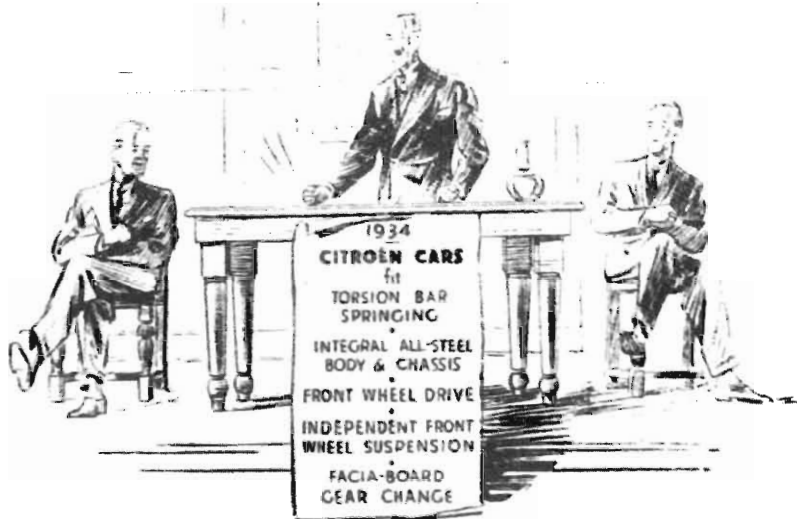




Karl Dickins

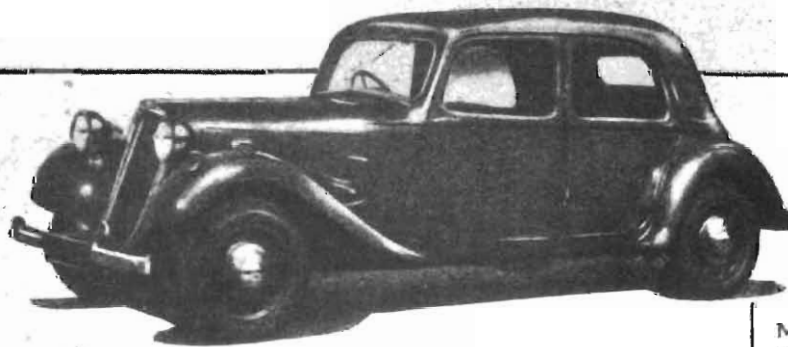


# What did Citroën say in 1934?

## **"TWO YEARS AHEAD" . . . but they were FOUR!**

Four years ago CITROËN anticipated the trend of car practice by introducing, amongst other things, TORSION BAR SPRINGING — INTEGRAL ALL-STEEL BODY AND CHASSIS — CLEAR FLOORS FREE OF CONTROLS, FOOTWELLS AND TUNNELS — FRONT WHEEL DRIVE — AND INDEPENDENT FRONT WHEEL SUSPENSION! This remarkable union of the best in progressive automobile design resulted in motoring that was safer, smoother and more comfortable than ever before. Skidding on any surface was made well-nigh impossible, cornering risks were eliminated, and the inequalities of any road . . . or no road at all . . . were magically smoothed out. Today, these features are being hailed and introduced as notable innovations, but wise motorists know that only on CITROËN cars are they *all* available, and *ONLY* ON CITROËN CARS ARE THE FULL BENEFITS OF FOUR YEARS CONTINUOUS PRACTICE OBTAINABLE. Be safe and buy safe . . . and you can buy a CITROËN for as little as £198.

<b>1939 MODELS &amp; PRICES:</b>	"Twelve" Roadster - - - £265	"Light Fifteen" Roadster £273
	"Light Fifteen" Saloon - - £244	"Big Fifteen" Saloon - - £273
"Twelve" Saloon - - - £238	"Light Fifteen"	"Big Fifteen"
"Twelve" Popular Saloon £198	Popular Saloon £208	7-seater Saloon £273



STAND  
**141**  
 MOTOR SHOW  
 EARLS COURT  
 OCT. 13—22

# CITROËN

## THE CAR WITH THE PULL

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

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Saturdays only 11-3pm.

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# Floating Power

Volume Five Number One

January Nineteen Hundred and Eighty

Welcome dear reader to the now completely autonomous Traction Owners Club. Firstly I must wash my hands of all past sin, and humbly beseech your apologies for the late December issue. Oh! how I enjoy a good grovel. Actually this was in no way the fault of your magazine staff, but rather the sudden closure of our printers who have unfortunately ceased trading. You can imagine the problems this set your intrepid committee, but as you well know finding a new printer at short notice three weeks before Christmas, who can guarantee to complete the job by the first week in January is nothing compared to running a Traction.

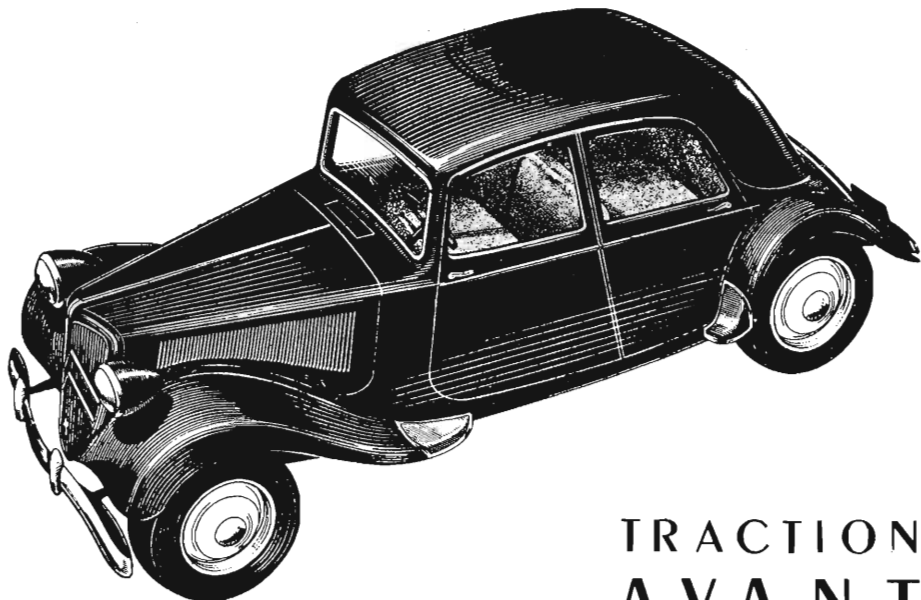
Talking of going to the wall, please save your Club from this fate by ensuring your membership renewal payments are speedily forthcoming to the Treasurer. Please note his new address and also alas, the unavoidable increase in subscription, unavoidable that is, if we are to continue in our present manner. Please make all cheques payable to the Traction Owners Club; remember prompt payment is essential, as late renewals cannot be guaranteed back issues of Floating Power.

Yes, this is the March magazine, not a late February one as you might have thought. It was decided to hold this magazine over to give members the full A.G.M. report which includes the dreaded increase in subs. Your next mag. will be in May, and will then continue bi-monthly.

Congratulations to club member Steven Fothergill on having his 1955 LT 15 featured in Autocar (week ending 1st December). The car looked splendid and the good publicity the Club gets from this type of feature is always welcome.

Do search out the ad in this issue for our new chrome finished car badge (yes, the one we promised way back when) and rush your cheque to John Gillard, as I am sure demand will outstrip supply, and the second batch will be dearer.

G.B.



TRACTION  
AVANT

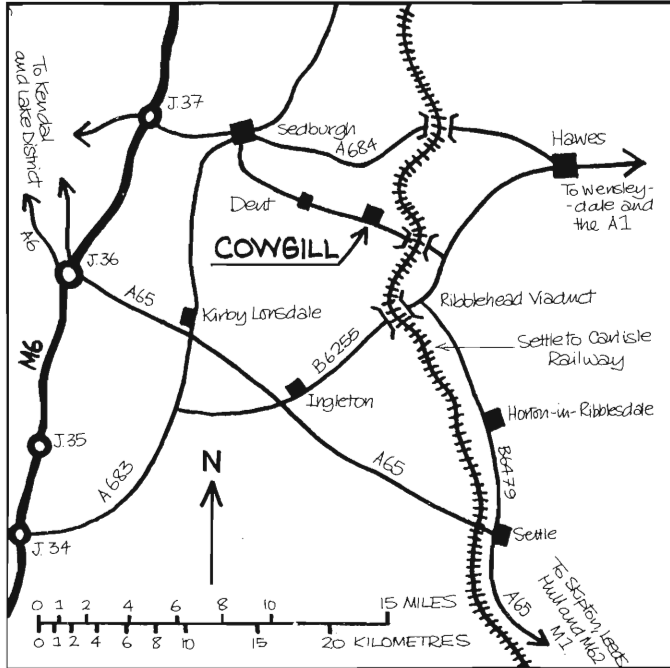
# 3rd Traction Owners Club Rally

30th/31st May & 1st June 1980

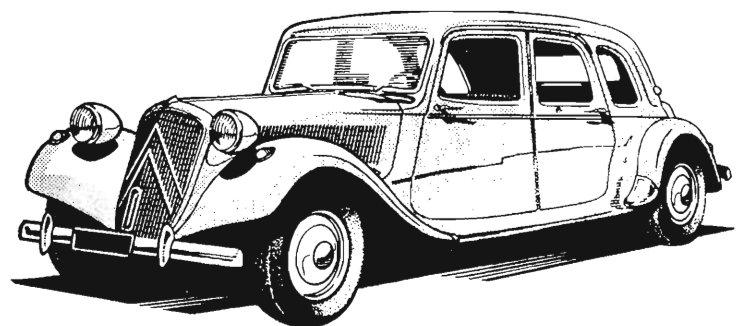
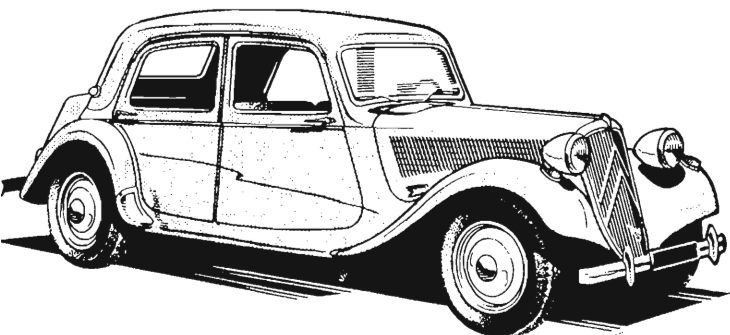
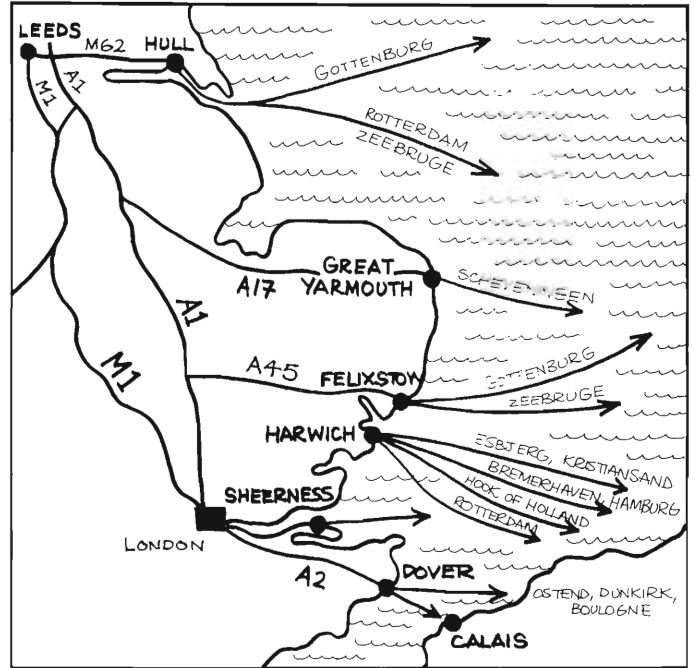
Cowgill, Nr. Dent, Sedbergh, Cumbria.



## How to get there



## U.K. Ferry ports





# Programme

£1.00 entry fee to rally per vehicle

## FRIDAY

- 12.00 hrs - Arrive campsite.
- 12.30 - 14.30 hrs - Pub lunch at Sportsman Inn.
- 14.45 hrs - Convoy drive to White Scar Caves — guided tour.
- 17.00 hrs - Return to campsite.
- 20.00 - 22.30 hrs - Welcome party at Sportsman Inn. Noggin and Natter.

## SATURDAY

- 10.00 hrs - Scenic convoy run to Hardknott Roman Fort.
- 12.30 - 14.30 hrs - Picnic lunch, bring own food and wine.
- 14.45 hrs - Scenic convoy continues to Eskdale for Steam Railway trip.
- 17.00 hrs - Return to campsite
- 18.30 - 19.30 hrs - Spares and club shop open in marquee.
- 20.00 hr to late - Barbeque party in marquee, campfire, raffle-prizes. Tickets £3.00 each, children free. Includes beer/wine, marquee, entertainment (Yorkshire fiddler). Film?  
*Please bring own barbeque equipment and food, i.e. Steaks, chops, sausages, tomatoes, mushrooms, bread etc. + extra booze.*

## SUNDAY

- 10.00 hrs - Line up of all Tractions and Citroen cars Concours de Elegance, Spares and Clubshop. Autojumble (*Please bring those traction bits you want to sell or exchange.*) Press photos.
- 12.00 - 12.30 hrs - Concours Prize Giving. *Overall Winner, Best First Time Entry, Best Slough Car, Best Paris Car, Most Unusual Car. Prizes for overseas visitors:- Best Slough Car, Best Paris Car, the Traction that drove the longest distance.*

(Times given are approx.)

**Programme is subject to change**

**Note: Sportsman Inn does not serve food.**

## CAMPING CHARGES

- Frame Tent ..... 40p per night
  - Ridge Tent ..... 30p per night
  - Caravan ..... £1 per night
  - Dormobile ..... 75p per night
- + 20p PER PERSON per night

Prices are subject to V.A.T.  
No charge for children under 5.



# BOOK NOW!

## TOC ENTRY FORM

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone No. \_\_\_\_\_

Please enter my vehicle Registration No. \_\_\_\_\_ for the 3rd Traction Owners Club Rally (£1.00 per vehicle). Please send me by return \_\_\_\_\_ ticket/tickets for the barbeque party (Tickets £3.00 each) Children Free.

I enclose cheque/postal order No. \_\_\_\_\_ for the total sum of \_\_\_\_\_ (made payable to the Traction Owners Club).

Signed: \_\_\_\_\_ Date \_\_\_\_\_

Please send remittance, entry form and stamped addressed envelope to: David Shepherd, 23 Longford Road, Bognor Regis, Sussex PO21 1AB.

On receipt of your entry form a Rally Sticker and tickets for the barbeque will be sent to you.

If you require Hotel, Motel, Bed and Breakfast lodgings please send stamped addressed envelope to:-

John Howard, 4 Stainbeck Walk, Leeds LS7 2ED, Yorkshire, England.

## OVERSEAS ENTRY FORM

Name of Club \_\_\_\_\_

Address \_\_\_\_\_

Telephone No. \_\_\_\_\_

Port of Arrival \_\_\_\_\_

Date of Arrival \_\_\_\_\_

Time of Arrival \_\_\_\_\_

Number of vehicles attending 3rd TOC Rally: \_\_\_\_\_

£1.00 entry fee per vehicle — Rally sticker for each vehicle. £3.00 Barbeque ticket per person. (Children free)

Please pay the above when arriving at Rally site.

Please post the above to Mr. David Shepherd, 23 Longford Road, Bognor Regis, Sussex PO21 1AB

If you require Hotel, Motel, Bed and Breakfast lodgings please send stamped addressed envelope to:-

John Howard, 4 Stainbeck Walk, Leeds LS7 2ED, Yorkshire, England.

If you don't want to cut up this magazine, please complete entry form and photocopy send to David Shepherd.

# Minutes of the Traction Owners Club A.G.M., held at the Printers Devil, Fetter Lane, London E.C.4, on January 25th 1980, at 8.30 p.m.

## Committee Present:

Tony Hodgekiss (Chairman), Maria Hodgekiss (Secretary), David Shepherd (Treasurer), Graham Brice (Editor), John Gillard (Spares), Allan Sibley (Soc. Secretary), Tricia Brice, Manny Motashaw, Graham Sage, Martin Lloyd, Ian Ness, John Howard (Northern Social Secretary).

The Meeting was opened by the Chairman, Tony Hodgekiss, who welcome the Club members to the A.G.M. Minutes of the previous A.G.M. were agreed upon and signed. The Chairman then gave a report of the Club's activities throughout the year.

This was followed by the Treasurer's report from David Shepherd, who asked if there were any queries in respect of the accounts which had been published in Floating Power. He then gave a breakdown of the accounts' including the revenue from spares and spares levy. A member (Mr. Hill) asked if John Gillard had adequate funds for stocks and spares to keep the system running adequately. John replied that the cash flow was good. Manny Motashaw asked if the spares funds could be shown separately on the Accounts. D. Shepherd replied that this could prove difficult, but would make efforts to do so for next year. David then asked if the Accounts could be accepted; they duly were.

The Secretary then gave a general report of the Club's past year, and was followed by a report from the Social Secretary, outlining events past and future on the social scene.

As all the Committee wished to be re-elected, the Chairman asked the members if anyone objected to them being voted in as one. No objections were raised and the Committee were all re-elected. The election of Principal Officers, Treasurer and Secretary took place; both were proposed by M. Motashaw and seconded by T. Brice. M. Lloyd and I. Ness were formally elected onto the Committee; both were proposed by M. Brice and seconded by M. Motashaw.

## 1st Proposal

It was proposed that subscriptions be raised to £10 per year. The Treasurer explained that this was necessary mainly because of increased printing, posting and packing costs (our original printers have gone bankrupt), and the fact that the TOC separation from the CCC would inevitably lead to loss of members. This would need to be compensated by the remaining TOC members, as all present agreed that the magazine should be self-financing and not be subsidised by spares funds. A shortfall in subscriptions may mean that magazine costs have to be supported from the Club savings this year, and subs would have to be reviewed again next year. A counter-proposal was made to increase the subs to £12.50, but this was not supported as it was felt that a greater number of members may not renew if increases were too large. The Treasurer indicated that a smaller number of members does not mean proportionally smaller costs, especially with the magazine costs. Mr. Woolston suggested that we attempt to sell additional copies of the magazine to specialist bookshops. This had been tried in the past without success, but we do sell a certain number to overseas clubs.

Other suggestions were made that the magazine appear less frequently, i.e. quarterly, and be supplemented by a newsletter in between. This was not supported, because it was felt that members would expect the standard to be maintained to which they had grown accustomed.

Mr. Mackertish suggested that people who take the magazine pay extra, but it was not seen how this could work without creating a two-tier system. Another member (Mr. Hills) suggested a referendum, but this was felt unpractical as past evidence had shown a very poor response to questionnaires of any kind. Following a lengthy discussion the Treasurer proposed that the subscriptions be increased to £10. This was seconded by Mr. Hayers and that the Treasurer would be prepared to support the magazine from Club savings for this year only if it proved necessary, and that subscriptions would be reviewed again next year. Members present felt that £10 was a very fair price for the quality of the Club's magazine and services when compared to many other club offerings.

## Any Other Business

The Chairman explained that although the spares levy was to be reviewed at each A.G.M. the Committee had previously decided that it was not worth while at present with the small number of extra Club members likely to join the levy after its first year of introduction. Mrs. Brice and other members felt that this was unfair; that new participants should pay the same as existing ones had, when the value of their contribution had been eroded (by inflation and increased VAT.)

Mr. Hayes suggested that since the original £10 was roughly 1 ½ times the subscription fee of £8.50, that the levy should be linked to current subs rates. It was therefore agreed that the spares levy be 1 ½ times the subs. Proposed by T. Brice, seconded by D. Shepherd. It was agreed that the spares levy should be £15.

John Howard asked whether regional section organisers could carry small stocks of essential spares. John Gillard agreed. D. Shepherd had no objections provided that these could properly be accounted for. Since it is one of the Club's objectives to keep tractions on the road, this suggestion was warmly supported, if support was given by other regional organisers.

Mr. Hayes ("As an ordinary Club member") proposed a vote of thanks to John Gillard for his hard work in building up the Club spares.

The Chairman closed the meeting at 10.05 pm, thanking members for their contributions, and remarking that the future of the Club depended very much on how many members renewed their subscriptions for 1980. It was essential to maintain members to "make ends meet".

## Chairman's Report

I remember saying at the previous AGM, quite simply, that the Club had "consolidated" itself for that year, but for this last year I'm sure we deserve better than that. Real progress has been made with the Club establishing itself as being all that a car club should be, both for its members, and as a part of the 'old motoring' scene. This year I feel we have really built on the standards set previously, with the quality of our services to members, spares, events, the magazine, Club register, and our presentation to the critical eyes of other clubs and the motoring press.

It is interesting to note that some way through the year we tried to judge how well the Club was succeeding, when we wrote to the seventy or so members who did not renew their membership in 1979. Not only did we encourage them to rejoin, but also find out whether they had lapsed because of dissatisfaction. Although the response was not high, we did have some rejoining, as well as letters

explaining that the cars had been sold, people were working overseas, etc. There were no letters of dissatisfaction and several complimentary ones.

At the last AGM we introduced the spares levy scheme, which I am pleased to say has been a great success with about 130 members. This has brought a useful income to the Club and is reflected in the increased stocks of spares now available. I know this has kept John Gillard busy this year, as well as the Club shop, which has been well boosted by the splendid poster produced by Allan Sibley. Also at the last AGM we discussed the production of a metal Club Badge, although this has met with several setbacks, I'm pleased to report that it is now on sale.

Socially, this year the Club has been very active again, with memorable events held at Tewkesbury, Salisbury, Alexandra Palace and other places. Allan Sibley will report on these later, with his plans for 1980.

From the TOC Committee, we have tried to improve our liaison with the Regional Organisers; Tom and Rosie Evans (E. Anglia), Rhodrys (Wales), John Howard (North) and Walford Bruen (Scotland), and participate in events in these areas whenever possible. Some of you will already know that Walford has left to take up a job in Hongkong. We shall certainly miss him here — bowling along in the Roadster, screen down, helmet and goggles on! — and wish him luck in Hongkong, with thanks for his help and looking forward to his return. In the meantime, we need to find a new Scottish representative!

From the Committee, we have also lost Bernie Shaw. Bernie was one of the founders of the TOC, and as well as being well known for the 'concours' standard of his 'Normale', we owe him a great deal of thanks for the help he gave to the Club, especially with organising Treasure Hunts and his help at judging concours (he should know!). (Rumour has it that he has left to spend more time polishing his car, to win the C.C.C. trophy back from Gee Fenwick next year!)

We have welcomed two new members to the Committee this year, Ian Ness and Martin Lloyd, Ian, I know, is already helping with the Shop and Spares in London. Martin, we are pleased to have join us as our "Pre-Traction Expert". At present "Pre-Tractions" is an area in which the Club is very weak, and we hope that with Martin's contacts and guidance we can build up the Club's activities for older cars.

It is of interest to report that we have 'rediscovered' one of the most famous Tractions of all — that of the "Inspector Maigret" (Rupert Davies) television series. The car is in need of some repair and at present we are making enquiries to see what plans the current owner has for the car's future.

This year also brings the most significant event since the TOC was formed — our complete separation from the CCC. At their AGM, the CCC discussed this matter and voted to separate the administration of the two clubs. We in the TOC are happy to agree with this wish, and consider that in the interest of the two club it is the correct decision. Certainly it will decrease a great deal of the administration between the two clubs, particularly for secretaries and treasurers, and speed up the processing of membership documents. I wish to emphasise that this is a totally amicable separation, created purely for administrative reasons. In all other respects we hope to maintain our close and valued contacts with the CCC, sharing information, events, correspondence, etc. In future there will be no "joint membership", and each club will deal with its affairs separately through its own officers. I wish to record the thanks of the TOC to those members of the CCC who have helped and supported the TOC while we have been linked, and wish the CCC well for the future.

Finally, many thanks also to the members of TOC Committee who have worked so hard this year to make it a success, whether in selling spares, organising events, looking after the money, answering letters, producing the magazine or whatever role they fill.

### **Treasurer's Report**

A copy of the Audited Accounts was sent to all members in the last issue of *Floating Power*, giving a comprehensive breakdown of Income and Expenditure and details of the General Fund Balance carried forward to the next year of £2,290. The Accounts were adopted and agreed upon. The sum of £1,300 had come from the spares levy.

Thanks to John Gillard and Allan Sibley for their efforts in the Spares and Club Shop.

As an indication to our growth, after the first 15 months of the Club, the total funds were £377, they rose to £1,122 last year, and are now £2,290.

### **Secretary's Report**

I have been Secretary now for just over a year, and it has certainly been a busy year for the Club.

At present our total Club membership is 348 members. Out of this total number, 246 are joint members with the Traction Owners Club and Citroen Car Club. 102 members were TOC members only. 77 are overseas members, and this year there has been approximately 60 new members.

The Club has gained a useful amount of publicity this year from articles written in motoring magazines, in particular *Old Motor*, *Thoroughbred & Classic Cars* and *Autocar*. As a result of this publicity we gained several new members. It was also noticeable that a useful number of new members were recruited through the Spares scheme.

The fact that M. Lloyd has joined the Committee as pre-traction expert will, we hope, attract owners of Citroens older than the traction models to join the Club, who at present have little interest in what we can offer.

Club members have received an additional benefit this year in the form of the Club register. This was compiled by the Editor showing names, addresses and cars owned by Club members. It has been sent to all existing Club members and is automatically sent to new members. The register is constantly updated by publishing the names of new members in *Floating Power*.

We have received a great deal of very interesting correspondence this year, particularly from some of our overseas members. Some of this has been published in the magazine, but unfortunately there is not room to publish all of the letters we receive.

I would like to thank all of those who have taken the trouble to write to us, and hope they will continue to keep in touch.

Regarding the TOC/CCC separation, I would like to take this opportunity to thank the members of the Citroen Car Club Committee that I have worked closely with over the year, for their help and co-operation and wish them well for the future, and also to the members of our own Committee.

### **Social Secretary's Report**

Last year there were four TOC social meetings, these were Annual Rally, French Picnic, Treasure Hunt and the Christmas Dinner.

*Annual Rally* May, held in Gloucestershire, Tewkesbury — well attended with some 18 Tractions, 1 C46, 1 5CV, activities were boat trip, skittles match, raffle with prizes, Concours, Club Shop, weather helped the success of the rally and much enjoyed by everyone. Congratulations to

Concours winner, Martin Lloyd C4G- First-time entry (Martin Lloyd Trophy), Martin Lloyd C4G Best Overall entry, Neil Burton Lt 15 - Best Slough Traction, John Dryhurst 11 Leger - Best Paris Traction, Walford Bruen Lt 15 Roadster - Most Unusual Traction. Sincere thanks from Committee and members to Ray and Pat Newall for finding a really first-class site and for their organisation.

*French Picnic* Sept. Again, very good weather, attendance was good, most enjoyable time.

*Treasure Hunt* November. Thanks must go to the Bices and Shaws for organising this, a lot of time had been put into this event which, unfortunately, was poorly attended, however, to those that participated great fun.

*Christmas Nos'n-up* December. Some 30 people attended, again a good time was had by everyone and thanks must go to Ian Ness for organising this.

Traction Owners Club attended the Citroen Car Club rally in July. Some 12 tractions present, 1C4G& 1 B14. Winners of the Concours were: Best Traction — Gee Fenwick 1954 Big 15, Highly Commended - Bernie Shaw Onze Normale, Pre-1919 Award - John Waghorn 1927 B14, Griffiths Memorial Trophy - Martin Lloyd's 1931 C4G.

*Section Events included* Eastern in August at Shuttleworth collection, Biggleswade where 10 tractions attended. Attractions were picnic and the museum to visit. Northern in July at Gaford, Leeds, visiting workshop of John Howards. 4 tractions. Thanks to section organisers Tom & Rosie Evans, John Howard, Rhodin Rhys Jones and special thanks to Walford Bruen who is now working in Hongkong, hence we need a Scottish Section organiser to replace him.

The Club were represented at the following events: Enfield Pageant of Motoring, N. London, Town & Country Motoring, Stoneleigh, Classic Car week-end Donnington, Classic Car Show, Alexandra Palace.

Thanks to everyone who exhibited their cars at these events and to those who came along to support us. The Classic Car Show proved to be a great success. Thanks to all those who put a lot of hard work into helping this, especially Gee Fenwick who made the stand for the Club.

*This year's events* will be very much the same as last year. The annual rally takes place this year in Cumbria, organised by John Howard over three days. Invitations to be sent to Overseas Clubs.

TOC teams required for Enfield Pageant of Motoring, Town & Country, Yeovil Festival of Motoring, Classic Car Week-end, Classic Car Show, 2nd Northern Classic Car Show at Leeds Exhibition Centre, organised by *Old Motor Magazine*.

Thanks must go to everyone who has supported and helped me in the last year.

— Torpedo 5<sup>HP</sup> 2 places —



La 5 HP. CITROËN est le véhicule le plus pratique et le plus économique. Elle n'est pas un cyclecar, mais une véritable voiture automobile aux dimensions réduites où rien n'a été négligé, tant pour le confort du voyageur que pour la résistance des organes mécaniques.

Cabriolet 5<sup>HP</sup> 2 places

Ouvert



Fermé



**CITROËN**

LA 9<sup>CV</sup>

**C4-IX**

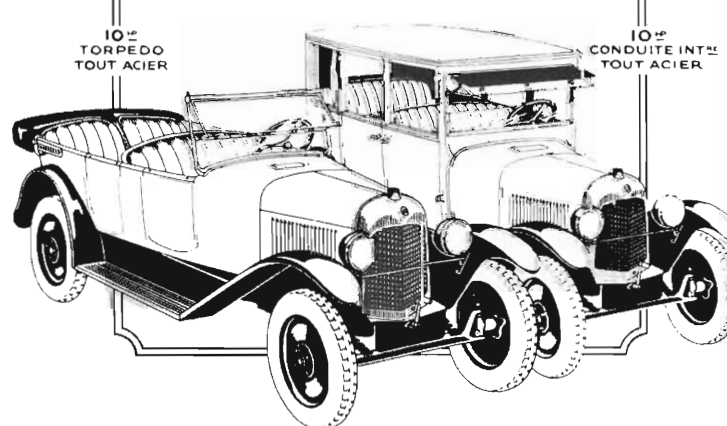
UNE CITROËN vous garantit 12.000 km de garantie sans limite de kilomètres



LA  
**CITROËN**  
**TOUT ACIER**  
*fait cesser cette anomalie.*

La Carrosserie entièrement métallique est à la fois plus robuste, plus spacieuse et plus facile à entretenir que la carrosserie ordinaire tout en restant aussi élégante. Elle est en outre indéformable et incombustible.

La sécurité est maximum grâce à la résistance de l'acier aux chocs. La visibilité est accrue grâce à la finesse des montants. Les réparations sont faciles grâce aux garnitures amovibles.





# TRACTION ARRIERE

Correspondence to  
Martin Lloyd

A section devoted to rear wheel drive Citroëns produced between 1919 and 1938.

Firstly, I think that an explanation for this article should be forthcoming. As most of you know, the TOC formed in 1976 to cater directly for the needs of the 'Traction Avant' owner. I am sure that all concerned with the formation of the Club, and the running of it since, have every right to be very proud of their achievements.

The Committee have since then enlarged the scope of the Club by actively encouraging pre-traction owners to join, realising that no other club was catering for them. The Committee then realised that having recruited these members there was little they were offering them.

Then as often happens, someone in an unguarded moment says 'If there's anything I can do . . .'. A few days later a letter arrives thanking them for their offer and making them responsible for a pre-traction section. You have guessed it was me, and hence this article.

The success of this section will, I can assure you, depend on your response. It is hoped to make a detailed register of all pre-tractions owned within the Club. Towards that end, I would like your name, address, and model of car owned. In due course I hope to write (that is if I can't persuade you to) an article for 'floating power' on each of these cars. Also to exchange problems and solutions to them that you have come across. Any suggestions you may have, please write, otherwise how can your Club provide what you want?

## Insurance

I assume as with an increasing number of 'Traction Avants', most if not all pre-tractions are insured on an agreed value policy. I expect most of you read the article in *Thoroughbred & Classic Cars* (October) on this subject. For those who haven't read it the summary was "Go to a broker; get an agreed value; restrict driving, and drive carefully!" I don't think anyone would disagree with that sound advice.

But what is agreed value? It is the sum the insurance company 'agrees' to pay you should your car be written off.

This isn't easy at all. Most insurance companies, from my own experience, will require the value to be re-assessed every two or three years, not unreasonable. After all they are not to know how you look after your car, and anyone who has been to a Christie's or Sotheby's sale will know the difference the look of the paintwork alone makes to the selling price. With the odd traction asking price being in the mid and upper end of four figure sums, where does that put a pre-traction? You can, of course, go to Sotheby's who will charge you 1 1/2% of the value they say it is worth, as long as it is less than £10,000, if more the percentage increases. You may be lucky and know someone in the 'trade' who is willing to do it cheaper, or even a knowledgeable friend. The main thing is to be satisfied with the value that has been arrived at. Some insurance brokers will give you a valuation as part of their service free, or at a nominal charge.

How to arrive at an agreed value is up to you, but whatever your solution is shop around for a broker. My own experience is no exception. I went to my normal broker and was quoted £180 and limit of thirty days use, so I shopped around. I ended up with a quote of £60 and unlimited mileage; you can imagine I thought this was very

reasonable. However, as it was time to re-appraise the agreed value I shopped around again, and from John Scott & Partners I have just received a quote of £30 plus an increase in the value. The motto being shop around, what is cheapest for me may not be for you.

If you are interested in a Sotheby's valuation contact Michael Worthington-William on 04446-44889. John Scott & Partners are not connected to Sotheby's but are recommended by both Sotheby's and Christie's and can be contacted on 0252-725555, they will also give you a valuation from photographs.

Good luck, and happy pre-tractioning.

M.L.

## CITROËN



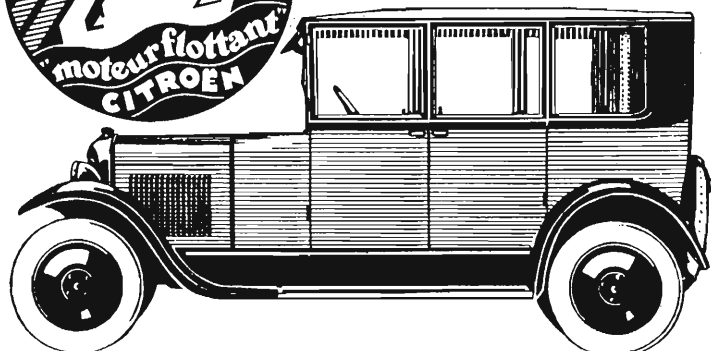
La voiture la plus sensationnelle pour son prix

## LA C6G

SIX CYLINDRES DE GRANDE CLASSE POSÉDANT L'ÉQUIPEMENT LE PLUS COMPLET ET LE PLUS LUXUEUX - RADIATEUR À VOÛTE; COMMANDE PAR THERMOSTAT - GLACES DE SÉCURITÉ NE DONNANT AUCUN ÉCLAT EN CAS DE BRIS - PARE-CHOCS CITROËN AV ET AR (LIGNES ORNÉES) - STARTER DE CARBURATEUR PERMETTANT DES DÉPARTS À FROID INSTANTANÉS - ÉTO... ÉTO... DOUZE MOULÉS DE CARROSSERIE.



## CITROËN





1964 - 1979

# TAN 15th Annivers Geldrop, Sept. 1979

I took FYX 904 for its annual continental outing in September 1979; we went to Holland for their annual rally.

To accommodate the rally TAN had rented the entire Sheraton Inn, Geldrop, near Eindhoven for the weekend. All participants took advantage of staying at the hotel to enjoy the profusion of events offered in the programme. After a reception address on the Saturday morning, events started with a convoy drive to Geldrop town centre where the entire centre had reserved parking for rallyists who were booked into local restaurants for lunch. By return to the rally site all events were in full swing; a large autojumble functioned continuously whilst simultaneously there were specialist garage services for testing every conceivable traction function, film shows all with Citroën interest, concours judging, entertainment in the form of bands, folk dancers and of course a bar and the inevitable "notes swapping". Foreign visitors were treated to a cocktail reception including an amazing birthday cake commemorating TAN's 15th birthday. In the evening an excellent dinner was provided, followed by a dance which continued into the early hours of the morning. Fortunately it was excellent weather and throughout the evening it was pleasant just to browse through the ranks of beautiful cars in attendance.

On Sunday packed lunches were provided and all cars took part in a puzzle drive through picturesque countryside to a neighbouring town where a dance hall was used for prize awarding and a farewell address.

In all about 150 cars participated, coming from about six countries. My favourites were an immaculate coupé from Sweden, and two beautiful cabriolets from France, particularly the Big 15. The programme was almost too full as it necessitated choice of what to see or do; the inclusive cost not frightening at about £20 per person. But if you read this article and decide the international rally scene is for you, be warned, the standards of the cars are very high so be prepared to be overawed! I always am!

J.G.



Rosalie, a mobile gin palace?



Another favourite, the Swedish Coupé

My favourites



The only Sharknose



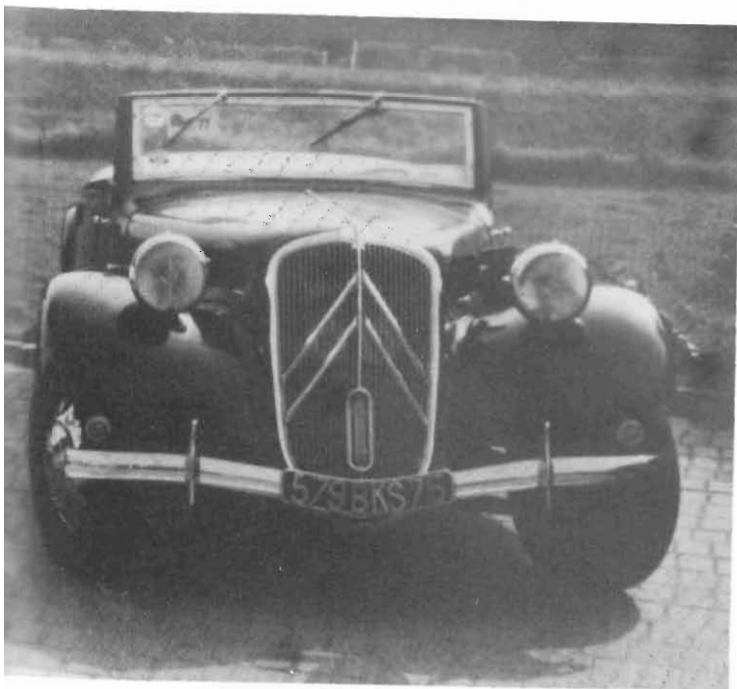
# ary meeting,



Truck belonging to Autojumbler  
Yet another prewar 11B



After the party was over



## RENEWAL SUBSCRIPTIONS ARE DUE NOW

Rates for membership to T.O.C.

£10 per annum.

+ £3.50 for airmail, overseas members

Cheques, money orders etc, payable in Sterling to Traction Owners Club.

Send to: T.O.C. Treasurer (quoting member no.)

D. Shepherd  
23 Longford Road,  
Bognor Regis,  
Sussex PO21 1AB.

The Spares Levy is now open again for members who have not already taken advantage of the opportunity to purchase discount spares. Cheques payable to the Treasurer as above. PLEASE NOTE the new rate £15.00.



At long last we have our very own metal Club Badge. Early members of the Club will remember we held a competition for its design, and the winning drawings were submitted by Dave Shepherd. The Badge is chrome finished with white enamel in the wings and dark blue enamel surrounding the lettering. Available from Club Shop, John Gillard, 129b Camden Street, London NW1, price £6.25 + postage. Cheques payable to Traction Owners Club.

### **TOC REGISTER CONTINUED**

P. Pritchard, 1 Romilly Road, Canton, Cardiff.  
1955 11 B.L. TOY 217M. Ch.No. 653558. Black.

J. Howard, 21 Market Place, Chipping Norton, Oxfordshire.  
1956 11 Normale. JYF 114K. Maroon.

A. Sibley, 174c St. Ann's Road, Tottenham, London N15.  
1954 Big 15. JJY 567. Ch.No. 9535673. Black/Grey.

**Northern Section Pub Meetings at 8pm every first Tuesday of the month at the Shoulder of Mutton, Potternewton Lane, Leeds 7. Tel: John Howard (Leeds 683123) for directions.**  
*Plus: Northern Section Club Shop now in operation. Contact: John Howard.*

# LONDON TO BRIGHTON

Last year's London - Brighton Veteran Run was officially covered for the TOC on the press bus. The place was made available by members Chris Elliott, owner of the 1934 Renault TN6C2 ex Paris Autobus.

The day started at 8 a.m. on a cold, misty Hyde Park Sunday morning. Other people seemed in good spirits despite the hour, but your esteemed reporter needed "hair of the dog" before he could participate. This was hospitably provided by the benefactor who had thoughtfully converted the Renault to a mobile dispensary for the needy.

The start was uneventful, except for those driving veterans, who were seen pulling, pushing, grovelling, and all this before departing for Brighton. Personalities were notably absent this year. Entries were the best ever, with 322 officially entered, and 285 starters. The oldest was an 1894 Benz, and the youngest a 1904 Wolseley. Styles varied from wagonettes barely distinguishable from Victorian farm carts, to an electric car which rolled silently along at 20 m.p.h. (more advanced than any modern electric car I have ever seen).

The route through London was continuously lined with waving, cheering crowds. Progress was quicker than normal despite speeds of 20 mph, as most traffic lights were police controlled to avoid making the veterans stop. Nevertheless the top speed was insufficient for many drivers, noticeably Lord Montague driving a 1903 De Dietrich who was seen driving on the wrong side of the road whilst gesticulating to other road users in a manner normally associated with a proud gardener chasing sparrows. Not many casualties for the veterans in London — I think they were too busy waving to the crowds to think about breaking down.

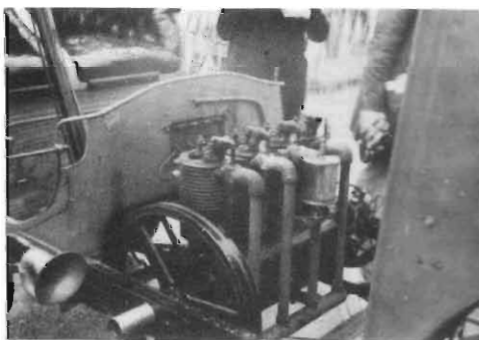
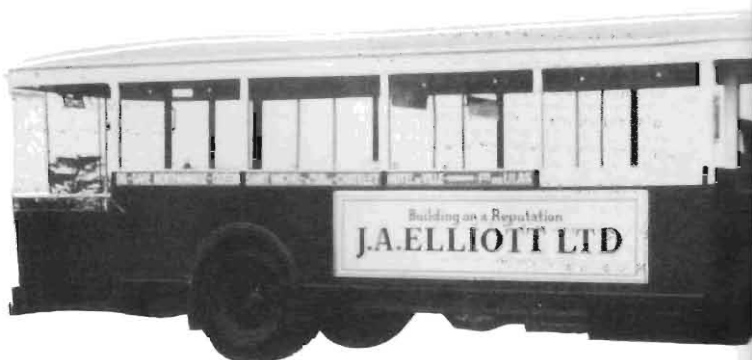
Once outside London the crowds disappeared to be replaced by drizzle and traffic jams. It's surprising just how stupid the average Sunday motorist can be. One lucky motorist had a ringside view of two brave veteranists wrestling with their machine with which they only managed to avert a collision by dismounting and physically dragging it to a halt off the road. Better luck next time! Progress seemed considerably slower, in fact uphill some drivers preferred their passengers to dismount and push. And of course the pubs were open and drivers needed time to cool off.

En route your intrepid journalist spent his time keeping a weather eye for tractions. He spotted old cars of every marque except the Traction, which was presumably out of season. There were two near sightings however — Pierre Marchand's Chameleon-like 2cv at Marble Arch, and an Ami 8 registration DHK 220K sporting a TOC badge deep in the wilds of Sussex. Due to traction withdrawal symptoms it was necessary for your talented man-on-the-spot to take consolation in the plentiful refreshments provided.

In all 256 veterans arrived safely at Brighton sea-front by the requisite 4 o'clock. There was in evidence, however, a very nice Traction of the French famiale variety, obviously a winter migrant which had got lost en route.

*Thanks Chris for making it possible. I hope the TOC can have an opportunity of seeing your bus in the future and look forward to seeing your Traction next year.*

J.G.



1904 Franklin (No.249)



1899 De Dion Bouton





## The Elliott Parisian Autobus Renault TN6 C2

Owned and restored by J.A. Elliott Ltd., the bus ran on the following routes in the suburbs of Paris from 1934 to 1969:

55 Republique, 76 Louvre, 69 Place Gambetta & 96 Gare Montparnasse.

During its long and varied career, it was used as a dressing room on a film set and appeared in two films, painted blue on one side and grey on the other. It was also used for transport in France and Egypt during the war.

It was bought and towed back from France to England by Elliotts in early 1976. With spares found in a former tram depot in Paris, it was possible to get the engine going, although the complicated restoration work, carried out at the maintenance depot of Elliott's building contracting organisation, took more than a year to complete.

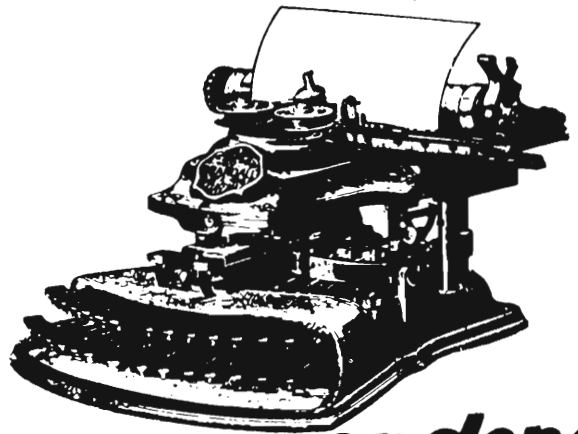
The engine is Renault type 364 6-cylinder 110mm bore and 140mm stroke. It has a compression ratio of 6.5 to 1 and a capacity of 7.8 litres.

Since April 1977 it has been used for promotional activities and in November 1977 successfully completed the London to Brighton RAC Rally as the Official Press bus.

A beautiful familiale at Brighton.



quadricycle N(No.30)



## Correspondence

Dear Mrs. Hodgekiss

A long-suppressed ambition to own a Light 15 was fuelled by the survey in December T & C. I wonder if the Traction Avant Club could find or renovate one for me on commission.

I'm not sure if this would be regarded as sacrilege, but some American friends in the Citroen chapter in St. Louis and I came to the conclusion some years ago that a later type Citroen power unit and the 4-speed box could, with some modifications, be fitted to the traction. Would you verify that this is so? If so, would it not cancel out some of the ring and pinion difficulties mentioned in the T&C piece?

Assuming the work could or has been done, I would be interested in locating a sound shell and having this accomplished. Is there anyone in the Escaddon Traction I could 'interest' in such a commission? Ideally I'd like — in order of descending interest — a pre-war shell or (2) a flat-boot shell.

While doing work on the 1930s some years ago, I came across many hints that the traction's body dies were actually developed by Budd in Philadelphia — that André visited the Budd works after a sojourn with Henry Ford in '32?, and that the tooling was later sent to Paris. I've never seen references to this in a Citroen history, but have not had access to the French ones. One Hans? Ledwinka — the brother? of the Tatra designer — may have headed up the Citroen project at Budd.

Does the Traction Club have any supplies available of the Champion 1/20 scale model? I am also 'interested' in 165 x 400's, hopefully new or good condition. If a good Light 15 could be found or concoted, I would be grateful.

Thank you,  
Howard Moon,  
2815 Greenway Blvd.,  
Falls Church Va 22042

*No, it's not sacrilege to fit the I.D. engine and gearbox, just practical expediency. If anybody can help Howard with the other matter, please drop him a line. Ed.*

Dear Graham,

I thought that the following part numbers for tools would be of interest to fellow members. They are taken from an H. Van manual and seem to be very much the same tools with the same numbers as those used on the Traction. These special tools can be ordered from France through your local unobliging Citroen dealer (as soon as he stops laughing), who in his usual helpful way will relieve you of enormous sums of money in advance. After all (he says), what would he do with the damned things in the unlikely event of them ever coming? So you pay up.



1976.T. - Steering rack combination spanner, 2314.T. - Gauge for checking wheel camber, 1750.T. & 1753.T. - Extractor body & split collet, ring, and thrust block for extraction of differential bearings, 1751.T. - Spanner for adjustment of diff bearings, 1964.T. - Ball pin extractor for track rod ball pins.

The only one of the above which I have purchased is the 1st one, 1964.T. This cost around £12.50 and although slightly different from an original I have used it works well. I cannot vouch for the others but assume that they will fit the Traction.

Tool No. 2314.T. is illustrated in the H-Van book as having markings for the Tractions. Tool No. 1751.T. may have changed — the original had one end to fit the Light 15 and the other end for the Big Six; I think that one end may now be for another application on the H-Van, whilst the remaining end should still fit the Light 15. Anyway, the numbers are there for those who might want to try them — the ball joint tool works but don't blame me if none of the others do, although the chances are that they'd be O.K. They are the same part No's, after all.

The famous Citroen computer will probably keep rejecting the nasty forrin numbers, but if you wait long enough you should eventually get what you coughed up for all those months before.

Yours,  
John Howard  
4 Steinbeck Walk,  
Leeds.

Dear Mrs. Hodgekiss,

I am writing to you again, because I think the TOC would be interested in the following information.

In 1936 in certain areas of Britain, a taxi fleet was formed called Citax. They used the rear wheel drive Citroen Ten. These cars were different colours, blue body and black roof and mudguards. On the doors they had a gold arrow, with the word 'Citax' and the telephone number.

These cars were the later Ten, with the spare wheel carried on the n/s front mudguard, and they had wire wheels. It was quite an innovation in those days to be able to walk into the square of a town, when laden with shopping or caught in heavy rain, and pick up a taxi, or to be able to ring up and have a modern vehicle at your door to undertake long or short journeys.

I remain,  
Yours sincerely,  
Richard E. Levin

Dear Graham

**Oh NO!!** I never informed you that I had even had success in clearing blocked radiators with HARPIC. But I have found it to be a very efficient chrome cleaner. The radiator grill of my car, which had been stored in a barn for seven years, was completely black and would not even respond to rubbing compound. Miraculously, after an overnight soak in a strong solution of hot water and two packs of Harpic in the bath, it emerged as new! (Which is more than can be said of the bath! The enamel suffered terribly.)

On a different subject, and one which should cause a few purists to cringe, has anyone seriously considered the feasibility of installing a Renault 16 engine in a Light 15. Preferably the TX version developing 90 BHP with its five speed gearbox? Not an easy job, I know, but who wouldn't welcome the extra performance and m.p.g.? So if anyone has any suggestions (polite ones!) I should welcome them.

Best wishes to Tom & Rosie and Hugh in the Sudan — hope to see you again soon.

Yours sincerely,  
Nick Gundry

Dear Mrs. Hodgekiss

I have just read and enjoyed an article on the Citroen, in *Thoroughbred/Classic Car*.

My late mother took delivery of a Slough-built Citroen Twelve in August 1939. The colour was sand with grey leather trim; it had an all-steel sunroof and pilote wheels. The registration number was CUE 554. Do you know if this car is still in use "please"?

Three weeks after delivery we were at War.

My father was a surgeon, and the car was kept running for use in an emergency, if his own car was in the garage for servicing or repairs. My father died in 1942 and the Citroen was stored for the duration.

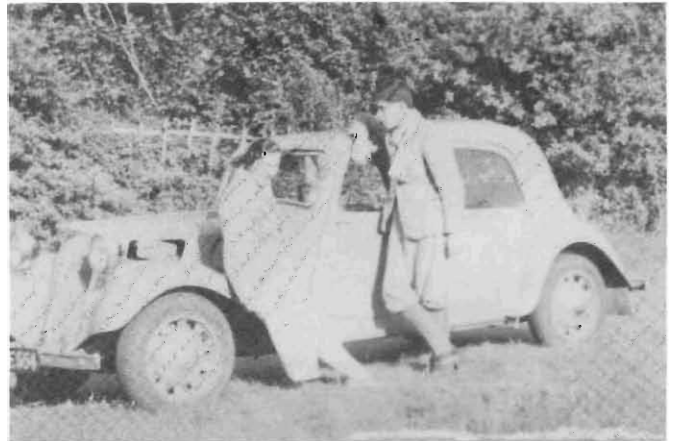
At the end of the War it was sprayed black, and the Lockheed Experimental Dept bought it.

During my father's illness, we had to go from Leamington Spa to Stroud in Gloucestershire, to fetch a locum. It was a Sunday, and it had snowed heavily during the night. A friend and myself did the journey, and we only managed due to the front wheel drive.

Hoping more of these excellent cars are on the Register and are coming to light for restoration.

I remain,  
Yours very sincerely,  
Richard E. Levin  
Fir Tree Cottage,  
Hidcote Bartrim,  
Chipping Campden.

P.S. Herewith enclosed photograph of the car, taken in August 1939. I would like it returned at your convenience please, as it is the only one I have. I am now disabled and my hobby is collecting model cars, and of course I have a Citroen Light 15. If you have any photographs of the 1939 Citroens or a write-up, I would very much like to have them, and am quite willing to meet any cost involved.



Dear Graham

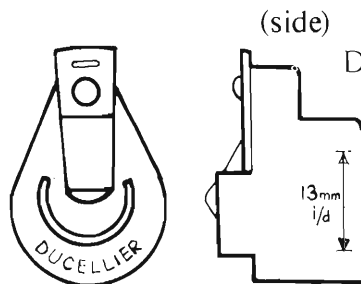
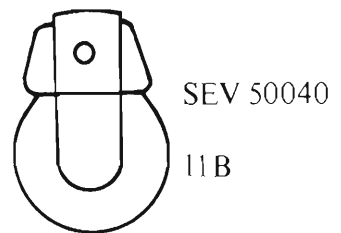
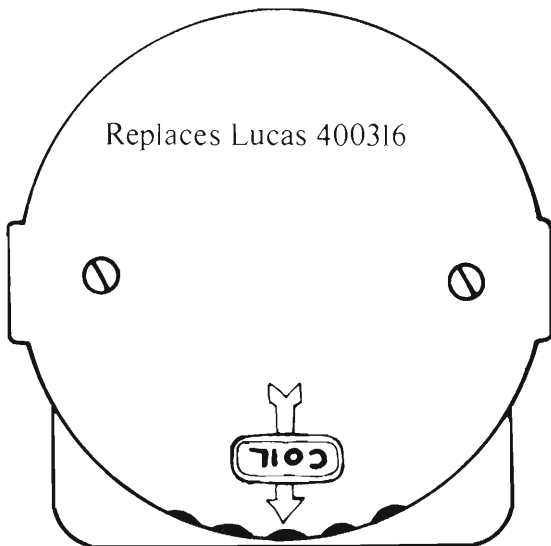
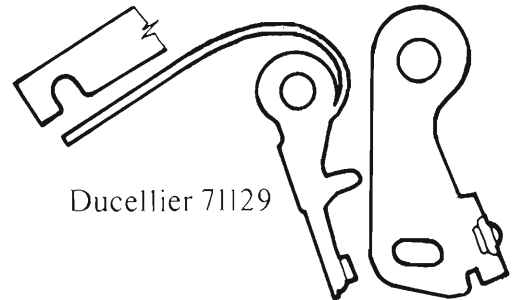
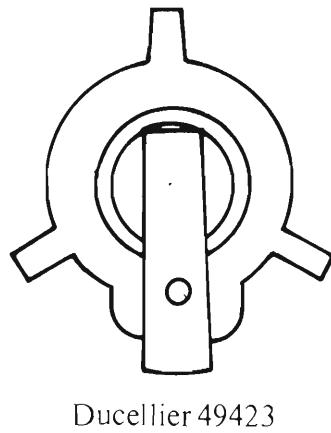
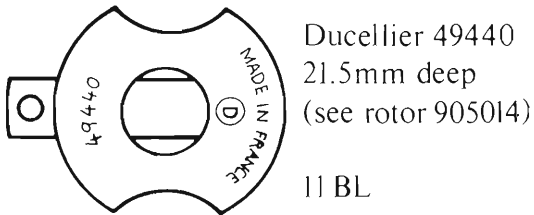
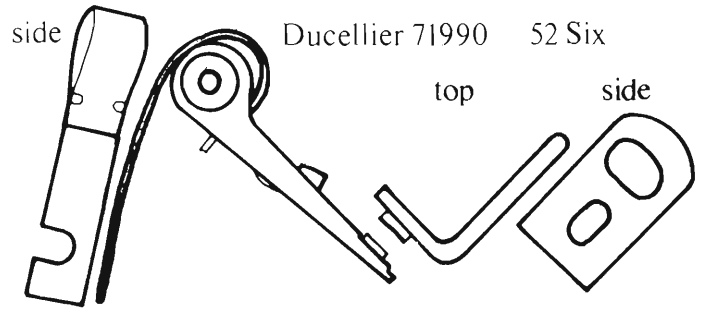
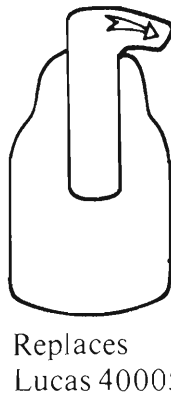
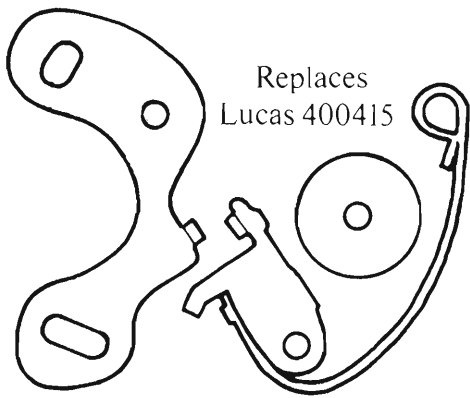
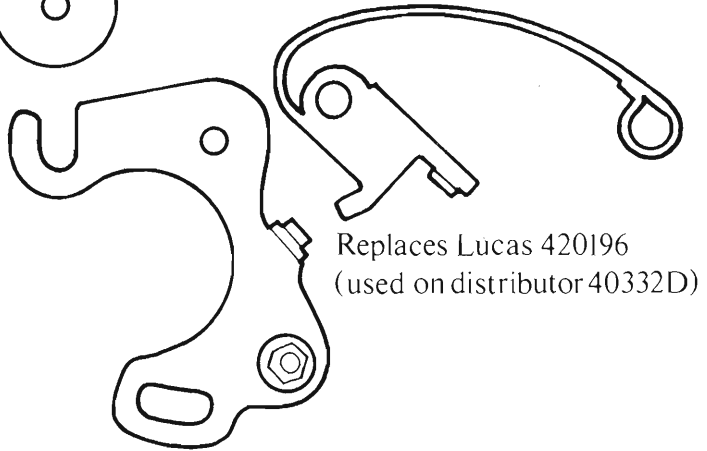
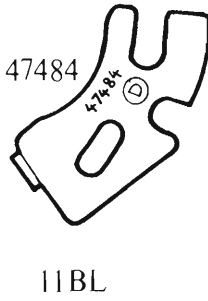
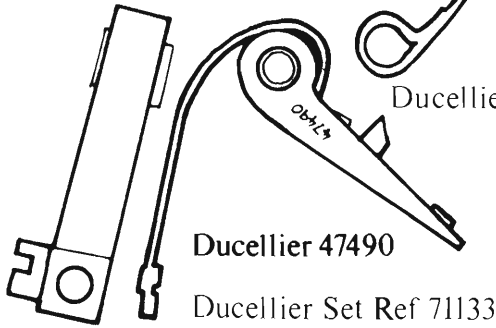
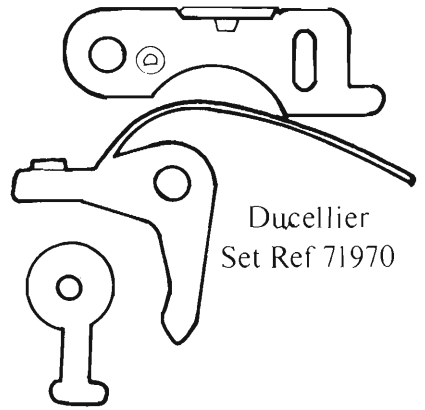
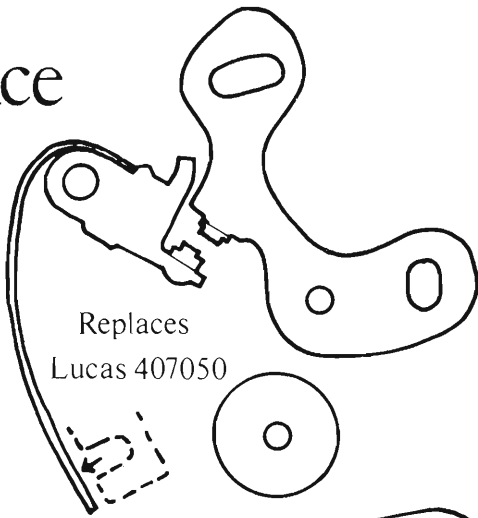
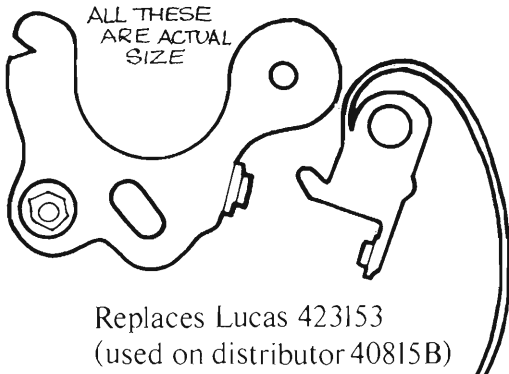
I was recently looking through some of my father's old snapshots, when he produced a photograph of himself posing in front of a Traction with his grandmother and aunt. The car was owned by the aunt's husband, and she can remember the registration being CTV 9.? Unfortunately the number plate is obscured by the group of people standing in front of it, but CTV 9.. can clearly be seen. The date of the snap was 1938 and the car is right-hand drive, black, and has the windscreen wipers mounted on top of the windscreen.

Does this car still exist? I would be very curious to know the present whereabouts.

Looking forward to hearing from you.  
Tony Mackertich,  
9 St. Ives,  
London SW3.

*Sorry, not on our Register. Can anyone help Tony? Ed.*

# Electrics Reference



Rotor Ducellier 905014 as rotor 49440 except 16 mm deep

## SPARES REVIEW

The Club Shop is now operating every Saturday at Waterloo (address inside front cover), but staffing is always a problem so anyone willing to assist please contact me, and if you're proposing to call best check first and confirm requirements.

121 members chose to join the levy. Make sure if you didn't join last year that you enrol with membership renewal, or the next time you have a problem you'll probably end up out of pocket.

Colin Moss did a great job on the small boot tool. How about someone else willing to reproduce parts? (I'd like a proper radiator muff please!)

Thanks for parts donated to the pool by Bill Palmer, Tony Hodgekiss, Colin Moss, Bob Cross, Allan Sibley, Charlie Platten, Bryn Hughes. We still need lots more — WE STILL HAVE NO BIG 15 OR SIX DRIVESHAFTS OR WISHEONES & PINS. Please help me to help you.

We now have front end tools for hire. Thanks Richard James of Cheam Motors if you read this.

Whilst in Holland for their 15th Anniversary Meeting, representatives of the major clubs (TOC included) agreed to meet to discuss spare parts manufacturing. The spares prospects are looking even better. Good tractioning.

## CLUB SPARES FOR SALE

Issue No. 6 (2/80). This list cancels 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.

**N.B.** Easibleeds Ref. B11 unsuitable for new manufacture wheel cylinders (BZ).

Ref.		Normal Price	Levy Price	P&P if Reqd.
<b>BEARINGS &amp; SEALS</b>				
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 - B15/5, 11B/15	8.00	6.65	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	8.50	7.75	0.40
A12	Rearwheel oil seal (state model)	1.55	1.25	0.20
A13	Frontwheel oil seals (side)	6.00	4.50	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")	16.00	11.50	0.50
B3	Slave 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)	5.00	4.00	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
B12	Short fixed rear pipe (French)	1.00	0.80	0.30
B13	Handbrake cable (state model)	8.50	6.80	0.80
B14	Brake linings (state model)	24.00	20.00	1.60
B15	Brake shoes (exchange - state model)	31.00	26.00	O/A

## 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	0.750	.60	0.20
C10	Solex gasket pack (state 32 or 35)	1.90	1.50	0.20
C11	Short sump set. II CV.	3.30	2.75	0.50
C12	Gearbox set	3.60	2.85	0.30
C13	Oil pump paper gasket	0.40	0.35	0.20
C14	Head set, paper gasket	13.50	12.00	0.75

## IGNITION & ELECTRICS

D1	Spark plugs (4)	3.00	2.50	0.50
D2	Slough distr. cap (replaces 400316)	2.25	1.80	0.30
D3	Slough points (replaces 420196)	1.00	0.80	0.20
D4	Slough points (replaces 423151)	1.00	0.80	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	Duceliet points 71990	2.00	1.65	0.20
D13	Duceliet points 71133	1.45	1.20	0.20
D14	Duceliet points 71129	1.65	1.35	0.20
D15	Duceliet points 71970	3.30	2.65	0.20
D16	Duceliet rotor 42065	2.15	1.70	0.20
D17	Duceliet rotor 49440	2.00	1.60	0.20
D18	Duceliet rotor 49423	2.55	2.05	0.20
D19	Duceliet rotor 905014	4.40	3.50	0.20
D20	Duceliet regulator 82597/11CV.	20.00	16.00	O/A
D21	Duceliet regulator 83087/15 CV.	20.00	16.00	O/A
D22	Duceliet coil 3918	10.65	9.05	O/A
D23	12v. regulator RF95	15.00	12.50	0.50
D24	7" Slough headlamp Glass & reflector (Wipak)	2.65	2.30	O/A
D25	Lucas sidelights	20.40	17.00	0.40
D26	Indicator lens (state red, white orange)	2.50	2.00	0.20
D27	HT cable, red & black (price per ft.)	0.30	0.25	O/A

## ENGINE & CLUTCH

E1	Rebuilt clutch (exchange only)	33.75	28.00	O/A
E2	Clutch friction plate (exchange only)	14.65	11.75	O/A
E3	Clutch return spring	0.65	0.50	0.20
E4	Valve springs 11/15	10.65	8.50	0.50
E5	Valve springs 7 & pre war	18.75	15.00	0.50
E6	Valves, 7	26.65	21.25	0.50
E8	Valves 15 six	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 (set 4)	85.00	74.50	O/A
E12	Piston rings, 11/15	16.00	13.30	0.30
E13	Solex 32PB carb (exchange only)	40.00	32.25	O/A
E14	Solex 32 jets kit	7.305	.85	0.20
E15	Solex 35 jets kit	7.20	6.00	0.20
E16	Waterpump kit (new spindle) (late type - no gland nut)	19.20	16.00	0.75
E17	Rocker shaft	12.00	10.00	0.40
E18	Oilpump spring	0.65	0.50	0.20
E19	Fanbelt 7/11	3.00	2.50	0.40
E20	Fanbelt 15	2.15	1.80	0.40

<b>RUBBERS</b>			
F1	Steering rack (pair)	6.65	5.35 0.30
F2	Ball joints (one side)	3.75	3.00 0.30
F4	Windscreen surround (price per ft)	0.60	0.47 O/A
F5	Windscreen glass mounting (price per ft)	0.10	0.08 O/A
F6	Windscreen draught rubber (price per ft)	0.19	0.15 O/A
F7	Big Boot Bottom	7.50	6.00 0.50
F8	12 clips for big boot rubber	3.75	3.00 0.20
F9	Door surround (4 doors)	9.10	7.30 0.50
F10	Chevron pedal rubber	2.40	1.90 0.30
F11	French indicators, number plate light	5.00	4.00 0.40
F12	Handles, headlamps, etc.	5.00	4.00 0.40
F13	Shock absorber mountings (each)	0.70	0.55 0.30
F14	Rear chevron mudflaps (pair)	8.50	7.00 O/A
F15	Heater tube rubbers (pair)	8.15	6.50 0.50
F16	Front mudflaps (pair)	7.50	6.00 O/A
F17	Filler piper rubber (Big Boot)	1.25	1.00 0.20
F18	Filler piper rubber (Small Boot)	1.80	1.50 0.20
F19	Gearbox mounting bush	2.40	2.00 0.30
F20	Big Boot Top	6.00	4.85 0.30
F21	Commerciale top rubber	6.00	4.85 0.30

<b>EXHAUST</b>			
G1	Mild steel silencer	25.00	20.00 O/A
G2	Stainless steel silencer	114.00	95.00 O/A
G3	Mild Steel downpipe (state model)	18.75	15.00 O/A
G4	Stainless steel downpipe (state model)	55.00	46.00 O/A
G5	Suspension straps	0.650	.50 0.30
G6	Stainless thru pipe (state model)	28.00	24.00 O/A

<b>DRIVE, STEERING &amp; SUSPENSION</b>			
H1	Ball joints (state top or bottom) each	34.50	28.75 O/A
H2	Track rod end kit	24.00	20.00 0.30
H3	Rack inner pin & nyloc nut	9.60	8.00 0.30
H4	Ball joint adjusters (does away with shims) each	10.00	8.00 0.30
H5	Exchange driveshaft (state model & side)	46.50	37.50 O/A
H6	Exchange inner cardan	18.90	15.75 O/A
H7	Crown wheel, pinion & Satellite Wheels	200.00	170.00 O/A
H8	2nd & 3rd gear & synchro	190.00	160.00 O/A
H9	Gear Bushes	21.60	18.00 O/A
H10	Diff. Thrush washers (state 3.5, 3.75, 4.00, 4.5mm)	1.60	1.25 0.20

<b>TRIM</b>			
J1	¼" bead PVC wing piping (price per ft.)	0.10	0.08 O/A
J2	Flexible window conduit (price per ft.)	0.45	0.37 O/A
J3	Bonnet tape-double bead 7/8" (price per ft.)	0.41	0.33 O/A
J4	Window support channel	1.80	1.50 O/A
J5	Dash selector springs (pair)	1.90	1.50 0.20
J6	Bonnet stay springs (pair)	1.90	1.50 0.20
J7	Slough interior door handle	0.80	0.65 0.30
J8	Slough interior winder	1.25	0.95 0.30
J9	Slough interior escutcheon	0.60	0.50 0.20
J10	Citroen boot badge	14.75	11.75 0.30
J11	French transfer - Miofiltre	1.15	0.90 0.15
J12	French transfer - Vokes	1.15	0.90 0.15

J13	French transfer - Lockheed	1.15	0.90 0.15
J14	Chrome bonnet end trim (pair)	7.50	6.00 0.30
J15	Door panel clips (pack)	0.60	0.50 0.20
J16	PVC fuel line (price per ft.)	0.20	0.16 O/A
J17	French big boot handle	6.00	5.00 0.30
J18	Bonnet Strip 7/11	12.50	10.00 0.50
J19	Bonnet strip 15	16.25	13.00 0.50
J20	Key barrel sets (3) French cars	7.20	5.75 0.30
J21	Locking curly handles (no locks)	12.50	10.00 0.30
J22	Small boot handles (French) each	16.25	13.00 0.30

<b>MISCELLANEOUS</b>			
K1	Radiator hoses 7/11	6.65	5.35 0.70
K2	Stainless hose clips 7/11 (pair)	1.50	1.25 0.30
K3	A/C pump repair kits	3.00	2.75 0.30
K4	Speedo cable 7/11	10.40	8.80 0.50
K5	Slough wiper arms (each)	3.00	2.40 0.20
K6	Slough wiper blades 8" (each)	1.50	1.20 0.20
K7	SEV wiper arms (each)	7.20	5.75 0.20
K8	SEV wiper blades (each)	1.90	1.50 0.20
K9	Shock absorber (state model & position)	15.65	12.50 O/A
K10	Split pins mixed pack	0.60	0.50 0.20
K11	Spring washers mixed pack	0.60	0.50 0.20
K12	Front bumper horns (pair)	21.00	17.50 O/A
K13	Front inner bearing tab washer	0.45	0.35 0.20
K14	Woodruff key-front hub	0.50	0.35 0.20
K15	Door hinge pins (each)	0.30	0.25 0.20
K16	Clutch pedal spring (LHD models)	1.20	1.00 0.20
K17	Distributor spring	0.80	0.65 0.20
K18	Clutch cable spring	0.80	0.65 0.20
K19	Long rear spats (pair)	18.00	15.00 O/A
K20	Starter Cable (Slough)	1.10	0.90 0.20
K21	Air filter (various, state type)	5.10	4.25 0.30
K22	Tool boxes (small boot Slough)	15.90	13.25 O/A
K23	Door mounting rear-view mirrors	4.80	4.00 0.30

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

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.

## RALLY PROGRAMME & EVENTS

TOC attending marked by \*

1st March	VSCC Pomeroy Memorial Trophy Competition, Silverstone.
26th March	Car Auction, Alexandra Palace, N. London.
25th/26th/27th April	The South West Classic Car Show (Autojumble). Bristol Exhibition Centre.
May 3rd	Sandwell Historic Vehicle Parade & Transport Show. Dartmouth Dartmouth Park, W. Bromwich.
May 3rd - 5th	'Wheels of Yesteryear' Battersea Park, London.
May 4th	Historic Commercial Vehicle Club's London to Brighton Run.
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.
6th/7th/8th June	Citroën Car Club Rally Salisbury Racecourse.
7th/8th June	North West Motor Show in aid of NSPCC. Adlington Hall, N. Macclesfield, Cheshire.
21st June	Doncaster Racecourse Autojumble 10am - 5pm.
21st/22nd June	Liverpool Centenary Transport Festival, Croxeth Country Park.
22nd June	6th Rotherham Vintage Vehicle Rally. Herringthorpe Playing Fields.
25th June	Auction, Alexandra Palace.
5th/6th July	Ardingly Steam & Historic Transport Rally.
13th July	Aberconwy Vintage Vehicle Rally Start at Gwydir Park, Llanrwst, 20 mile drive to Llandudno.
13th July	Black Country Museum Transport Rally
*18th/19th/20th July	2nd International Classic Car Weekend, Donnington, TOC Team required.
30th/31st August	Yesteryear Transport Pageant, Blenheim Park, Woodstock. Organisers - The Transport Trust.
31st August	Auction and Autojumble, Castle Ashby.
13th/14th Sept	The National Motor Museum's Autojumble, Beaulieu.
*3rd/4th/5th October	Classic Car Show, Alexandra Palace, TOC Team required.
2nd November	Autojumble, Alexandra Palace.
4th November	Auction, Alexandra Palace. Northern Classic Car Show — Old Motor Magazine. Leeds Exhibition Centre. (TOC Team required) Local TOC organiser John Howard. London TOC organiser Allan Sibley.

# Classified

'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 Tractions. Although I consider Tractions 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:** Reconditioned Lt. 15, exchange driveshafts complete with carden £38.50 each, provided your old shafts can be re-used apply: M. Tennant, Martindale, 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 superb poster printed in six colours, an original design by Alan Sibley. Price £2.00 plus p&p. U.K. postage second class 25p. Europe postage second class 50p. U.S.A., Australia, N.Z. postage second class £1.50p. All orders should be sent to John Gillard.

**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.

**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.

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

**For Sale:** 1937 7CV coupé roadster. Excellent bodily and mechanical condition. Price 60,000 Frs. Contact Hubert Lemairé, 79/81 Avenue Pierre Brossoletté, 92120 Montrouge, France. Tel: 657-20-68.

**For Sale:** 2 brand new 165x400 XAS's £22 each. Also S/H front window quarter lights £4 the pair. Early Solex Carb. 35 F/PAI £4, and Bluemel's Brooklands steering wheel (dished). Phone: Tom Evans, Mulbarton (Norfolk) 78140.



**For Sale:** Hub pullers. Robust and well made as original spec. Available from John Newham, Cuckoo Lane, Stubbington, Hants. £40 + postage.

**For Sale:** 1954 Light 15, Slough-built, sound part restored car, needing repaint and some mechanical work. MOT to November, Tax to March. £750 o.n.o. Tel: R. Devereux, Bedford (0234) 851278 after 6 p.m.

**Wiring and electrical problems with your Vintage, Thoroughbred or Classic car? If so contact Graham on Maidstone 62725 for the help you require. Traction a speciality. Or write to Graham Sage, 13 Senacre Lane, Sutton Rd., Maidstone, Kent, ME15 8HB.**

**Wanted:** Dyane body panels - Colin Hayers, Aylesbury 25587.

**Wanted:** "Fish" type air cleaner for Slough Light 15. Peter Mackertich (01) 3887465.

**Wanted:** For JG's 1936 Big 15 familiale. Prewar Slough Grille, 3 six stud wheels with hubcap rings, 4 hubcaps for same, 2 restorable front wings (with horn grilles). R.H. (driver's) overhead wiper arm. JG. (01) 485 6488.

**JG Knows of:** Part used 4x165x400X's, part used 4x185x400 cross ply, part used 1x155x400X. Prices on application.

**Wanted:** 185x400X's, new or used. Replies to J.G.

**Wanted:** Information re blue RHD Big 15 Reg. BAP 391. Also information, parts, books re Bijou. Nr. Corby, Tel: Horley 4958.

**JG Knows of:** 4xDS19 Exh valves 1956-9. at £1.00 each. 4x2cv 425cc Exh valves 1956-8 at £0.75 each.

**Wanted:** Lt 15 in good sound condition, must be running and MOT'd. Contact: G. Clark c/o British Embassy, Bonn, Germany BFPO 19.

**Tool & Manual Hire Service:** Front end tools for hire from JG at Club Shop. Deposit and hire charges as follows:

	Deposit	Hire
Front hub & outer bearing puller	£25	£2.50
Top ball breaker	£10	£1.00
Bottom ball breaker	£20	£2.00
Inner bearing nut spanner	£5	£0.50

Hires are for nominal periods of 7 days, although earlier return will be appreciated. Deposits are refundable only on SAFE return; any damage to tools will be deducted from deposits. You fetch and return please. Prior booking ensures availability.

**Workshop Manuals 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 SAE for the return of your deposit. The Manuals are available from the Editor.

**Professional Retrimming:** Club member David Mills offers professional retrimming services. Prices on request: Colchester 330184.

**Wanted:** Light 15 engine in good running order. Derek Steele, Worcester 22171.

**Dust Covers:** Details have been received of car dust-covers. Light 15 £24.15, Big 15 £27.60, plus p&p £1.35. Order forms from JG on request, SAE please.

**Tractioneering:** Club member undertakes work on tractions — any work considered (01) 4856488.

**Club T-Shirts:** Only limited numbers of medium, small & child's T-shirts left. £2.25 incl. p&p, available from JG.

**Wanted:** Submissions for next year's Club Poster design.

**Club Posters:** TOC poster £2.00 plus p&p 25p. Sepia poster of Dr. Buckley's car £1.50 plus p&p 25p. Available from JG — cheques to TOC please.

**Wanted for my French Big 15:** 1. Clutch bell housing (early cam drive). 2. 1 pair indicator lens brackets. 3. 1 pair front light units (with or without shells). 4. Interior light switch. 5. Hubcaps (dome only). 6. Alloy casting for grille. Also: For Sale or swap for any of the above: 1. Steering wheel (old type I think). 2. Round clock. If you can help, contact Steven Hedinger, Windsor 52963/Iver 651700 ext 260 day.

**For Sale:** Big Six. House removal forces sale of partly restored 1953 Slough built Big Six. Work to date includes complete engine rebuild, overhauling of braking and cooling systems, rechroming of bumpers and headlamps, five new 165x400's and welding to MOT standards, with undersealing inside and out. All work has been done professionally and this is not a do-it-yourself job. For an MOT it will require attention to the peripheral wiring and for completion, interior decoration, some minor work to bottom of doors and a re-spray. The car is stored under cover and may be viewed in Warwickshire. Price £1,000, no offers. For further details please phone James Robb, 041-339-4104 (Glasgow).

**For Sale:** Light Fifteen. Slough-built small boot 1948 Light Fifteen, eight month's MOT and in good working order. Recently resprayed, rechromed and new tyres fitted. For further details please phone James Watt, Glencarse (073886) 352.

**Wanted:** *Floating Power*, Vol. No. 3. Contact Murrey Adams, 90 Avenue de la Corniche, 44700 Orvault, France.

**Traction Avant Engineering, Leeds. Mechanical and restoration work undertaken on your Traction. Engines rebuilt, white metalling, line boring and balancing. Specialist bead blasting service for those rusty components. Twin-pot servicing and repairs. Tel: John (0532) 683123 7-8pm evenings.**

**For Sale:** 1952 11 Normale first-class mechanics and bodywork. Price 18,000 FF o.n.o. Contact Jerome Delaboire, 33 Rue de l'Abbe Herval, 76600 Le Havre, France. Tel: (35) 42-39-17.

