



B. P. D. L.

THINGS TO COME

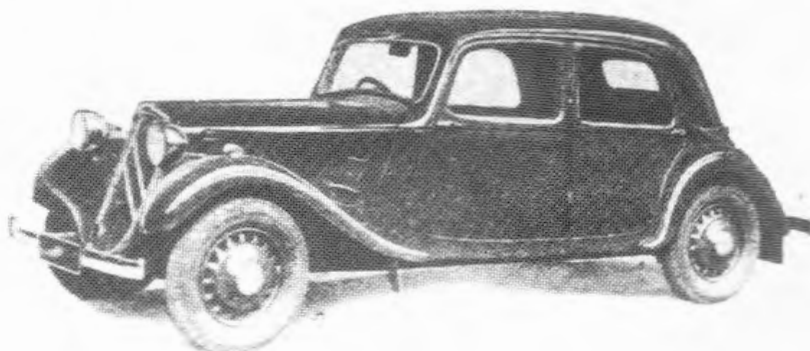
... on **OTHER** cars

Over three years ago, Citroën made a great stride forward in motor-car design by introducing features that enhanced safety and comfort to an immeasurable degree. One by one, these features are being incorporated in other cars. Only in Citroën however, are they all available, and only in Citroën can the full benefits be realised. If you are not yet the fortunate Citroën owner, you cannot have tried one. Ask your dealer for a trial run in the safest, roomiest and most luxurious low priced car of today.

but

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◆ FRAMELESS ALL-STEEL CONSTRUCTION

The strongest form of construction ever devised. A one-piece steel structure intimately welded together that is many times more protective, yet lighter and roomier.

◆ TORSION BAR SUSPENSION

Far more effective in action than ordinary springing, requires no attention and turns rough tracks into main roads. Front wheels independently sprung.

◆ FLOOR CLEAR OF CONTROLS

Nothing to impede the driver. Gear lever on fascia board and trigger type hand brake under scuttle. Flat floor from front to rear.

◆ DETACHABLE CYLINDER BARRELS

Reboring costs eliminated, more engine efficiency, better cooling and reduced oil consumption.

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Write for Catalogue M

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Floating Power

Volume Five Number Three

July Nineteen Hundred and Eighty

If like me you were unable to make it to Cowgill for our annual Summer Rally, you will be pleased to know they managed without us, and we all missed out on a very good event. I feel especially guilty for not turning up as I have had to cajole one of our poor unsuspecting committee members to supply a full report for the next issue of *Floating Power*.

Talking of unsuspecting committee members, we have yet another change in our magazine artwork. As you know, Allan Sibley was to take it over, but felt he could not do both social and magazine work so after careful consideration he came down on the social side. Thankfully though, he persuaded Ian Ness to come to our rescue. Thanks, Ian.

Now, if you are taking all this in you will be aware that we really do require some new committee members who will take an active part in the Club's day to day running. So if you wish to actively support your Club, and can attend bi-monthly committee meetings in the Crawley (Surrey) area, normally held on a Wednesday evening, please phone or write to our Secretary, or even pass the message on through someone more local.

THE TRACTION OWNERS CLUB NEEDS YOU!

G.B.

TOC REGISTER CONTINUED

C. Warner, 3 Thorpe Mews, Thorpe St Andrew, Norwich, Norfolk. 1954 11B, Ch.No. 647883, Black.

D. Wood, Church View, Knossington, Near Oakham, Leics. 1947 Lt.15, LPD399. Ch.No. 127579, Black.

S. Waring, 47 Beamish Road, Canford Heath, Poole, Dorset. 1954 11B. Ch.No. 278632, Black.

J. Harris, 138 Haines Road, Banksia Park, 5091, South Australia. 1954 Lt.15. RDO759, Green.

G. Jones, Morleys Farm, Hinderclay, Diss, Norfolk. 1954 Lt.15. JJB992. Ch.No. 9/531007.

K. Gronlund, Hessundin, Kuvsikko B4, SF 21610 Kirjala, Finland. 1947 B11L. NH-232. Ch.No. 482921, Black.

P. Allison, 9 Kingfisher Drive, Yateley, Camberley, Surrey. 1936 7C. MLP72L, Black.

D. Steele, 13 Chestnut St., Arboretum, Worcester, Worcs. 1954 Lt.15. NGD69, Ch.No. 9/532188, Red.

Tractioneering and Non-Tractioneering in France

By Murray Adams

continued

Upon my return to England that summer (you remember, the hottest one on record), some minor mechanical repairs were effected and she was ready for her 2,000 mile journey to Inverness and back.

Well, dreams of restoration still lingered on from the time, six months earlier, when I had bought all those parts to get my car into a state befitting her image, but the money was scarce, and when the Taxman started clobbering me for extra on the grounds that I'd earned my fair whack in France the previous year, I came back to this fair country and, with the gods smiling on me once more, found the country farmhouse (with electricity laid on in the garage!) where for over two years I was happily installed surrounded by wild lands, dogs and discarded car parts.

Well, all good things come to an end, and since the construction men got their greedy eyes on those five acres of land so near the centre of la Chapelle-sur-Erdre, I have been forced to move out. Such are the drawbacks of renting. However, my life has changed in more pleasant ways, too; I am no longer a bachelor boy and my wife Hélène and I plan to find a house to buy near Nantes . . . To come back to Tractions, though: the Familiale has been restored, mechanical-wise, by my good self but with a little help from a friend's father who just happens to be an engineer. His help was especially needed because, like all wild optimists, I didn't bother giving the crankshaft a close inspection until I was ready to put the conrods (complete with new pistons) back in. It was then that my trusty plastic Practical Motorist vernier gauge gave me the news: No. 2 big end was only 46mm in diameter at one point — just 2mm short of what it should have been! In dismay I took the crank round to an engineering shop, where they promptly pronounced it a write-off. And nobody seemed to have a replacement crank, though of course all the engineering shops said they'd had loads of them in the past, but these were now rotting away on the local junk-heap. It makes you cry sometimes to learn just how much NEW stuff was jettisoned from about 1970 onwards, to make room for new stock. And I'm sure the process is continuing.

Don't forget the TOC are still looking out for a suitable Traction picture for a Club poster.

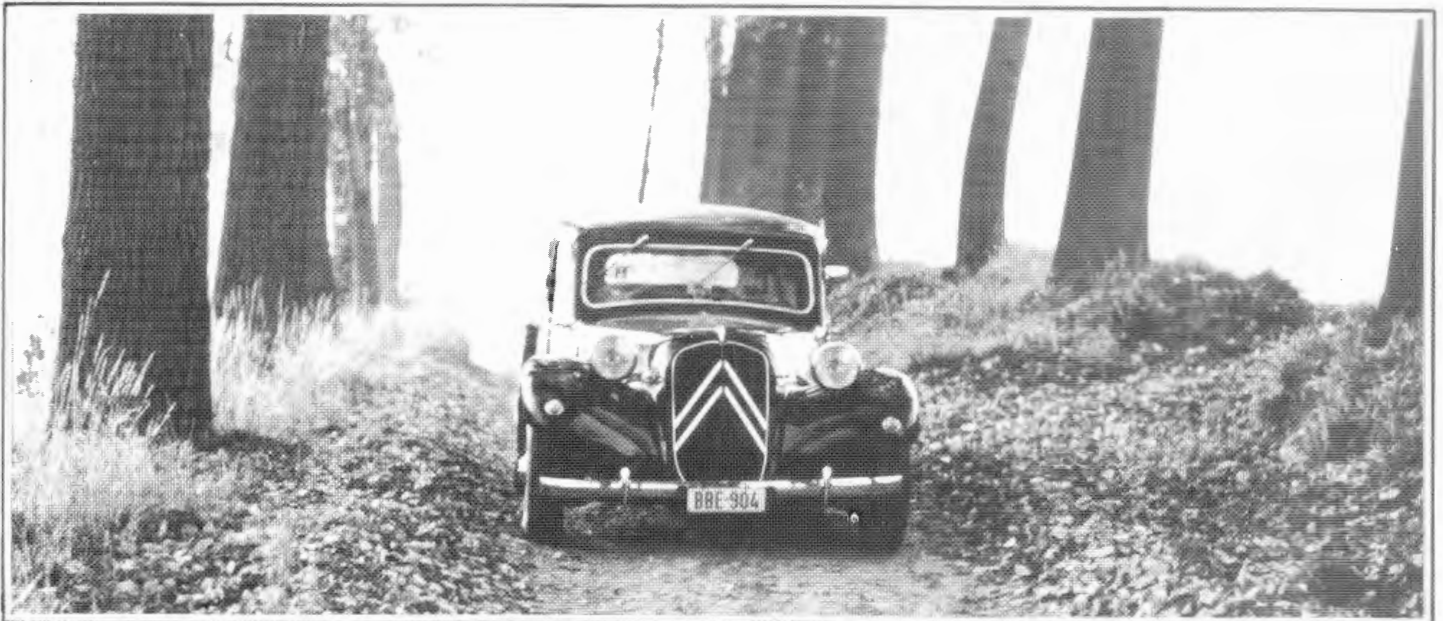
Well, the next door I knocked on in my dilemma was that of Remy, my trusty garage-man. He, however, could only offer me a crank from an 11 engine (the Familiale dates from 1953 but is equipped with a replacement 11D engine). Then he mentioned a friend who lived in the forest (no, he's not a wizard!) 30 miles north of Nantes who had an old 11D engine. I phoned him up and after a few polite preliminaries he started up, "hey, aren't you the eccentric Englishman with the tatty Traction? I seen you up at Remy's a coupla weeks back!" And when I arrived at his home I did indeed recognise him. His own car he has equipped with 12-volt electrics, with dynamo, starter motor, horns etc. from a DS. He now has lights powerful enough to cope with modern traffic conditions, and the added attraction of windscreen wipers, permitting driving through tropical thunderstorms if necessary — they now work at breakneck speed and, surprisingly, the motor hasn't burnt out after two years of Nantes showers!

Anyhow, I got the engine and gearbox for 150 francs; we lifted it into the back of "caca" (on duty for this as for every other task in the varied French way of life) and then went into the house for the obligatory couple.

The next stage was to go cap in hand to the engineering shop where the original crank had been given the US ticket. They said they could do a regrind on the replacement — for the handy-sized sum of 1400 francs ex tax, a sum upon hearing which my bank manager would softly have tapped his head thrice. (He has since been assured that henceforth my income will be a little more regular than it was this summer!) This is where the father of my friend comes into the story — his price was just 531 francs "if I paid cash". So — I did, and was finally able to mount the reground crankshaft in the original block, assemble the various bits which by this time were scattered all over the garage, and lower the freshly-painted beastly into its "hole" (which had, of course, been cleaned up and coated in black under-seal ready for the occasion).

Painted green with a zinc-treated ("schooped") manifold and black accessories, the power unit now looks magnificent. But will it start?

Buy the next issue of *Floating Power* and find out!



Book Review - André Citroën — Les Chevrans de la Gloire

Ten years ago there was a distinct dearth of published material other than that of a limited nature issued by the manufacturers themselves. Ten years on, much material has been issued, of variable quality and often overlapping or downright poaching from the manufacturer's issued information. Citroën themselves produced their admirable but (rather one-sided) limited issue, *Citroën 1919 - 1939*, followed by the Double Chevron Reprint 1919 - 1969, but the real breakthrough began with Tome 1, *Quai Javel — Quai André Citroën*, the quality of which unfortunately was not carried through to Tome 2.

A further recent excellent and expensive publication was the *Toutes les Citroën* (now out of print) which may turn out to be the best.

Just published by E.P.A. is yet a further production in French written by Fabien Sabates and Sylvie Schweitzer, which contains a wealth of original material with little obvious overlap. The concentration of the book is not just on the models but also on the man — hence the title *André Citroën — Les Chevrans de la Gloire*.

The treatment is not superficial and some obvious in-depth research has yielded new informaton and (almost) all new pictures: over 400 of them distributed through 320 pages.

Something of the paternalism comes across with photographs of dental and medical cards and facilities dating

from 1918, indicating the depth of research. Details of André Citroën's trip to America and his meetings with Budd, Ford and Chrysler are recounted.

A study of the early years of the Master are detailed in the opening chapter, following through to the 1914/1918 war effort, to production of the vehicles, and the techniques developed and adopted. Attention to publicity is covered more fully than in previous publications with details of the Direction Signs utilised throughout France (with excellent colour reproductions inside the book's cover). An illustrated discussion of the national and international sales outlets of the period is followed by an examination of the difficulties (mainly financial) experienced by André Citroën and his Company.

The chronology of the Book covers 1900 to 1934 and is thus situated to the 'floating power' enthusiasts in particular, but also those with a keen interest in the Company, in that the knowledge it imparts applies a perspective for the post-Second War years.

A book not to be ignored, it is available from E.P.A., 18 Rue d'Issy, 92100 Boulogne - Billancourt(!) Paris, for 183 fr. including postage, and if you are not finally convinced, the publishers include a 45 r.p.m. recording of André Citroën addressing a meeting of 'Revueistes' and on the reverse side, two publicity songs recorded in the 1930s.

A.G. Shaw

SPECIFICATION

ENGINE: 1500 cc. cylinder 14 mm bore 100 mm stroke 1500 cc. 1800 cc. 1900 cc. 2000 cc. 2200 cc. 2400 cc. 2600 cc. 2800 cc. 3000 cc. 3200 cc. 3400 cc. 3600 cc. 3800 cc. 4000 cc. 4200 cc. 4400 cc. 4600 cc. 4800 cc. 5000 cc. 5200 cc. 5400 cc. 5600 cc. 5800 cc. 6000 cc. 6200 cc. 6400 cc. 6600 cc. 6800 cc. 7000 cc. 7200 cc. 7400 cc. 7600 cc. 7800 cc. 8000 cc. 8200 cc. 8400 cc. 8600 cc. 8800 cc. 9000 cc. 9200 cc. 9400 cc. 9600 cc. 9800 cc. 10000 cc.

LUBRICATION: ...

COOLING: ...

GENERATOR: ...

IGNITION: ...

CLUTCH: ...

GEARBOX AND DIFFERENTIAL: ...

FRONT WHEEL DRIVE: ...

FRONT SUSPENSION: ...

REAR SUSPENSION: ...

STEERING: ...

BRAKES: ...

WHEELS: ...

WHEELBASE: ...

TRACK: ...

CLEARANCE: ...

TURNING CIRCLE: ...

WEIGHT: ...

OVERALL DIMENSIONS: ...

ELECTRICAL EQUIPMENT: ...

BODY: ...

THE INTERIOR: ...

GENERAL EQUIPMENT: ...

AL FEATURES

- INTEGRAL CHASSIS AND BODY
- OVERHEAD VALVE ENGINE
- DETACHABLE CYLINDER BARRIERS

THE INTERIOR
THE LIGHT SALON

The Symbol of SWIFT SAFE MOTORING

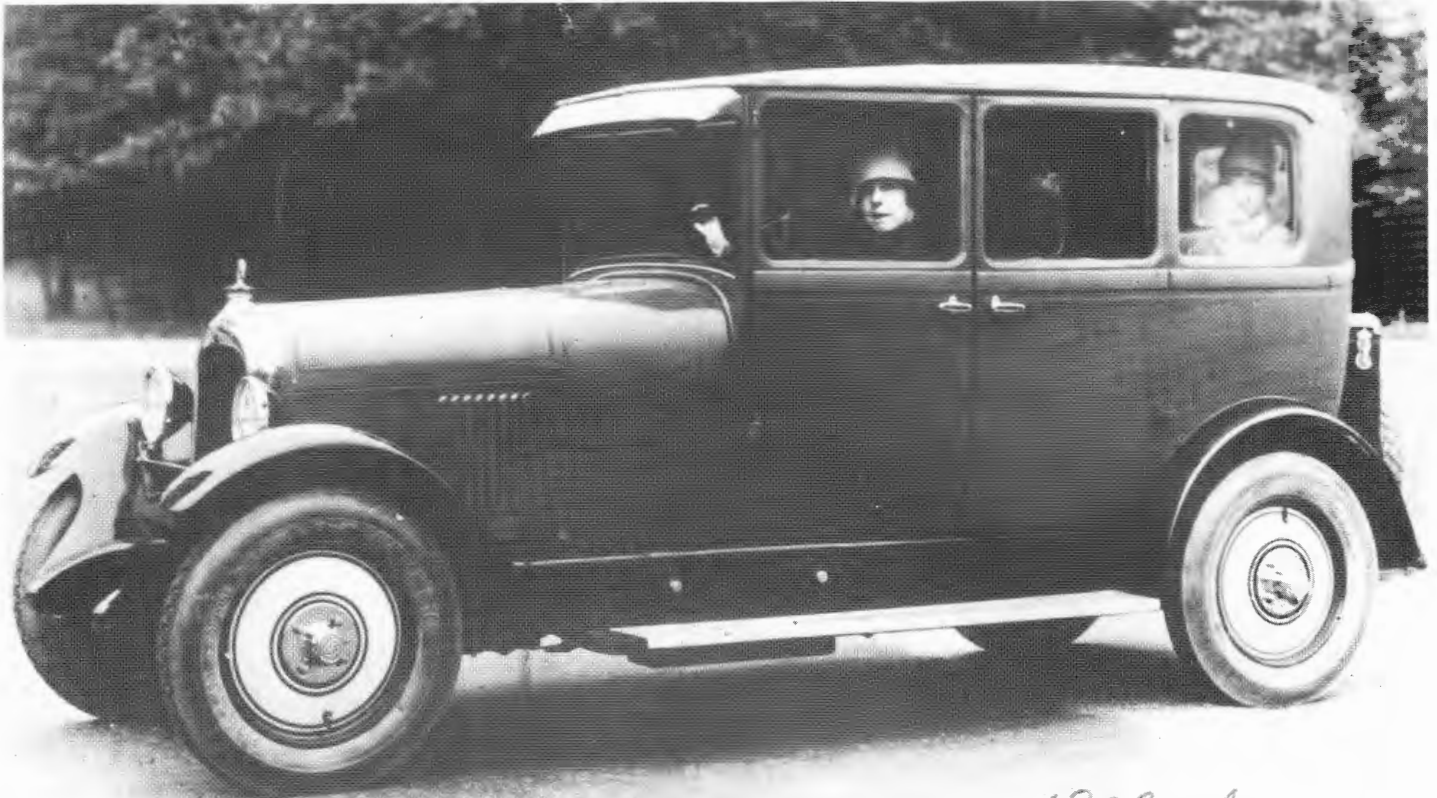
The "Light Fifteen"

Excellent reproduction of Light 15 sales leaflet. Black, gold and white. 4 pages with 2 folds. Folded 6" x 8", unfolded 8" x 12", available from John Gillard price 50p each. SAE 6" x 9" required.

TRACTION ARRIERE

Correspondence to
Martin Lloyd

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



1928 B14 G
1928 B14G; the trunk was an optional extra.

In the previous issue we looked at two 1925 "C3's" owned by Club members, this time we have moved to 1928 and the B14 G.

Again, we are lucky in having two cars to look at; they are those of Aidan Harrison and Robert Gordon. Both six light versions, Aidan is in the process of renovating his, while Bob's is in full running order and in excellent condition.

Anyway, enough of my ramblings and on to Aidan's letter.

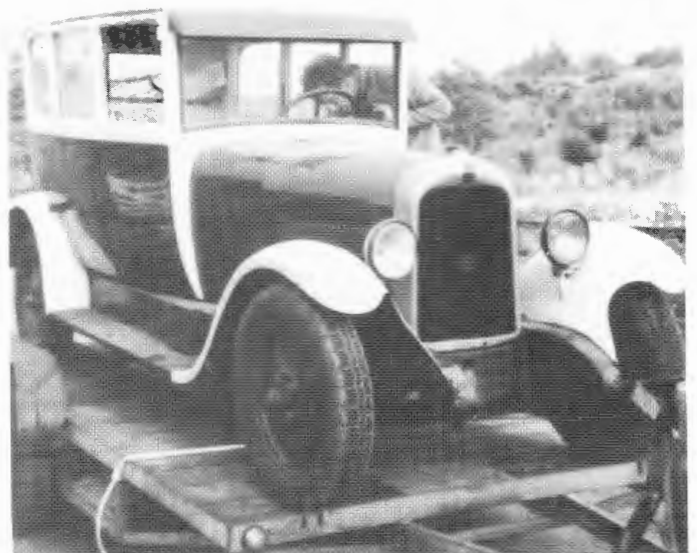
"My car is a B14 G built in 1928 (France). It is a 6-window, steel saloon, L.H.D. I have been able to trace only two others in the U.K. In mid-1978 I advertised in *Motor Sport* for a Citroën Cloverleaf, a model I had been seeking for some time. I received two replies; one was an expensive, completely restored car, and the other was a rusty rolling chassis. I received a call from TOC member Jim Cole of Newcastle, who was very interested in my advert. Jim told me about this B14 in a Newcastle garage which specialised in old cars. As the going price for a decent Cloverleaf had rocketed, I bought this car. It is in very good bodily condition, and the engine is good, apart from one valve which needs replacing. Someone has done a partial restoration; the body has been painted and the car has been put into running order. The car is not U.K. registered and has been through several dealers' hands since being imported.

The main work required is as follows:-
A complete retrim in cloth upholstery.
Repainting in correct colours; coffee/cream/black.
New roof panel (a wood frame with layers of 'vinyl', padding, chicken wire and cloth!)

Rewiring, plus overhaul of dynamo and electrics.
The wings and running boards are being blast cleaned and splits repaired.

I have bought two new tyres (expensive) and I have had a lot of help from Depanoto with parts. The only bits I am now short of is a set of door handles. Member Pat Bren in New Zealand was kind enough to send me a bonnet fastener. All I need now is the magic ingredient; TIME; I would like to finish the restoration before the oil runs out! A.H."

Aidan Harrison's 1928 B14G.



Thanks Aidan for the letter and photograph, and the best of luck with the rebuild. By the way, if the North Sea oil runs out I have it on good authority that they are now drilling in the Solent, so you will have to move South!

Now for Bob's car, and as you can see from the super photograph of it, it is fitted with bumpers and trunk. This is because it was produced for export. It was, in fact, imported into Spain in 1928 as can be seen from the photo-stat of the Spanish log book, the car remained in Spain until 1974 when Bob bought it.

I wonder how many of us are able to trace the history of our car that well? I know I can't and my car has always been in this country.

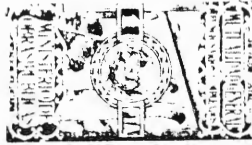
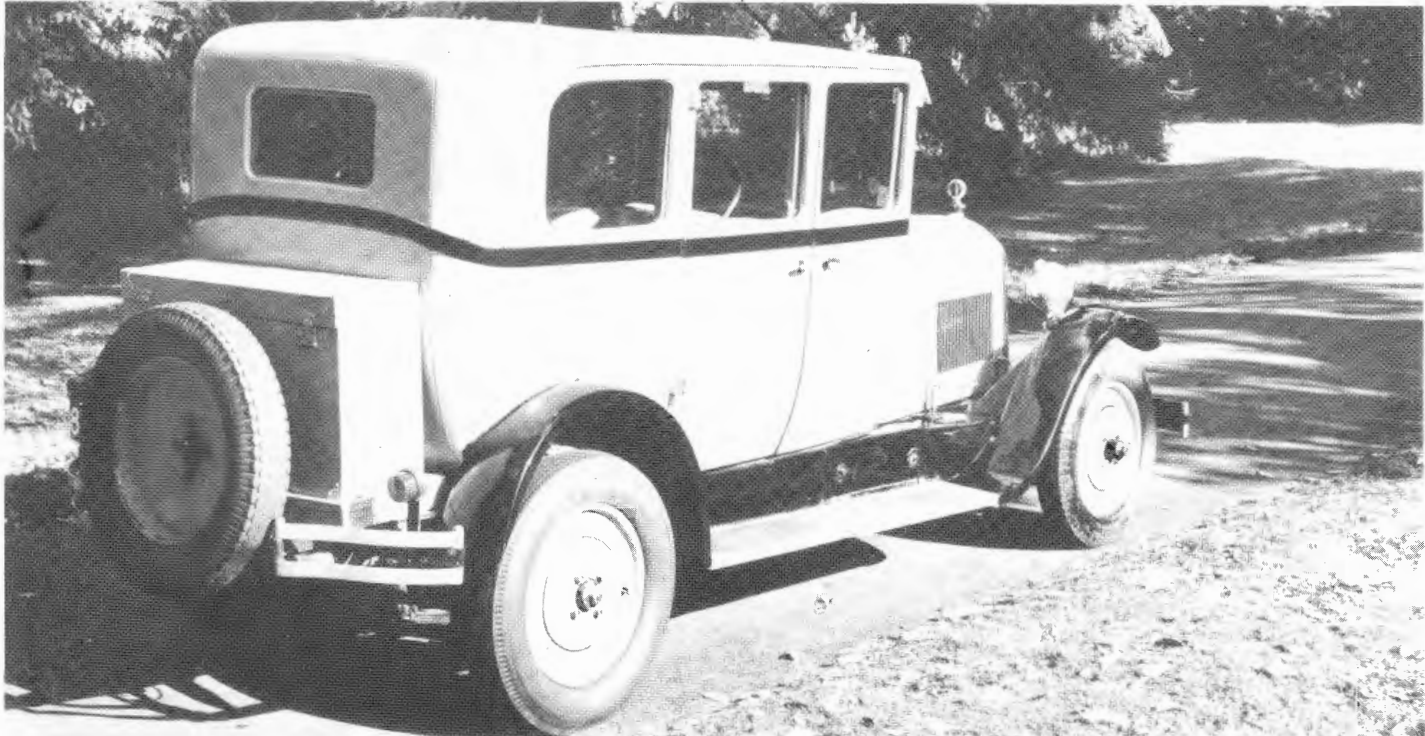
Bob said he had "no particular problems, other than having parts made for the axle which he rebuilt."

You will have noticed that the bonnets of both cars have louvres the full length. The historians amongst you will, of course, realise that this, assuming the bonnets to be original, dates the cars as being late 1928. I believe I am correct in saying that Citroen had no advertising photos with this style of bonnet. The earlier cars had louvres for only half the bonnet length, but of course, I stand to be corrected if you know different! The information I have puts that style of bonnet as first appearing in June 1928.

The B14 G was first introduced at the 1927 Motor Show, and besides having some mechanical changes the most outstanding change was in the saloon shape. This went away from the flat roof and became rounded, a style which was to stay in basic form until the introduction of the Traction Avant in 193? (I never was any good at modern history!) (34. Ed.)

It should also be remembered that at this time Citroen were producing 400 cars a day, which was no mean feat. 14,800 B14 G's were produced from the start of production October 1927 to December, and another 43,359 from January to September 1928 when the production of the B14 G was superseded by AC4.

Anyway, having looked at the photographs that go with this article I had better stop, otherwise there won't be room for any Traction Avant material. All that is left is to thank Aidan for his efforts and I hope he will reconsider leaving the Club. I should also like to thank Bob Gordon for his letter and the loan of his photographs etc. I hope that seeing his car in print may persuade him to join the TOC. Happy tractioning, be it arriere or avant.



expedida por ----- de ----- de 19 --

con los timbres del Impuesto de Lujo, fechada

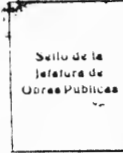
en -- de ----- de 19 --

Este automovil ~~matriculado~~ figura actualmente a favor de DON BENITO RODRIGUEZ RODRUEJO.-----

domiciliado en Sanlúcar de Barrameda.-----

calle de Divina Pastora num. 6

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- 14-9-938.-D.Constantino Perez Barbudillo. JEREZ.
- 15-9-939.-D.Concepcion Rodriguez Teran. SAN LUCAR.
- 19-1-956.-D.Benito Rodriguez Rodriguez. SAN LUCAR.



Cadiz, 19 Octubre de 1.940. EL INGENIERO JEFE.

[Handwritten signature]

Dio cumplimiento al Decreto de 25 de Septiembre de 1.939, ante esta Jefatura de Obras Publicas, con fecha 9 de Septiembre de 1.940.- EL INGENIERO JEFE.

[Handwritten signature]

Bob Gordon's 1928 B14G.

CONVERTING TO FOUR *continued*

By Tom Evans

The gear change on the 4-speed ID conversion took a lot of sorting out, the main problem being to keep the car's original gearlever. This was achieved in the end by mounting a slightly modified DS column change assembly horizontally behind the dash-board with the Traction's gear lever welded in place of the DS one. The end result looking very original.

When I first converted the car I used two rods to connect the dash-board lever to the gearbox, one for across the gate movement and the other for up and down movement. I was never 100% happy with the result, but because of one thing and another it remained in the car for a total of four years. Its main problem was selecting reverse, and of course the linkage got worse with age, causing more of a problem, so just recently I've modified the system with great success.

A visit was made to the famous Norfolk scrapyards of Medlars, to obtain a couple of DS gear cables. After much cursing and many torn knuckles I came away happy with an early thick cable and a later thinner one.

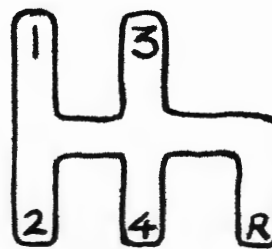
The thick cable was connected to the gearbox as in the ID, and winds round under the front wing and through a hole cut in the side panel. The other cable was then shortened sufficiently to protrude from the horizontally mounted ID column change through a hole in the scuttle, just below the junction boxes. The two cables were joined by a fabricated connecting piece, and, hey presto, worked very well. Up and down movement is still by rod from the gear lever tube through the scuttle to the gearbox lid. Both the rod and cable run on the exhaust side of the engine now. The gate positions are the standard 1/2/3/4/R, and seem to work well so far.

I can't understand why I didn't use this method originally as it is so simple. That's probably the reason!

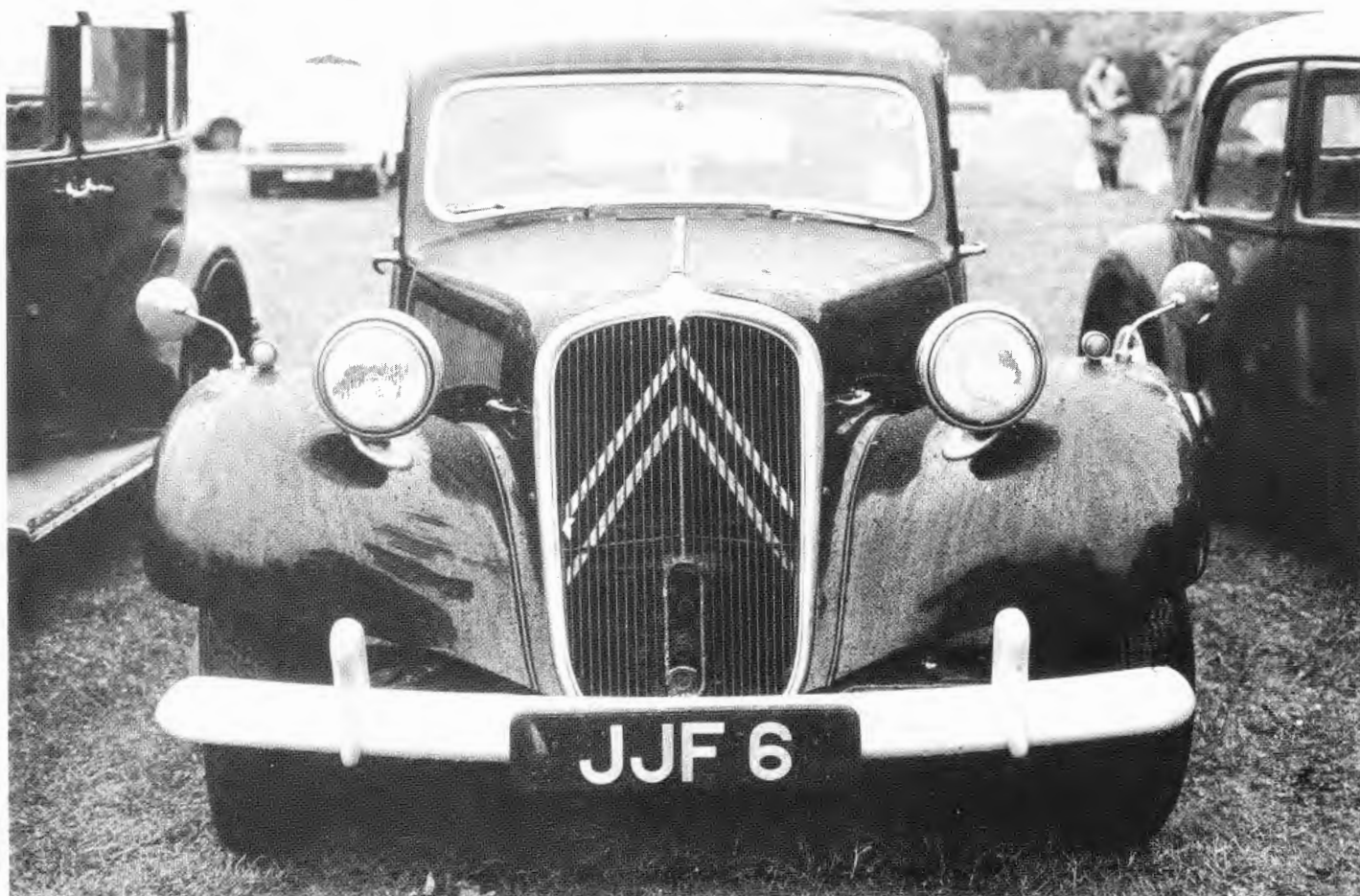
The car has covered over 30,000 miles since the conversion and, apart from the usual exhaust falling off and running a big-end en-route to Chartres for the 1978 rally, has been very reliable. It is altogether faster, smoother, quieter and more economical than originally. Unfortunately top gear is so high it can't be used under 30 mph, which means a lot more gear changing in town compared to the standard box, but of course one gets the economy of a slow revving engine at motorway speeds.

Everyone who has driven or been driven in the car has been impressed by the performance (bog standard ID unit remember), which seems more in the Big 6 league than Big 15.

Talking about conversions, I can remember Fred Annells demonstrating how to fit the ID box to a Traction bellhousing, but don't know if this was ever tested. If it were successful it would save a lot of problems caused by the short ID bellhousing, and result in a neater and more original-looking conversion — over to you, Fred.



1952 Big 15

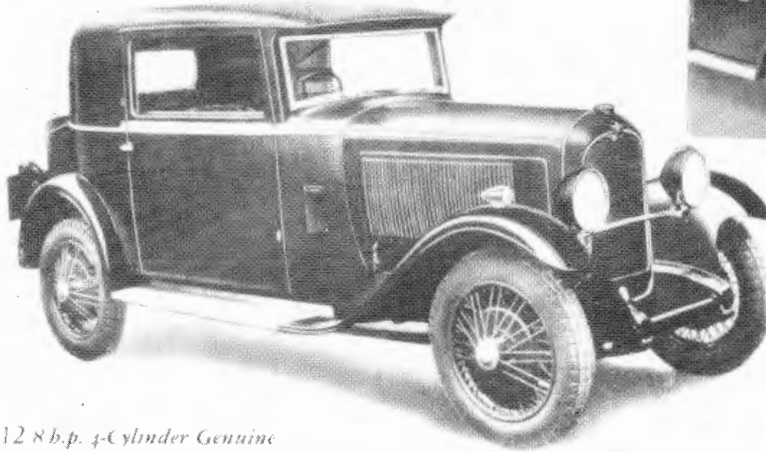


taste of things to come!

Full rally report in the next issue of *Floating Power*.



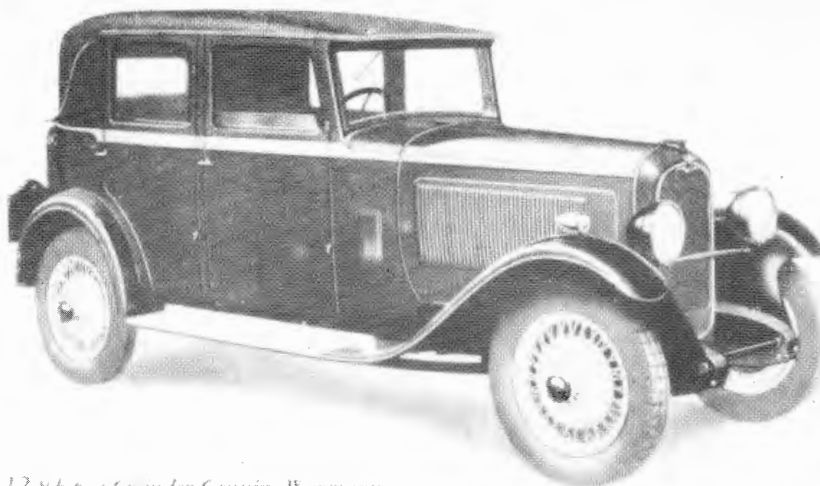
12·8 h.p. 4-Cylinder



12·8 h.p. 4-Cylinder Genuine
Weymann Sportsman's Coupé, £230

VERY attractive appearance. Two wide doors. Individual, adjustable front seats. Comfortable rear seating. Leather upholstery. Safety Glass throughout. Spacious trunk at rear. 5 Wire wheels and tyres. Illuminated instrument panel with Clock, Speedometer, Petrol Gauge, etc., Chromium Plating for exterior bright parts.

Overall dimensions. Length 13ft 0½in. Width 5ft. 3 in. Height 5ft. 11 in



12·8 h.p. 4-Cylinder Genuine Weymann
4-Door Saloon £240

FOUR wide doors. Individual adjustable front seats. Ample head and leg room for four adult passengers. Leather Upholstery. Safety Glass throughout. 5 Wire wheels and Tyres. Illuminated Instrument Panel with Clock, Speedometer, Petrol Gauge, etc. Chromium Plating for exterior bright parts

Overall dimensions. Length 13ft 0 in. Width 5ft 3 in. Height 5ft. 11 in



WEYMAN

An Attractive

CITROËN
CAR

with G

WEYMAN

Coach

Sportsman's Coupé

12·8 h.p. 4-Cylinder
2½-litre 6-Cylinder

The Citroën Factory at Slough is the largest factory building in the world. Not only British labour is employed but also labour from many other countries is built at Messrs. Weymann's.

CITROËN

Citroën Building, Ham

Showrooms.
Devonshire House,
Piccadilly, W. 1





the Combination!

WEYMANNS

CARS

Genuine

WEYMANNS

Chassis

Coupsés and Saloons



6-Cylinder and 4-Cylinder Models

... Buckinghamshire, includes leather roof in this country. ... employed. The bodies are ... at Addlestone, Surrey

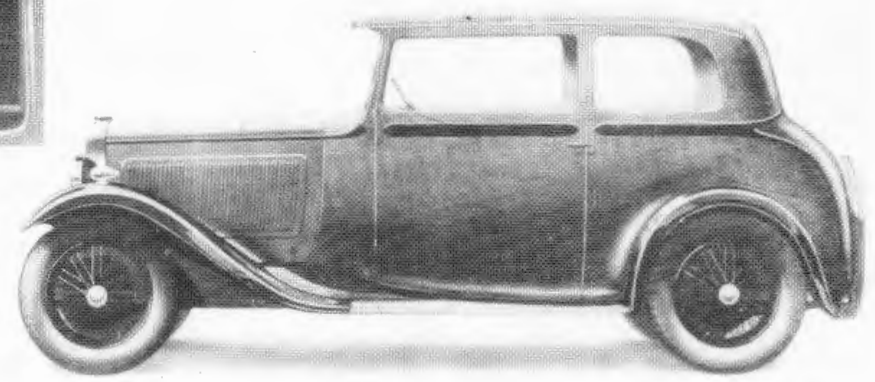
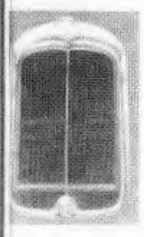


WEYMANNS CARS Ltd.,
... Smith, London, W 6.

Works
Slough
Bucks



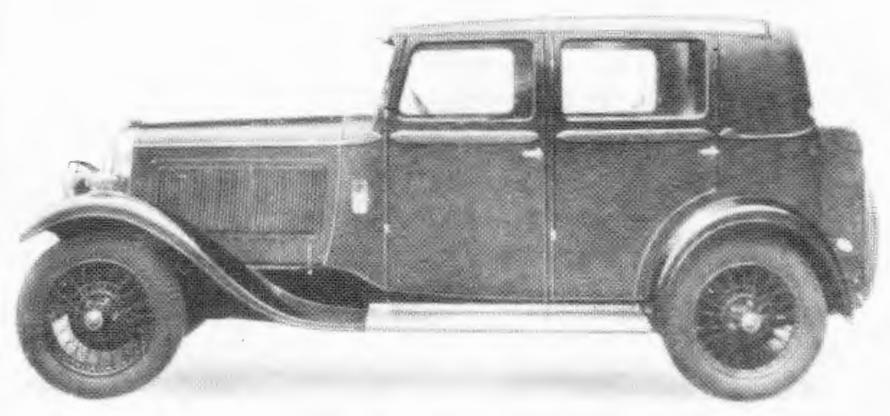
2 $\frac{1}{2}$ -litre 6-Cylinder



6-Cylinder Genuine Weymann Sportsman's Saloon, £275

HIGHLY distinctive appearance. Two wide doors. Individual adjustable front seats. Comfortable rear seating. Leather upholstery. Spacious luggage boot embodied at rear. 5 Wire Wheels and Tyres. Illuminated Instrument Panel with Clock, Speedometer, Petrol Gauge, etc., Chromium Plating for exterior bright parts.

Overall dimensions: Length 13ft. 8 $\frac{1}{2}$ in. Width 5ft. 6 $\frac{1}{2}$ in. Height 6ft.



6-Cylinder Genuine Weymann 4-door Saloon £280

VERY roomy and luxurious 5-seater Saloon. Four wide Doors. Individual adjustable front seats. Leather Upholstery. Spacious trunk at rear. 5 Wire Wheels and Tyres. Illuminated Instrument Panel with Clock, Speedometer, Petrol Gauge, etc. Chromium Plating for exterior bright parts.

Overall dimensions Length 13ft. 8 $\frac{1}{2}$ in. Width 5ft. 6 $\frac{1}{2}$ in. Height 6ft.

Rhodri's Rumblings

I suppose that 'fiddling' is the best word to describe the attention my cars have been receiving of late. With the Big 15 it has been a matter of keeping the car going during the winter months as none of my vast collection of motor vehicles manages to surpass this twenty-five-year-old classic for sheer reliability. The '72 Viva has bit the dust in a big way, the '59 Vanguard is about to re-emerge, the '52 Minx Convertible still lies dormant in the garage, but UTF 790 keeps rolling along Welsh by-ways, usually on the Caernarfon - Wrexham, Caernarfon - Cardiff, and Caernarfon — all Gwynedd school routes, putting up more mileage than most modern cars, and causing far less trouble. For example, the clutch cable on the Viva, a shoe-string-in-conduit affair, keeps breaking. On the Cit., the clutch-operating rod is a steel bar which looks as though it could never break. The difference in quality is so obvious, I've resolved never to buy a middle-aged modern car again. Of what use is a gearbox with no drain tap, so that after 50,000 miles all you're doing as you're going along is stirring around a kilo or so of iron filings? My Cit. box may be fragile, but at least I know that the oil in there is clean!

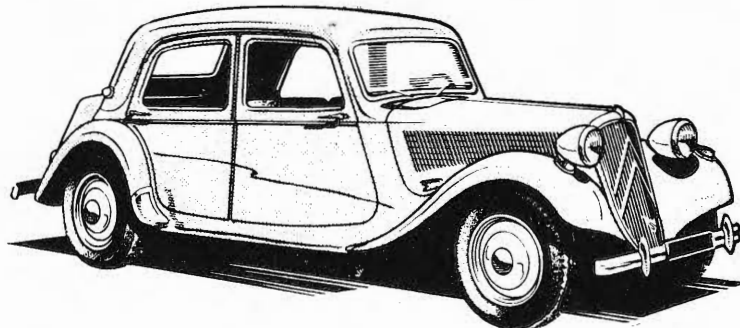
Now that I've got that off my chest . . . here are some genuine Big 15 troubles. Most of these were caused by bungling owner rather than by any deficiency on the part of André Citroën et Cie. Both brake cables seized up, which is not surprising considering that they've probably operated for a quarter of a century under really grim conditions. Thus the car was without a handbrake for a month or two, an extremely embarrassing situation, especially when I was stopped at one o'clock one morning on the long hill down into Dolgellau by the local constabulary's expressmobile. I switched off the engine, put the car into first gear, gingerly lifted my foot off the clutch pedal, and clambered out, hoping very much that the old girl would remain stationary on the gradient. She did, thank goodness, though I was tempted to stand in front of her with one leg against the front bumper, just in case she was tempted to make a muggins of her owner before the critical eye of 'Heddlu Gogledd Cymru', the North Wales Police Force. I did get a wiggling, though, for not having a rear number plate light. I pleaded both age (the car's) and insanity (mine), but the officer was far from satisfied.

"You can rig up a light of some sort in there!" he retorted. By now, I have done, but even so, you car hardly read 'UTF 790' at fifty yards distance, which I'm told is the legal requirement. Lessons learnt: keep your lights in good order as even the most Maigret-conscious copper will be attracted to your chariot if it has duff ones; always get out to face a policeman as they can get really aggressive looking down on you cowering behind your wind-deflector, and if you're breaking the law in Wales, speak to the officer in Welsh. An arrogant policeman has often become mollified on realising that I'm a native and not just another holiday-home owner.

Another trouble that I've experienced is that petrol leaks out from that point of the carburettor where it is joined to the supply pipe. The trouble is that the pipe is a press fit in the carb, and mine has obviously been press-fitted once too often. A neighbour has advised me to clean and dry both parts, to coat the end of the pipe with Red Hermetite, and then, after a suitable period has elapsed to enable the Hermetite to dry, to push the pipe back into place. This seems to have done the trick, temporarily, at any rate. Another problem is that water gets in through the front window aperture, despite the fact that I've renewed the rubber around the window. This is a real nuisance, as we get something like four times the national average of rain here, with the result that the floor of the car is always wet. A great pity, as I was hoping to have the car re-carpeted as soon as the new window-rubber was fixed.

I have at last begun work on the Light 15 and at present, I'm in the process of stripping it down to the shell for welding and (hopefully) sand-blasting. So far the work has been quite straightforward. I've taken out all the interior trim (more soggy mats — ugh!) and have wire-brushed and Trustan'd the floor. I must take off the speedometer cable soon and fit it to the Big 15 as a temporary measure as the clock on UTF stopped on 66,000. Well, it was genuine! She must have done 76,000 by now. VPE 244, on the other hand, has done 99,000 at least. I'm hoping to re-assemble this car with as many new or good parts as possible before very long.

Finding a suitable home for VPE was quite a job. Eventually I came across an old friend who had kept a poultry farm at one period, and he offered me a large shed in which to house the car for the duration of its rebuild. The only snag was that the way to the shed doors led through an exceedingly boggy field. All attempts to tow VPE across this field with a 4WD Land Rover failed miserably, with the Land Rover's four wheels spinning madly and throwing large chunks of mud all over the Citroën. Then we tried using the farm tractor, which had to be bump-started by towing it with a Volkswagen van. The tractor fired in due course, and towed the Citroën slowly across the field towards the short, steep, slope that led to the shed doors. Alas! John on the tractor had forgotten that aged and decrepit Citroëns that have seen much service and have lain forgotten and unused for many years are frequently without brakes. As he neared the boggy patch at the bottom of the slope, John braked hard. The car gathered momentum, and with a great crash, rammed the two rear tyres of the Ferguson. I was well aware of the impending disaster — I was in the car, shouting, panicking and fumbling in vain for the hand-brake! Luckily the only part of the car which seems to be damaged is the front bumper, which was extremely rusty and misshapen anyway. Does anyone have a spare set of bumpers for a 1954 Light 15? If so, please let me know!



TOC Camping Weekend

15th, 16th & 17th August 1980

Cherry Tree Farm, Botley Road, Burridge
Southampton.

PROGRAMME

15th - Arrive campsite early evening.

16th - Visit National Motor Museum and restoration workshops, Beaulieu.

Adults - £1.60 / children 80p - Party Rates (reserved parking)

Evening - Camp party bring own food and booze (to be pooled)

17th - Convoy drive depart 10.30 am approx. to the New Forest picnic or pub lunch

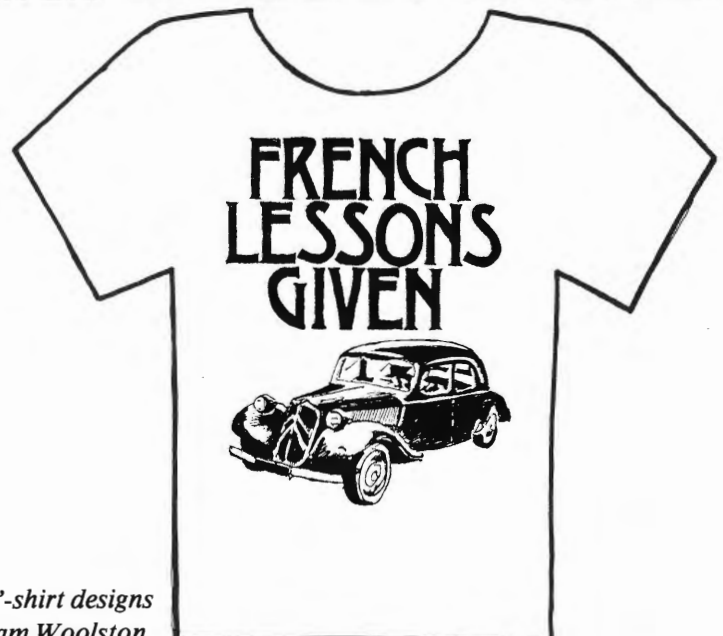
Please contact Martin, for Beaulieu - booking has to be made not later than 15th July

B&B available contact Martin Lloyd with SAE to
8 Home Rule Rd, Locks Heath, Southampton SO3 6LG
Overseas clubs are being informed.

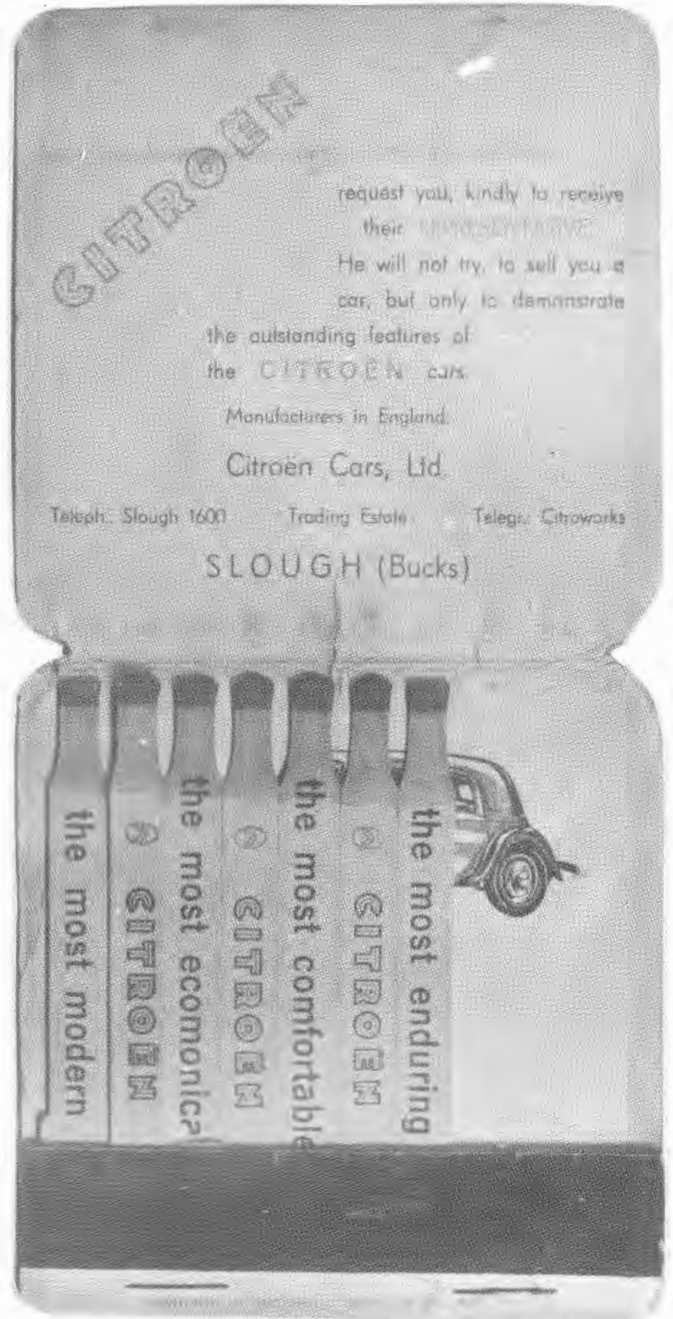


PHOTOGRAPHS

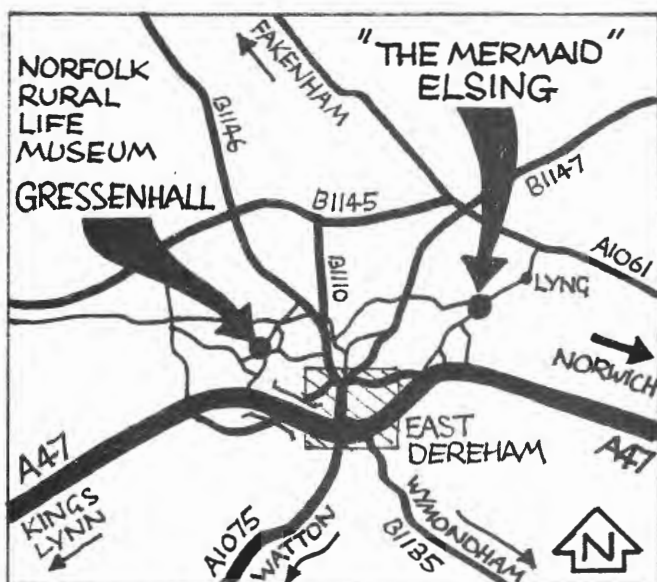
When sending photographs for publication in the magazine PLEASE whenever possible send black and white photographs as these reproduce better than colour. It is, however, likely that we may have to trim or cut black and white photographs, so please indicate those you do NOT want cut or trimmed.



Just one of the suggested 'T'-shirt designs from Tristram Woolston.



Actual size reproduction of Citroen book match of pre-war origin.



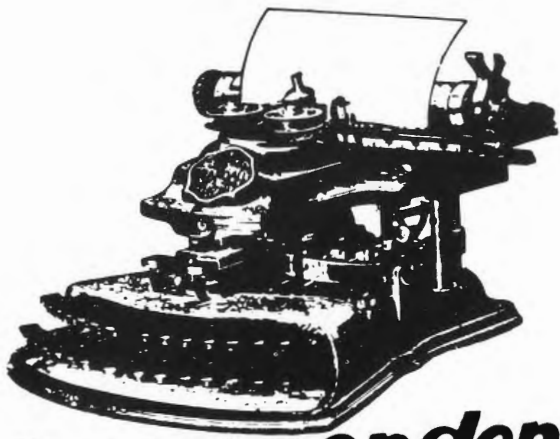
Eastern Section Meeting

31st August 1980 (Sunday)

Meet at the "Mermaid" pub at 12 noon. Elsing, East Dereham, Norfolk. Adnams ale and bar snacks available.

14.30 - Convoy drive to Norfolk Rural Life Museum at Gressenhall.

Admission :- Adults - 35p.
Children 5p. Home made afternoon teas are available.



Correspondence

Dear Sir,

I have owned a Traction Avant Citroen Lt 15 1948 for the last ten years and have recorded all her (Nelly Bell) adventures. For the past two years she has been off the road, and in the care of a dodderly old bugger of no fixed abode, who knows the car better than anything else and has nearly finished an overhaul (in his case it's nearly a rebuild). He's incredibly slow. When she's ready she will be O.K. for the next ten years, as I am not about to ruin her.

Anyway I would like to join your Club — find enclosed fee. I have been a member of Citroen Traction Avant, South Australia, for many years, and have a liberal sprinkling of spare parts, painted a picture of my car and written a song about her (neither are very good). I have a good friend in Birkenhead, England, and hope to be coming over soon. I am in a cabaret band called the 'Bobby Dazzler band' and play guitar, mandolin and banjo.

Yours truly,
Richard Johnson,
59, Rudall Avenue,
Whyalla,
South Australia.



My car at Horricks Pass north of Port Augusta.

News from Hong Kong

Dear Tony,

I was interested to note in *Floating Power* that there are some Traction in Singapore! I do recall seeing accounts of hill climbs and sprints reported in early fifties Citroenians, involving Lt 15's in Singapore, and I've spoken to one or two people who remember Lt 15's in Hong Kong, but as far as I'm aware there are simply no Traction here at all now. Although I did pick up a rather attractive table-lighter in the shape of a Big 6, its carton gave no indication of the country of origin or its address, otherwise I think the Club might be interested in ordering a batch. (*They're probably made in Hong Kong! Ed.*)

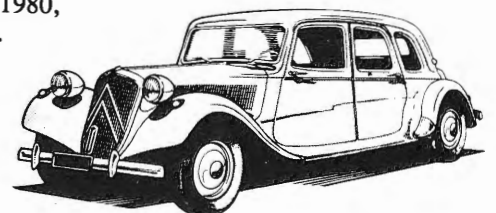
There are quite a few modern Citroens here, mainly CX Prestiges and a few G.S.'s. Hong Kong has some of the richest individuals in the world so demand for expensive cars is very high, with Rolls Royces, Porsches, Mercs and Cadillacs being seen everywhere; which is crazy when you consider that Hong Kong has the second highest number of vehicles per km. in the world. Monaco is first, so you get Porsches and Ferraris sitting in traffic jams and occasionally being able to get up to 50 m.p.h.! Motoring here is very definitely for pleasure, and apart from congestion the roads are nearly all up and down and very winding and in atrocious condition. I've acquired an eleven-year-old VW as a "hack" for getting out of town to the beaches. It doesn't have air-conditioning, which means it will be murder in the summer. The answer, believe it or not is, don't buy a convertible car; they're great at this time of year (January), every day being warm, dry and sunny (like the very best of an English summer, and very much better than a Scottish one), but in summer people drive around in convertibles with the hood up and air-conditioning turned up, or they simply lay up the car. The other problem with soft tops is that they leak. A hood that keeps you dry in the U.K. won't work here, where Monsoon downpours produce 12" of rain or more in 24 hours.

There are one or two interesting cars to be seen at the weekends in the winter; I've seen a Morris of around 1931 vintage, an Armstrong Siddeley Sapphire, two or three M.G. TD and TF types, a flat rad Morgan four-seater and a few early fifties Bentleys and Rolls. Cars don't as a rule last very well here, due to the rust caused by the combination of heat and humidity in the summer, but mainly because of the high accident rate, as the Chinese are atrocious drivers and cars more than two or three years old are heavily dented. Most bread and butter cars are for obvious geographical reasons Japanese, and they seem to dent very easily. With no M.O.T. here, you get some pretty tatty specimens of vehicles let loose on the highway.

I'm off to Thailand for a holiday at Easter. Rumour has it that you see the odd French car there, imported from Indo China, so if I see a roadster . . .!!

Have you managed to find another Scottish rep for the TOC yet? (*No, but we're still open to offers. Ed*) I'm looking forward to receiving *Floating Power* here, but so far none since October have caught up with me. I might see if I can do anything in the way of a technical article some time. (*Yes please. Ed.*)

All the best for 1980,
Walford Bruen.



2^{CV} GB *An Invitation to* ALL 2CV DRIVERS AND FRIENDS

THIRD INTERNATIONAL MEETING

at Howe Street, near Chelmsford, Essex, England.

FRIDAY SEPT 5th - SUNDAY SEPT 7th, 1980

(Camping allowed from Thurs. 4th Sept. to Thurs. 11th Sept.)

£1.50 PER PERSON
PER NIGHT

Children under 14 - FREE

INCLUDES - Badge,
All Entertainment,
Tea & Cakes on Sunday

FRIDAY
FOLK MUSIC
IN MARQUEE
CAMP FIRE

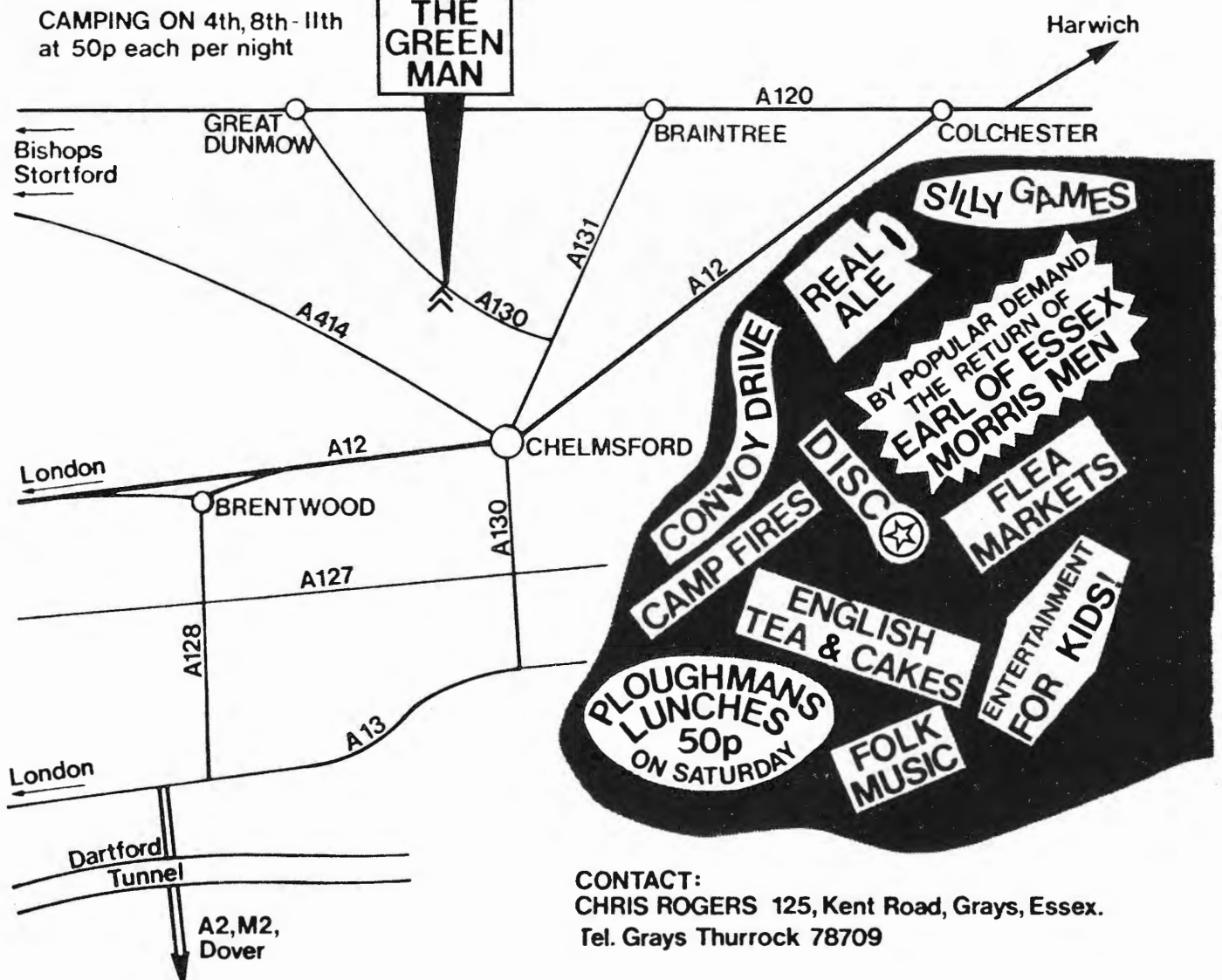
PROGRAMME

SATURDAY
FLEA MARKET
GAMES
MORRIS DANCE
DISCO
CAMP FIRE

SUNDAY
FLEA MARKET
CONVOY DRIVE
TEA & CAKES

CAMPING ON 4th, 8th - 11th
at 50p each per night

**THE
GREEN
MAN**



CONTACT:
CHRIS ROGERS 125, Kent Road, Grays, Essex.
Tel. Grays Thurrock 78709

Classified

WANTED

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

Wanted: Leather interior, front and rear seats for Lt. 15. Contact: Christian Souchon, 34 Lisle St., London WC2. Phone 01-734 1016.

For Sale: Big 15 Reg 672 HWT. Needs complete restoration; new sills, box sections, boot floor, door bottoms. Complete except for gearbox and grille. Tenth from last Big 15 built in Slough in 1955. Also 1964 Bijou for restoration. Both cheap to good homes. Phone John Howard on Leeds 683123.

For Sale: Two 'Regency' front seat covers for Slough Lt. 15, dark green £10.00 the pair. Tel: Colin Moss on 01-398 3176.

For Sale: 1949 Slough Black Lt. 15. Ready for restoration, stored for 10 years but sound in body and the engine runs well. A few spares. Offers around £500. Phone Martin or Bob on Hastings (Sussex) 424219 or 713659.

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

For Sale: Citroen Roadster 11 CV. 1937-38, just finished restoration. Painted red, only needs new hood. Engine is 'D' type 1955, twin carbs, 2 spare doors, screen and hood frame. Also 15 six H 1954 Badly damaged but repairable; was just restored before accident, lot of work to be done. Pneumatic suspension was in perfect condition, as was the engine. Also many, many parts for Tractions. Lastly, a complete for restoration 11 BL 1950. Photos on request. Write Emilio Ruiz Chlatayud, PZA Horticultor Corset, 12 PTA 18, Valencia - 8, Spain.

For Sale: Citroen Big 15 Familiale, mechanically sound, body in good condition, resprayed and partially restored. Rare vehicle with major spares and components available. Contact P.S. Brockwell, Tel: Titchfield 46565 or 42347.

Wanted: Bumpers for 1948 Slough Light 15. Contact D.R. Tansell on Worcester 353666 (working hours).

For Sale: 1956 11 BL Paris built, 11D engine, fastest and nicest-driving Traction, 90,000 kms, 3 owners, car has never rusted, special rust protection. Professional respray in original grey, rechromed, otherwise completely original. Interior protected by covers from new. Period accessories and English/French manuals. Available July/August with full MOT. Concours condition, owner resident abroad hence sale £3,500. Offers considered. Tel: Mr. Horrocks 061-764 6322. (North Yorks area)

Repairs, servicing, restorations, & parts for Traction Avant from London's only specialists. Classic Restorations, Arch 124, Cornwall Road, SE1. Tel: John or Bryn 01-928 6613.

Wanted: Petrol tank in good condition for Slough Light 15 big boot. (Filler pipe on driver's side). Contact Tristram Woolston, tel: 01-994 5257

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 — it's 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.

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

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 superior poster printed in six colours, an original design by Allan Sibley. Price £2.00 plus p&p. U.K. postage 2nd class 30p. Europe postage 2nd class 50p. U.S.A., Australia, N.Z. postage 2nd class £1.50p. All orders should be sent to John Gillard.

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.



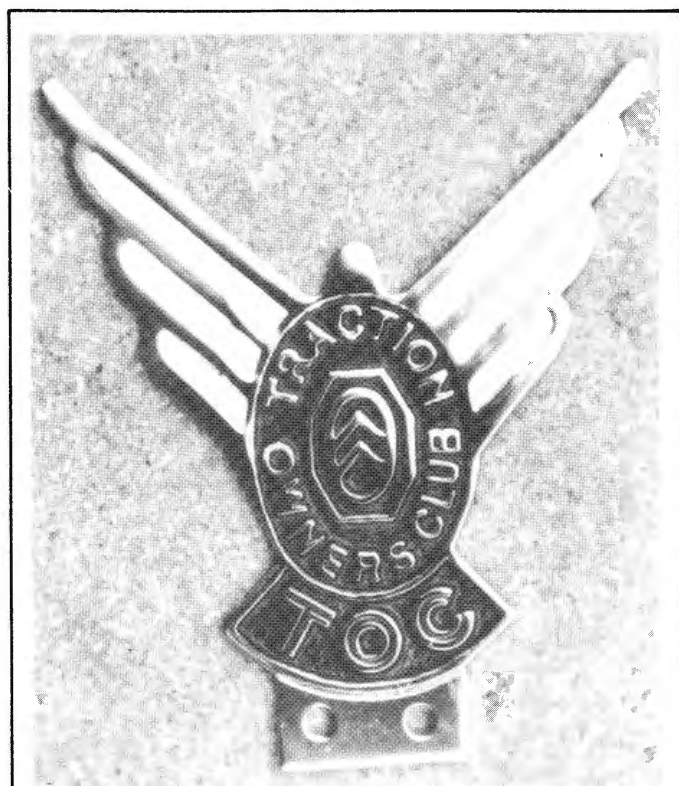
RALLY PROGRAMME & EVENTS
TOC attending marked by *

- 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 August** Folkestone Pageant of Motoring
- 23rd/24th/25th** Festival of Transport
 Hellingly, East Sussex.
- 24th/25th August** Wheels of Longleat, Warminster.
- 25th August** 11th Merton Concours d'Elegance, Morden, Surrey.
- 6th/7th Sept** Festival of Yesteryear, Autojumble Brands Hatch Circuit.
- 5th/6th/7th Sept** 'OLD MOTOR' FESTIVAL
 Leeds Exhibition Centre.
 3 Concours cars required NOW!!
 Local organiser John Howard,
 TOC organiser Allan Sibley.
- *5th/6th/7th/8th Sept** 2CVGB International, Green Man, Howe Street, Essex.
- *12th/13th/14th Sept** Jaarfest, Holland. TOC convoy and visit.
- 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.
- *1981** 5th ICCCR Holland

Jaarfest, Holland
12th to 14th Sept

Anyone interested in going to this rally in convoy please contact Allan Sibley NOW! with SAE so that he can gauge response for party rate on ferry, also letting him know of probable return date. Further details next magazine, including costs.

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.



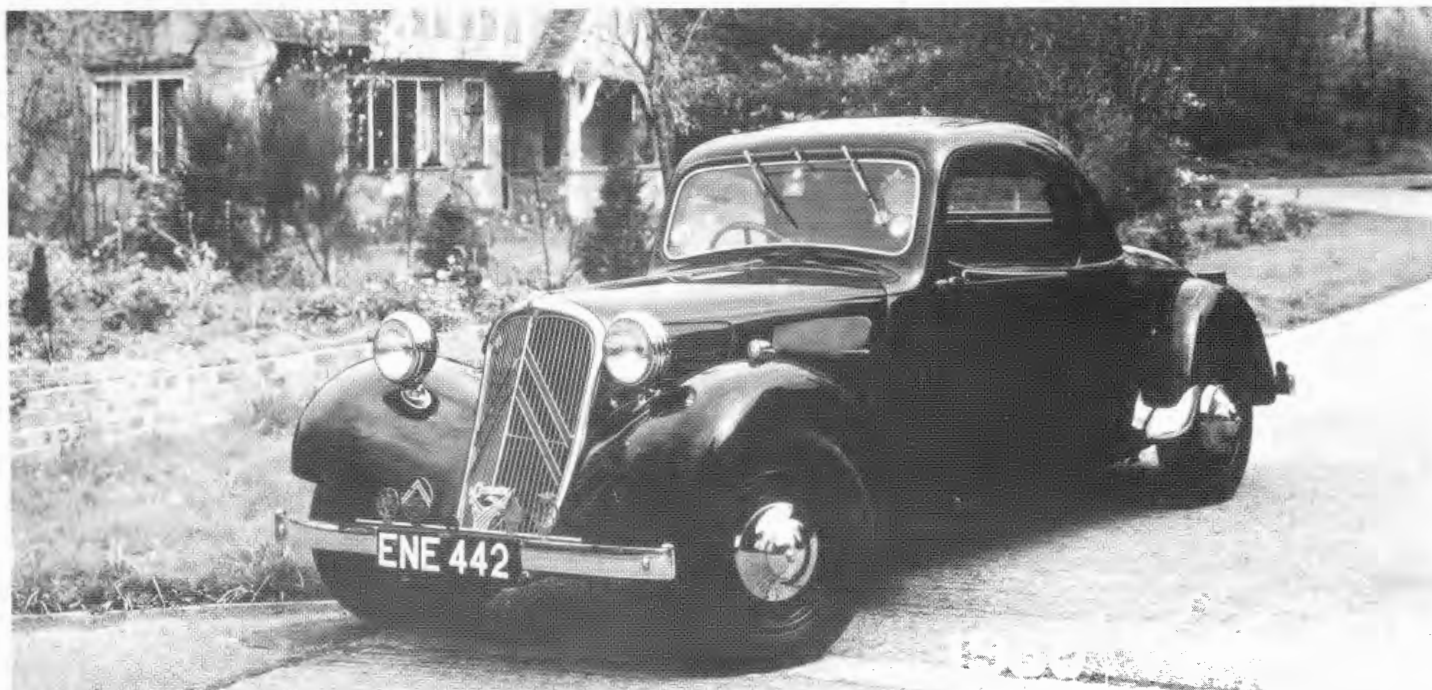
At long last we have our very own metal Club Badge. Early members of the Club will remember we held a competition for its design, and the winning drawings were submitted by Dave Shepherd. The Badge is chrome finished with white enamel in the wings and dark blue enamel surrounding the lettering. Available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

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

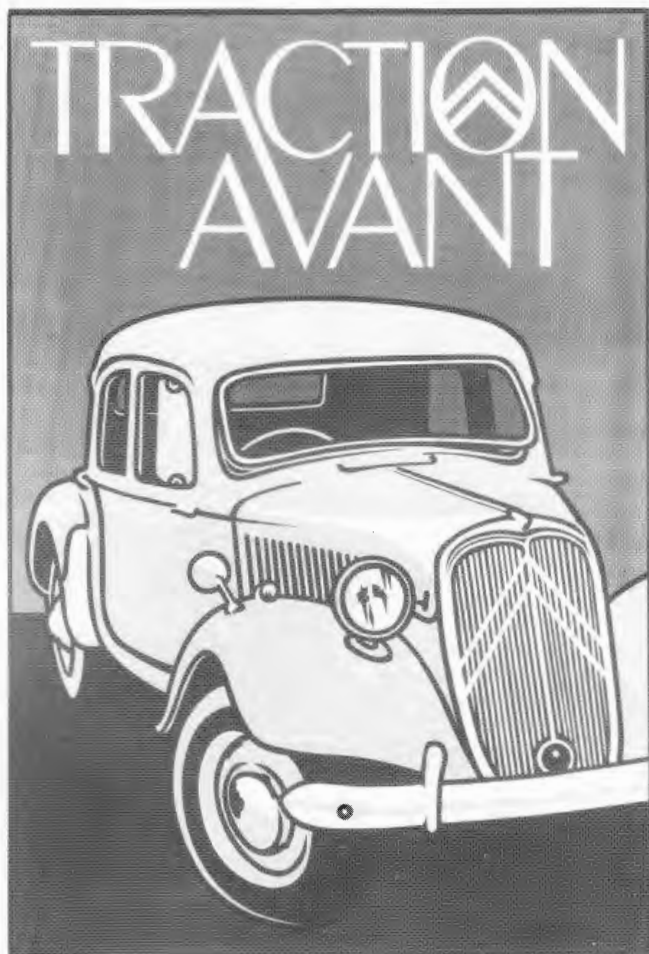
- 29th July** The Windmill, Windmill Drive, Clapham Common, SW4.
- 26th August** Jack Straws Castle, North End Way, Hampstead.
- 30th September** Sun Inn, Church Road, Barnes Common, SW13.
- 28th October** Ye Olde Wrestlers, North Road, Highgate, N6.
- 25th November** George Inn, 77 Borough High Street.
- 23rd December** Cannonbury Tavern, Cannonbury Place, Islington.

YOUR CAR IS NEEDED AT IBCAM

The Traction Owners Club and Citroen Car Club are fielding a display of cars showing the development of the Citroen Marque, at the Stoneleigh Town and Country Festival IBCAM Motoring Festival 1980, Royal Showground 23rd/24th/25th August. Individual concours and prizes for the best displayed Club stand. Further details and entry from from David Conway C.C.C., 152 Barkham Road, Wokingham, Berks.



1938 Slough 'Faux Cabriolet' poster, full colour, size 11" x 19½", price 60p each (limited quantity) available from Club Shop.



Latest Traction poster designed by Tristram Woolston available from John Gillard, price £1.25 each, postage extra. Size 16½" x 11¾", black, grey and blue.

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

Thanks for pool donations from P. Horsfall and Mr. Gardner. The Club still needs Big 15 and 6 driveshafts, also wishbones and pins.

At time of writing 150 members have joined the Spares Levy. It is still possible to join the levy, but again books will close from end of July till next year's subscription.

Please note the new rate of £15.00, cheque and P.O. sent to David Shepherd and made payable to Traction Owners Club.

If you haven't considered joining perhaps the following figures will convince you:-

1979 sales — £5,790, comprising 1736 items with 486 transactions. Closing stock valuation at cost £3,115, comprising 1400 items in 226 lines. Number of supplier call 130, approximate time given to total spares operation 390 hours.

HOW IS IT ALL POSSIBLE? DUE PRIMARILY TO LEVY SUBSCRIPTIONS!

REVISIONS

Ref.	Normal Price	Levy Price	P & P if Reqd.
C1, C2, C3	5.75	4.50	0.60
C8, C9	1.25	1.00	0.20
J4	2.50	2.00	O/A
J6	1.25	1.00	0.20
J16	0.30	0.24	O/A
J20	7.80	6.30	0.30
K5	4.00	3.25	0.20
K6	1.90	1.50	0.20
K9	16.25	13.00	O/A

ADDITIONS

Ref.	Normal Price	Levy Price	P & P if Reqd.
E23 Valve Seals (ea)	0.65	0.55	0.15
F25 Small boot bumper rubbers (pair)	7.80	6.25	0.30
F26 Slough wiper pegs (pair)	0.30	0.25	0.15
G7 M/S thru. pipe	15.00	12.00	O/A
H11 Exchange wishbones (state side)	31.25	25.00	O/A
H12 Wishbone shims (state thickness)	0.06	0.05	0.15
K24 Small boot rear valance	21.50	17.50	O/A

