



K. Dickson

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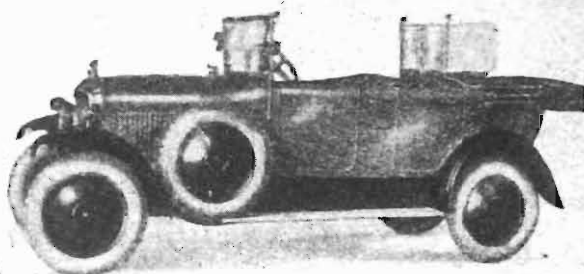
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Floating Power

Volume Five Number Two

May Nineteen Hundred and Eighty

This is a May magazine!!

Now, I know I said that the last issue was the March magazine and not the February one, even though you were all expecting a February one and the one you got in the end was dated January!??

Yes, there is a prize for the correct answer, to be sent to the Editor in a stamped addressed straight-jacket, to reach his padded-cell not later than yesterday.

O.K. So you're confused, which probably accounts for some of you not having paid your subs yet. Well it's not too late, just post your cheque or postal order for £10.00 and made out to the T.O.C. to our Treasurer and all will become clear again.

Did you like our new cover? Personally I thought it was excellent. I'm sure you will be pleased to know a further five in the same style will be forthcoming from the artistic pen of Club member R.G. Dickinson from Yorkshire. On the same theme I should like to thank our Social Sec Allan Sibley for producing the artwork for the last issue and of the forthcoming issues. Allan has taken over this creative task from John Dodson who will be taking some time out due to pressure of work, so thanks for all the past issues John, and also the great covers, which members I am sure will remember for their originality.

Mentioning Allan's name prompts me to remind you of our forthcoming Summer Rally, on the 30th, 31st May & 1st June. I know that Allan and John Howard our Northern section organiser have put in a lot of hard work to offer you the fullest programme yet attempted by the T.O.C. So all you need to do is give your support by turning out in great numbers and preferably in your Tractions, although we will be glad to see you whatever vehicles you arrive in.

I hear that Traction Universelle have published a bumper March issue of their Club's magazine, *Traction Avant*, featuring the Cabriolets and their variants. It may be possible to obtain a copy direct from Traction Universelle, 12, Rue de Chartres, 91400, Orsay, France.

The more observant of you will notice this issue is different from others in that it carries no spares list. It was felt that as the list became longer and longer it was taking over the magazine, so we thought it better to publish the list once a year in the magazine and ask members who require an up-to-date list to write to John Gillard, 129B Camden St., London N.W.1., enclosing a 9" x 4" S.A.E. Of course, we will try though the magazine to keep members up-to-date with new spares stock and amendments. *See you at Cowgill.*

G.B.



WANTED

Due to amazing work load and old faithfuls being worn out we need additional active committee members. If you are eager to help contact the Chairman NOW!

NOTE

When sending photographs to be published in the magazine PLEASE whenever possible send BLACK and WHITES photos as these reproduce better. Thanks. AS.

TRACTION ARRIERE

Correspondence to
Martin Lloyd

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

Following my last article, which contained a plea for information on your cars, I am pleased to be able to say that I have received two replies. This article is based on them, they are both 1925 C3 but different in many respects as I hope will become clear.

John Mathieson has a 1925 Cloverleaf Paris-built — you may recognise it as one from the photographs — that he is in the process of renovating. John purchased the car two years ago from a former club member.

The car, John explained in his letter, appeared to be basically sound and complete except for speedo, correct spare wheel, hood and a few small parts. However, as is often the case, first impressions of the car proved to be deceptive as a closer inspection at home was to prove.

One of John's first jobs was to make a list of his requirements. Having heard of 'Depanoto', and like myself not a French scholar, he spent some time translating them into French. An eagerly awaited reply was soon to arrive, and with his order were full technical instructions in fluent English. There has to be a moral for us there!

The radiator leaked badly and considering it to be beyond normal repair, John had it recored by Minerva Radiators. John has also fitted new piston rings and retimed the big end bearings. The engine now has a healthy beat and pulls well.

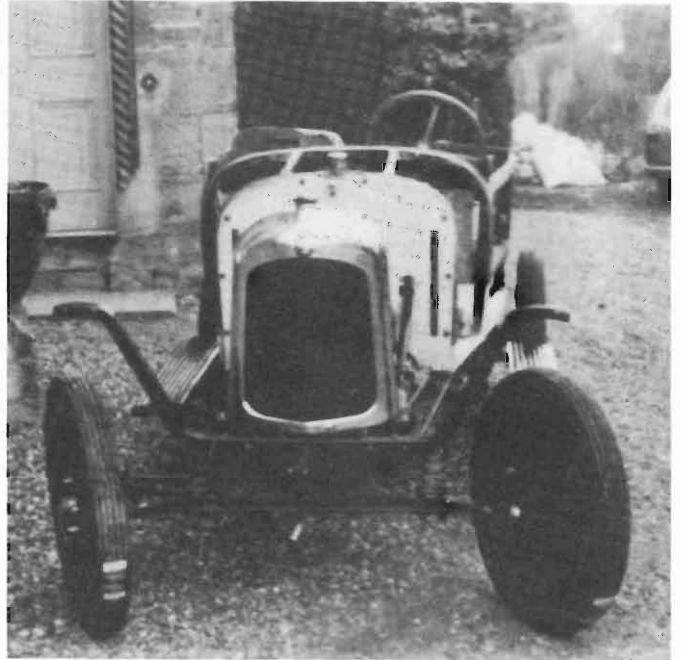
As you can see from the photographs, John has been busy working on the wooden frame of the body. This had extensive rot in it which has now been replaced with some well-seasoned ash. While on the subject of wood, the original steering wheel disintegrated, so John, ever enterprising persuaded a local furniture manufacturer to make a replacement. I wonder how many of us would have thought of that?

The bright work has also been refurbished in nickel, this John explained 'is a very professional job'. This work was undertaken by John Hopkins of Aylmerton, Norfolk.

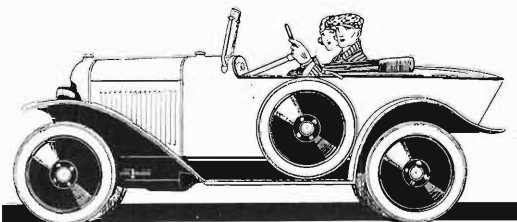
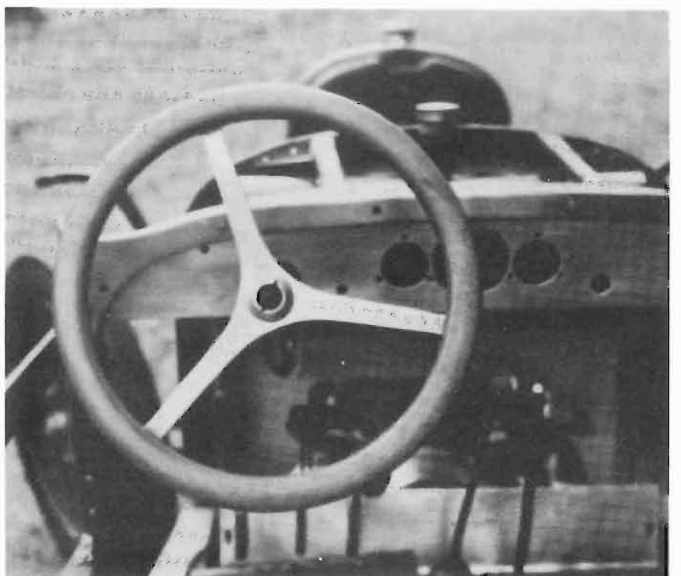
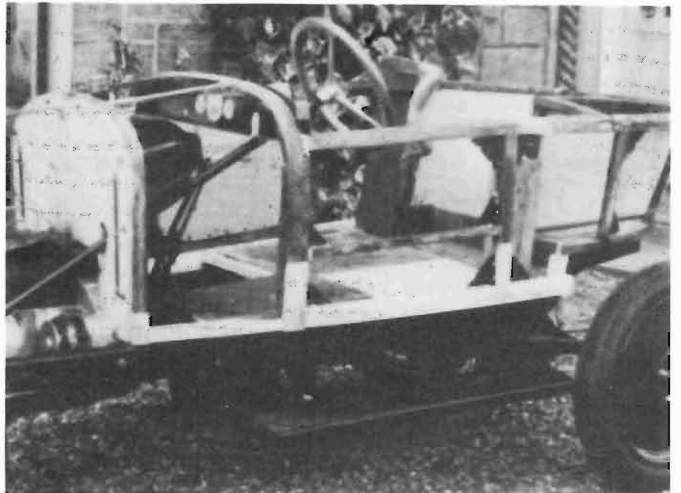
The only deviation John has allowed himself is in the manufacturing of a new body shell. For this John is using aluminium in place of steel as he found it easier to work. I can assure you that he is making an excellent job of it too.

John hopes to have completed the restoration work by the spring, but admits that it could take until July. He received some advice on engine oil from Tom Heeson who has a 1926 Cloverleaf. The advice was to use a straight S.A.E.40 (non-detergent) oil. Also, that the level in the sump is critical, as the engine has no oil pump, the sump contains just under a gallon (4 litres?). Apparently Tom had a problem with his car which was caused by incorrect markings on the dipstick — you have been warned!

Many thanks to John for taking the time and trouble to write, and for the loan of the photographs.



John Mathieson's 1925 Cloverleaf during restoration.



'And now for something completely different,' as they say. *Madelaine*, the oldest Slough-built Cabriolet in Britain — that's my belief anyway. For *Madelaine* is Alan Walton's 1925-C3-Cabriolet which he described as follows.

"As far as I am aware, I am the fifth owner of the vehicle, it having been purchased by a private person from Ponting Ltd., Motor Engineers, at Albion Street, Leeds. You will see from one of the photographs that the original supply nameplate is affixed to the fascia board.

The car is interesting in several respects in that it is one of the first known right-hand drive vehicles, but had some small additions to it to bring it into the 'de-luxe' class. One of the things is that the radiator is solid brass as are the headlamp embellishers, side lamps and wheel nuts. Other trim on the machine, however, are bright metal which is brass coated. As you can imagine the years of polishing has had its effect on the coating thickness, so we are now at the stage where the brass colour does not remain entirely on all embellishing on the car.

The car is fitted with a knee horn, which goes through the bodywork and can be seen on one of the other photographs.

One very interesting feature is the factory or garage fitted flower vase shown in the photograph. This, believe it or not, is solid hallmarked silver and as with most silver, can be very accurately dated. There is little doubt that when the car was purchased, it was for a genteel family whose ladies — when riding in the vehicle — were afforded the luxury of fresh flowers to make the journey more pleasant.

The car is painted in 'Citroen' blue and has the original leathercloth hood. This hood, however, is probably in the worst condition of any part of the vehicle. Nevertheless, it is the original and my hope is to find the same material

sometime for repair. Anyone who can possibly help me with small pieces of original Citroen leathercloth, will be my friend for life. (Can anyone help? M.L.).

The power unit is in its original form. In fact, apart from the rear lighting additions, you can say the car is completely in its original form.

The vehicle's actual mileage is unsure because of speedometer problems in its past. It is clear, however, that the mileage the car has done is not excessive, particularly as it was laid up in a commercial garage for many, many years. The refurbishing of the vehicle has been done mainly by myself, but I admit with the semi-professional help of friends in Yorkshire. In fact the previous owner of the vehicle had completed the bodywork refurbishing when I took over the car.

I have had the vehicle for some five years now, run it regularly at weekends during the summer months. She goes into mothballs for the winter.

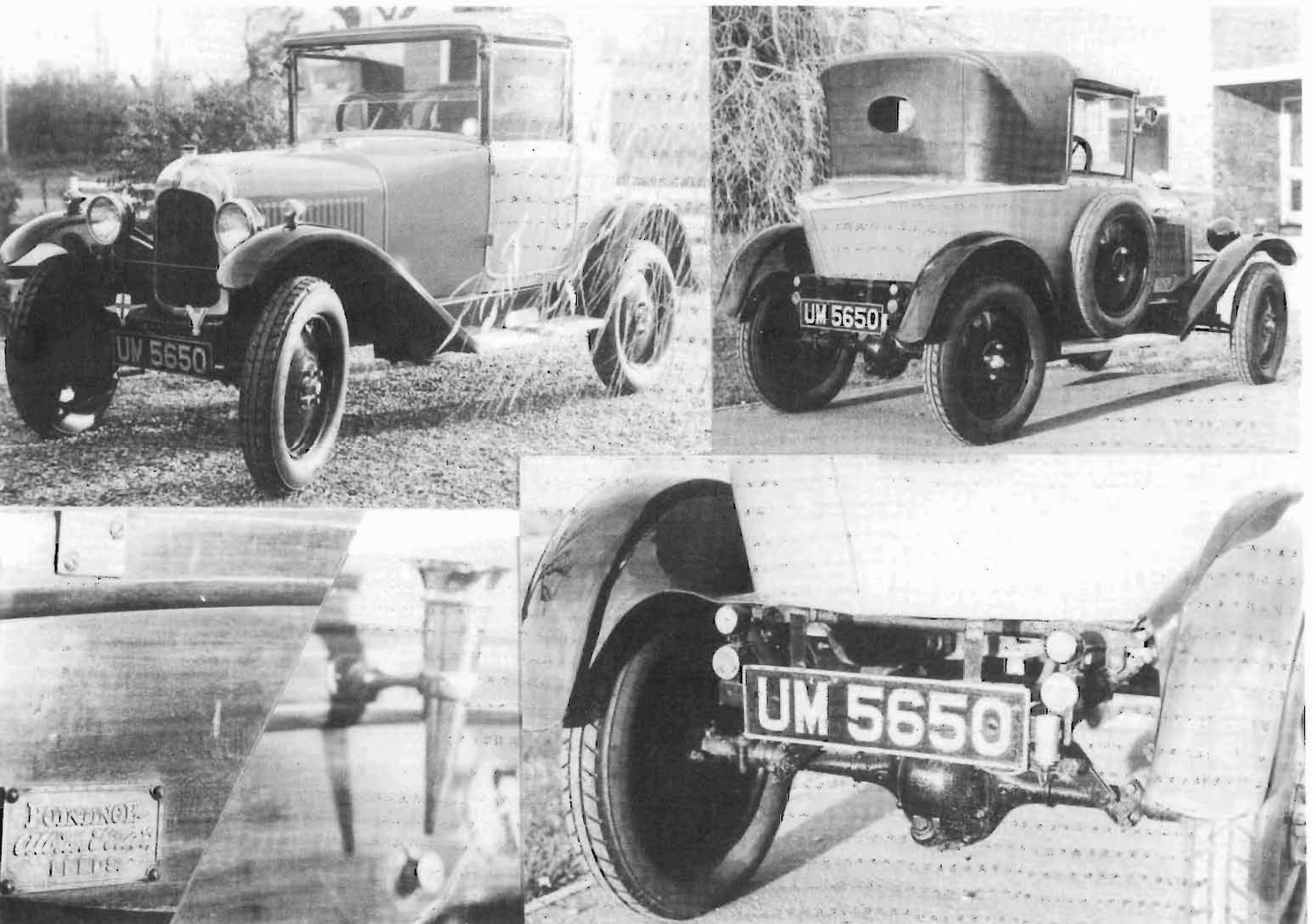
I should like to thank Alan for the trouble he has taken in writing, and for the photographs which I know were taken specially.

After writing this article my one thought is which of these two cars will win the overall Concours at the T.O.C. summer rally. When Alan's photographs arrived I was sure it would be his but, hopefully, John will have completed his car by then so there will be some fierce competition. There again, I suppose that it could be won by a Traction Avant.

Happy tractioning — be it Arriere or Avant.

M.L.

Alan Walton's very original 1925 C3 Cabriolet (Violet).

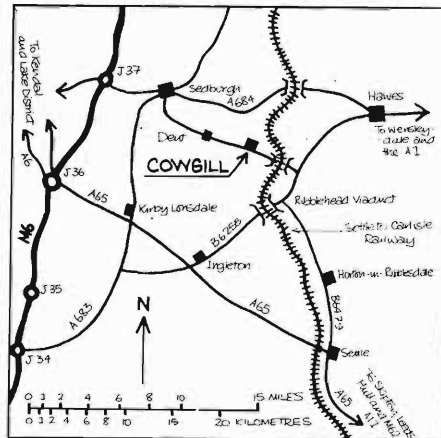


3rd Traction Owners Club Rally

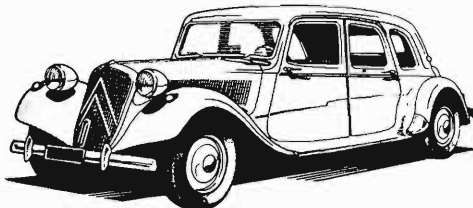
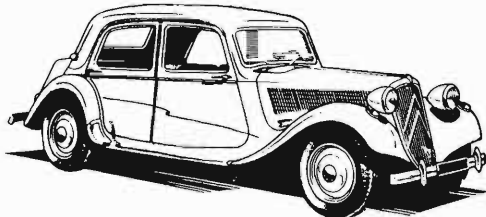
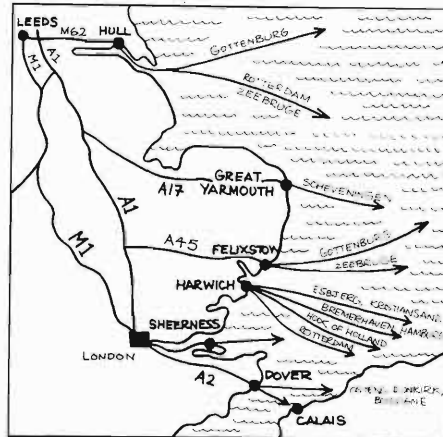
30th/31st May & 1st June 1980 Cowgill, Nr. Dent, Sedbergh, Cumbria.



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 Break fast 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 Break fast 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.

Steve Fothergill's Black Beauty GCB 58



GCB 58 and proud owner.

One of the more outstanding cars at our annual meet in 1979 was a beautiful black Slough Light 15, GCB 58. Registered in Blackburn in 1955, it seems to be the tenth Light 15 from the last produced in the English factory, as its chassis plate reads 9/550707. (The last produced, according to a chart published in *Floating Power* early on, was 9/550717.) GCB 58 had been restored during the two years preceding the rally by its proud owner, Steve Fothergill of Bower Farm Cottage, Aldworth, Reading, and one or two unfinished jobs apart, the car would have been a serious contender for the 'Concours d'Elegance'. She really was a sight to behold.

The car had thirteen owners before Steve! The last five were students at Leicester University who mistreated her severely, and the car was finally advertised for sale in an evening paper for £65, as a non-runner. After some haggling, the princely sum of £50 changed hands, and Steve towed her away. The very next day the plugs and points were cleaned, a serviceable battery affixed, and, hey presto! she started. At this juncture, Steve was not too sure as to the best plan of campaign; should he put her straight back on the road, or restore the car fully? He decided eventually to do the full job. Underneath the car, rust had taken a firm hold. Rot in the floor, with more rot in the rear suspension mountings; the need for welding was painfully obvious. Steve tackled the floor himself, but left the suspension mountings to an expert.

At an Amersham Autojumble, Steve met Bernie and Fred, who gave him plenty of advice. Fred rebuilt the top and bottom ball joints in the suspension, and many new parts were fitted, such as driveshafts, carburettor, shock absorbers on rear, brake pipes, and brake cylinder rubbers. The steering rack was stripped and re-assembled. The dashboard came out and was thoroughly sanded down and varnished with polyurethane. A diamond coat finish was applied. The seats were stitched together in a few places, and plenty of elbow power was used on the leather. A scrubbing brush and some Swarfega worked wonders. The headlining was cleaned and then painted with upholstery paint, and very good it looks, too. (The paint used was by Humbrol.) The worst parts of the restoration, according to Steve, were the scraping off underneath and the welding, as he continually got sparks flying all over his face and arms.



TOC '79 summer rally.

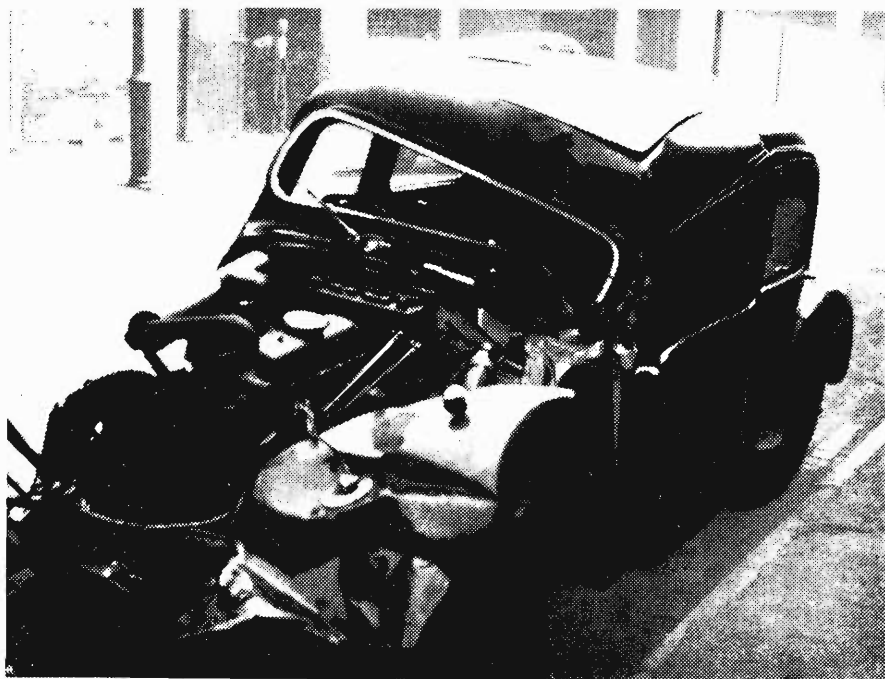
One oddity on the car is that it possesses an early front wing obtained from John Austin. This wing is slightly narrower than the normal one produced later on, it curves up slightly more at the bottom, and has a large hole in it for the horn. A plate at the back cured that problem. By May 1978 there were only a few more jobs to do. Steve spent £75 on rechroming the headlights and grille, and then met a gentleman in a public house who professed to be interested in spraying. The resultant finish is excellent; £150 well spent. Brand new tyres all round were supplied by a local factor.

Steve feels that the car is fantastic, and that it has been worth all the trouble. At the time, some of the work was soul-destroying. Today, after a couple of hundred hours and some £750 or so, the Light 15 is a prized possession, and not for sale, a magnificent example of a Slough Citroën at its very best.

RADWAR BODY REPAIRS AND SPRAYING SERVICE



A special
CITROËN



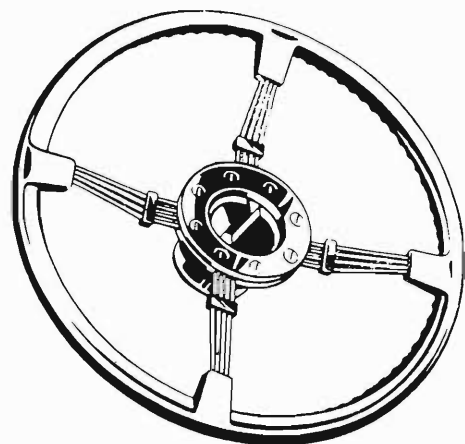
This is an example of one of the many smashed cars that have been made as good as new by our body repair service.

Let us quote you for repairs and respraying.

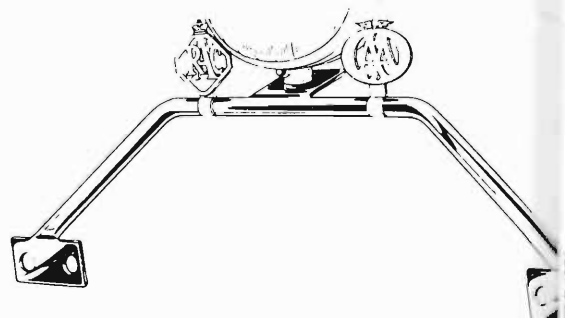


The following
some of our
used Citroën

The Windsh
extra whilst
ance of the



The
steer
app
road
ava



Used service for CITROEN OWNERS

ing illustrations show
many items of special-
equipment.

ields are a very useful
enhancing the appear-
car.

e Bluemels Spring
ring wheel is of good
pearance and reduces
d shocks. These are
able in various colours.

The Radwar
Spotlamp-Badge
bar is of robust
design finished in
chrome and gives
the spotlamp the
correct height as
required by law.

WE ARE THE LARGEST STOCKISTS OF CITROEN SPARES IN THE MIDLANDS

AND OFFER MANY ITEMS OF EQUIPMENT WHICH ARE SPECIALLY DESIGNED FOR THE CITROEN

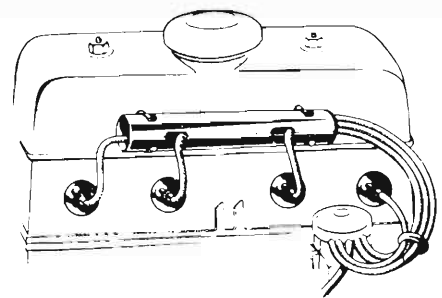
The long type rear wing protectors
give your paintwork extra protection
while improving the appearance of
the car.



The front wing
Protectors keep
down spray and
prevents damage to the front mud
wing tips, whilst giving the wing
extra support.

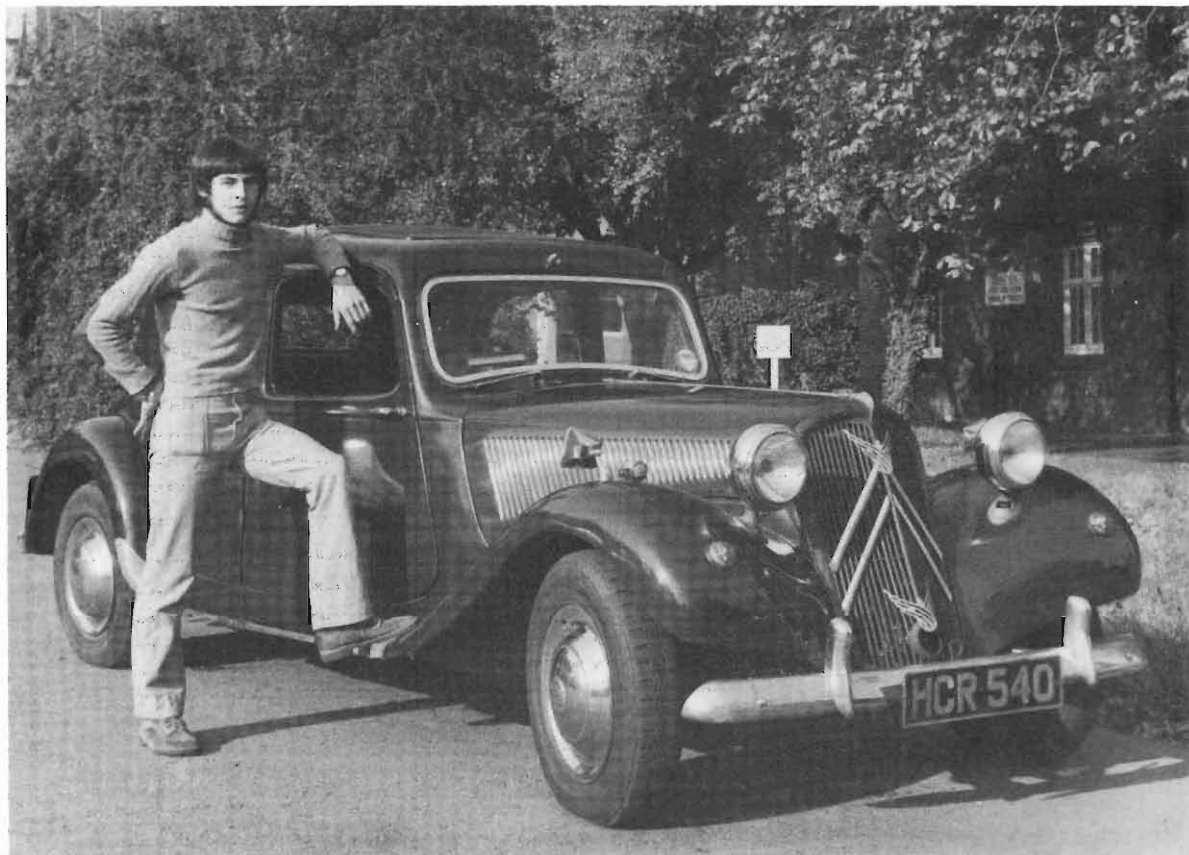


The Radwar ignition layout
keeps the wiring tidy and
away from gear change rods.



The Radwar polished aluminium Rocker Cover considerably
improves the appearance of the engine.

LIFE WITH THREE GEARS



1950 Lt15 after her respray 1971.

These days, thanks to the Traction Owners Club, and in particular John Gillard's efforts in providing us all with the once unobtainable spare parts, there hardly seems much point in fitting the ID19 engine and gearbox to a Traction. A mere five years ago though life with a Traction in the wilds of East Anglia could present a lot of problems, especially if you needed to rely on it.

I've owned Traction for ten years now, in fact my first 4-wheeled car was a LT15. I fell blindly in love at first sight, two-tone green, sparkling ID19 hubcaps (which I assumed were original) and a gearbox which sounded like an ageing tube train. "Oh, they all have that distinctive sound," I was told by the authoritative owner. Unfortunately, he had noticed I was even greener than the car he was about to sell!

Surprisingly though, I drove the car through thick and thin and thick again, for more than seven months before I was searching for another gearbox. The pinion shaft came right through the front casing, with very little remaining of that expensive double bearing!

I can remember thinking that these gearboxes must be robust to carry on in that state for so long. The chap who sold me the replacement box soon put me right on that point though. My heart sank to hear all about crownwheels, pinions and gearbox casings, splitting at what seemed to be regular intervals.

I began driving very carefully.

About two or three years later in the Norwich rush-hour I experienced the BANG, clunk, clunk, clunk, BANG of a crownwheel minus a few teeth for myself. My heart sank again, and again at the pool of EP90 oozing from the shiny crack round the casing.

Maybe this was the reason I was the only person in Norwich to have a Traction?

Whilst another box was being sought, JJF 6 first appeared on the scene. Black, Beautiful, Bigger and two years younger than HCR 540, how could I resist? Well, if you've got one disabled Traction on your hands why not have two and become completely neurotic? (I've noticed this theory is followed throughout the club!)

The Big 15 gearbox always worried me. If the LT15 broke hers, this big black heavy monster is bound to be trouble.

Well, it wasn't for many years and many miles anyway. The trouble, when it came, all seemed to coincide with getting married. There's a moral there somewhere.

Not just the gearbox, but everything seemed to start groaning. It was then, after six years of Traction and about six weeks of marriage I decided to put the latter to the test, and rebuild JJF 6. Incidentally, I should have mentioned HCR 540 had her "new" gearbox, but had to be sold when the Big 15 was first MOT'd. She now resides near Mildenhall in Suffolk.

Needing a reliable car, having always found the Big 15 a bit sluggish, being neurotic about gearboxes, and not being able to afford a new car, it was decided to fit the ID19 engine and gearbox into JJF 6 whilst rebuilding.

This conversion had been successfully done and explained in early *Citroeniens*, so armed with information I searched the local scrapyards for a pre-1964 ID19 or DS19.

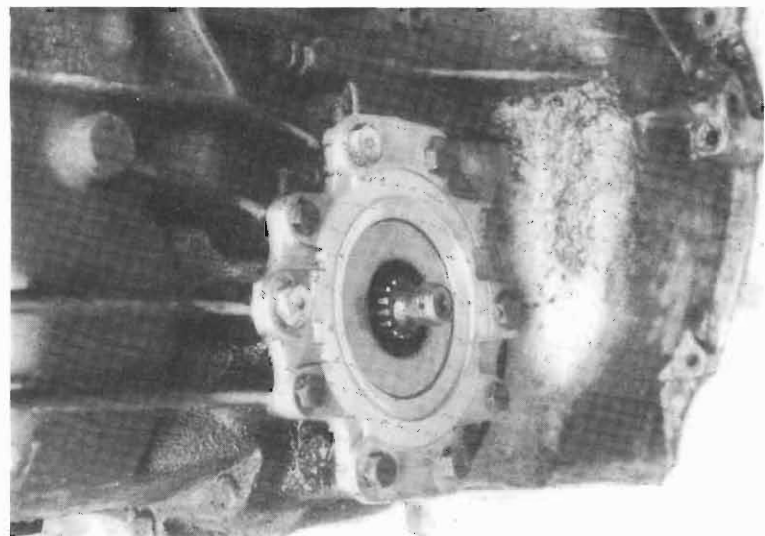
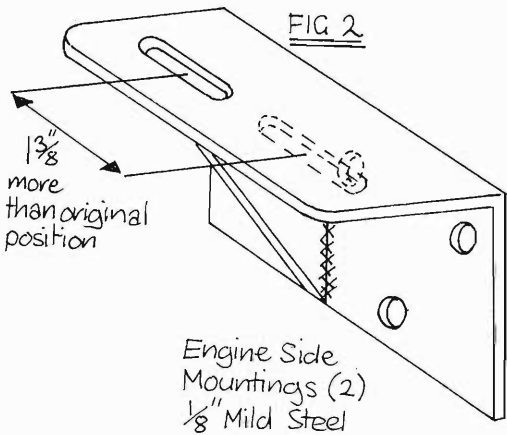
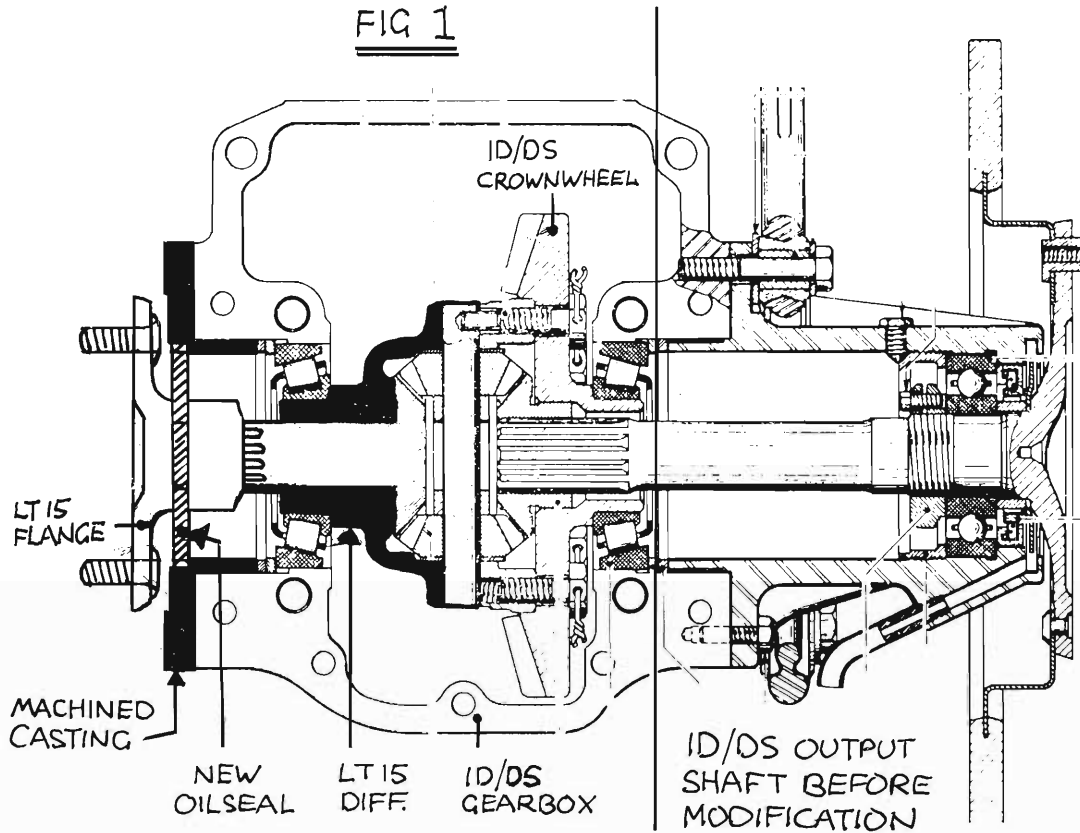
Only three parts have to be changed on the actual engine, the timing chain cover, and the two side engine mountings. These are a straight swap with LT15 parts (or Big 15 parts if converting a Big 15).

Right, the easy bit's over, it's now time to get friendly with your local engineers.

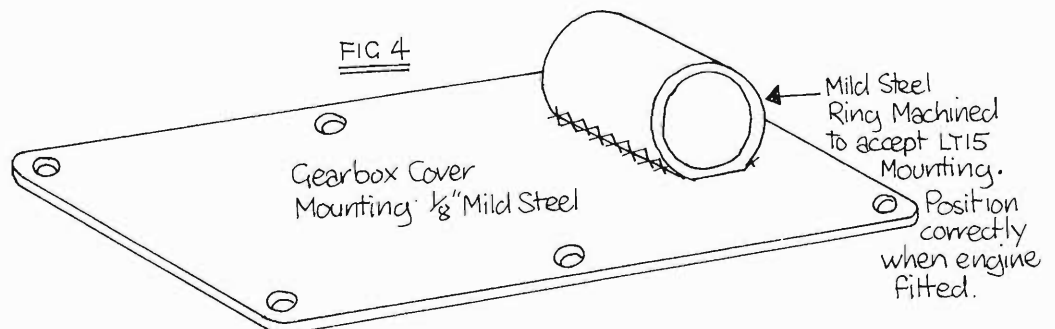
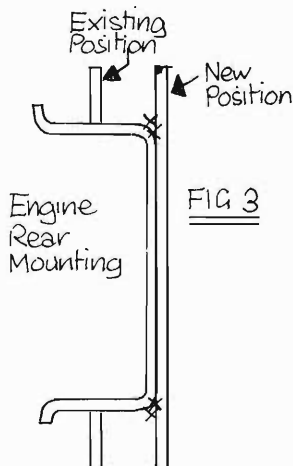
continued . . .

& CONVERTING TO FOUR

By Tom Evans



Machined gearbox casting showing oilseal in place.



Citroen obviously didn't intend the ID19 engine and gearbox to go into a Traction as they made the bellhousing 1-3/8" shorter than the latter. That 1-3/8" causes most of the problems, but these can be overcome as I will try and explain. The other problem is the drive shaft to gearbox couplings, which I will deal with first.

A LT15 differential is used with the ID crownwheel, this enables the LT15 output shaft to be used. A bronze bush has to be fitted to the ID crownwheel so that the output shaft fits correctly, as in the LT15 crownwheel.

The alloy castings that hold the disc brakes on the ID gearbox have to be cut and machined to take a new oil seal — I used Payen D565 oil seal (see figure 1).

With this done the ID crownwheel is fitted to the LT15 diff and re-assembled using the shims from the ID alloy castings to give the correct meshing. Shorter bolts are needed for the side castings and these proved difficult to obtain (I pinched some from a scrap ID in the end).

Because of the 1-3/8" difference in overall length, new engine side mountings need fabricating (see figure 2). Also the rubber bung mounting has to be cut and moved as shown (Figure 3). Note: existing engine mounting bolts are welded in place and prove difficult to remove. A new gearbox cover mounting is also made which will accept the LT15 rubber bushes etc. (see figure 4)

The engine and gearbox can now be fitted to the car. You will now notice the radiator cross member fouls the drive pulley and clutch lever.

Curse that short bell housing again! I overcame this problem by cutting the cross-member into three pieces, turning the centre section back to front and moving forward slightly. This was bolted in position tacked, then dismantled and welded properly. The side supports on the Big 15 were considered unnecessary and left off. You will notice there is very little clearance at the bottom of the gearbox, in fact I have heard that on a LT15 the gearbox has to be filed to clear the cradle.

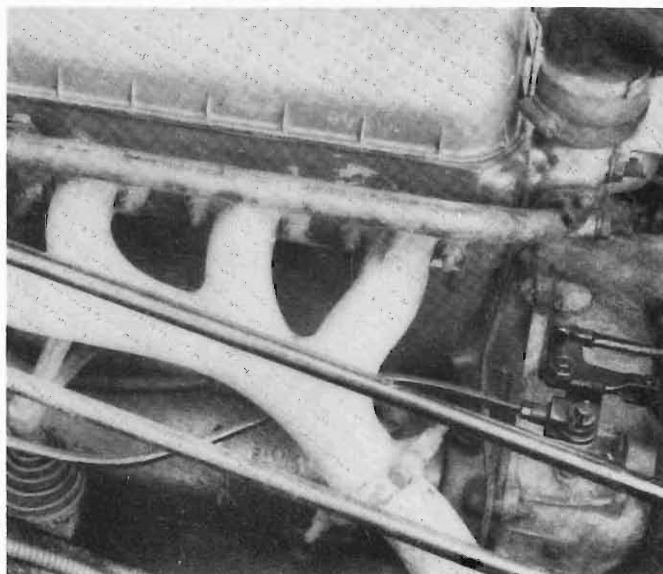
The ID fan cannot be used because of space, so I decided to machine the pulley to accept the LT15 fan. I believe the LT15 fan pulley will fit, but a bit of space is saved with the ID set up and it saves messing around with the other pulleys and that thick fan belt.

For simplicity a throttle cable was used to the standard ID Solex (the latter Weber carb means a power bulge in the bonnet, unfortunately), and a longer choke cable is needed. As my car had a rod-operated clutch I simply bent the rod to avoid the exhaust manifold, welded a small flange to the ID clutch lever and connected up. I presume a cable-operated clutch would be even easier. The dynamo is now on the other side of the engine, so longer wires are needed.

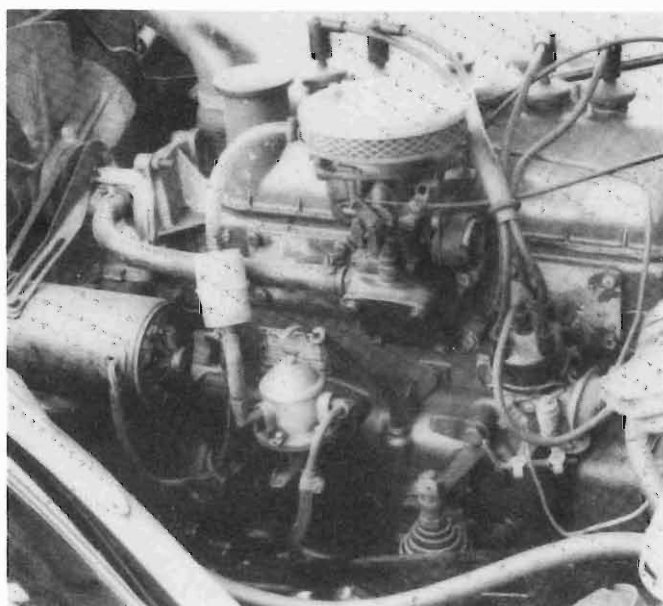
As my exhaust downpipe was u/s it was cheaper to have a new one made to fit the ID manifold, than have a new manifold fabricated to accept the LT15 downpipe. I have regretted doing this as the standard downpipe is easier to obtain these days.

The radiator had to be tilted slightly to clear the bulge in the crossmember. I used a couple of extension mountings at the bottom for this. The ID top hose fitted easily, but the bottom one was awkward. I cut the ID metal connecting pipe, twisted it round the dynamo to fit and connected to the rad and waterpump with cut LT15 hoses. The heater return pipe entered here as well (yes, heater a real touch of luxury!).

Well, if you're still with me, don't give up now because there's only one little problem left — yes, you guessed it — the gear change.



Detail of clutch control, and lengthened engine mounting. Note exhaust manifold.



Pancake air filter was needed as original fouled the bonnet.



The 1952 Big 15 the day we left for Chartres 1978.

(To be continued)

Tractioneering and Non-Tractioneering in France

By Murray Adams

The title will suggest to you one of two things: either that the author is cracked for writing this article (or the editor for having allowed its publication), or that, yes, it IS possible to have serious difficulties in keeping a Traction on the road in France (though what part my own disinclination to do big transplant operations on the cars, and my (at best) precarious financial position have of the blame for lack of progress in my restoration projects, is very much open to debate).

I said "cars", and I have in fact two. One is well-loved MKK 581P (in French "M.caca" which produces wry or embarrassed smiles depending on the assembled company), which car some of you may have seen at Kenilworth some four years ago, an apparently tatty grey machine at the head of the convoy bound for Donnington Museum. She was, of course, followed by immaculate Roadsters and the like, but how many of those could boast they had just returned from a trouble-free 2,000-mile round trip to Scotland — 1 in 5 hill starts with a juddering clutch, and all?

Well, this car has somewhat fallen from her former glory by way of rapidly deteriorating front wings and a couple of blown piston rings. But she still had enough gun in her in March 1978 to pull home (100 km) a Familiale of fair breeding and reasonable coat condition. I beguiled two English friends into sitting in the towed vehicle (whose engine was in the boot, having been out of action for ten years) while the other trusty 11 cv unit hauled 2½ tons along the road.

... I find breaking down is by far the best way of meeting fellow enthusiasts. It's best, of course, if it doesn't happen miles away from home. I myself have the rather dubious distinction of having broken down just outside my own house, with as little as a flat tyre — yet it was enough for a bloke in a modern Peugeot to stop. His car was crammed with new Traction spares and his heart with delight, for he'd just found a garage-man in the country who had agreed to sell off all his spare parts.

I met my own garage-man in roughly the same way. One of the many additions I have made to "caca" is a by-pass oil filter (a period-con rather than a mod-con; it was a favourite D.I.Y. fitting amongst owners in the Fifties) and on the road home to la Chapelle-sur-Erdre one Sunday the flexible feed pipe broke, oil spraying all over the tarmac, my enemies behind me careering into the ditch at the side of the road ... I had to stop, of course, and make a temporary repair. After five or ten minutes I saw a familiar shape loom up over the brow of the hill and come to rest nose-to-nose with mine. Three doors then opened and three action-packed gentlemen got out. Now thirty or so years ago in France that could mean only one of two things: either your car was about to be requisitioned by the Reichswehr, or you liberated by the F.F.A. These are less turbulent times, however, and within two minutes Rémy (for so the man is named) was giving me a can of oil to replenish my depleted sump and his address so that I could come round for a circlip to mend my pipe in a more permanent fashion. This gentleman has no less than ten Tractions in front of his garage in every conceivable state of repair. He has introduced me to the old car enthusiasts' club, which caters for every marque, but of which Traction owners account for more than half the membership, such was the popularity of the car in France.

The story of "caca" really starts in the autumn of 1974 with its purchase from a sort-of-friend in France. Reading Alec Bilney's story in Vol.3 No.3 reminded me of the equally shaky début of ownership I experienced with this car. With some help from friends of friends and local farmers I managed to get the car (which hadn't seen a moving road surface for 3 years) in a reasonably fit state for the road. Not without problems, though; another would crop up just as soon as we'd soled the previous one — the clutch thrust bearing broke up, then the spring retaining the starter switch failed, leaving the motor

frantically turning the engine over (luckily she wasn't in gear — now I never leave my Traction in gear, not even on the boat, much to the dismay of the deck hands), finally the brake pedal would without warning and for no apparent reason go to the floor (but would stop the car as efficiently at every second go). It seemed as if the car were telling me in its own way not to take it back to England. But with that hare-brained tenacity which has enabled me to make so many ghastly mistakes in my life, I persisted ... 200 km after my departure, in a little town called Baugé miles from anywhere, three of the pistons melted, apparently due to poor water flow resulting from a clogged radiator. Two days before Christmas, then, I was obliged to hitch-hike back to England through the cold day and the long, lonely night. Subsequent phone calls to the garage where I had left the car revealed that no pistons could be got for the liners, which had been bored out to 79 mm(!). I decided to return to Baugé, repair the damage myself with new pistons and liners and the help of the garage-owner, who by that time had taken great pity on me — and return to Britain in time to take a teaching post in South Wales. This journey was accomplished with little trouble save for an ominous clanking from the L.H. driveshaft, and a 10 mm nut coming off the gear linkage in Devizes, forcing me to tackle everything in 2nd until I had a chance to stop and connect up again!

MOT problems ensued, for since one of the bearings seemed to be breaking up in that front hub I needed a replacement. However, drive-shafts and their appendages were not terribly forthcoming in that part of South Wales in 1975, and, what with one thing and another, I decided to cut my losses and try to sell the car. Fortunately though, for the pleasure I have since got out of her, I was unable to sell her and so, back to Kent for the summer, buckled under and managed to do a complete job on the engine and the brakes, and also replace the offending driveshaft and bearing.

Finally, one rather dull October afternoon, the car was ready for her MOT. I'd already started her up, warmed up the engine in order to tighten down the head nuts. Bonnet was on, tools away and my good self expectantly sitting behind the wheel. But would she start? Would she hell! There seemed to be no juice getting to the plugs. A quick check brought the dreaded truth home to me; the rotor arm was cracked, conducting current to earth, and you just couldn't get those old egg-timer-shaped Ducellier rotor arms in England! There was only one thing for it; the following morning saw me en route for France, a tooth-brush and a change of socks wrapped up in a 100-franc note.

I did locate my precious spare part, and incidentally landed a nice teaching post in Amiens, northern France, for the rest of the school year. Whence forsooth I heard of the nascent Traction Owners' Club (in some obscure French enthusiast's magazine, I recall), and joined forthwith.

The Traction subsequently passed her MOT and crossed the Channel for the second time (six times to date!). In Amiens she gained an upgraded rear seat, new front and rear wings, windows with good runners and a host of oddments like door lock springs and boot hinges to redeem at least a part of the car's original legacy of bad maintenance. These parts came mostly from a wrecked 11 Normale (which had evidently been used for rallying, if the plethora of stickers plastered over the bodywork from bonnet to boot was anything to go by) owned by one of a syndicate of six men and their families, every one of them cracked on three things: old cars and their restoration, New Orleans jazz, and their own magnificent but dilapidated chateau (which has about 20 bedrooms, grounds, outhouses and all!). They were indeed very friendly and helpful, and incidentally, if anyone breaks down in that area of France they may be able to find the parts or tools they need through Christian de la Simone, at Montigny sur l'Hallue (Somme).

(To be continued)

2nd time lucky

John Gillard has recovered from Newcastle the 1936 Slough Built Big 15 Familiale, Reg. No. EEV 709, thanks to Jim Cole and Peter Stener.

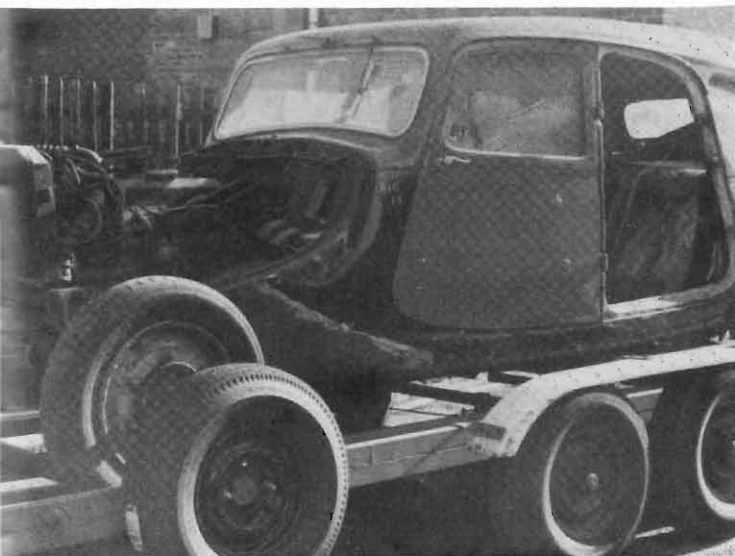
John had originally bought the car the previous year, when it mysteriously vanished from its place of storage before he could collect it. Not daunted, John advertised for any information that might lead to the discovery of its whereabouts. Fortunately this very rare car has now been recovered and will be the subject of a full restoration.

The car itself has been fire damaged, and other details are incomplete. John is eager to hear from anyone who can assist with the car's restoration, specification, parts, etc. In particular he needs a replacement pre-war Big 15 grille, front wings with horn grilles, narrow rear wings, a pattern for the fabric-covered roof, one red leather door trim off-side with 'S' trim, wheels with six stud fixing, and press fit hubcaps.

I must admit I had not expected one of these rare Slough built Familiales to come to light in such a sound and restorable condition; all the others heard of, and then only on secondhand information, have only been fit for the scrap heap (what's left, that was). To my knowledge, this is the sole surviving example of this very rare Slough-built car.

G.B.

EEV ready for departure to London.



EEV being loaded.

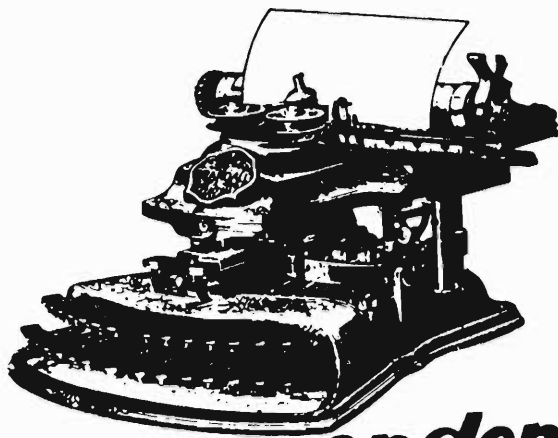


Note the wheels with six stud fixing, also the full-size rear door, no cutaway for the rear wing as found on latter Familiales and Commerciales.

RALLY PROGRAMME & EVENTS

TOC attending marked by *

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	Citroen 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, Croxteth 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.
26th July	St. Helens Show & Classic Car Rally.
*9th/10th August	Yeovil Festival of Transport, Somerset.
*23rd/24th/25th August	Stoneleigh Town & Country Festival, IBCAM Motoring Festival 1980, Royal Showground.
24th/25th August	Wheels of Longleat, Warminster.
25th August	11th Merton Concours d'Elegance, Morden, Surrey.
***12th/13th/14th/Sept	'OLD MOTOR' FESTIVAL, Leeds Exhibition Centre, 3 Concours cars required NOW!! Local TOC organiser John Howard. London TOC organiser Allan Sibley.
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.



Correspondence

Messieurs,

I have been trying for the last two years to find out as much as possible about the Cabriolet, types Langenthal, Worblaufen and Beutler. I believe some of them were exported from the Salon de Geneve.

If it's possible, could I through the services of your journal, ask your members if any of them have any such cars or information concerning these cars, could they write to me with the details and, if possible, a photograph?

I am thanking you in advance.

Rene Mauron,
Entre-2-Rivieres,
2114 Fleurier,
Switzerland.

Some of you may remember Rene's Cabriolet Langenthal (Black and Red) at the 3rd I. C. C. R. at Kenilworth a few years ago. Ed.

Dear Mr. Sibley,

Thank you for the "Traction-Avant" poster received recently.

As you requested I have sent you a few photos of one of my father's two Light Fifteens. They are of JSM 286 and taken around 1956-1957, about two years before he sold it. As you can see it was in beautiful condition, although whether the maroon paintwork originated from the Slough Factory or not I do not know. Unfortunately I cannot find any photos for the moment of ANJ 444 which my father owned around 1954-1955 although it was in similar condition and colour.

Also enclosed are some photos of a recent meeting of the Haringe Auto Club showing a few of the members of Traction Avant cars on display. I hope you can use some of these photos for your club magazine, and if possible when you return the photos you could possibly let me see a copy of the magazine, I would be most grateful.

Yours sincerely,
R.D. Tennant,
Messestraat 5,
8698 Passendale,
West Vlaanderen,
Belgium.



FINAL REMINDER!

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.



Tractor Avant in Norfolk!



'Ripe for restoration?'

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

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.

MEETING TO LAUNCH MIDLAND SOCIAL

Thursday 22nd May 1980 at the 'March Hare' in Broughton Hackett which is on the A422 Worcester to Stratford Road
further info:- Nick Joyce Tel. Worc. 857132
Simon Saint Tel. Worc. 54961



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.

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, Martindle, Upton Bishop, Ross-on-Wye, Herefordshire.

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).

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.

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. 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.

For Sale: Slough-built LT15 1952 needing considerable restoration. Engine and gearbox overhauled, most chrome replated. Two spare engines and gearboxes, plus many other spares. Will break. Contact M. Boyson on Bordon 2176 (hants).

For Sale: Cross-ply tyres for Lt. 15, also boxed set of brake-pads, plus long 'T' spanner for rectangular bolt on clutch housing. Write R. Savill, 49 Coronation Road, Plaistow, London E13.

Wanted: For French club member restoring Slough Roadster, straight-type pre-war bumper with scroll-type ends. Contact Graham Sage, 13 Senacre Lane, Sutton Rd., Maidstone, Kent. Phone Maidstone 62725.

For Sale: 1953 Big-boot Lt.15. Phone Burton on 01-543-3577 or 01-947 6508 (evenings).

For Sale: 1952 Slough-built, Small boot Lt.15. New shock absorbers, drive shafts, master cylinder, brake shoes, taxed, MOT. Phone Michael Platten 01-902 0494.

"Attention" Pat Brosnan, recently of 62 Moorside Road, Bradford. Please contact Leo Quinn as soon as possible on Bradford (0274) 878786.

For Sale: DS19 engine and gearbox, low mileage, £60 o.n.o. Phone D. Jones, Long Eaton 4421 (Nottingham).

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

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.

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

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.

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

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.



TOC REGISTER CONTINUED

- M. Sankies, 276 Lamaha Gardens, Georgetown, Republic of Guyana. 1953 Lt.15. PB987. Ch.No. 9/532341 Crimson.
- P. Higginbotham, 19 Claremont Goffs Lane, Cheshunt, Waltham Cross, Herts. 1951 Lt.15 OPP311. Ch.No. 138591, Mist Green.
- R. Lutz, "Compass Green", Stock, Essex. 1952 '15-Six' SJN282R. Ch.No. 722811, Black.
- R. Williams, 5 Thurstan Rd., Beverley, East Yorks. 1951 Lt.15. MLO219. Ch.No. 138744, Black.
- S. & A. Robertson, 128 Chelmsford St., Invercargill, Southland, New Zealand. 1951 Lt.15. AC5718. Ch.No. 137654, Grey.
- S. Waring, 47 Beamisa Rd., Canford Agath, Poole, Dorset. 1954 11B. Ch.No. 86836, Black.

SPARES LISTS

Because it is no longer practical to publish a complete Spares List in *Floating Power*, members who require an up-to-date Spares List should send a 9" x 4" stamped addressed envelope to John Gillard, 129b Camden Street, London NW1.

SPARES REPORT

Amendments to Issue No. 6 (2/80) Price List

DELETIONS

A10, D23, E13, F14

AMENDMENTS

- D26** refers to Ayo French indicator lenses.
D8 refers to Bulkhead fixing 12v solenoids.
E6 refers to 11 & 11D valves also.
D4 should read 423153.

NEW PRICES

Ref.	Normal Price	Levy Price	P & P if Reqd.
A3	7.50	6.00	0.50
B7	3.80	3.05	0.40
C1	5.60	4.50	0.60
C2	5.60	4.50	0.60
C3	5.60	4.50	0.30
C8	1.25	1.00	0.20
C9	1.00	0.80	0.20
D15	3.75	3.00	0.20
D19	2.55	2.05	0.20
D25 (Single filament)	18.75	15.00	0.40
D25 (double filament)	19.50	15.75	0.40
E4	12.50	10.00	0.50
E9	15.00	12.00	0.50
E10	7.80	6.25	1.00
E11	90.00	80.00	4.00

ADDITIONS

Ref.	Normal Price	Levy Price	P & P if Reqd.
B16	14.40	11.50	collect only
B17	13.40	10.75	" "
B18	3.15	2.50	0.30
B19	1.90	1.50	0.30
B20	0.06	0.05	0.10
C15	3.45	2.75	0.20
C16	3.45	2.75	0.20
D28	4.50	3.80	0.20
D29	5.25	4.50	0.30
D30	5.25	4.50	0.30
D31	5.25	4.50	0.30
D32	1.50	1.25	0.20
D33	1.25	1.00	0.20
D34	8.25	6.60	0.30
D35	2.25	1.80	0.30
D36	2.25	1.80	0.30
D37	0.85	0.75	0.20
D38	6.85	5.50	0.50
D39	4.40	3.50	0.30
D40	1.25	1.99	0.20
D41	0.45	0.35	0.20
D42	0.55	0.45	0.20
D43	0.45	0.35	0.20
D44	0.65	0.55	0.20
D45	0.50	0.40	0.20
D46	0.50	0.40	0.20
D47	2.40	2.00	0.30
D48	25.00	20.00	O/A
E21	7.75	6.25	0.50
E22	0.50	0.40	0.20
F22	0.35	0.30	0.20
F23	0.27	0.22	O/A
F24	1.20	1.00	0.20
H11	0.30	0.25	0.20
J23	5.50	4.75	0.40
J24	0.50	0.40	O/A
J25	5.50	4.50	0.30
J26	5.00	4.00	0.30

Hooray! We've finished I.N./A.S. See you....

