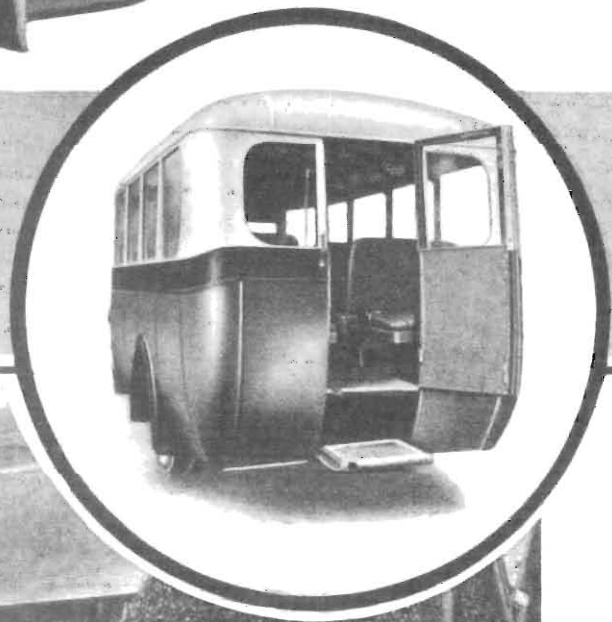
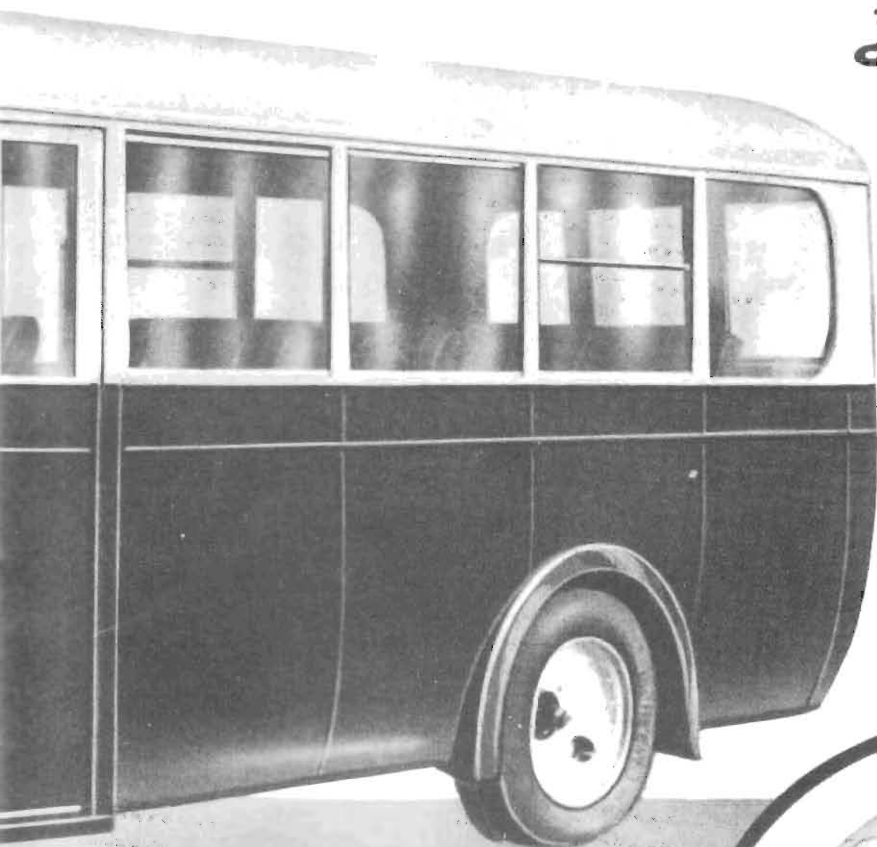
ELECTRIC LIGHTING
AND STARTING

TWIN REAR WHEELS
AND TYRES

WHEELBASE 13 ft. 11 ins.

ROOMY SALOON BODY
REAL LEATHER UPHOL-
STERY.

PROVED PERFORMANCE





Alexander Palace Classic Car Show

This being the first time the T.O.C. have taken a stand at the Classic Car Show one might expect the club to keep a low profile, but as those of you who attended will confirm, this was far from the case. In fact my opinion was that our stand represented all that is best in one make car clubs. The overall impression given being one of a club that cared for its members whether they be owners of the rarest and most desirable model, or simply an impoverished enthusiast, who would be only too glad to own a decrepit yet completely restorable Traction. The whole aura was one of informal 'bon ami'. This became more than apparent to me on the day I visited our stand by the number of non-Traction owners who milled on and around the area allocated to us.

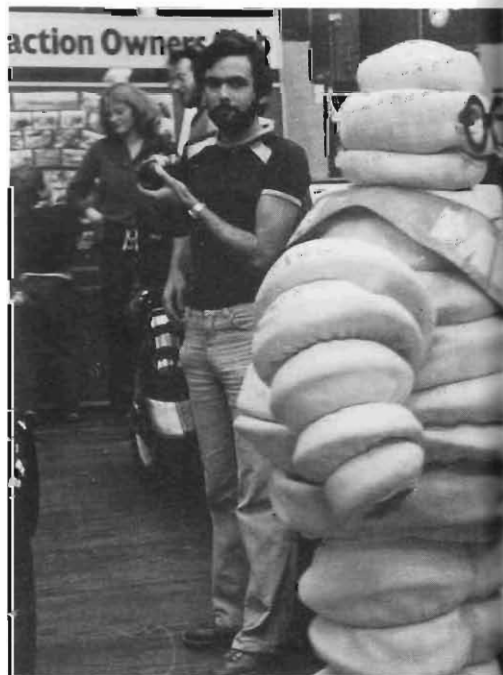
Many new and useful contacts were made by officials of the club, which augers well for the future. If I heard the words 'I used to have one of those back in 59' once then I must have heard them a hundred times.

The quality of the cars displayed was of the highest I have yet seen from the T.O.C., and congratulations must be extended to those members who exhibited. Martin Lloyd for his always immaculate 1931 C4G, John Watson for his highly desirable 1940 Lt 15 Roadster, G. Fenwick for his concours winning 1955 Big 15, and John Waghorn for his unusual 1956 Commerciale. Also a special thank you to Alan Sibley our organiser for this occasion, who spent much time designing the stand and arranging its general presentation and to G. Fenwick for building the afore mentioned stand, and to the numerous members who volunteered to help throughout the three days.

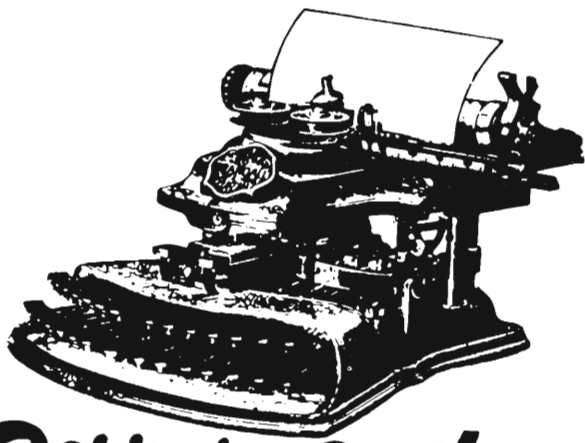
It remains a mystery to me why the T.O.C. didn't win first prize for the best stand, perhaps I have a natural bias. Those of you who are interested in such matters that prize went to the Jensen Owners Club.

In all I spent a most enjoyable day meeting old friends and generally enjoying the many varied exhibits of the other one make car clubs.

For the rest I shall let the pictures speak for themselves.







Correspondence

News from S. Africa

After celebrating my car's 32nd birthday on June 22nd (by the stamp on her block) with good old S. African champagne, not French which might have been more appropriate. My girlfriend and I decided to use the old lady to "show the flag" and take her on holiday down the coast. With two up and a fair bit of luggage we set off, causing a fair amount of twisted necks from other road users in their modern iron ware. (Which you all must be used to.) I must say she really cruises beautifully, top gear-all the way (what a change from my Dyane), up some of the steeper mountain passes. We visited the southern most town in Africa Cape Augulas, which has I think the oldest working lighthouse in Africa. Which the Birkin Head didn't see! it came aground further up the coast, at Danger Point. We visited the ship wreck museum at Bredasdorp, what a dangerous coastline. Then up the garden route, with its lush tropical greenery not a murmur from "Magenta". (The car) although we treated her to a pint of Duckhams Q whilst quaffing a cool pint of cider at the Honur Hoeli Inn on the way back home. This Inn is about 200 years old and is near the vast apple fields of Elgin (these apples are exported to Bulmere in England). A peculiarity is that you can't buy scrumpy (publicly) much to my disgust as there is a prohibitive tax on fruit based alcohols and even cider is rather dear nowadays.

The Crank Handle Club our local Vintage Car Club are coming here in November for our Silver Jubilee run, so I shall send you some picks at that stage.

I shall sign off here as we are off to a farm in Stellabooch this afternoon for a sheep braai (Bar-b-que to you).

Happy Citroëning,
Geoff Wulff

Dear Graham

I thought club members might be interested in a couple of Big 15's apparently abandoned, both within five miles of each other.

The black and red one was parked behind a hedge near St. Tropez. The steering wheel and roof cloth were missing and there was slight fire damage to the wiring loom under the bonnet. Judging by the state of the inside, someone was obviously living in it.

The black one was parked at a place called Cavalaire and had been there for some time because some friends had seen it there two months before we came on holiday, so I had to go and look to see if it was still there. The seats had been ripped and the dash board cut down the middle. The car was registered in Monaco which is about 80 or 90 miles from where the car was parked.

I have also enclosed a photo of two Big 15's and a Renault 750 taken in a scrap yard near St. Tropez.

Thanks for an interesting and enjoyable magazine. Keep up the good work.

All the best,
Ray Andrews

Hartlepool.

Dear Graham

My wife and I have recently returned to this country after a two year stay in New Zealand. Whilst there we bought a 1954 Slough built Big 15. Knowing little about Citroëns apart from a 2CV we had owned previously, and nothing about tractions, we bought "Jemima" as she was to later become, more out of love at first sight than for her mechanical and handling advantages. However after covering 20,000 miles in just under 2 years, over every road from metal to highway, the length and breadth of N.Z., we can well testify to the Citroëns handling, reliability, and comfort.

Shortly after buying her we joined the Wellington C.C.C. where we discovered the great bond of friendship between Citroën owners. We were especially pleased to find that a large percentage of the club were traction owners and that their cars were often in daily use.

In 1978 we drove the 300 miles to Auckland for the National Rally. Being our first National we didn't know quite what to expect, however we had a tremendous weekend and made lots of new friends. Out of 90 cars attending approximately 40 were tractions, and that is a real sight to stir the blood, especially when we all headed off down the motorway in convoy. You can imagine the turned heads, especially as Citroëns aren't one of the most common makes in N.Z. We managed to come away with 3rd prize in the concours and so were especially pleased.

As far as we can tell "Jemima" has had only 3 owners prior to us, and was imported to N.Z. in 1954. She then spent over 20 years in Masterton, which is a particularly dry area in the North Island. She is therefore comparatively free from rust. The paint work, interior and upholstery are all original and in spite of showing signs of age are all in relatively good condition. We couldn't bear to leave her behind when we decided to return to the UK in June of this year, though we were a bit concerned on how the boat trip would effect her. However we have not found a scratch or mark anywhere that that was caused by the voyage.

We have recently joined the T.O.C. and as such we are enclosing details of our traction for the Register. As finance becomes available we hope to repair the front seats and hood plus respray the bodywork. At the moment she is off the road awaiting a new head gasket and valves, but hopefully this will not be for long.

We look forward to meeting you at a future event.

Yours sincerely,
Chris & Megan Hopkins
Ferndown, Dorset.

Alive and well and Tractioneering in Singapore

News of how my Traction is going at present. I am very lucky to have got my hands on another Light Fifteen which I found at a vocational institute in Singapore. They had gotten it as a donation about three years ago and just kept it for an occasional spin in their grounds and as a comparison with more modern machinery. The body was in a really bad state but the rest of it seemed not too bad. There is a very odd regulation in Singapore that says, you have to pay a lot extra tax on new cars unless you can scrap something of similar or larger capacity - this means that old cars irrespective of condition fetch very high prices. The chap that donated his Traction had somehow gotten his scrap receipt and consequently the car was officially scrapped. The institute had to promise never to put the car back on the road or sell it. The only way for me to save it from actual scrapping was to strip it completely at their place and then scrap the body. Of course I had to donate a MIG welding set to the school in return. This was done but last week, so now I've got one extra of almost everything. This car which had been black, then white with gold stripes all over it, was an eleven CL chassis no. 9531690. I have enclosed a photo of my 55 Lt 15, taken the day I bought it outside the old Chinaman's house.

Ulf Ottoson

Singapore.



Abandoned near
St Tropez.

A Traction in Singapore.



Abandoned in Cavalaire



"Jemima"



Wales is a big place, a fact not always appreciated by those espying the holes in Offa's Dyke from the eastern side. The mining valley where I was born lies fully a hundred and sixty miles due south of the beautiful Snowdonian mountain scenery which surrounds me today. Were there a magnificent Autostrada del Solitude snaking lazily across the mountains from North to South, one could legitimately talk of Wales as being a small country, devoured by the family CX in half a day. Unfortunately, I have no motorway, merely long and twisting high-roads and by-roads, running through wonderful countryside, no doubt, but making the task of getting to the lower reaches of my land a long and laborious one. This task, be it whispered, is made no easier by hordes of visitors who seem to forget that some of us actually live here and would wish to travel at speeds in excess of 25 m.p.h., even if we do happen to be piloting a vehicle of great age and infirmity. Thus, a journey to our capital city, Cardiff, from Waunfawr, Gwynedd, takes all of six hours and involves an orgy of gear-changing and steering wheel heaving, not to mention the frequent stabs of pain from a muscle in my right leg which has been accorded the dubious privilege of operating that downward-moving Heath Robinson contraption known to suffering but discerning motorists as the Traction Avant accelerator pedal.

It took us quite some time to wake Bill that morning. Bill is an Evangelist friend of mine who exists on next to nothing in the way of income, spending his time travelling to shows and football matches where he may testify to the greatest number of people regarding his Saviour, Jesus Christ. His travelling is done in a ten year old Transit van plastered with verses from the Bible and with the words "Don't follow me – follow Jesus" written across the rear doors. Below these words there exists a towing bracket, a bit bent and buckled, but sturdy and strong. And it was with this van, with these words, a trailer courtesy of Castle Motors Cricieth and with the incomparable Bill Parry that Emyr and I set off one fine morning in June to fetch what is probably one of the last of Wales's restorable tractions. I had found VPE244 (chassis no. 9/532168) parked in a Cardiff industrial estate a week earlier, and in a moment of extreme recklessness had offered a huge sum for its purchase. The vehicle had been left to rot by its owner some three years ago when it had last failed its M.O.T. Test. The

bodywork had been brush-painted blue, there was some rust in the doors, the front seats were covered in a green slime caused by a hole in the sliding roof, and two of the tyres were extremely grotty. (I can hardly complain as to the condition of the other two as they're now supporting the rear end of my Big 15!) A sparking plug had broken in the cylinder head, and a pushrod was bent. One of the 'clocks' was missing, and a truck had backed into the car, shattering and bending one of the headlamps. Apart from all that it seemed OK!

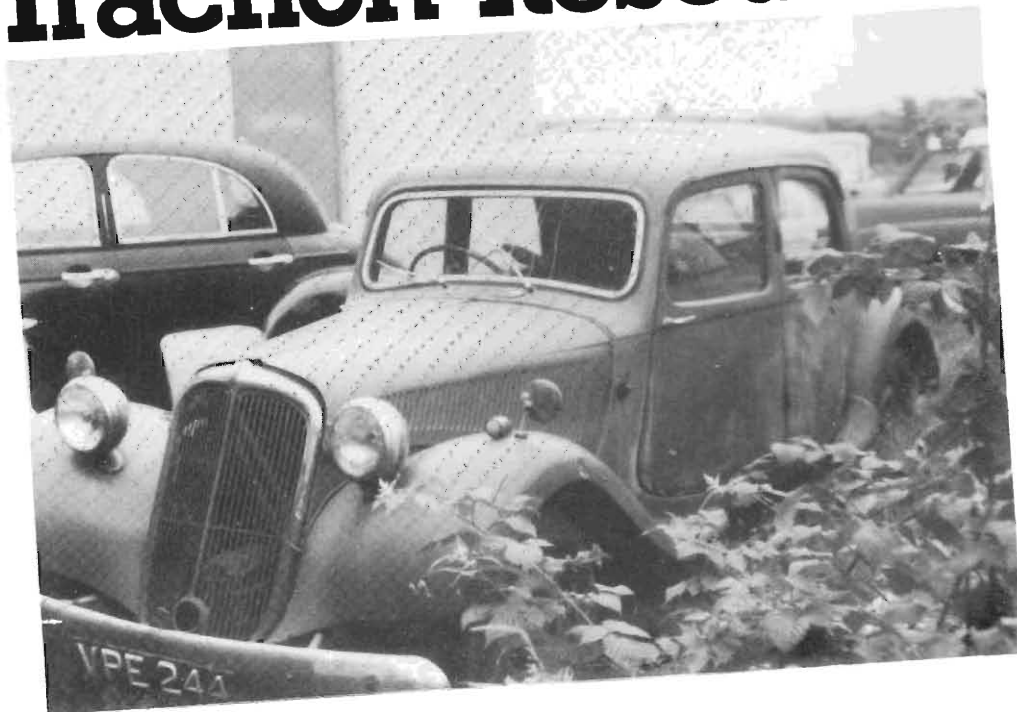
The journey to Cardiff proved to be quite an eventful one. We almost ran out of diesel fuel for the Transit. At eight o'clock in the morning, garage owners were busily putting out notices "Sorry – No Derv". Then the jockey wheel on the trailer fell off, and I was mortified when I saw it gone. How on earth could that have happened? No amount of hedge and ditch-searching on the way back could find it. Eventually however, we reached Cardiff and were met by my brother, Berwyn.

Loading a car with its wheels stuck onto a trailer is not easy. A friend of mine found a 1949 Lea Francis saloon behind a garage in Cricieth some time ago and dragged it almost a quarter of a mile before one rear wheel would budge. The Light 15 was by no means as obstinate, but still proved pretty stubborn and the Transit eventually hauled it up onto the trailer with one of the Citroen's rear wheels still stuck fast.

We then set off, very slowly, up the M4 towards Newport. We went the wrong way once owing to the fact that all three of us were engaged in a theological dispute, and had to back-track along the motorway to our originally-intended point of exit. We stopped at a service-station-cum-cafe near Monmouth where Bill astonished the assembled munching multitudes by saying grace over our food in a very loud voice! The journey proved uneventful as far as Church Stretton south of Shrewsbury (we returned via England as there were fewer gradients that way.) We pulled up in a layby to inspect the load, whereupon a Citroen GS shot into the layby from behind us, and a grinning John Dryhurst, owner of three tractions, bounded up. A lively chat ensued before we set off once again. Eventually we made it back to Caernarfon and tugged the still reluctant Citroen off the trailer. It now awaits restoration at my garage, and may well join UTF 790 shortly in its task of championing the cause of local history around Gwynedd schools.

Rhodri

Another Welsh Traction Rescued!





By J. A. POXON

(in conjunction with Messrs. J. Lucas Ltd.)

The Lucas electrical equipment fitted to Citroen cars is designed and manufactured to give long periods of service with the minimum of attention. As with other parts of a vehicle, occasional minor adjustments, cleaning and lubrication of moving parts should be carried out at regular intervals if the equipment is to function with utmost efficiency. The recommended procedures to be followed can be found in the Maintenance Handbooks, and if these are neglected even the best electrical equipment may well retaliate upon its owner.

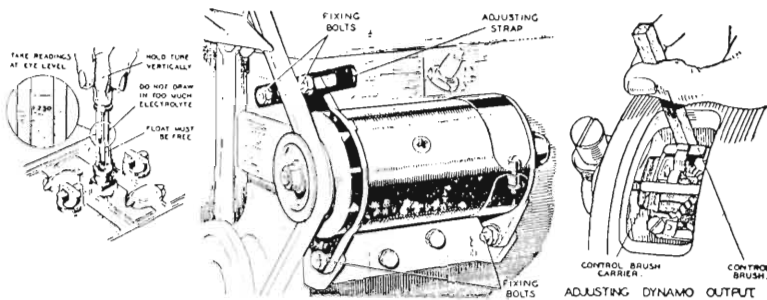


Fig. 1

Fig. 2

Fig. 3

PART I. CHARGING

In the early days, batteries were charged from dynamos having brushes. With this system, some control over the amount of current for charging the battery was left to the driver - a switch being fitted which gave a choice of charging rates. The system demanded an intelligent use of the switch, if the most suitable charging rate was to be selected. As a universal application, therefore, the "third-brush system," as this method was called, had its limitations and, in view of this, Citroen vehicles have for nearly twenty years been fitted with an entirely automatic charging system known as C.V.C. (compensated voltage control). It is with the latter system that the following notes are concerned.

Troubles in the charging system are likely to become manifest in one of two ways: either the battery will persist in a low state of charge, which would be shown by lack of power in the starting motor or, conversely, the battery may become over-charged, a state indicated by a frequent need for topping-up (with distilled water) and which - in the extremes - may be accompanied by a repeated burning out of bulbs. Of these two faults, under-charging of the battery is the more likely defect, since this can be due to an aged battery or to wear and tear of the cable harness, etc.

Hydrometer Check

In order to ascertain the state of charge of the battery as a whole and to check the condition of the individual cells, a sample of the electrolyte should be withdrawn from each cell in turn, using a hydrometer (Fig. 1). In each case the liquid withdrawn should be clear and free from particles in suspension, whilst the specific gravity readings of each cell should all be approximately the same.

The indications given by Hydrometer readings vary according to the ambient temperature so, for reference purposes, two sets of results are given. These are as follows:-

CLIMATES NORMALLY UNDER 90° F.

Table with 2 columns: Specific gravity reading and Indication. Rows show ranges for fully charged, half discharged, and fully discharged states.

CLIMATES NORMALLY OVER 90° F.

Table with 2 columns: Specific gravity reading and Indication. Rows show ranges for fully charged, half discharged, and fully discharged states.

Ammeter

If the above test shows the battery to be in a lower state of charge than would reasonably be expected, when considering the amount of daylight running that is normally put in, observe the behaviour of the ammeter needle when the vehicle is in motion. An ammeter has been included in the fascia panel of most Citroen cars and by reference to this instrument an idea will be given as to whether the fault is permanent or only intermittent.

When the charging system is functioning normally a high reading should be given for a few minutes after starting. This should fall off to a trickle charge and remain so during continuous running. Occasionally, short periods of discharge may be observed - immediately after switching on the headlamps, for example. Such periods are quite natural and continue until the voltage-balance of the system is restored.

A fault in the charging system will be indicated if the ammeter gives only a discharge reading, an intermittent reading or no reading at all, with the vehicle running steadily in top gear.

Dynamo Belt

A discharge reading or an intermittent reading can be caused by a slipping dynamo belt. The dynamo belt should therefore be checked for correct tension. If necessary, tighten the belt by loosening the dynamo mounting (Fig. 2) and swivelling the dynamo until the belt will just drive the dynamo without slipping. When making this adjustment, take care not to over-tighten otherwise the dynamo bearings may be unduly stressed.

Inspecting the Dynamo Commutator

Inadequate battery charging can be due to lack of routine dynamo maintenance. In the course of time, the commutator becomes greasy and covered in carbon dust and the brushes wear away. The commutator cover band should therefore be removed and the commutator cleaned with a soft, fluffless cloth, moistened with petrol. Worn brushes should be replaced, taking care that the new brushes are bedded correctly to the profile of the commutator. This latter job is best performed at a recognised Citroen or Lucas service station.

It is most important that brushes be replaced before the embedded portion of the flexible connectors become exposed at the running face. If brushes are not replaced in good time, serious damage can occur to the commutator. To prevent this happening, the brushes of 3.9" diameter dynamos should be replaced when worn to 11/32" in length, and the brushes of 4.5" diameter dynamos when worn to 7/16".

Loose Connections

Intermittent or no charging can also be due to loose or broken connections in the dynamo circuit. Reference should therefore be made to the wiring diagram and all cables and connection carefully traced through for defects such as breaks or chafes.

Lucas Service

If the battery is suffering from over-charging or, if after carrying out the foregoing checks and inspections the cause of under-charging is not found, the owner would be well advised to contact the nearest Lucas Service Depot or Agent where

specialised fault location equipment will be available to make a detailed examination.

SOME NOTES ON THIRD-BRUSH DYNAMOS Pre-War Cars only

In addition to the two main brushes through which the main output is delivered, these dynamos incorporate a smaller brush connected to one end of the field winding. Whilst the main brushes are fixed relative to the commutator, the third brush is arranged to have some degree of anular adjustment. The position of the third brush on the commutator decides the maximum output of the dynamo. It is therefore known as the control brush.

A fuse is connected in the field circuit to protect the field windings from damage in the event of the dynamo being driven with the battery disconnected or (for test purposes) with its "D" terminal disconnected from earth. The self-regulation of a third-brush dynamo depends on the current flowing through its armature. If the dynamo is operated on an open-circuit, no current flows, there is no armature reaction and a dangerously high voltage is developed across the field.

The dynamo is arranged to give alternative charging rates which are selected by a switch, normally marked Low Charge and High Charge, or Summer Half Charge and Winter Full Charge. In addition, there is a third and higher charging rate which only comes into operation when the headlamps are switched on. These alternative outputs are obtained by inserting resistors in the field circuit – the resistors being connected to the switch and carried on the underside of the cut-out and fuse unit. The maximum output is reached when the headlamps are switched on and the car is travelling at between 20 and 30 m.p.h. The ammeter indicates the amount of current being delivered to the battery, the remainder of the output being the sum of the currents taken by the ignition, lighting and accessories in use.

When to adjust the Control Brush

The control brush will have to be adjusted if the battery is being overcharged, or, conversely, undercharged. The conditions will be indicated by excessive demands for distilled water and the repeated burning out of bulbs, or by the battery failing to remain charged.

Before attempting to adjust, however, first consider whether the charging switch is being properly used. Many owners do not appreciate the significance of the two day-time positions of this switch. If there is evidence of overcharging of the battery, then the car should be run with the switch in the Low Charge position. On the other hand, instances of undercharging call for a selection of the High Charge position.

If the above selectivity is already practised but the charging still appears to be incorrect, then an adjustment will have to be made. It is important, however, to be sure that the low state of charge is not due to a battery defect.

How to adjust the Control Brush

Take off the dynamo cover band and move the control brush by pushing the brush holder (*Fig. 3*). A suitably shaped piece of wood can be used for this purpose. The adjustment is very sensitive and, in view of this, the brush must only be moved by the width of one commutator segment at a time before checking the effect.

To increase the output, move the brush holder in the direction of rotation of the commutator. To reduce the output, move the brush holder against the direction of rotation.

The ammeter must not show more than 4 amperes when the head, side and tail lamps are switched on. These lamps must, of course, contain bulbs of correct wattage. The adjustment should be completed as quickly as possible, otherwise a faulty setting may be made.

Classified

T.O.C. REGISTER CONTINUED

U. Ottoson, 4 Park Vale, Singapore 1128. 1955 Lt. 15, SW 3213, Ch. No. 9550138, Blue.

T. Mackertich, 9 Ives St, London S.W.3. 1956 IIC, PMM 461 L, Ch. No. 294425, Black.

J. Roth, 8 Palmer Crescent, Kingston, Surrey. 1953 II Leger, TLH 338 M, Ch. No. 642003, Bronze/Cream.

D. Fisher, 59 Prior Park Road, Bath. 1952 Lt. 15, NGW 47, Ch. No. 133661, Maroon.

H. Leach, Burrows Court, Nibley Green, North Nibley, Glos. 1949 Lt. 15, CWL 594 R, Ch. No. 135214, Silver Grey.

M. Stacey, Gorsehill Abbey Farm, Broadway, Worcs. 1939 II Leger, EUY 682 C, Ch. No. 448244, Black.

P. Cotterell, Denver Garage, Sluice Rd, Denver, Downham Mkt, Norfolk. 1949 Lt. 15, HER 729, Ch. No. 133000, Black.

O. Ingvaldstad, Bjerkaly Folkahyskole, 2266, Arneberg, Norway. 1936 II B, Ch. No. 356265, Black.

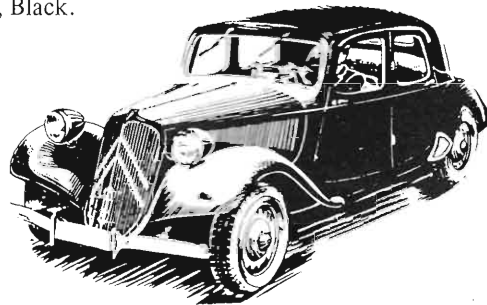
C. Hopkins, 339 New Road, Ferndown, Dorset. 1954 BIG 15, BYE 824T, Ch. No. 9535518, Green.

P. Tovey, 12 Blackwater Lank Road, Pound Hill, Crawley. 1954 II Leger, TNC 509R, Black.

J. Howard, 21 Market Place, Chipping Norton, Oxon. 1956 II Normale, JYF 114K, Maroon.

K. West, 141, Waverley Avenue, Twickenham, Middlesex. 1938 II Leger.

J. Vanhassel, c/o Sabena Airlines/De Adm. 35, Rue Card. Mercier, 1000 Bruxelles, Belgium. 1953 Big 6, KBT 61 Ch. No. 9537562, Black.



IMPORTANT. PLEASE NOTE

As previously mentioned from March 31st 1980 we will no longer be administratively linked with the Citroën Car Club.

Renewal subscriptions for the T.O.C. only will be payable to the 'Traction Owners Club' and sent to the T.O.C. Treasurer, D. Shepherd, Flat 2, Field House, The Esplanade, Bognor, Sussex. There will NO LONGER be a joint subscription. If you wish to take both magazines then you will have to apply separately to both clubs and pay the full subscription in both cases. The rate for the T.O.C. will be published in the next magazine.

RALLY PROGRAMME & EVENTS

TOC attending marked by *

- *4th January London Social New Years Dinner, Le Rontier, Camden Lock, 8.00pm. Contact A. Sibley NOW!! for reservations, all welcome.
- *25th January TOC AGM
- *17th February Car & Spares Auction, Autojumble, Alexandra Palace.
- 26th March Car Auction, Alexandra Palace, N. London.
- 11th May Autojumble, Knebworth Park, Nr. Stevenage.
- 17th/18th May Burtonwood International Motor Extravaganza RAF/US Army Depot, Burtonwood, Warrington, Cheshire.
- *25th/26th May Enfield Pageant of Motoring N. London TOC Team required.
- *30th/31st May and 1st June 3rd TOC Rally, Cowgill, Nr. Dent, Sedbergh, Cumbria.
- 25th June Auction, Alexandra Palace.
- *18th/19th/20th July 2nd International Classic Car Weekend, Donnington, TOC Team required.
- 31st August Auction and Autojumble, Castle Ashby.
- *3rd/4th/5th October Classic Car Show, Alexandra Palace, TOC Team required.
- 2nd November Autojumble, Alexandra Palace.
- 4th November Auction, Alexandra Palace.

London Section Pub Meetings

Organizer Allan Sibley, 174c St Ann's Rd, Tottenham N15.
Last Tuesday of each month, 9pm.

- 22nd January The Bishop's Finger, West Smithfield.
- 26th February Hand in Hand, Crooked Billet, Wimbledon, SW19.
- 25th March Cannonbury Tavern, Cannonbury Place, Islington.
- 29th April Green Man, Putney Heath, SW15.
- 27th May The Anchor, Bankside, Southwark.
- 24th June Rosetti's, Ordance Hill, St. Johns Wood.
- 29th July The Windmill, Windmill Drive, Clapham Common, SW4.
- 26th August Jack Straws Castle, North End Way, Hampstead.
- 30th September Sun Inn, Church Road, Barnes Common, SW13.

- 28th October Ye Olde Wrestlers, North Road, Highgate, N6.
- 25th November George Inn, 77 Borough High Street.
- 23rd December Cannonbury Tavern, Cannonbury Place, Islington.

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.

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.

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

Traction Poster, we now have for sale a supero 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.

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.

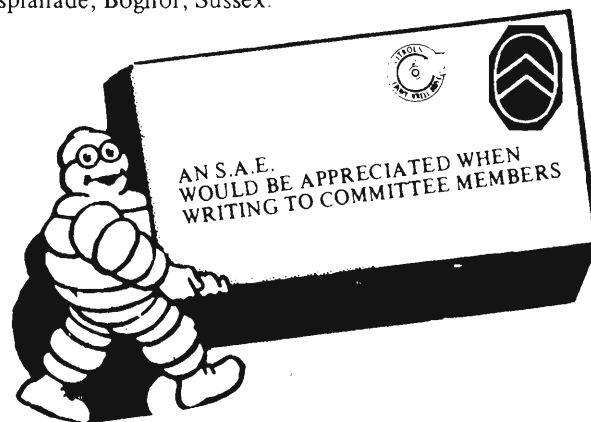
Wanted. Lt. 15 coupe or roadster, condition immaterial, even bare body acceptable providing complete. Contact Pat Wells, P.O. Box 6031, Birchleigh 1621 South Africa.

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

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.

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



**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.

Wanted. Any information on my P.36 (Rosalie 6), registered 30th June 1933. Ch. No. 525045, Engine No. T.01745. Are there any others? How many were made? Contact Eric Ronsmans, 6 rue, J. Druez 1080, Brussels, Belgium.

Havant Museum. TOC Member Nicholas Hall is Curator of this new Museum which opened at the beginning of October. If you're in the area, do call in and see one of the regularly changed exhibitions – its free. (Closed Sundays and Mondays). The Museum is on East Street opposite the Post Office. Parking is available, and the Curator would welcome visiting Tractionists. Although I consider Tractionists to be essentially reliable, if you do break down nearby I may be able to help, or at least commiserate and make some tea. Telephone: Havant (0705) 451155. Home address and telephone number not yet fixed.

For Sale: Lt. 15 radiator, just been recored, £55. Lt. 15 grille. Wanted for 1952 II Normale. Rad, Grille, front bumper, wiper motor 6 volt. Number plate carrier with/without light (small boot type), starting handle. Wanted for 70.DS 20, Owners handbook. Boot lid, blue if possible. XAS 18 x 15 tyres. Tel: 073 274 309 or write J.P. Declémy, Spring Cottage, Hadlow, Towbridge, Kent.

Wanted. Floating Power no. 5 & 6 Volume 1 (1976). Telephone 031-332 4806 (evenings). David Hunter.

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.

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.

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.

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 6(12/79). 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 1¼"	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 1¼"	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 Ologs (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	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)	15.65	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 – 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 (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 Traction, 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.

