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Arch 124, Cornwall Rd.,
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Saturdays only 11-3pm.

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Northern Section Social
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Floating Power

Volume Five Number Five November Nineteen Hundred and Eighty

This issue of *Floating Power* is, you will notice, a bit on the thin side, due mainly to our precarious financial position. The bumper 24-page previous issue cost a bit more than expected, so we must economise on this, but I am sure you will agree it was worth it.

Just a preliminary notice to inform you of our forthcoming A.G.M. to be held on Friday, 30th January. Location to be confirmed, probably Central London, full details in an early January magazine (unless I receive it in time for a stop press for this issue). So make a note in your diary, as we hope as many members as possible will attend to air their views.

The 'saga' of this disgraceful tax on car ownership is still not settled, and our representative at the meeting mentioned in the last magazine, Bernie Shaw, has elsewhere in this issue presented the facts to date.

Sometimes, for insurance purposes, it is necessary to have a valuation done on your vehicle. Should you so wish, contact either John Gillard or Fred Annells, who will be pleased to give valuations to paid-up TOC members.

When next in France around the Tours area, pay a visit to the Musée du l'automobile at Châtellerault, where they have amongst other things a 1921 type B2, 1922 type C5 CV, 1933 type 8 petite Rosalie, 1923 Kegreese 10 CV, 1950 15 six and the prototype Ami M35.

With talk of the next international rally being in Holland 1981 you might also be interested to know of another international meeting to be held on 6-8th June 1981 in Zofingen near Lucerne, Switzerland. More details next issue.

Finally, I must bid you all adieu as Editor of *Floating Power*, this being my last issue (not that we have a replacement — any volunteers?). I should like to thank all the members who helped to make the magazine successful by contributing articles, photos, correspondence etc., without whom none of it would have been possible. A special thankyou must go to those members who have done, or are now doing, by far the hardest part of the magazine — the artwork. If I have any photos not yet returned, I promise to post them all back before Christmas.

Which reminds me . . .

A very HAPPY CHRISTMAS AND PROSPEROUS NEW YEAR TO ALL OUR READERS:

G.B.

TOC REGISTER CONTINUED

H. Greenwald, 2970 N. Lake Shore Drive,
Chicago, U.S.A. 11 BL.

T. Campbell, 34 White Ave., Maroubra,
Sydney, Australia.
1951 11 B. Ch. No. 202389, Black.

M. Vogal, Boundary House, Danehill, West
Sussex. 1956 11 BL. Ch. No. 677750, Black.

I & L Ranstrone, 21 Moor St., Kirkham,
Lancs. 1934 8A Floating Power YG 8000.
Ch. No. 5166797, Brown.

J. Fox, Greenisland, 93 Warrenpoint Road,
Newry, Co. Down, N. Ireland.
1955 11 B. EIB 360. Ch. No. 427753, Blue.

H. Frazer, 1 Dib Close, Oakwood, Leeds.
1953 Lt.15 STF 835. Ch. No. 9531320.

G. Bendall, Briar Cottage, Baskerville Lane,
Shiplake, Henley, Oxon.
1952 11 BL. URD 895. Ch. No. 2206708,
Grey.

J. Moore, 19 Main Street, Livmavady, County
Londonderry. 1938 Lt.12. EGV 516.
Ch. No. 103225, Black.

Camping Weekend

15th/16th/17th August 1980 - Southampton



Klaus Shaffer's French Commerciale all the way from Germany.



Outside the Pilgrim Pub Marchwood.



Convoy drive to New Forest.



We left London mid-evening on Friday — Val and myself in my 2CV van and Antonia Loysen, with Lawrence the camping dog, in her 2CV (lack of Tractions due entirely to rebuilding). After driving down the M3 we arrived at the campsite in darkness only to discover that, because it was not yet closing time, almost all the earlier arrivals had headed for the nearest pub and, pausing only for a confrontation with the farmer's alsation and a spell of 'putting the tents up by torchlight', we joined them. Although numbers were few, it was good to see familiar faces again. We were especially pleased to see Klaus Schaeffer and his friends who had come over from Germany for the weekend with 2 Tractions.

Breakfast was rather late the next morning. The Germans arrived from a nearby hotel where they had spent the night, all the cars were lined up and, with Martin Lloyd in his C4G leading, the convoy left for the New Forest. After a very pleasant drive in the sunshine the first stop was at a pub in the forest, complete with wild ponies, and then on to the Beaulieu Motor Museum where everybody became engrossed for several hours. Some of the exhibits were magnificent, but a few people were of the opinion that the Tractions we had left in the car park were more impressive than the examples on display. On the way home the convoy called in at the Pilgrim Inn in Marchwood before stopping en masse at a Steak House for supper. Back at the campsite it was into the farmer's barn for an evening of swapping stories and bottles of wine around the (gaslight) campfire.

During the night it poured with rain and Sunday dawned wet and horrible. Many people, suffering from symptoms ranging from minor dampness to severe hangovers (*WHO* made that homebrew) decided to depart early, but by midday the rain had lifted and the remaining hard core set out again for the wilds of the New Forest. As we drove the sun came out and, after a brief halt during opening time, the convoy parked in the Rhinefield Enclosure. Here there were beautiful scenic walks among the collection of rare and unusual trees and we proceeded to get our only exercise of the weekend by actually WALKING!

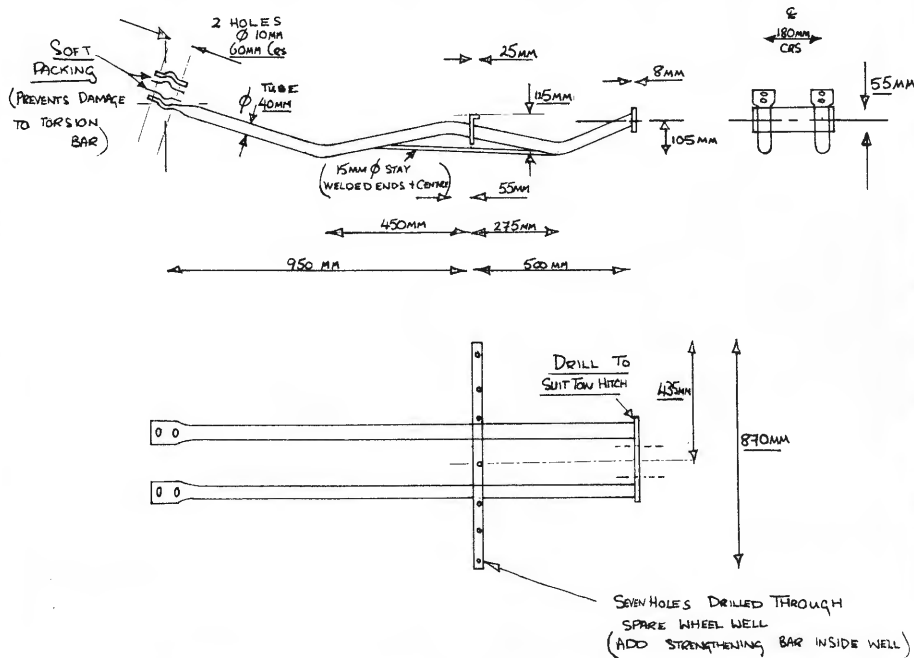
Later, back in the cars, we meandered gently along the forest roads, through the ford at Brockenhurst and over miles of heathland before dropping in for tea and cake with the local inhabitants in Marchwood. Finally came the parting of the ways on the flyover leading back to Southampton.

All in all, although attendance was low, those who made the effort were rewarded with a most enjoyable weekend — definitely worth repeating next year — but it could have been so much better with a few more cars!

T.W.



Tow bar bracket diagram



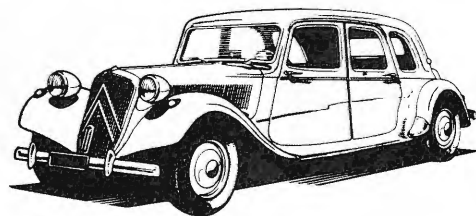
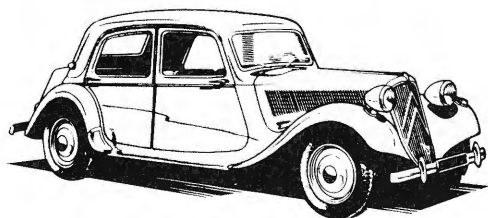
London Section Pub Meetings
Organizer Allan Sibley,
174c St Ann's Road, Tottenham,
London N15.

Last Tuesday of each month 9 p.m.

25th Nov George Inn, 77 Borough High St.
23rd Dec Cannonbury Tavern, Cannonbury
Place, Islington.

Rally Programme & Events TOC attending marked by *

- *20th Dec 80 TOC Christmas Nosh-up.
Paulos, 28 Wellington St.,
London, WC2.
- *10th Jan 81 London Section New Year's
Dinner, Le Routier, Camden
Lock. *Contact Allan Sibley
for reservation.*
- *30th Jan 81 TOC A.G.M. Venue to be
announced.
- *6th - 8th
June 81 Citroën T.A. Club Switzer-
land International Traction
meeting, Zofingen
(Nr Lucerne). *Please contact
Allan Sibley if interested in
attending.*
- *1981 5th ICCCR International.



CHRISTMAS NOSH-UP

Saturday 20th December 1980. 7.30 for 8.00 p.m.

Paulo's Brazilian Restaurant

28 Wellington Street, Covent Garden, London WC2.

For a taste of Brazil join us at Paulo's for the Traction Owners Club Christmas nosh-up, the food is superb and the atmosphere is very pleasant, also we have a private room. During the meal there will be a slide show featuring Tractions past and present and other bits!

MENU

Starters

Crab meat - Sivi
Soup of the day

Dessert

Fresh fruit salad
Banana sweet (Brazilian speciality)

Main Course

Roast leg of Pork
Vatapa (Brazilian fish speciality)
the above served with rice, beans, farafa or salad

Coffee



**The Traction
Owners Club**

Price is £6.50 per person which also includes cover charge, bread and butter, welcome drink (Brazilian cocktail or sherry) and Christmas crackers.

If you wish to partake please send a cheque to:- Dave Shepherd, 23 Longford Road,
Bognor Regis, Sussex PO21 1AB, for the sum of £2.50 per person.
(the balance payable on the night). Cheques to be payable to the Traction Owners Club.

PLEASE ACT NOW AS RESERVATION IS STRICTLY LIMITED TO 30-40 PEOPLE.



Once again the weather was excellent for the French picnic; above, a handful of members enjoying themselves. Pancakes were cooked and served by Kathy Hayes.

Antonia demonstrating the fold-down 2CV seats, hic!



Dear Tony,

I am pleased to let you know that, after having written personally to each T.O.C. member (owner of a 15/6) in U.K., I have finally managed to obtain a 6 grill badge. Mr. G. Quinn, from Forest Hill, was very kind to send me his badge to Singapore, and I have asked a local craftsman to make a few pieces, in brass, like to original one. I saw the mould yesterday and the job is perfect. By next week, it should be cut and the fitting straps should be riveted. After a last check; I will then have it chromed.

The cost, per piece will be \$35 U.S.

Would the Club be interested to buy a few pieces?

According to my records, at least seven cars are missing the badge (plus mine). In fact, I do not know anybody who has got the 6 badge on his car.

If you are interested please let me know your requirements as soon as possible.

In your last letter, you asked me about an article for the Magazine. I am afraid, time is getting short as I am transferred to Kuala Lumpur in three weeks.

But as I will be there for a few years and as I intend to join the local Vintage Car Club, I promise you an article about Citroens in Malaysia for one of the next issues.

Best regards
Vanhassel J.

My new address as from October 1st.

Vanhassel J.
Manager for Malaysia and Brunei.
Sabena Airlines.
Hotel Equatorial.
Jalam Sultan Ismail.
KUALA LUMPUR
MALAYSIA.

Note: Enclosed a picture of the grille badge in case you want to print it in the Magazine together with my letter. I am sure very few people have ever seen a grille motif like this. Had you?

Dear Tony,

Following my letter dated September 7th., please find below some additional information.

As stated in my last week's letter, I went yesterday to see the grille badge in his next stage. It is simply unbelievable! It is perfect. Exactly like the original, its twin brother!

The badge itself was finished and marvellous. It was not chromed and the 4 fitting straps were not yet fixed but this is a very minor detail. I told the craftsman to go ahead and by next Saturday I should have 4 pieces completely finished (thus including the fittings and chroming).

I will then send one to you right away so that you can see the work.

Yesterday I received a letter from Mr. S. Saint (T.O.C. member) from Claines. He has got the badge and intended to contact John Gillard. He would be willing to lend his badge to the Club so that a few pieces could be manufactured and made available through the Club.

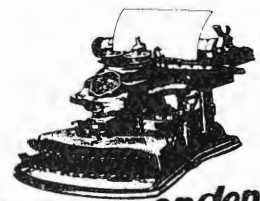
Anyway, at this stage, I have to go ahead with my lot; compare the Singapore and the U.K. prices and if you are interested in mine, let me know how many you require.

I have ordered 4 pieces for a start, 2 for me (one spare in case...), 1 for C.E. Gartland (I promised him one) and one for the Club so that you could evaluate the quality of the job.

If we order 12 pieces altogether I should be able to bring the price down from \$35 US to \$30 US or even less; the more we order, the cheaper it should be.

Till next week.

Best regards to you and Maria.
Vanhassel J.



Correspondence



TRACTION ARRIERE

Correspondence to
Martin Lloyd

A section devoted to rear wheel drive Citroëns produced between 1919 and 1939.

Only one car this time, but what a car, a Slough-built Roadster. Firstly, I must thank Allan Sibley for taking time out to write about it and to Bryn Hughes (whose car it is) for supplying the photographs. Bryn Hughes has just acquired a rare beast from a garden in Finchley, London — yes, London — we do find the odd Citroën in the Smoke.

It is thought to be a Slough C4F roadster with dickey seat, registration number GW4020, first registered in 1930 but the chassis number dates from 1932.

The car has been modified extensively over the years; it is difficult to tell what is original on the car and what is not. At present it is fitted with a Jaguar SS 1.5 litre engine and gearbox fitted in 1962; before this there was a Standard 10 engine and gearbox which was installed in the 1940s.

The C4F had been in regular use until 1974 when it was finally left in the Finchley garden.

It goes without saying that Bryn would be most interested in obtaining any information, photographs and drawings etc in its original state, also any parts, the most important being the correct engine and gearbox; also any mechanical parts, complete instrument panel (similar to Martin's C4G) and any body panels. If you have, Bryn can be contacted on 01-928 6613.

Thanks, Allan, for the article on Bryn's car. There is one question in my mind and no doubt in yours. How can you tax a car two years before it is made? I must admit to puzzling over this since Bryn told me about his car at Cowgill, and I have come to the following conclusions:

Firstly, we must identify the car; the chassis number tells us that the car was manufactured in 1932. Now the chassis number of my own car also identifies it as being manufactured in 1932, but I know that the car was used towards the end of 1931. So, the first conclusion (no doubt most of you realised this) is that the dates for the chassis numbers are 'Model Years', not calendar years. That is to say that they ran from November, the show month, of the previous year, i.e. 'Chassis Year 1932' would run from November 1931 through to October 1932. This means cars with 1932 chassis numbers could, in fact, like my own, have been registered in 1931.

As for the model type, because of the size and the year, be it 1930/1/2, we know it must be a C4F or C4G. The main difference between the 'roadsters' of these two models is the engine capacity. So here we have drawn a blank as Bryn's car, as Allan stated, has a Jaguar engine fitted.

You can see that I was not progressing very fast, so I decided to approach the problem from the other end, i.e. the registration number 'GW 4020'. Now when I first saw the photos of Bryn's car, I was so intent (or should I say green with envy) looking at the car that I did not notice the registration number. However, when Allan's article arrived with the photos I thought I recognised



Bryn Hughes' Slough C4F Roadster/coupé.

the registration number. So, after spending several hours looking through various books etc., 'voilà', there it was GW 4012 in *The Motor*, April 5th 1932.

The article: 'Road Test, Showing Principal Characteristics, The Citroën Big Twelve Saloon'. Now I realise the registration numbers are not the same, or even concurrent, they are however very close and both on Citroëns. I expect many of you realise that registrations, at the time we are talking about, were obtained by the 'Main Dealer' or the factory. So it is more than likely that Bryn's car is the same 'Model Year' as the one in the

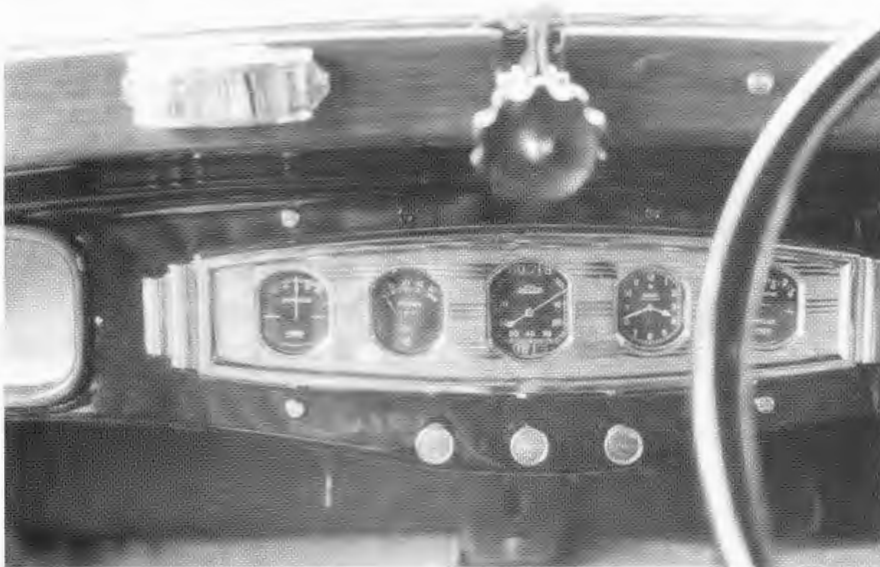
'road test', that is 1932, which agrees with the chassis number. That does mean that Bryn's car is probably a 'C4G, Big Twelve-1932'.

This does however still leave us the anomaly of the 1930 registration document. We have already seen that a so-called '32 car could have been manufactured in 1931, but I find it difficult to believe that Bryn's car could have been 'correctly' registered in 1930, particularly with the weight of the foregoing information. There are numerous possibilities for this anomaly, but I feel it is pointless at this time delving further; after all we have yet



A proud owner!

Extra Jaarfeest Photos.....



How it should look — Martin's C4GDash.

to prove that Bryn's car is a C4G, although it is in my opinion.

Finally, both Allan and myself have referred to the car as a 'roadster', when in fact it is a 'Coupé, 2-seater folding head with dickey'. For the record, the roadsters have different windscreen surrounds which are also angled instead of vertical.

So, if I am correct the full description of Bryn's car is '1932 C4G Big Twelve Coupé 2-seater folding head with dickey' (quite a mouthful). The sales literature of the day described the car as follows:

"The charming Citroën Coupés are offered in two styles — 4 seater, fixed head, and 2 seater folding head with dickey. The interiors are beautifully upholstered, the fixed head Coupé being finished in a distinctive and luxurious cloth, and the folding head type in

leather. Both have front and rear bumpers and safety glass, together with refinements and appointments common to other Citroën De Luxe models. The all steel coachwork is free from rattle, and delightfully finished in cellulose and chromium plating. Either style of coachwork is obtainable on the four cylinder chassis. Price (fixed or folding head) £225 (ex Works Slough). Overall length 13ft 5in, width 5ft 7in, height 5ft 8in."

Big Twelve De Luxe models:

Specially wide doors; more luxurious interiors; chromium plated radiator; new type bumpers; improved luggage grid; new improved running boards; wire wheels or discs optional; large hubs on wheels; spare wheel at side; tool box; glove box on dash; remote control to doors; window ventilating louvres; glass sun visor.

JAARFEE

The omens for a trouble-free visit to the 1980 Jaarfest in Holland were not good! Much telephoning, organisation and hard work had gone into getting all those, keen to go, supplied with tickets and instructions for leaving these shores on the Thursday evening ferry from Sheerness.

Three days before we were due to set off, we heard that there would be no evening sailings and so, after more telephoning and organising, we were transferred to the Friday morning sailing. As Thursday night turned out to be one of strong winds and gale warnings, some members of the party were thankful for the change of plan!

We had an uneventful run to Sheerness, Greg in comfort, as he was driving, and Paul, Angie and myself packed in with the luggage — 4 people, 2 tents, 4 sleeping-bags, cooking equipment, clothes and tools in a small boat Light 15 with a slipping clutch! The rest of the party met in London and drove in convoy, arriving soon after us (John Gillard's Light 12 2CV van, DS and Alfasud(!)).

Once on the boat, having taken over a corner of the bar, the main concern was when they would start serving drinks and we could all begin to enjoy ourselves! The seven hour voyage proved fairly calm by North Sea standards and was passed eating, drinking, sleeping and working out a route to Deventer, near Arnhem, where the rally was to take place.

Dusk was falling when we arrived in Holland and set off in convoy for our destination, a journey of about 150 miles. Antonio and Jo left the convoy, as they were spending the night with relatives, and the rest of us, after some scenic detours round the Dutch countryside in the dark, made our separate ways to Deventer. We went first to the rally site (a motel) arriving just after midnight. Heading for the bar, we found some German tractionists and joined them for a few beers before heading for the camp site, which was situated just across the bridge used in the film 'A Bridge Too Far'.

Iris, Val and Steve had already arrived and pitched camp and lent a hand while we did likewise. John and Shirley arrived during this operation with the news that the trail blazer and map reader had given up and found a hotel for the night!

As soon as our tent was up, Greg got out the frying pan and started cooking sausages and brewing tea. That's when the rain started! After hastily eating our sausages, under John's umbrella, we all retired, in our case to find the rain coming straight through the tent! However, after spraying the inside with a waterproofing spray, the rain eased off and we slept.

The morning dawned somewhat brighter and, after breakfast, everyone was looking forward to the weekend, the trials of the day before slipping into insignificance! Before leaving for the motel, we were visited by a flock of ducks that seemed to inhabit the camp site and appeared when they thought there was food on the go, and the Alfasud arrived!

Setting off for the rally site, we had another scenic detour round Deventer, to change my battery which was somewhat flat after illuminating nocturnal tent pitching — at least, that's my story and I'm sticking to it! When we turned into the motel's extensive car park, we were involved in a traction traffic jam as people looked for parking spaces in row upon

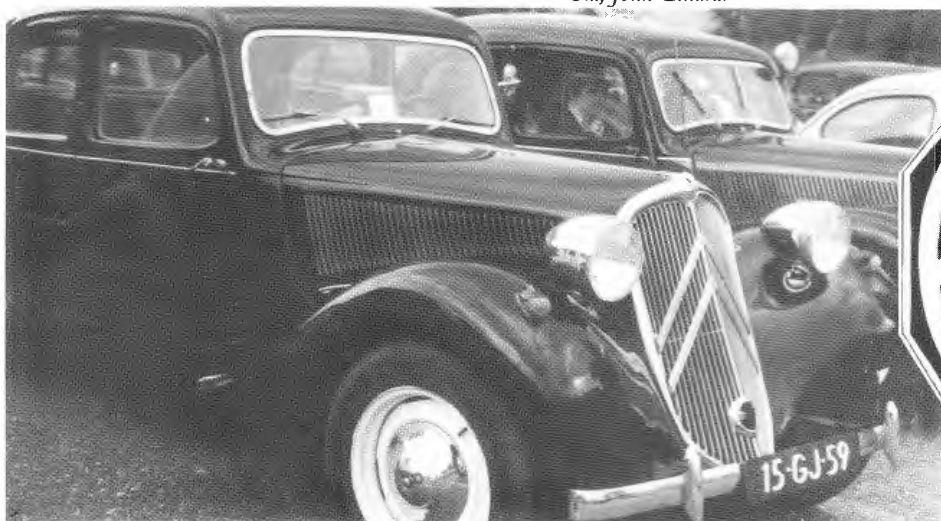
row of tractions. Hastily finding somewhere to leave the car, we made our way to the hotel to register our arrival. This was done quickly and efficiently. We were given a programme of events and a plastic wallet containing vouchers for morning coffee, dinner on Saturday and a picnic lunch for Sunday.

Having completed the formalities we were free to enjoy everything arranged for our entertainment. Much time was spent wandering round the car park admiring the cars. (There must have been about 100 tractions.) There were several pre-traction Citroëns, a couple of decaps, tractions everywhere including several beautiful Sixes. One of these looked as if it had just rolled off the production line, the engine was almost silent and spotless! There was also a car on a trailer, covered in black plastic, closely guarded from the curious — more about that later. Also in the car park, you could have your suspension checked and the carburettor tuned with the aid of electronic exhaust monitoring equipment, at no cost. There was a large selection of autojumble stalls with Citroën spares, books, posters, in fact enough to keep the enthusiast occupied for hours! For our entertainment there was a display of traditional Dutch clog dancing, a tug-of-war competition and, in the hotel, films were shown throughout the afternoon.

Towards the end of the afternoon there was a Concours d'Elegance — a little different from ours, as the occupants of the cars were also being judged. Each car drove past the crowd, stopped in front of the judges, where the occupants got out and walked round the



TOC Globetrotters. Top L to R: Allan Sibley, Shirley Watts, Antonia Loysen. Bottom L to R: T. Sid, John Gillard.



Postwar French Resistance Traction?



1948 15-Six in the

Autojumble scenes.

EEST 1980



...y, Steve Hedinger, Sid's missus (Angie), Greg Hayes,
...R: Tristram Woolston, Kathy Hayes, Valerie Mercer,

car, before getting back in. They were dressed in period clothes — hats with veils, gangster-style suits etc. The pre-traction Citroëns were beautifully decorated with posies of flowers and garlands of lemons. The whole spectacle was delightful.

The pièce de resistance(!) was the unveiling of the vehicle wrapped in black plastic. This proved to be a Big 15 in FFI paintwork and markings, with the exhaust coming straight up through the bonnet. It caused, naturally, a great deal of interest and even more when it started up with an unsilenced roar. It began its drive past the admiring crowds and then there was a simulated explosion, the doors fell off, the occupants got out, and the front end, from the bulkhead onwards, carried on for a few yards by itself, and the back end settled to the ground! While this was being greeted with uproarious applause, the occupants were busily employed re-uniting the two parts. It was a memorable finale to a great afternoon.

At 6 o'clock we all assembled in the hotel dining room for dinner. We had a superb three course meal with more food than we could eat, coffee and a glass of wine (all included in the cost of the rally). The TOC table seemed to be the only one to order extra wine, thanks to the perseverance of Allan who eventually convinced the waitress that it was extra bottles that were needed and that we did indeed know we had to pay for them!

The evening's entertainment was not yet over as there was also a disco laid on, to help us get over the large amount of food we had consumed. Until it started, we headed for the

bar and were soon awash with beer. Those who ventured up to the disco reported that the music was provided by a three-piece dance band who had not been keeping up with modern trends. Most people, therefore, stayed in the bar where the more adventurous began tackling genever, banana liqueur and various other alcoholic beverages and Dee and Jo did a great job chatting up the barman to find a disco in town. As a result, several of us piled into various taxis and headed for town (probably just in time as Iris and Paul's rendition of 'Bubbles' was not going down too well!).

In the small hours of the morning, we returned to the camp site, some on foot and some in cars, those going by car having promised to have coffee brewing for the others. Somehow, eight of us ended up in Antonio's tent (only meant for two!) drinking coffee and talking for hours. On his way to bed, Paul laid a trail of bread for the ducks — right into Allan's tent.

Surprisingly, everyone was up fairly early and in varying degrees of animation. The bread in Allan's tent had disappeared and no-one had seen or heard a single duck! During a rather damp breakfast (due to the rain) one solitary duck appeared, waddled past everyone and straight into Allan's tent! It soon made itself comfortable and, after being shooed out was found to have left a memento of its visit but no eggs!

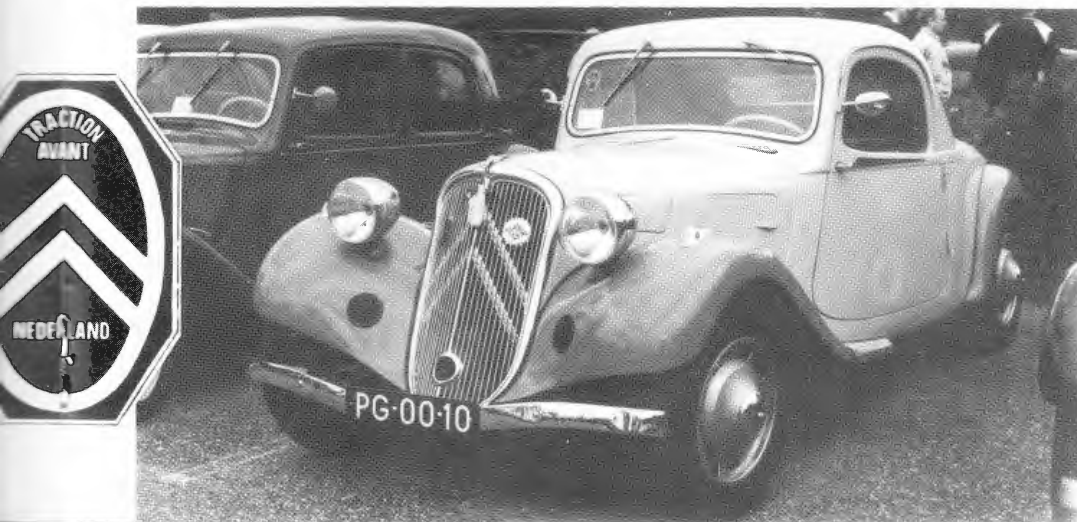
Back to the hotel for the final event, a scenic drive and treasure hunt. As the clues were in Dutch, the English-speaking contingent were placed in Dutch cars or Dutch people placed in theirs so that everyone could take part. We were catching the ferry that evening so were, again, loaded up to the maximum, so we just collected our packed lunch and followed everyone else. We stopped off half-way and joined lots of other hungover tractionists slaking their thirsts in a bar. After that, it was back to the cars and on to the end of the treasure hunt, yet another hotel. There we browsed in the car park, looking at cars we had missed, or looking again at cars we liked and then headed inside where a drink was waiting and the prize-giving about to take place. Events were finally wound up, in Dutch, and we returned to Deventer where, after a bite to eat, we said our good-byes to everyone and headed for home.

It hardly seemed possible that we had only been in Holland for two days as we had done so much in the short time we were there. The only thing we had not done was sleep, and once on the boat we soon put that to rights!

The weekend was well worth the trip to Holland and the rally, at £10 per person, worth every penny when, apart from all the entertainment laid on, it also covered coffee, dinner, lunch, a beer after the treasure hunt and, for those staying in the hotel, breakfast on Sunday morning. The camp site was clean and welcoming and also very reasonably priced — the lady in charge stayed up on Friday night to welcome us with a smile at after one in the morning, and on Saturday morning came over to offer us the use of one of the large picnic tables for the duration of our stay.

Everyone who went from the TOC was impressed by the Dutch organisation and vowed to come back next year. I would recommend the experience to any others tempted to go.

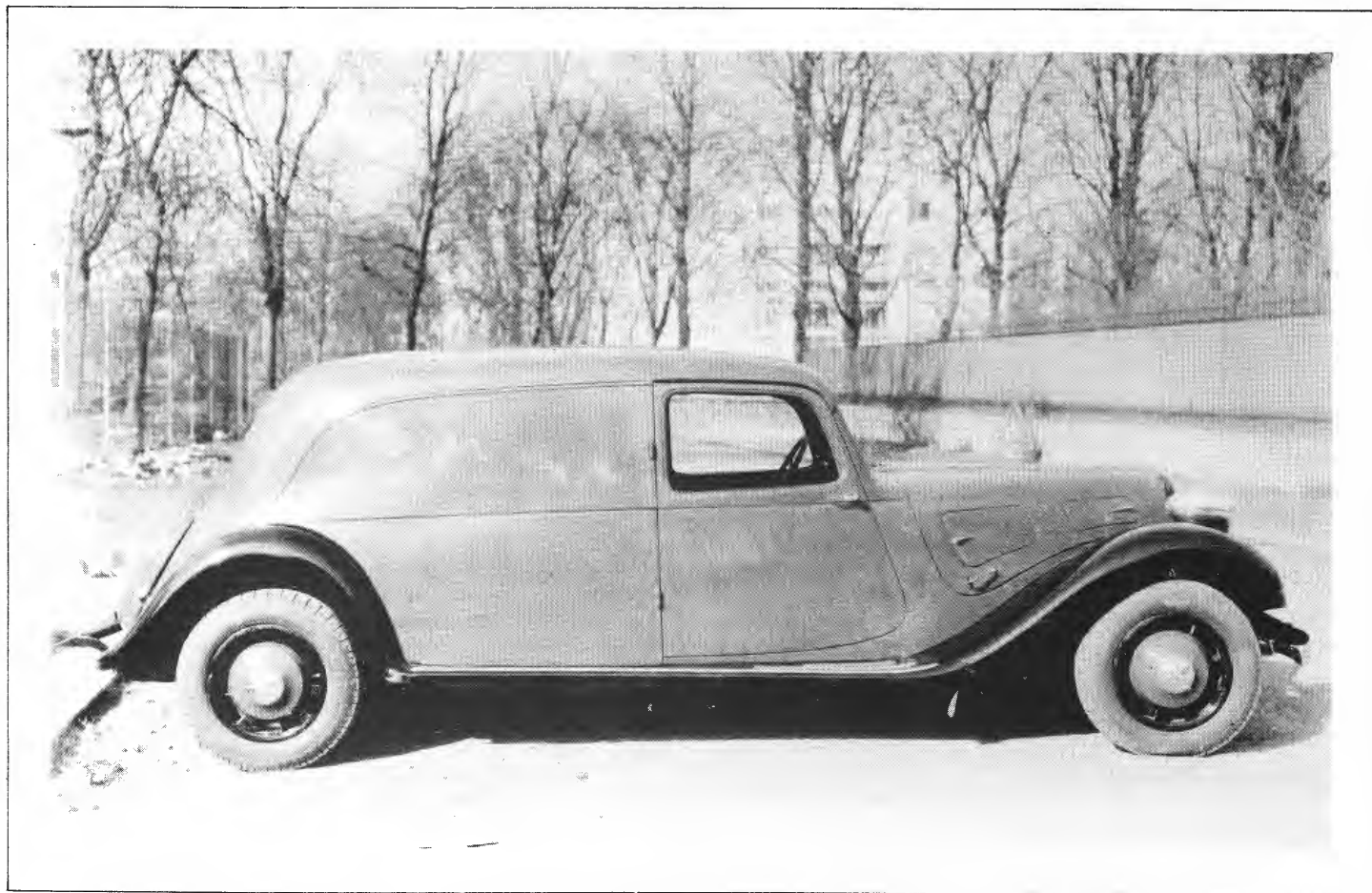
K.H. (Kathy Hayes)



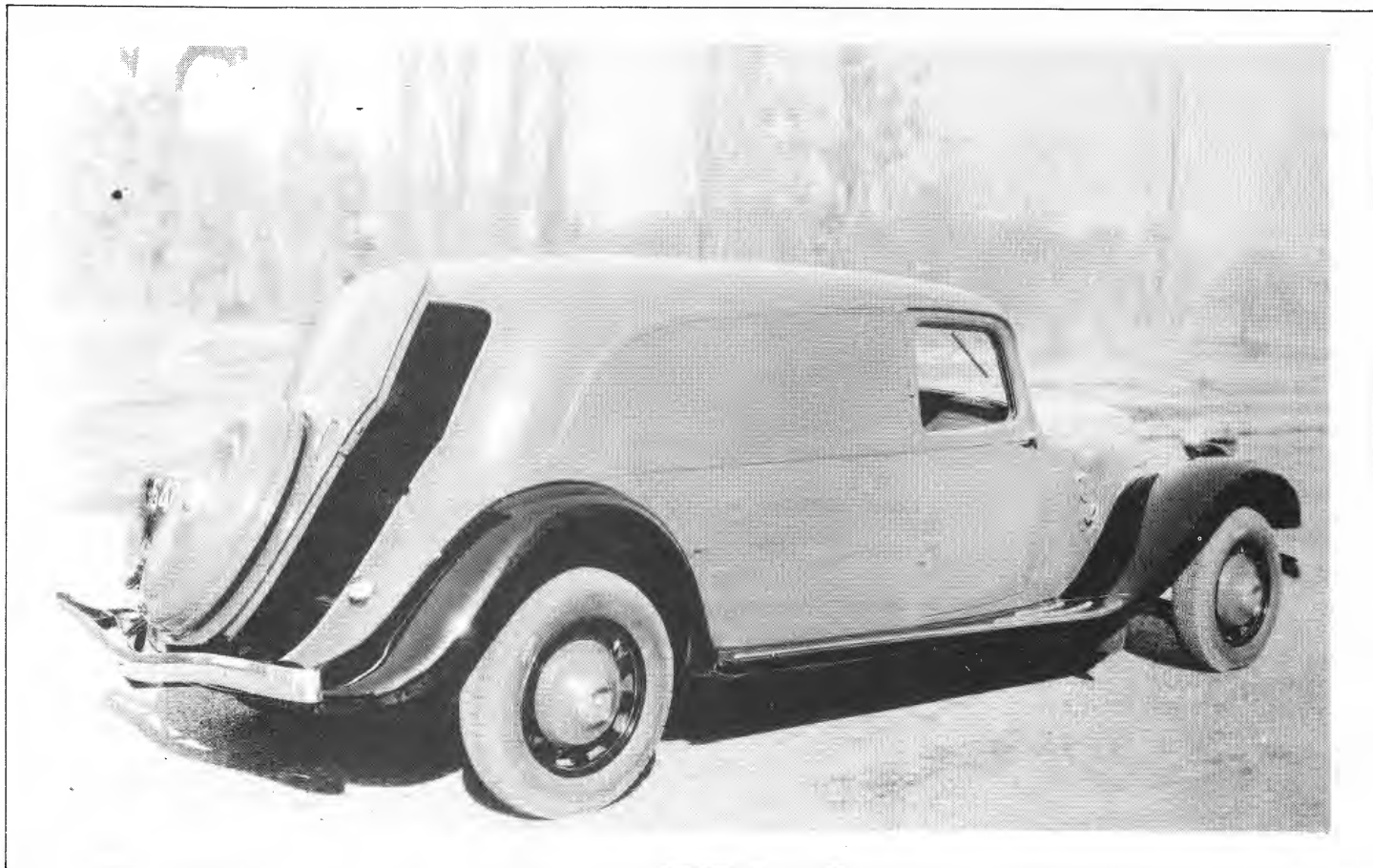
...x in the concours line-up.



Citroën~AEAT 11cv fourgon



The French firm AEAT, normally known for their opening roof conversion and boot extensions, made at the turn of the 30's the illustrated traction van on an 11 Familiale chassis. Whether this was a prototype or special order is not known. The pictures shown here possibly for the first time came from the T.A.N. magazine TRAKSJON (Ed.)



Books

The following books should be of interest to Traction owners, and are all available from Albion Scott Ltd., Bercourt House, 51 York Road, Brentford, Middx, TW8 0QP. Phone 01-560 3404 for ordering details. (Ed.)

030007. L'ALBUM DE LA TRACTION EDA Series 220 pages of pictures showing this classic car in all its aspects and event. Captions are in French. Large format, hardback. £14.95

001059. CITROEN By Raymond Broad, only English language book on Citroen. Covering 55-year history. Complete with factual information on each car in the Citroen series. Invaluable data and many photographs. Interesting section on the double-Wankel GZ Birotor. 63 illustrations, 144 pages. £4.95

031003. TOUTES LES CITROEN The most magnificent and comprehensive volume to cover all models of Citroen since 1919 to the present day. All models are shown year by year in their original colours. Many b/w photos of the various models including many unusual models and adaptations. Text in French, 320 pages, 1300 drawings, 990 photos. Very large format 35 x 25cm. £34.95

030003. CITROEN: QUAI DE JAVEL QUAI ANDRE CITROEN VOL 2. Companion Volume to Citroen-Great Marque Produced in the same format and to the same high standard as Volume 1. Massive 490 pages packed with hundreds of photos, many of which have never before been seen, in both colour and black and white. A wealth of new material includes commercial and military applications. French text. £19.95

003003. CITROEN: THE GREAT MARQUE OF FRANCE. Pierre Dumont. A complete translation in English of the standard French reference work on these cars. 500 large pages with 484 illustrations, many in full colour. The most complete collection of Citroen photos ever assembled. £17.95

030009. CITROEN A, B2, B10, B12, 5CV 1919-26 Archives Du Coll. Series. Contains complete repair and historical information. 152pp, 262 ill. French text. £7.50

030010. CITROEN B14 1926-28 Archives du Coll. Series Compl. repair & historical information. Over 250 ill. French text. £7.50

030011. CITROEN TRACTION AVANT 1934-1957 Archives du Coll. Series Compl. repair & historical inform. for models 7, 11 & 15. ill. French text. £7.50

029008. LA TRACTION, UN ROMAN D'AMOUR - The Citroen Traction Story. A superbly produced hardback with 235 photos of Tractions, sorted by subjects, periods, types. Many interesting special body pictures, also wartime military photos. Very brief French text. 253pp, 235 ill. £9.95

029001. LA TRACTION. Comp. photo history of this famous Citroen model, from 1934-1957. 174pp, 150 ill. paperback. £4.95

029014. LES VOITURES DE POLICE ET DE GANGSTERS - Police & Gangster Cars. Fantastic photo album showing these vehicles in two sections: Chicago of the 30's, and France, with excellent photos of Tractions and 4 CV's. 190pp, over 150 ill. paperback. £4.95

030021. ANDRE CITROEN: LES CHEVRONS DE LA GLOIRE. The third Citroen volume in the EPA series deals largely with the man, and is full of the most unusual and rare photos. Superb production, 320 large pp, 100s of photos, some colour. Includes record of Citroen's voice. £19.95

029007. LA 2 CV - The Citroen 2 CV. Collector's Edition, hardback. £9.95

029006. LA No. 2 CV - The Citroen 2 CV. A really good collection of photos, covering Deux Chevaux in all situations, special body styles, tests, races, design, ads. 189pp, over 180 photos, paperback. £4.95

108954. CITROEN DS 19, 1D 1955-65. Covers all models. £4.50

108861. CITROEN GS 71-76. Covers all models inc. Confort, Club, Special, Passas and GSX. £4.50

108742. CITROEN 1D, DS 66-75. Covers all 19, 20, 21, 23 models including Speciale & Super. £4.50

021015. CITROEN SM. An extensive and thorough service and data manual. £9.50

108789. CITROEN 2CV, AMI, DYANE 64-77. Covers 2CV, Ami 6, 8, Dyane 4, 6. £4.50

Proposed New Vehicle Excise Duty

As all U.K. members will be aware from my letter of 18.8.80 there is a very strong possibility that the V.E.D. (car tax) system in Britain will be changed.

Since my letter a representative body of those attending the original meeting on 10th August has been formed, and calls itself the CLASSIC VEHICLES CLUB COMMITTEE (CVCC). Their purpose is to fight the V.E.D. proposals as outlined in the Department of Transport document of July 1980. The TOC has made a nominal £5 donation towards the cost of postage etc.

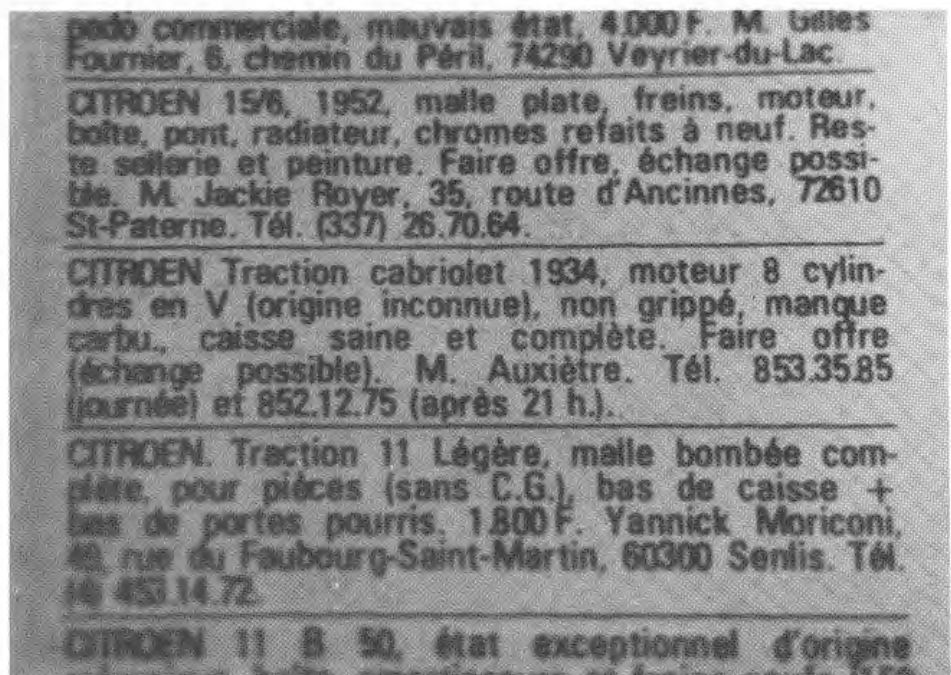
This committee has met regularly since August and reports to all organisations that have shown an interest. A petition was produced, but due to the DoT deadline of 15.9.80 I was unable to circulate the TOC membership, and had my colleagues at work sign instead.

It is still considered by the CVCC that the individual's letters to MPs were probably the most effective protest, and I give my thanks to all those members who did write, some of whom have kindly sent me copies of their correspondence.

I will report further developments as and when they occur, but for the present all we can do is wait for Government's reaction before deciding what move we should make next.

B.S. (Bernie Shaw)

Just 'Cop' the middle advert, then sit back and dream, speculate, or write frantically. From *La Vie de l'Auto* (early this year?). I wonder what the motor is, or is it all a joke? Let's hope not. (Ed.)



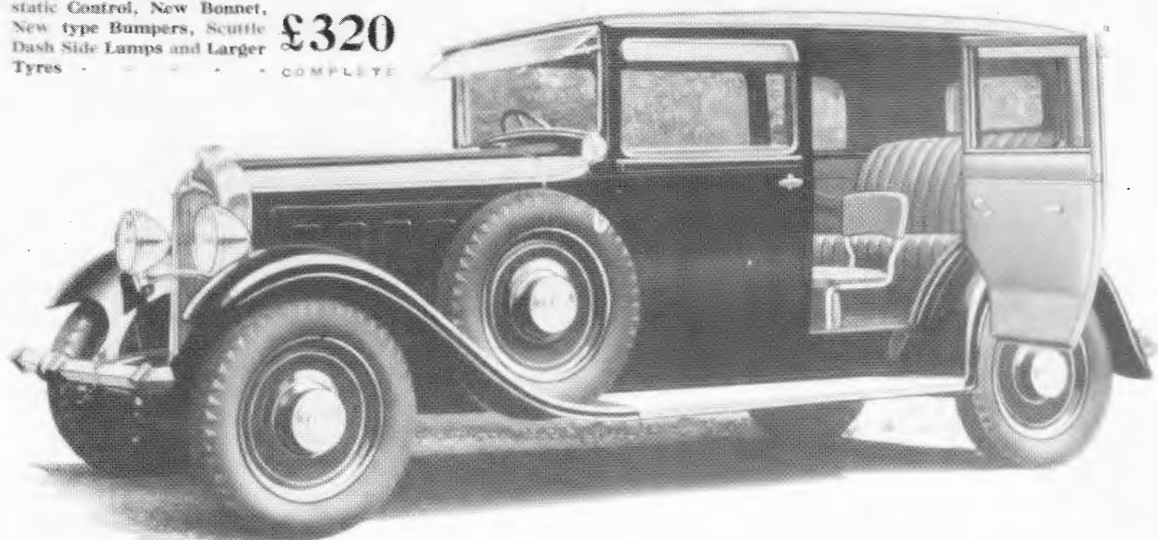
Not all members have concours Tractions!



"WENTY" 6-cylinder 7-Seater equipped in same manner as "Big 12," but with Chromium Radiator Shutters, Thermostatic Control, New Bonnet, New type Bumpers, Scuttle Dash Side Lamps and Larger Tyres

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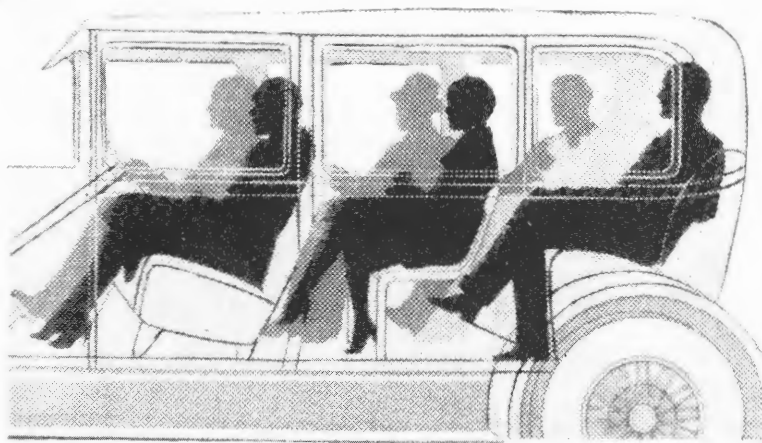
SHOWROOM: DEVONSHIRE HOUSE, PICCADILLY, LONDON, W.1.

WORKS: SLOUGH, BUCKINGHAMSHIRE

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CITROËN



THESE are the ideal cars for all types of hire work - the Citroën 4-cylinder and 6-cylinder 7-seaters. They have every quality the hirer demands - absolute reliability, economy of running costs, easy starting, elegant appearance, roomy and beautifully-appointed interiors, exceptional head and leg room, and really comfortable auxiliary seats. The 7-seaters have a longer wheelbase, in the case of both the 4 and 6-cylinder types, than the standard Citroën Saloons. This enables the 4-door All-Steel body to contain (in addition to the usual accommodation) two neatly-folding auxiliary seats facing forward. These do not in any way interfere with the rear seat passengers and when not in use, fold ingeniously into special floor wells.

FOR theatre or station work, dances, weddings, receptions, funerals, tours, or general hiring, these cars will be found very profitable to operate. The necessary engine and braking power to carry seven adults in perfect comfort and safety is adequately provided.

There are no other full-sized 7-seater Saloons on the market at anything like these prices.

UILT on the "Big 12" chassis, this 7-seater De Luxe has Chromium Radiator Shutters, Thermostatic Control, New Bonnet, New type Bumpers, Scuttle Dash Side Lamps and Larger Tyres. Standard colours - Black and Silver.



EW Feature
Starter, In

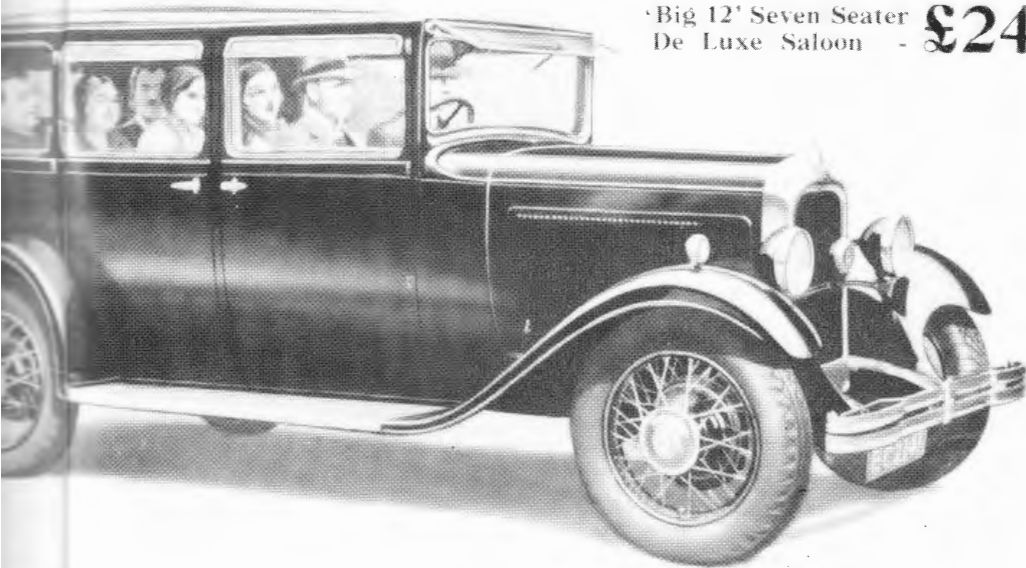
**OR YOUR
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SEVEN-SEATER SALOONS

● **245**

1100 cc 2" 4-cylinder chassis, well-known for its dependability and smooth-running qualities, De Luxe Saloon has Sliding Roof, Furniture Hide Leather Upholstery, Safety Glass Windscreen, Glass Sun Visor, Window Ventilating Louvres, etc., etc. Wire or Disc wheels optional. Black with White or Red Line or two-tone Blue.

'Big 12' Seven Seater De Luxe Saloon - **£245**



Options include Rear Petrol Tank, Bendix Duo Servo 4-wheel Brakes, "Starter" Carburettor, Improved 1100 cc Engine, and Wider Body track increased to 4 ft. 8 in.

TRACTION INSURANCE

Lots of people seem to have difficulty getting their traction insured. Premiums are often excessively high in view of the fact that a restored old car must be a better risk than many other cars owing to the paternal care of the owner. Therefore some tips about how to get the right deal:-

Which Policy? Well fully comprehensive is best as Third Party Fire & Theft means you probably won't get a bean for your pride & joy in an accident. Beware of '30 day' policies as I forfeited full no claims bonus by having such a policy & not reading the small print. Remember to keep Fire & Theft policy up even when your car is not in use, it all counts towards no claims.

How Much? Review your valuation annually (or sooner if you've spent a lot of money to enhance your car's value). Most people make a good estimate of value *but* you must get the valuation accepted. Some policies accept your valuation, others require an assessor's opinion to the agreed value. For a modest fee I can be persuaded to act as valuing engineer provided the insurance company agrees. And Fred Annels is the agent for Norman Tremellen. But don't undervalue your car — if in doubt, ask.

Who From? Go to the specialists. I've used them all, and it pays to shop around. But check that you're comparing like with like when comparing premiums. Also, it's often cheaper if you also insure your everyday transport on the same policy.

John Scott & Partners Ltd.,
10 The Borough,
Farnham, Surrey GU9 7NA.
Tel: 0252 725555

Norman Tremellen,
Tremellen House,
13 Boltro Road,
Haywards Heath, Sussex RH16 1BP.
Tel: 0444 53181 (ask for Citroën Car Club Scheme)

Peter S. Taylor & Co. Ltd.,
20 West Street,
Brighton, Sussex. Tel: 0273 29307

Clarkson, Head, Harris Ltd.,
Scala House, Holloway Circus,
Birmingham B1 1EN. Tel: 021 6434193
(Quote Scheme B - Cars not in daily use)

PHOTOGRAPHS

When sending photographs for publication in the magazine PLEASE whenever possible send black and white photographs as these reproduced 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.

Classified

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

WANTED!! Light 15 Coupé of any year. Body or complete car. I will pay a commission of £500 to anybody who can organise a sale to me. I just have to have one before senility gets me! Pat Wells, Box 6031, Birchleigh 1621, South Africa.

Spares/Parts from John Gillard

Cotton covered wire to original specification in most colours at 18p per foot.

Limited number of new 165x400 Michelins at £28 each.

Chromed brass castings of Light 15 grille crests £5 each, Big 15 grille starter hole cover plates £12.50 each.

For the above contact John on 01-928 6613 daytime only.

Jack Vanhassel is having a batch of Slough Big 6 grille starter hole badges made, probable cost about \$35 U.S. Anyone interested should contact him c/o Sabena Airlines, Hotel Equatorial, Jalam Sultain Ismail, Kuala Lumpur, Malaysia.

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.

For Sale: All my Traction spares, too numerous to list but just to wet your appetite 5 new 165x400 X's £125, 7 Pilote rims £125, 2 new front doors £100, 1 very good crown wheel & pinion £30, 1 very good secondhand gearbox with excellent c.w.p. £85. Many good s/h drive shafts, s/h doors, front cradle complete with shafts, hubs etc. Engine, steering racks, grilles, rads, cylinder heads etc. etc. Phone G. Brice on Maidstone 677879 for details or send SAE for list.

For Sale: Excellent condition Lt.15 workshop manual £15. Excellent con. Lt.15 parts book £15. Excellent con. Big 6 workshop manual £15. Phone G. Brice on Maidstone 677879. All the above car spares, tools, manuals etc, can be bought as a lot for £2,000 (the spares & tools alone have been valued at £1,300. Phone G. Brice.

For Sale: Big 15 Slough big boot, needs complete restoration, some parts missing. Engine runs well, body shell not damaged or sagging, some rust. £300 o.n.o. Tony Hodgekiss, 94 Oving Road, Chichester, W. Sussex. Phone (0243) 781040.

Wanted: Slough Lt.15. Must have sunroof. Should be basically sound and roadworthy. Tony Hodgekiss (as above).

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.

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

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.

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 Tractionists. Although I consider Tractionists to be essentially reliable, if you do break down nearby I may be able to help, or at least commiserate and make some tea. Telephone: Havant (0705) 451155. Home address and telephone number not yet fixed.

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!

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.

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.

For Sale: Big 6 1950 Paris built L/H drive. Interesting history, reg. LXD 7. Originally owned by French Ambassador. Some work done, lots to do but loads of spares. Interesting & rewarding project for winter months. Most chrome replated, new front wings included, offers around £500. Phone Graham Carr on 0636 812245 (Notts) for further details. Alternatively would sell my 1954 Lt.15. Recently fitted with reconditioned gearbox C/W & pinion, all in good order for a more substantial figure than above. One must go! Also 1948 Lt.15 rolling shell in dilapidated condition. Can be removed by paying a nominal fee of £10 to TOC Club funds.

For Sale: Big 6 spare part manual 1948-1949. Lt.15 spare part manual 1944-48, 1944-49. Lt.15 repair manual 1938 onwards. Rear bench seat, maroon. Odd front seat, radiator grille and pair of headlights. Phone Bob Wade on 051677 4297.

Swap: 1946 Slough Lt.15 complete original but unused for many years so requires restoration, for small boot Paris built car in similar condition. Cash adjustment according to condition. Would consider outright sale or purchase (preferably in that order!). Contact Steve Kemp 053755-563.

Wanted: For my 1938 Lt.12 Roadster dicky seat step for bumper mounting. My car has the narrow wings, was there one on this as well? Loan of a pattern would be appreciated. Phone Steve Kemp on Billesdon (053 755) 563.

Wanted: Set of Lt.15 con rods for Meadows engined Frazer Nash. Contact Philip Smith, 18 The Butts, Westbury, Wilts.

For Sale: Due to change of priorities my 1953 Light 15 is for sale, at present rolling body/engine etc awaiting fitment of wings, roof lining & paint etc. All parts in good order, no rust, lots of spares, tyres & manuals £1600. D. Hayes, 28 Rectory Close, Essendon, Nr. Hatfield, Herts. Tel: Hatfield 61348, also Big 15 engine £30 & 4 Pirelli tyres 20% worn £72.

For Sale: 1956 11 B (Normale), black, restoration completed 1979 (see photo). Superb condition throughout, engine only 34,000 km since rebuilt. Owned by Frenchman in Anet, France. Price 21,000 Fr delivered to England, or 1,000 Fr off if collected at French port, reason for sale:- restoring 15-six contact Allan Sibley on 01-240 3616.



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.

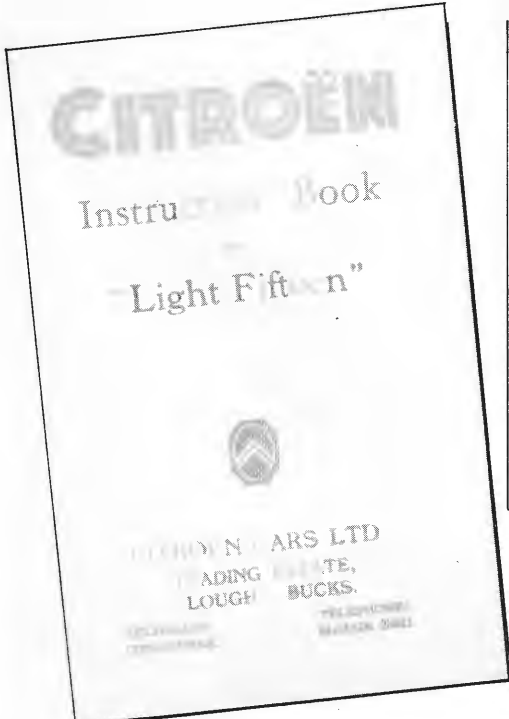


Selfridges full colour single side leaflet size 11¼ x 8½, price 20p each, please stiff back envelope with 25p stamp. Available from John Gillard.

Traction Poster featuring 10 Traction Avant models, full colour, size 27 x 19, an original by Allan Sibley. Price £2.00 plus p&p U.K. 2nd class 35p, Europe 2nd class 65p, USA, Australia, N.Z. postage Airmail £1.60. All orders should be sent to John Gillard or Allan Sibley, address inside front cover.

Slough Light 15 Instruction Books, reprinted to original, very limited quantity Price £5.00 each incl. post and packing from John Gillard.

LES TRACTIONS



DESCRIPTION AND MAINTENANCE.

The amount of service, efficiency and sustained reliability obtained from a car depends on the regular attention given to lubrication, adjustment, etc. It cannot be over-emphasized that the small expense and trouble involved by the regular attention to the points indicated in this book are negligible compared with the cost of repairs which are inevitably necessitated by neglect.

ENGINE.

CAR HEATER (when fitted).
The efficiency of this attachment has been increased and a larger area of the radiator block is covered by the intake flange. To maintain water cooling at its maximum efficiency the intake flange and connecting tube to the scuttle should be removed during the summer months—make sure the inlet is closed.

Carburettor Air Intake Filter Slicer. On cars which have the Voke filter slicer fitted, the following should be noted:
The filter element should be cleaned every 5,000 miles. This is done by unscrewing the wing nut and removing the red cap, when the element can be withdrawn. The element should then be gently tapped until all dust falls out. It can then be replaced for further use. It is recommended that the filter element is renewed after 15,000 miles.

The Cylinder Block and top half of the crank case are cast in

Engine and Gear Box Unit.

GEAR BOX AND DIFFERENTIAL.

The gear box which is located in front of the engine provides three forward speeds and reverse with synchromesh change on second and third. It comprises one unit with the differential, crown wheel, and bevel pinion. The level pinion being integral with the gear box layshaft.

The mainshaft and the front end of the bevel pinion shaft run on ball bearings of generous dimensions, and a roller bearing is fitted on the rear end of the bevel pinion shaft.

The differential has four star pinions and two bevel gears, the latter integral with the short driving shafts. These shafts are carried in taper roller bearings of large diameter. The ends of the shafts which are splined, project beyond the sides of the gear box casing and carry the coupling flanges for the driving shafts.

This unit does not require any special attention but the lubrication instructions must be observed.

The selector mechanism is contained in the gearbox cover and is connected by levers and adjustable rods fitted with ball points to the change speed lever which is mounted on the face board. The ball points should be checked periodically to make sure that they have not worn unduly and that they are securely fixed to the levers.

Gear Box and Differential

