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RALLYE MONTE-CARLO

Chairman
Tony Hodgekiss,
94 Oving Road,
Chichester, West Sussex.

Editor
Nick Hall,
16 Lydbourn Road,
Havant, Hampshire.

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

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

Social Secretary
Allan Sibley,
174c St. Anne's Road,
Tottenham, London N15.

Spares Committee
John Gillard,
129b Campden St., London NW1.

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

Club Archives
Tristram Woolston,
62 Thornton Avenue,
Chiswick, London W4.

Standing Committee
Fred Annels
Graham Brice
John Dodson
John Gillard
Tony & Maria Hodgekiss
Manny Motashaw
Graham Sage
Nick Hall
Antonia Loysen
Tristram Woolston
Dave Shepherd
Allan Sibley
Martin Lloyd

Club Shop
Arch 124, Cornwall Road,
London SE1.
Saturdays only 11-3 p.m.

London Section Social
Allan Sibley,
174c St. Anne's Road,
London N15.

Eastern Section Social
Tom & Rosie Evans,
West Cottage, Rectory Lane,
Mulbarton, Norwich.

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

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

Magazine Artwork
Tristram Woolston

Pre F.W.D. Co-ordinator
M. Lloyd,
8 Home Rule Rd.,
Locks Heath,
Southampton, Hants.

Eastern Section Social
Tom & Rosie Evans,
West Cottage, Rectory Lane,
Mulbarton, Norwich.

Floating Power

T.O.C.
Display

Volume Six Number One

March Nineteen Hundred and Eighty-One

Since the last *Floating Power* several events of important have occurred. We can breathe again now that the proposed 'Tax on Possession' of cars, whether used or not, has been abandoned by the Department of Transport. Our Annual General Meeting has taken place; despite very bad fog which held up the Hampshire and Sussex contingent, there was an encouragingly good turn-out of members. The meeting is reported fully elsewhere in this issue, but I must remind you that it is *that* time of year again! — Spring time is membership renewal time. Subscriptions have been raised to £12, but this is not an automatic annual rise, it was proposed by an ordinary member, and in view of inflation it is really a very modest rise. The TOC offers a great deal to its members, and the more you put into it the more you benefit.

The third event was important for me — that is getting my 11BLD running and DOT tested successfully early in January. The engine is a complete rebuild, carried out on a table in my front room, and naturally I was rather apprehensive about starting it up. It steadfastly refused to go, until eventually I found I had the distributor 180° out! The car has now run about 1,400 miles including a mad dash from Norfolk to Havant one Monday morning recently. This was after a weekend supposedly breaking a 15-6 but chiefly an Adrian's drinking-party attended by some leading Tractionists — to be repeated in the summer I hope.

John Gillard has kindly given the 11BLD some attention and, fingers crossed, she seems to go reasonably well. The engine has been lightly tuned, so unless I get some technical articles from some of you, I may have to publish the specification! (Do I hear yawns?)

In the bad old days (not very long ago in fact) a battered Traction used to park within the grimy and forbidding walls of the Tower of London, outside the Armouries workshop where it occasionally received attention. One day a French tourist, a member of La Traction Universelle, left a little note on the windscreen, containing the following gem on which I cannot improve, so I wish you all: "Good Drive with the Queen of the Road".

N.H.

HOW TO APPEAR IN PRINT

To enable the magazine team to produce the magazine on time, we are publishing copy deadlines for the next five issues. These are the dates by which the editor needs text and photographs to ensure inclusion in the following issue. A great deal of time could be saved if text could be received typed, or written out very neatly — this would help us and also help the typesetter work more quickly.

(It may be possible to take short advertisements slightly later — I am prepared to take short ads over the 'phone if necessary, Ed.)

DEADLINE FOR MAGAZINE APPEARING:-

Fri. 3 April	MAY 1981
Fri. 29 May	JULY 1981
Fri. 31 July	SEPT 1981
Fri. 2 Oct	NOV 1981
Fri 4 Dec	JAN 1982



Underneath the Arches

Some members who attended the AGM at Waterloo took the opportunity of inspecting the Arch where John Gillard and Brynn Hughes work on Tractions, and where John Gillard runs the Club Spares Shop. For people who have not had the opportunity to visit the Arch, it may be worthwhile to explain briefly what goes on there. Firstly John and Brynn work full-time on Tractions to earn a living. Restorations or small jobs and anything between are undertaken on customers' cars, and occasionally cars are for sale, e.g. recently A Slough Light Twelve and the Paris version, both in excellent condition. Quite often cars too far gone for restoration are offered to John or Brynn and these are duly broken up

carefully for spares.

Having had work done on my 11 BLD I can vouch for the high standard maintained at the Arch.

Secondly, John runs the Club Shop in his spare time — this means he spends a great deal of time each week in the windowless, cold Arch since he is working there too. Check in the magazine or by 'phoning, that the Club Shop will actually be open when you intend to pay a visit. Although the stock is large, spares represent large capital sums, and the Club just cannot afford to hold everything all the time — so you would be well advised to think as far ahead as possible when contemplating a restoration, overhaul or even main-

tenance, to see what you might want, and order the part(s) in plenty of time. Certainly check with John before making a long journey to the Arch. Talking of journeys, if you are travelling in Britain or France and you think you might be able to collect spares for John please contact him — there is a limit to what any one individual can manage. Finally, if you do not have a totally perfect Traction which is never driven, you will find that joining the Spares Levy will soon pay for itself, even though it now costs £18. The discount for Levy members there is well worth it, and the more Levy members there are, the more spares we can afford to stock.

N.H.

Alan Hill's car (see last issue).



Big 6 being gutted for spares.



Outside Classic Restorations



A.G.M.

Minutes of the 4th T.O.C. A.G.M. held at "The Wellington", Waterloo Road, London SE1, on January 30th, 1981, at 9.00 p.m.

Present: D. Shepherd (Treasurer), A. Hodgekiss (Chairman), M. Hodgekiss (Secretary), N. Hall (Editor), J. Gillard (Spares), A. Sibley (Social Secretary), G. Brice, M. Motashaw.

Apologies: from Committee - M. Lloyd, F. Annells, T. Woolston. Two club members R. Howarth and D. Fisher had hoped to attend, but sent apologies to the Secretary.

The meeting was opened by the Chairman who welcomed members to the A.G.M. Minutes of the previous A.G.M. were agreed upon and signed; proposed by D. Boyd and seconded by J. Dryhurst for acceptance.

The Chairman then gave his report as follows:-

Whenever I look at older cars gathered at a rally, or "stand back" and observe the activities of the T.O.C., particularly from the mail received by the Secretary, I am aware of the vast sprawl of the old-car movement nowadays, both in the U.K. and overseas. Also, the importance which it holds for a large number of people.

Not many years ago, you either searched eagerly through *Motor Sport* for a mention of whether your favoured model of car was then, or you saw it listed amongst the "bangers" of its make in *Exchange and Mart*. Now, I'm quite sure it's possible to buy a new edition of an old-car magazine at least each week of the month here in U.K., and, having done so, it must be possible to attend a different rally each weekend; either by paying to enter, if it is that prestigious an event, or being rewarded for doing so if they are glad of your car to exhibit. You can choose between vanity or charity as the reason for doing so, depending on whether you enter to boost your own ego, or someone else's collection for a charitable organisation. If you still have any money left, then there is an army of specialists who will attend to your car in any way; remove it, repair it, respray it or re-manufacture any part of it! To prove that this is all really true even *Exchange and Mart* has given our type of motoring interest a permanent home by having its own "Collectors Cars" column.

It all means that the old-car movement is now much more seriously accepted, and more influential than previously; also much more profitable for some people.

That's the environment in which the T.O.C. finds itself now, in a matter of only two or three years. For our modest subscriptions, from an even more modest number of members, I feel that as a Club we show up very well in the ranks of this large, but still very disjointed brotherhood. Certainly the standard of the cars has improved; when I first bought my Traction in 1970 it was, I suppose, in "average condition", but now it's been overtaken by so many cars, to be nothing more than a "major restoration project" by the improved standards.

But the Club is not only about cars; it's about people too. I know the Club's contact

with its members, letters exchanged and the goodwill at rallies mean just as much to many members as does the discovery of a vital spare from an advert in *Floating Power*. This year I have seen a great deal of goodwill among members equally at home and from overseas. I know many overseas members are looking forward to visiting Britain to meet us, as we are them and their rallies, to establish more personal friendships. Club membership buys much more than just a magazine and access to spares.

As a Club, we are probably near the plateau of membership numbers that surviving Tractionists will statistically allow. However, so long as we keep up our standards at realistic costs, I think we can hope to maintain this goodwill and level of membership.

Within the Committee we have had a few changes. Nick Hall, Antonia Loysen and Tristram Woolston have joined us. Ian Ness has left to work in the North, and Lyn Lloyd has had to take more demanding work; as a mother. Our best wishes to Lyn and Martin. Tricia Brice who has been on the Committee since the start, has left and we gratefully remember her work as Secretary. Many thanks to them all for their hard work. Graham Brice has retired after two and a half years as Editor, a job we greatly appreciated, but will remain on the Committee. Nick Hall is to take over this demanding work, and we look forward to his contribution. At the start of the year Martin Lloyd established our "pre-Traction" activities more positively, and has proven himself a worthy member on these matters.

The Club spares activities have prospered again this year under John Gillard's enthusiastic efforts. In spite of having to make some reduction in stocks for financial reasons, the standard of service and choice of spares has again been excellent.

My thanks to all the Committee and Club members' contributions which have helped to make this another successful Club year.

AGH

This was followed by
The Treasurer's Report

A copy of the Audited Accounts had been sent to all members in the last issue of *Floating Power*, giving a comprehensive breakdown of Income and expenditure for the March 80-81 year. The Treasurer then invited comments or queries and asked if the Accounts could be accepted. The Accounts were accepted, proposed by B. Shaw and seconded by K. Cooke.

This was followed by a report from **The Secretary** as follows:

This is the first year we have been an entirely autonomous club, that is since we separated from the C.C.C. Our concern then was that our membership might drop considerably and cause the Club to have to change from the way we knew it then. But this has proved not to be so. From the 350 members we had this time last year, we again have 302, a lot of

whom are completely new. At present the U.K. membership is 260, the remainder being overseas.

I still receive a lot of enquiries as a result of publicity in the *Motoring Press*, even from people who do not yet own a Traction.

Socially the Club has again had some successful events and this year's programme again looks promising.

We are now fully recognised by the RAC. Again, this year we have had some interesting correspondence from the Club's ever-widening circle of friends around the world, and look forward to receiving more in the future.

This was followed by a report from the **Social Secretary** summarising the successful 1980 season, and outlining the plans for 1981.

The Club's social activities last year were the Annual Rally, Camping Weekend, French Picnic, Classic Car Show at Leeds, Jaarfest and the Christmas Dinner. I hope that members of the Club enjoyed themselves taking part as much as I did in arranging them.

The 3rd Traction Owners Club Rally was the best ever. A full programme of events was arranged which I am sure kept everyone amused even though the weather was very bad. It was one of the better attended rallies especially by TOC members. It was really very good to see overseas Tractionists making the effort to visit the Club's rally.

The success of this event lay with our men on the spot, John Howard and Dick Lynas of the Northern Section who we must all thank for their hard work.

In contrast the first camping weekend, although enjoyable, was very poorly attended. The visitors from Germany were most disappointed because of this.

As can be seen in back of *Floating Power*, this year's social calendar is far more ambitious. The Annual Rally programme is nearly finalised and promises to be even better than last year, and I have already had enquiries from Holland, Belgium, France and Germany.

One of the main criticisms has been the lack of facilities and activities for children at the Rally, so this year the Rally site offers a swimming pool, and pubs have been chosen with beer gardens. There is a visit to a Motor Museum with a zoo, and a treasure hunt has been organised that children can be involved with.

I am proposing that more prizes are to be awarded. This is to encourage members to participate who do not have concours cars, and also to encourage enthusiastic members who use their car on a regular basis.

In April there is the first VSCC race meeting at Silverstone, and we will be holding a joint meeting with the Riley Register. Later in the year there will be another joint meeting with a drive and picnic, possibly to Knebworth House or Hatfield House.

The ICCCR this year is in Holland, for which I hope to arrange cheaper ferry crossings, but I need to know NOW how many people and cars want to attend. Please write



to me if you want to attend, stating your probable return date. We will be departing on Wednesday 2nd September, catching the 21.00 hrs sailing, arriving early on Thursday morning in Holland.

Naturally there will be Section social meetings which will be arranged and these will be published as soon as they have been finalised.

Lastly, I must stress how important it is for you to make every effort to attend these social meetings as the success depends on your participation. The organisation takes a lot of effort and time, so please attend, if not in a Traction, in another car. You'll always be very welcome, and this is your chance to meet old and new friends.

If you have any criticisms or suggestions, please do not hesitate to write to me.

A.S.

Re-election of the existing Committee took place, proposed by T. Brice, seconded by B. Shaw. Previously co-opted members of the Committee were formally elected, namely N. Hall, A. Loyson, and T. Woolston, proposed by D. Boyd, seconded by J. Dryhurst.

Election of Principal Officers took place, the Treasurer was re-elected, proposed by R. Newell, and seconded by B. Shaw.

The Secretary was also re-elected, proposed by M. Motashaw, and seconded by K. Cooke.

1st Proposal:

Review of Subscription for 1981-82 year.

Members were invited to hold a discussion on this matter. This was to be opened by the Treasurer who felt in view of increasing costs, the subscriptions should go up by at least 10% to £11.00 per annum, and in line with this the Spares Levy should be £16.00.

Last year the magazine was reduced from a 20-page to 16-page issue, but with the same content, and we were able to maintain standards at this level. J. Gillard queried whether postage increases had been considered; the Treasurer assured him they had.

A. Sibley said there was a national 10% increase in paper costs every year.

A member, K. Cooke, felt 10% was very reasonable and he felt £12.00 was more appropriate.

The Chairman and Treasurer voiced their fears on losing members if our subs were too high, but R. Newell, N. Hall and C. Wilson felt this was more likely to happen if standards dropped - e.g. on magazine etc.

C. Wilson suggested that as our membership was probably near saturation point, our only option was to increase subscriptions.

Another member suggested that we charge members for advertising, but this was generally felt to be unacceptable. One member suggested that because of the "strength" of the pound sterling, the Club was expensive for overseas members. Perhaps subs could be modified for these members, but it was not seen how this could be easily managed; nevertheless the Committee would give the matter some consideration.

A lengthy discussion took place in which the Treasurer declared that the 1980/81 year had been a kind of "trial run" for the Club, because this was our first year without the C.C.C. as a "buffer". Although we had not really known what extra costs to expect when the year started, the Club had managed to maintain the standards which members had come to expect. Members expressed concern that these standards should not be eroded in 1981/82 by the Club finding itself short of funds.

As a result, a future subscription of £12.00 was proposed by K. Cooke and seconded by B. Shaw. This was voted on and almost unanimously agreed. (Spares Levy would therefore be £18.00).

After accepting this result, the Committee declared that it would look closely at costs in 1981/82 and aim towards keeping the same subscription rate for 1982/83, if at all possible. It was felt that Club members would not accept an "automatic" subs increase each year, but hoped that for this year existing members would continue to support their Club, whilst understanding that costs and standards were being stabilised for the future.

Any Other Business:

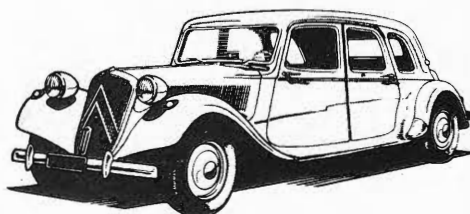
A member, Mr. Moore, offered his praise on the high quality of the magazine. A member asked whether the Club could obtain the names of every U.K. Traction owner from the DVLC Computer at Swansea. This was discussed but considered most unlikely to succeed.

Another member, Mr. Hayes, suggested that somebody should write an article for *FP* outlining how to import a Traction from France. A member, Mr. Murman, said he was writing on this matter for the *Citroënian* so N. Hall will follow this up and see if the article could be produced in *FP*.

The Chairman brought to the attention of members the need for extra help for J. Gillard with Club Spares and Shop. This was mainly to help in the Shop on Saturday and also to assist John with the collection of spares, whenever members were travelling in the U.K. and overseas. J. Gillard gave details of what was needed and it was suggested that he write a letter to *FP* so that all members would be aware and give some thought to how they could help.

D. Shepherd proposed a vote of thanks to J. Gillard for his work on the spares.

The Meeting closed at 10.30 p.m.



Dear Graham,

I am writing to you for help or possibly for suggestions as to who can help me! I have arranged for my 1948 11B to go into a local "bodyshop" for extensive welding of floor, sills, boot etc, and the manager has asked whether I can supply a photo which will give him an idea of the sill profile.

On flicking through my back issues of *Floating Power* I noticed the centre page spread of Volume Four Number One, which is basically what is required, but obviously depicts a Light Fifteen, rather than its big (French) brother.

Can you, or one of your fellow committee members, or club members even, supply me with a suitable print to give to my welder, preferably of an 11B or, failing that, the above-mentioned photo would suffice. Naturally the bigger the print the better and I'd pay whatever costs are involved.

I do hope you can help in this matter as I've contacted the Publicity Department of Citroën in Slough in November, and to date they've been unable to help me.

Hoping to hear from you very soon, with Best Wishes for 1981 —

Yours sincerely,

Leo Quinn

1a Lower Lane,
Little Gomersal,
West Yorkshire, BD19 4HY.

CLASSIC SALOON CAR RACING

Antonia Loysen and Greg Hayes are preparing their Tractions to compete in both the Road Going and Modified Sections of the Classic Saloon Car Championship. The cars are a Paris Normale and a Slough Light 15.

To be eligible all cars must be pre-1957; the Tractions will be competing against MG Magnettes, A35s, Lancias and Zodiacs, etc.

Scrutineering starts approximately at 7.30 a.m., Practice starts approximately at 9 a.m. and Racing starts approximately at 11.30 a.m.

21st March - Silverstone, 8 Club Race

4th April - Silverstone, Jaguar Drivers Club Meeting

20th April - Castle Combe, Challenge Race for Modified and Road going.

26th April - Lydden Hall, Road

4th May - Silverstone, Modified.

25th May - Mallory Park, Road.

30th May - Donnington, Modified.

14th June - Cadwell park, Road.

21st June - Cadwell Park, Modified.

If you would like to attend the above meetings contact Antonia Loysen for further details, and possible free tickets, on 01-735-5087 or write enclosing a SAE to 109 Fentiman Road, Vauxhall, London SW8.

Technical Tips

Colours and Paints:

I expect other people have had trouble, as I have, in matching original colours on Paris cars, or not even having original paint left to match. Bernie Shaw has kindly sent the following details:

Wheels — Renault Cream Ref. 340
Hub caps, outer section — Ford (light)
Glacier blue.

Interior window frames — Rover Silver birch (light grey) Ref ICI Belco P030-4891
Dashboard — Citroën Gris d'Anjou, Ref AC086 (ICI Belco P030-8477)

There were in fact various permutations — my 11BLD (1955) had hub cap outer sections matching the interior window frames in light grey. Other cars I have seen with the blue hub caps have had matching blue window frames. Anyone who prefers stove-enamelled wheels will find Trimite Paints 'straw' virtually indistinguishable from Renault Cream.

Clutch Judder:

A tip from Mike Tennant worth trying if your transmission is in good order but judder persists, is to check the rear engine mounting. This can be reached by removing the housing in the bulkhead from inside the car (support the engine first). If the rubber mounting block is at all worn or loose in the housing, wrap it

with heavy duty insulating or carpet binding tape until it fits snugly. Then adjust the volute springs each side of the engine as described in Operation 101/13 on page 10 of the workshop manual — i.e. by turning the adjusters on the volute springs as required, centre the mounting block in the hole in the bulkhead. It is in order for the mounting to be 2mm - 3mm higher than centre, but not below. Then the housing can be replaced. Just in case anyone comes across a broken volute spring — do not assume they are all the same. After struggling to fit a replacement to my 11BLD I realised that not only does this model have stronger springs (to cope with the even greater torque of the 11D engine) — they are smaller in diameter at the base, and thus have a smaller base plate which will not accept earlier springs. Considering it unlikely that I would be able to obtain the correct 11D spring, and being in a hurry, I went to my lock-up garage and took two earlier springs and base plates which I duly fitted. This is another example of how one should never throw parts away — when I broke a Light Fifteen a while ago I remember thinking that I would never need those mounting springs, and was tempted to leave them — but you never know what might come in handy later!

Driveshaft-gearbox flange bolt nuts

These are the nuts that always seem to come loose. The cure I picked up was to use 'nyloc' nuts. The later bolts are 10mm, and suitable nuts (17mm across flats) can be found in Renault or British Leyland garages, and engineering suppliers. Being larger across flats, they are slightly fiddly to put on — you will need to put on all four before tightening any of them. I have not needed to find 'nyloc' nuts for the earlier, smaller bolts, but they are probably available. Incidentally, if you own a Light Fifteen (or 11BL) and have never taken the engine and gearbox, or just gearbox, out, you may have wondered if it's possible without removing the hubs and driveshafts first. Well, it is possible — just go gently as you lift. A little persuasion is sometimes necessary. Putting the engine and gearbox back also requires some care to ensure that you do not get the driveshaft cardans crushed under the gearbox flanges which could bend the bolts etc. Get one side on first and shore the lot hard over to that side to get the other side on. Note that the bolts and holes are unevenly spaced so they only go on in one position.

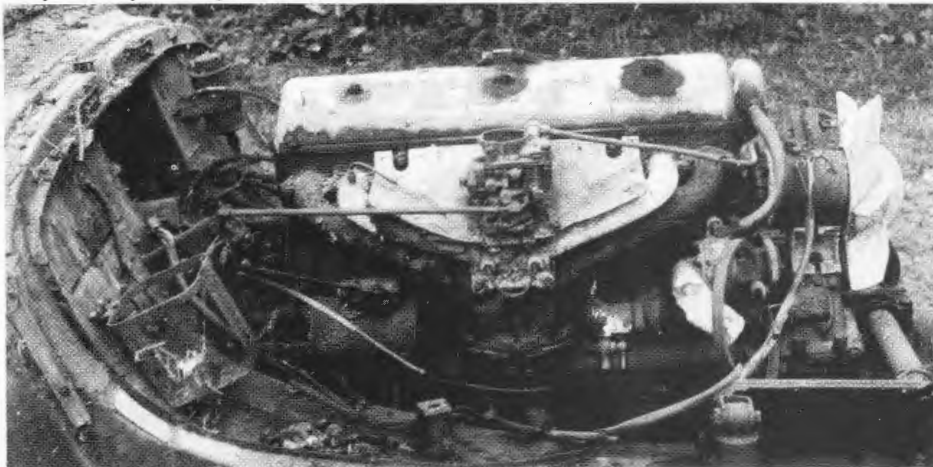
More tips, hints, do's and don'ts required for future issues please.

N.H.

Small boot French 15-6, late 1940s. Some rust.



Manifold side of 15-6 engine.



Nick's Six

Front of 15-6 engine.



Rhodri's Rumbblings



I'm afraid that I've never been one of the spit-and-polish brigade where old cars are concerned. Cars are meant for driving, and I'd far prefer to worship in my church than in my garage. So it is with considerable incredulity that I gaze upon some of my con-rod-polishing friends hard at work, cleaning off the last tiny spot of muck or grease of a Sunday morning. I'd prefer a car like my old SKB 588 anytime; it had climbed over the Atlas Mountains in North Africa, it had had its rear wing buckled by a crane cable whilst being loaded onto a ship in Tunisia, and had been driven hard over highroads and byroads all over Europe, not to mention the tortuous tracks of North Wales. It looked as though it had lived an interesting life when I bought it with 142,000 on the clock, and I loved it. It had character.

My present Traction, a Slough built Light 15, registration number VPE 244, is, to quote John Dodson in Volume Two, Number Two of *Floating Power*, "halfway through that delicious stage where one takes everything to bits before (hopefully) rebuilding". I must say that I'm thoroughly enjoying the experience, having stripped the car almost down to the bare monocoque. The front end is now resplendent in a coat of Bondaprimer. The rest, however, is still very much its own scruffy self; blue paintwork badly pock-marked in places, necessitating all that rubbing down through umpteen coats of paint. Blue, black, white, black, red, white . . . and when I eventually get through to the metal there's usually no more than a pin-prick of rust! Every scratch becomes a major archaeological investigation, almost as major, in fact as renewing a thrust bearing. Still, I enjoy it, so why not? For about a thousand pounds (I'll let you know how much it costs!) I can build myself

a car that will last for years and save both the capital cost and the depreciation on a new car.

"Build myself" did I say? Well, not quite. I could hardly describe myself as a brilliant mechanic, and I've often found out for myself that a little knowledge is a dangerous thing. In the past I've relied on the late Whitley Charlesworth of Bradford and on my good friend Fred Annells to keep me rolling, but the problem was always one of distance. They lived so far away, in remote corners of that land across Offa's Dyke! So it is with great relief that I can now announce to the waiting world that a Traction-repairer has sprouted up under my very nose without me knowing about it.

To be fair, David Myers does live at Dudleston, two and a half miles on the English side of the Welsh border, so perhaps I wasn't to know! A few months ago, I sold my ailing Big 15 to a London gentleman for a not inconsiderable sum considering the work involved in putting it to rights. The drive-shafts and suspension both knocked which was not surprising considering that they'd done 30,000 hard miles over indifferent roads during the last three years. So we parted company, and Dave Myers was the gentleman who arrived with the trailer to carry off poor UTF 790 to its new home. I was sorry to see it go, but with VPE in the garage and the "four-times-the-national-average-of-rain" I felt it unfair to keep the car outside throughout the year.

On the eleventh of January, 1981, Sylvia and I headed over to Dave's place to see what could be done about my Light 15. We found a signpost pointing in the right direction on the Overton - Gobowen road, and presently found ourselves near the village church. A farmer in gum boots passed by and I asked him

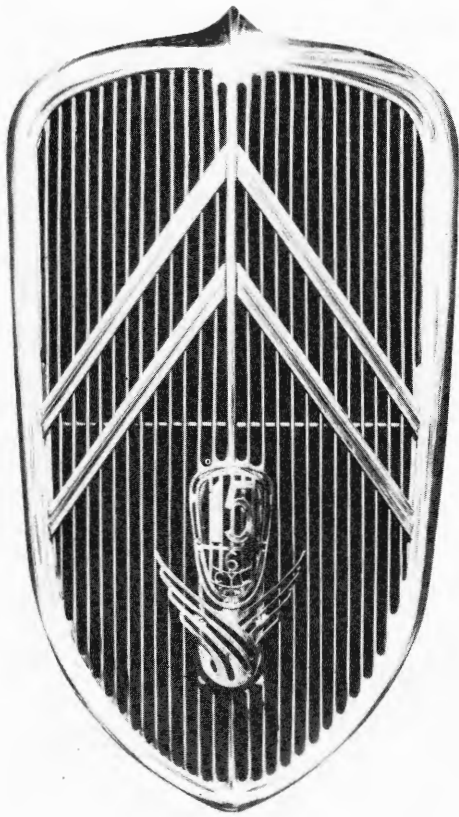
"Is there a gentleman around here who repairs Citroëns?"

"Yes, he lives in there." He pointed to a large house. Presently we found ourselves in the yard at the side of the house. There, between a row of out-houses, stood two D.S.'s, a rare Lancia convertible, a very bent Dyane, a G.S., a dismembered 2CV, and three Tractions, no less. David showed me around the Tractions: they were CVB 940, a 1937 Light 12 which was awaiting a total rebuild; PYT 779, a 1954 Big 15 similar to UTF 790 and bearing the chassis no. 9/535757; and an Onze Legère, registration number WMX 57G, fitted with a big boot.

I was most impressed by David's workshop; he has worked on a number of Tractions and he seems to be able to undertake all mechanical work, even such complicated stuff (to me) as remounting big ends and rebuilding gearboxes and front axles. I was shown the gearbox from PYT 779 which David was rebuilding for the car's owner, a Mr Moore, from Oswestry. The discussion turned in due course to the rebuild of my car, and it has been decided that I'll take the car over the "The Manor" so that David can weld up the bodywork. When that's done I can then take my time over rebuilding the rest of the car, and carry bits over to Dudleston for repair as and when required.

People who repair our Tractions for us deserve our praise, I feel. Life would be hard indeed were it not for Fred, John Gillard and John Howard to name but a few. For my part, I can say that I'm pleased to have "discovered" another. His name and address is as follows:- David Myers, The Manor, Dudleston, Ellesmere, Shropshire. Telephone no. (Dudleston Heath) 069-175 270.

Rhodri Prys Jones



15-6 Traction

RESUMÉ OF TECHNICAL AND DESIGN FEATURES

of its brief appearance. But when makers such as Ford (with their V8) and Renault (straight 6) achieved some success in France, Citroën recognised a demand from some of their customers for a more powerful model than the 11.

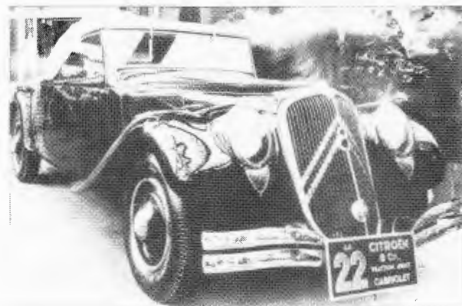
During 1938 the choice fell on a six-cylinder in line engine of nearly three litres — and the 15-6 was discreetly launched. In an 11 Normale shell, modified only at the front, was fitted this six cylinder engine: bore 78mm, stroke 100mm, capacity 2867cc. The actual power was 75 bhp DIN at 3,800 rpm, torque was 19.5 mkg at 1,500 rpm. The carburetter was of twin-choke type.

With a maximum speed of 135 kph and a good average of 100kph thanks to the exceptional roadholding, the 15-6 was so well received from the moment of its introduction as to merit the title 'La Reine de la Route' (Queen of the Road).

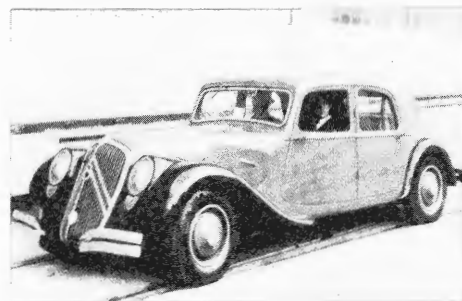
Technical development of the Citroën 15-6 (Model year - 1st September to 31st July).

The 15-6 series is divided into three:
 15-6G Engine turning anti-clockwise 1938-47
 15-6D Engine turning clockwise 1947-56
 15-6H As for 15-6D but with hydropneumatic rear suspension 1954-56

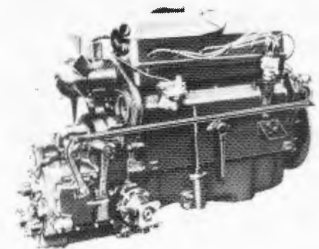
At the Salon of 1934 the Citroën stand displayed the prototype of a red-painted sporting Traction carrying the title 'La 22 - Citroën 8 cylindres traction avant Cabriolet'. This front wheel drive V8 roadster, announced as the fastest and most stable production car in the world, was to remain, with its saloon versions, at the prototype stage.



Coachwork intended for the '22' was basically that of the 11 Normale, that is: saloon, familiale, roadster, 'faux-cabriolets' (coupé), coupé de ville and 'coupé long'. The '22' was to be distinguished from the four-cylinder cars by a higher quality of interior trim and, above all, by different styling of the body: longer bonnet with only one ventilator door each side, double bumpers, trim along the full length of the doors above the waist moulding, headlamps and horns mounted together in pods and finally the '8' symbol on the grille. With the end of the Salon the '22' disappeared into oblivion, leaving little trace



Light alloy pistons, cast iron cylinder head. Overhead valves operated by pushrod and rockers. Camshaft in the block driven by duplex chain. Pressure lubrication by gear oil pump. Engine and gearbox unit mounted on three rubber bushes.



Transmission:

Front wheel drive.

Two plate dry clutch, cable operated.

Gearbox:

Three forward speeds, synchromesh on top and second, plus reverse. Box mounted in front of engine.

The gearbox contains three shafts above each other. Splash lubricated assisted by blade-type pump driven off the layshaft.

	Ratios	Speed at 1,000 rpm (in kph)
1	3.42	9.3
2	1.45	22.0
3	1	32.0
AR	4.10	7.8

Final drive (expressed as number of teeth on pinion and crown wheel respectively) 8 x 31.

Drive:

Driveshafts with single universal joint and sliding splines at gearbox end, double universal at outer end; there is also a cylindrical rubber ('Bibax') joint to absorb excessive torque or shock.

Suspension:

Front - upper and lower wishbones, the lower splined onto the longitudinal torsion bars.

Rear - rigid rear axle with transverse torsion bars and trailing links.

Single acting telescopic hydraulic shock absorbers front and rear (Spicer).

Wheels and Tyres

Pressed steel wheels with flat spokes, known as 'Pilote' wheels.

'Pilote' tyres 185 x 400

Pressures: front 1.4 bar; rear 1.6 bar.

Brakes:

Hydraulic on all four wheels. Mechanical handbrake acting on the rear wheels.

Steering:

Rack and pinion; three spoke steering wheel. Turning circle between walls 13.8m.

Electrical:

6 volt 90 Ah battery, dynamo with voltage regulator, chromed 'aerodynamic' headlamps with rounded glasses. Single rear lamp including a brake light on the left.

Horns with chrome grilles on the front bumpers, side lights on the front wings, indicators in the door pillars. Electric windscreen wipers (mounted above screen, Ed.).

Coachwork:

Four models -

Saloon, four door, five seater.

1939 Models

June 1938 15-6G. (Chassis numbers start at 680.000).

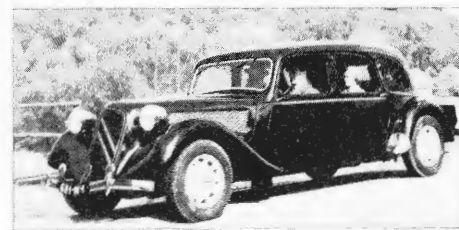
Engine:

Details above; compression ratio (c.r.) 6.3/1.

For taxation purposes 16CV.

Block of cast iron with cast iron removable wet liners.

Crankshaft with four main bearings and damper.



Familiale, six light, eight seater with two folding seats.

Familiale, six light, nine seater with three folding seats.

Roadster, two door, three seater.

'Spider', not catalogued on account of the very few produced.

Dimensions:	Saloon	Familiale
Length overall	4.76 m	4.96 m
Width	1.79 m	1.79 m
Height empty	1.56 m	1.56 m
Wheelbase	3.087m	3.272m
Track front & rear	1.487m	1.487m

The saloon and the familiale are of steel monocoque construction, with steel roof; no running boards, wings without trim, bonnet with ventilating louvres and concealed central hinge, painted radiator grille with integral chevrons; small boot, the hinged lid supporting the spare wheel, number plate of pressed steel fixed to the left hand rear wing, '15-6 Cylindres' badge on the right hand rear wing; downcurved rear bumpers.

Weight:

In running trim: 1380kg - 800 front, 580 rear.

Total laden: 1800kg

Capacities:

Petrol tank	70l.
Engine sump	7l.
Gearbox	3l.
Cooling	12l.
Brake fluid	1l.

Performance/consumption

0-100 kph 22.3 sec.

Top speed 135 kph

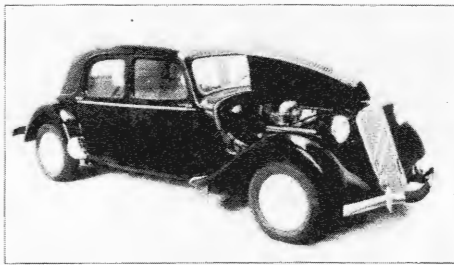
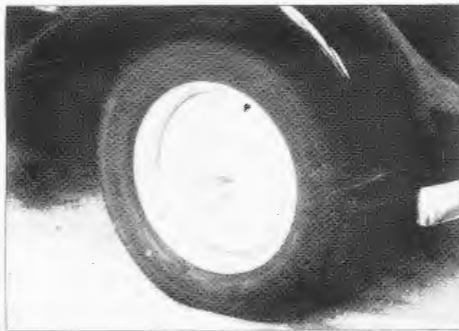
Average fuel consumption 14-16 litres per 100 kph.

Break in production 1940 - 45.

1946 Model 15-6 G

Saloon, four door, five-six seater only. Plain 'BM' wheels, painted ivory, with small hubcaps like those of the 11 (with outer section painted, centre chromed). 'Pullman' seats. 'Pullman' seats.

More attractive dashboard with two vertical chrome strips, nickel plated buttons & knobs.



Headlamp bodies painted black. Entirely new gearbox with two superimposed shafts, new ratio for second gear, lever on mainshaft (higher than old model). Differential with two satellite wheels instead of four.

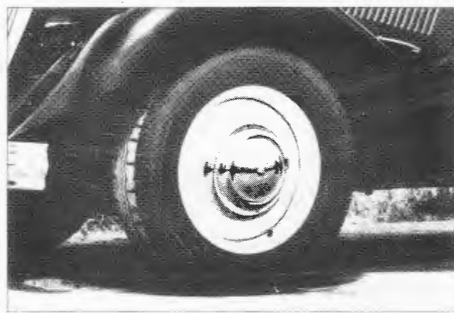
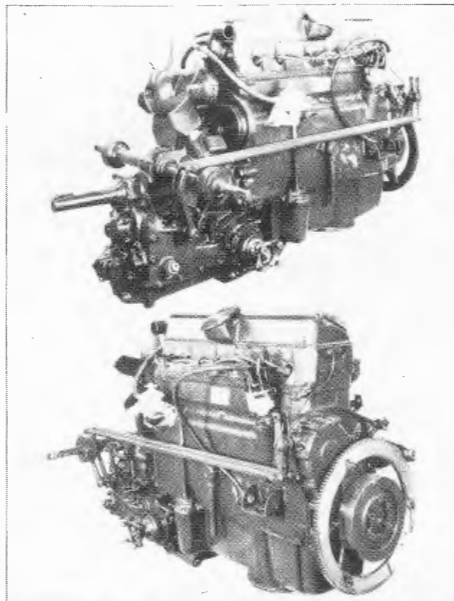
	Ratios	Speed at 1,000 rpm (in kph)
1	3.42	9.3
2	1.56	20.5
3	1	32.0
AR	4.10	7.8

Final drive 8 x 31

April 1948:-

'BM' wheels with new one-piece chromed hubcaps.

Indicators 150mm long instead of 140mm.

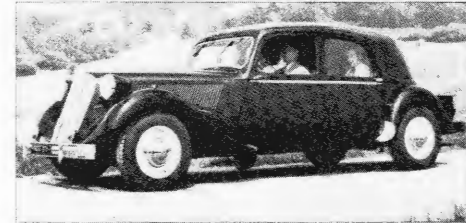


radiator grille.

Wider straight bumpers with moulding.

July 1950

Adjustment of seats altered; lower seating position.



1952 Model

March 1952:

Reduction in the degree of opening of windscreen.

April 1952:

Raising of pedal assembly.

June/July -

Windscreen wipers moved down to scuttle.

New dashboard with ashtray, in dark grey; grey window screen frame. New speedometer with orange needle.

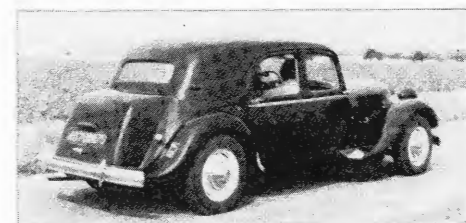
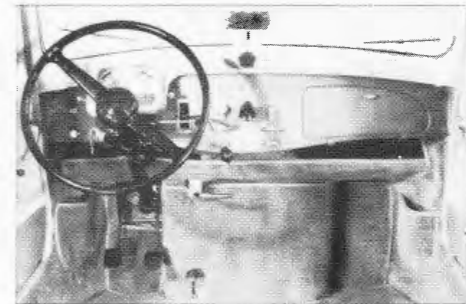
Four vents incorporated in road wheels.

Black two-spoke steering wheel.

'Winker' indicators on the front wings and rear side quarter of roof.

'Big boot' with upward hinging lid - spare wheel now inside. Number plate now on boot lid.

Larger sun visors.



1947 Model

Identical. Production of 15-6 G ceased in Sept.

1948 Model

September 1947 15-6D (clockwise engine) c.r. 6.2/1

New cylinder head, new carburetter.

Firing order: 142635

Modified radiator grille - external chromed chevrons, rounded oblong crank, handle opening.

1949 Model

July 1949

Compression ratio 6.5/1

Brighter dashboard with light background.

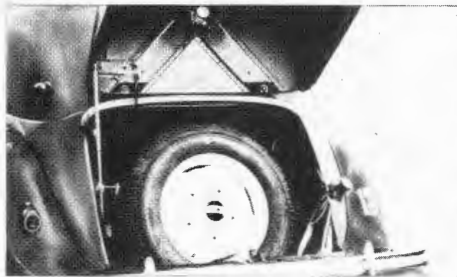
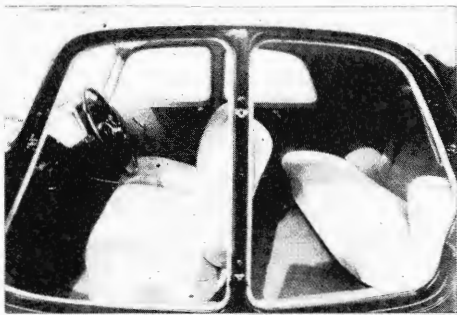
1950 Model

December 1949

Removal of chromed bars on top of front seats.

Single plate clutch

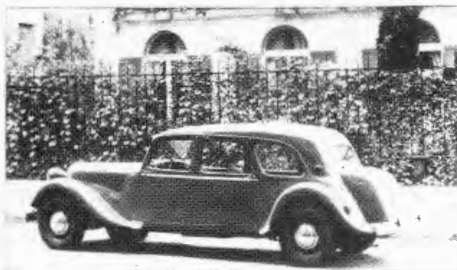
Ventilation doors beside the lower part of the



1953 Models

September 1953:

Recataloguing of familiale.



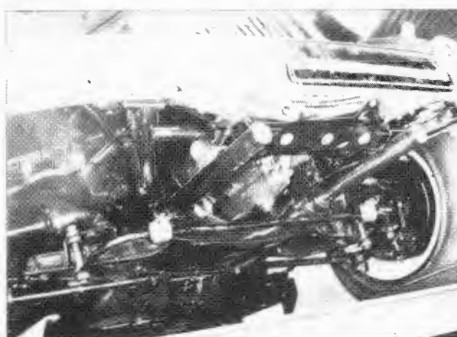
1954 Models

Identical

April 1954 - 15-6H:

In 1954 the 15-6 became the first vehicle to be fitted with the revolutionary 'Hydro pneumatic' suspension (at the rear) which was to become one of the main attractions of later Citroëns.

The self-levelling rear suspension is fed by a high-pressure system consisting of pump, make-and-break unit and pressure reservoir.

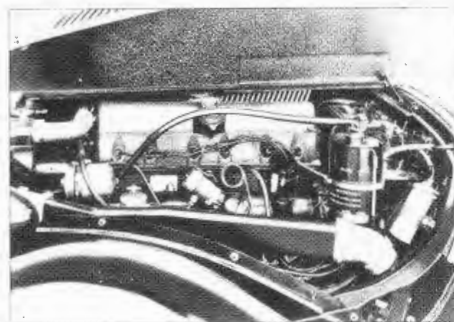
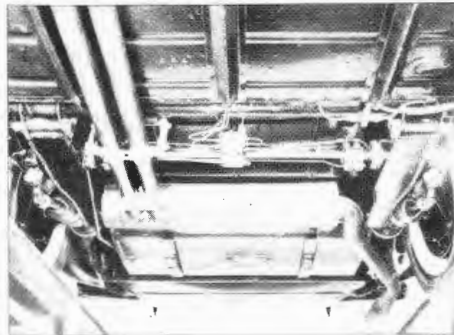


The front has longer torsion bars visible under each side of the radiator grille.

Wheels now shod with 165 x 400 'Pilote' tyres. (Owners of 15-6 unable to obtain 185x 400 tyres take note. Ed.).

September 1954:

Two back lights on the wings and '15-6 cylindres' badge on the big boot lid.



1955 - 56 Models

15-6 D and 15-6 H, identical to preceding.

End of production: July 1956.

Translated from a brochure issued by Relations Publiques Citroën, source also of the illustrations. The brochure refers only to Paris cars, but Slough cars follow the same mechanical development. Clearly, in matters such as trim, wheels etc., both types parallel the four-cylinder cars closely.

Slough cars, of course, used home-produced electrical equipment.

STOP PRESS

Tom Evans has a front damaged commerciale for sale (Bodyshell only) plus Big 15 parts including driveshafts

Telephone: Mulbarton 78140

A TUNED 'SIX'

I expect many members will know about the legendary 15-6 of Peter Eppendhal, but I cannot resist including a brief note about it here.

Peter Eppendhal caught the racing bug from famous four-cylinder Traction campaigners, such as Garry Gauthruche, in the early 1950s. Intending to do better, he bought an excellent secondhand 15-6, but finding it slightly lacking in power in more or less standard form (despite racing at 60mph on sheet ice!) he moved into the 'special series' class. His modifications consisted of removing all trim, carpets etc, replacing seats with 2CV seats, using perspex instead of glass, and using fibreglass replacements for some body parts, reducing the weight to just over a ton. This improved the performance, but the engine was yet to be touched. 11D pistons, liners and con-rods were used, and a special 'hot' camshaft was made in America. This needed larger ports in the cylinder head in order to have any effect, and after a great deal of trouble, Eppendhal managed to grind out all the passages to 33mm. Special inlet and exhaust manifolds were made, and triple SU carburettors from a Jaguar were fitted.

The resulting performance was shattering: changing into second gear early, the engine pulled up to 60kph, hesitated fractionally then really 'got on the cam' and hurled the car up to 130kph, and practically 140kph — in second gear!

After much exciting racing, the 15-6 went to Monthéry, and started in the front row of the grid with Nano Da Silva Ramos on an Alfa 1900 TI and the Le Mans Panhards on either side! The earlier DSs were there — the driver of one was highly scornful of the 15-6 and expected to leave it standing. However, Eppendhal out-dragged everything from the start and led for a while, finishing third, but first in the unlimited capacity 'special series' class. The Alfa left the track trying to overtake the 15-6!

'La Traction' by Borgé and Viasnoff contains many more stories of Eppendhal's amazing car, but there is no space for more here unfortunately.



4th TRACTION OWNERS CLUB RALLY

26, 27, 28th JUNE 1981

The Dower House Caravan Park, Thetford Forest West Harling, Norfolk.

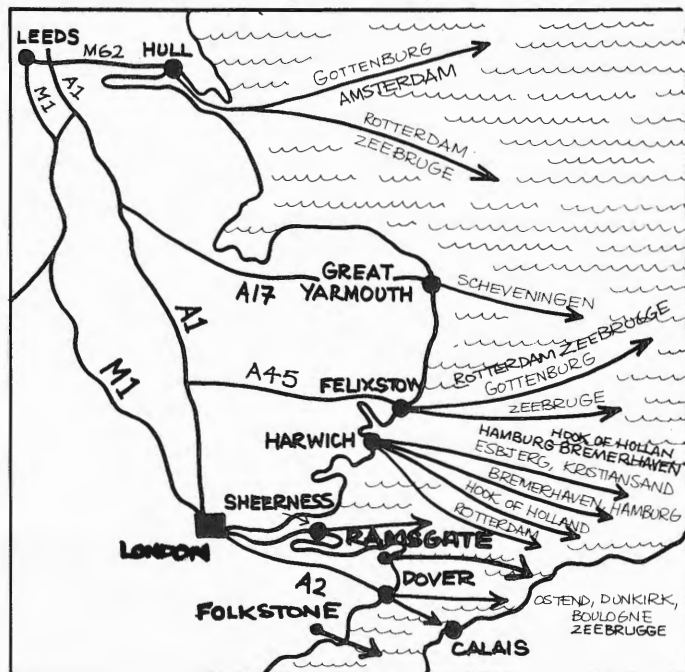
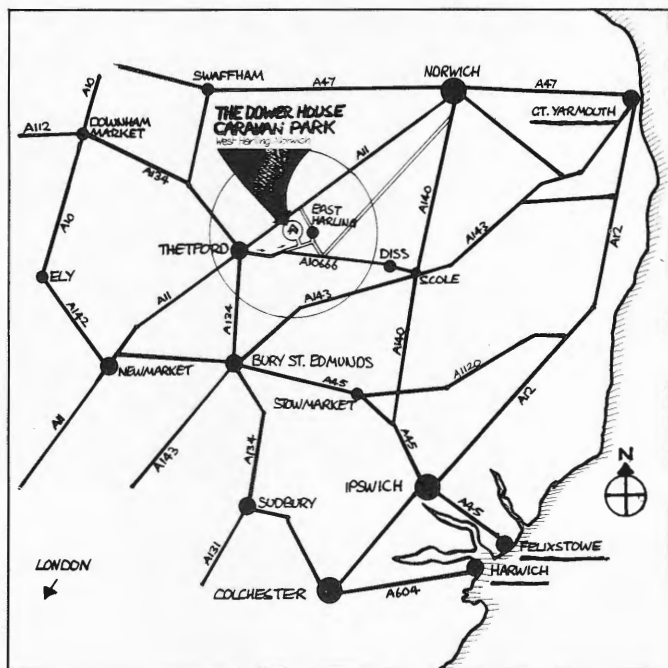
The campsite is located in Thetford Forest with its beautiful scenery, and is reserved entirely for the Club Rally. It offers shop, toilets, showers with hot and cold water, and a swimming pool for children only.

All U.K. Citroën Car Clubs and overseas Traction Avant Clubs have been notified and invited to attend. So far Traction Avant Nederland, Club Traction Universelle, Club Belge Des Anciennes Citroën, and Citroën Veteranen Club Deutschland have been in

touch to say that members from these Clubs will be attending.

On arrival at the rally site please register your vehicle at the main entrance and pay all fees (Camping or Caravan, Rally entry fee, and Barbeque Party fee). On receipt of your fee a Rally sticker will be given to each vehicle and tickets to each person.

If you require Hotel, Motel, Bed and Breakfast lodgings, please state your requirements and send S.A.E. to Tom & Rosie Evans, West Cottage, Rectory Lane, Mulbarton, Norwich, Norfolk.



FRIDAY

- 12.00 hrs - Assemble on campsite for drive to the 'Nag's Head' East Harling (2 miles) en route to Banham.
- 12.30-14.00 hrs - Pub lunch at the 'Nag's Head'
- 14.30 hrs - Convoy drive to Banham International Museum and Zoo (Adults 60p, Children 35p).
- 17.30 hrs - Return to Campsite.
- 22.00-22.30 hrs - Noggin and Natter at the 'Bell Hotel' (Trust House Forte) Thetford Town Centre. (Children welcome).

SATURDAY

- 9.30 hrs - Assemble on campsite for convoy drive through Suffolk countryside.
- 10.00 hrs - Depart, approx 35-mile run.
- 11.00 hrs - Arrive Cavendish Vineyards for conducted tour (Adults £1.00, Children 50p) wine sampling for adults, cider for children.
- 12.30-14.00 hrs - Picnic lunch at Vineyards (bring own food).
- 14.30 hrs - Sightseeing of Cavendish village, treasure hunt for adults and children - prizes. Alternative convoy drive to Bury St. Edmunds.
- 17.30 hrs - Return to Campsite.
- 21.00 hrs - v. late - Barbeque Party in marquee, campfire, raffle, prizes, beer, wine, soft drinks, folk group. (Please bring own barbeque equipment and food.)

SUNDAY

- 10.00 hrs - Line-up of Tractions, Citroën cars and all other collectors' cars. Concours d'Elegance, judging, spares and Club Shop, autojumble. Press photos and Anglia T.V. News.
- 12.30-13.30 hrs - Concours d'Elegance Prizegiving. **TOC U.K. members only** Overall Winner, Best first time entry, Best Slough Car, Best Paris Car, Most unusual Car. **Special Awards Section TOC members only.** The Traction with the Least Attraction, The Best Decorated Car, The Best Dressed Driver and Passengers. **Overseas Visitors Prizes** Best Slough car, Best Paris car, Most unusual car. **TOC & Overseas Prize** The car that drove the longest distance to the Rally.

Times given are approximate. Programme is subject to change.

RALLY CHARGES:

- Camping: £2.20 per unit per night.
- Caravan: £4.00 per day. 3 available, 3 to 4 berths.
- Rally Entry Fee: 50p per vehicle, TOC members. £1.00 per vehicle non-TOC members.
- Barbeque Party: £3.50 per adult - Children FREE.

TRACTION ARRIERE

Correspondence to
Martin Lloyd

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

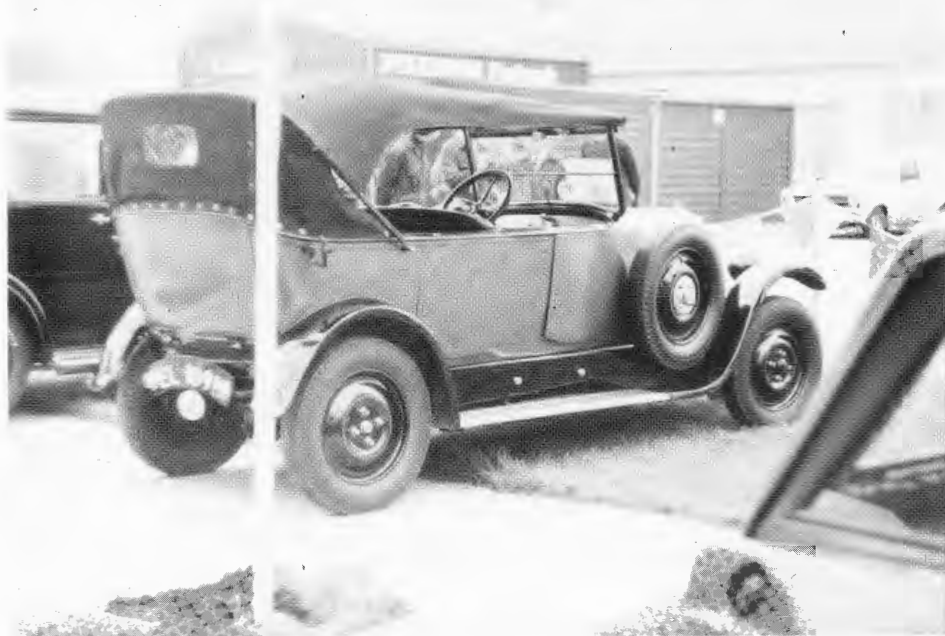
Well, those of you who read this article regularly will probably expect it to contain reams on Graham Brice's special bodied Rosalie. However, owing to technical problems, and the need to service our latest addition (a baby girl, Rachel) more often than our C4G, time has not permitted. So instead, to wet your appetite, here is a photograph of Graham's car, as it was advertised back in the 1930's.

Meanwhile, the unusual looking truck is Peter Sutcliffe's 1925 B10. The photo is a little dark and I trust it has reproduced satisfactorily. It shows the car as it was when Peter bought it in 1974. He believes that it started life as a Torpedo or Torpedo Commerciale, before being converted, as the photograph shows, by a French farmer, prior to the 2nd World War.

Peter is of the opinion that it probably started life as a Torpedo, as he believes the rear of the body is not stiff enough to take the rear hinged tail gate of the commerciale. The other photograph is of D. Grove's 1925 B12 which has a similar body to that of Peter's B10. If you look closely at the B12 you can just see the rear tail gate.

Peter has completed most of the mechanical work, but is doubtful about the crown wheel and pinion which is in poor condition. He is now seeking information about the rear body

Graham Brice's special bodied 'Rosalie' tourer.



D.G. Groves 1925 B12 at Stoneleigh in 1978.

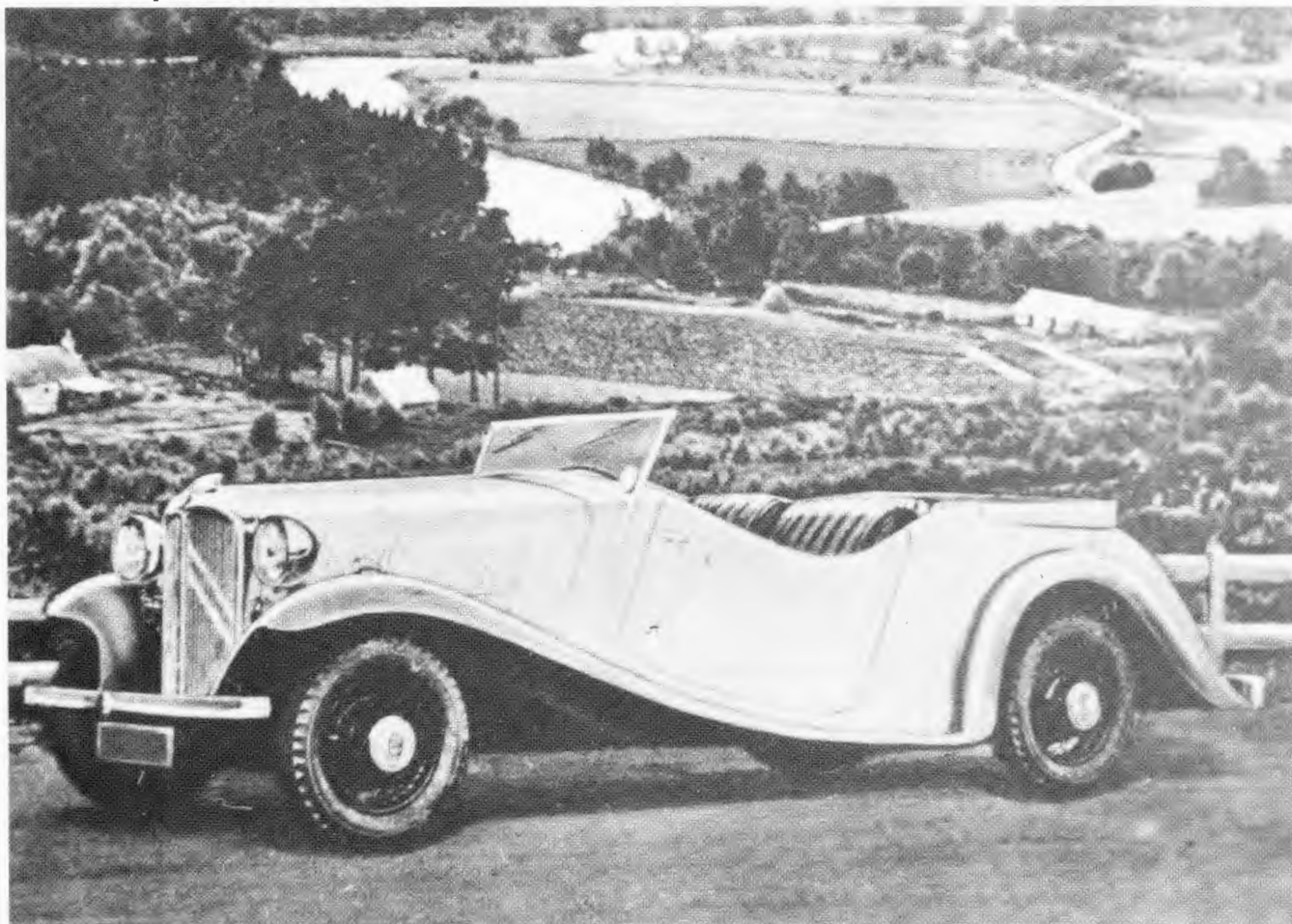
work, in particular, dimensions and details of assembly, as he intends to rebuild it to its original standard.

Towards this end he has contacted Citroën Paris, who, although unable to help themselves, have recommended him to contact Librarie Automobile (EPA), 83 Rue de

Rennes, Paris 6e; who should be able to supply (not free) a copy of the technical information.

If anyone is able to help Peter with information, if they contact me I will be pleased to put them in touch.

Now, for the non-French-speaking members there is a book I have heard of (but



I have not seen it so I cannot comment on how good or useful it is):-

Glossary of Automotive Terminology French-English/English-French. It is obtainable from American Technical Publishers Ltd., 68A Wilburg Way, Hitchin, Herts, SG4 0TP, price £6.50. One drawback, the book has been produced for the Chrysler Corporation and therefore I assume the English will, in fact, be American. Still it could well be a good buy!

Happy tractioning, Arrière and Avant.

M.L.

Peter Sutcliff's 1925 B10.



MORE POLITICAL POWER FROM YOUR 'CLASSIC' VEHICLE

The CVCC was created initially to fight only 'Tax on Possession' proposed by this Government. It was intended to disband at the end of the campaign. Now we have won this important battle (showing how effective organised public opinion can be) it has been realised that a national, central committee to co-ordinate the large movement now dedicated to 'classic' forms of road transport would be a useful permanent body. Therefore we print the CVCC Newsletter No 2 below:-

"This news letter should have consisted of the next moves that the CVCC were intending to make against the proposed changes in VED to TOP. As by now all clubs are aware Norman Fowler announced in Parliament on Friday, 19th December that he was not, after careful consideration, going to introduce a Tax on Possession. That evening the Minister was interviewed on Radio 4 and he gave one of the reasons for the reversal of his former proposals as being:- the large lobby of Classic Car Enthusiasts who had opposed the document on TOPs; the difficulty that would be experienced if the Ministry had to cater for this group with exemptions.

I am sure that thanks must go to Mike May for getting, in the first place, all the Clubs with an interest in Classic Cars to the meeting at Kidlington, for without the formation of the CVCC no concerned single effort would have been mounted against the Government's proposals. I am sure that the united front shown through the CVCC played

a large part in this welcome reversal in Government policy.

This now leads onto the next important announcement. As the CVCC was only formed to fight the proposed TOPs the Committee have decided to call a special meeting of all member clubs and any other interested parties to confirm that they wish the CVCC to continue to represent them as a general uniting body, representing the Classic Car Movement. I am sure that it has been shown that a Committee should be in existence to represent this growing movement.

The present Committee hopes that those Clubs who have supported us in recent months and also the Editors of the magazines representing the Classic Car Movement will come to the meeting on 1st March 1981.

The meeting has been arranged at the same venue as the founding meeting.

The Exeter Hall, A423 Main Oxford-Banbury Road, Kidlington, Nr. Oxford at 11.00 a.m. Refreshments will be available. We should all remember that whilst the Minister has backed down on TOPs he still could formulate other proposals which are equally as damaging to the movement, and this we must be ready to fight straight away without the delay of forming a committee before we can object."

Our thanks must go to Bernie Shaw for attending the previous meeting at Kidlington — he will attend the meeting on 1st March on our behalf.(Ed).

practical CLASSICS

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AND ENTHUSIAST

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FOR EXCITING
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MONTHLY Ten Page Price Guide. A unique guide to over 500 cars — prices, performance, running costs, and spares availability.

'Practical Classics' — it's unique!

Available from your newsagent at 60p

Classified

For Sale: Early 1950's (?) Slough Light Fifteen Engine may be alright except for worn valve guides. There is a spare cylinder head. Body poor, but doors not bad, boot lid good, bumpers good, (rear is rusty) interior very good, light brown seats, especially good. (Head & side lamps not available). Complete for £130 or would break for spares.
R. W. Moss, Bowsers Stables, Bowsers Lane, Little Walden, Essex. Tel. Saffron Walden (0799) 21599.

Wanted: 11D head, rocker gear, cover and air-filter — the big transverse MIOM type. Surprisingly, the filter is my most urgent requirement. Also needed — the heater fixture which fastens onto the inside of radiator, interior light switch on dashboard, 'Marchal' indicator knob or complete switch unit pair rear bumper bars — the curious very curved ones (big boot 11BL type), pair Ducellier headlamp reflectors in good condition.
Tools: I have the proper Citroën puller body for front hub etc., but none of the 'halves' which fit on the body! If anyone has some or knows a supplier I should be grateful to hear from them.
Nick Hall, address at front at magazine. Tel: Havant (0705) 451155 daytime or 474731 evenings.

Back numbers of Floating Power. The earliest issues are no longer available and already have become collectors' items. Fill any gaps in your collection before it is too late. Still available are:-
Vol. 2 nos. 3,5,6.
Vol. 3 nos. 1,6.
vol. 4 nos. 1,3,4,5,6.
Vol. 5 nos 1,2,3,4,5,6.
£2 each including postage, but only £1.50 each if you order more than one. Order from Tony or Maria Hodgekiss, 94, Oving Road, Chichester, W. Sussex.

For Sale: 1948 Light 15, 39,000 Miles, Black, R.H.D., excellent condition mechanically, and comprehensive documentation. Bodywork in first class condition and rust free. This is an absolutely original car with authentic history having 1 owner for almost the whole of its life. Details on request. Price £3,250. Please Tel. David Hillman 0656-71-5813

Wanted: Model tractions for private collection. Anything considered from wrecks to rare/obsolete. Details and prices to Geoff. Carter, 15 Wellgarth Bank, Bramley, Leeds *Floating Power* Vol. 1 nos. 1 evenings and weekends.
Also wanted: floating Power Vol. 1 nos. 1 & 2. preferably good condition.

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

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: 1955 Light Fifteen parts — Boot lid, rear bumper, wooden with instruments plus other parts. Also log book and complete photocopy of 1938-1950 Manual.

Also: — 1946 Big Six (15-6) French built — four doors, bonnet and windscreen. Neil Stewart, 10, Marcus Gardens, Kineller, Aberdeen, tel. Aberdeen 79456.

Wanted: 1935 Light Twelve parts — Clip-on hub-caps, one wheel (I presume this is the type with a ring attached to centre Ed), wiring diagram, gasket set, and any literature. Neil Stewart. See above.

For Sale: 1957 French Commerciale, 11D engine, will run. Body very sound, resprayed original grey-blue. All complete and stored under cover, but needs finishing. Spare gearbox included. £1,500. Roger Packer, Arun House, The Avenue, Fareham, Hants. Tel. Titchfield 45270.

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.

Archives: At the last committee meeting it was suggested that the Club needs somebody to take charge of its mounting pile of literature, and as I have been landed with the job I will be doing my best to make order of the chaos! I would like to collect together all magazines, technical papers, reports etc. that belong to the Club (or to members who would be willing to donate any such items), so that I can catalogue and list them, and make them available to members who might wish to read them. Copies of Traction magazines from other clubs would certainly be worth collecting together as many that are sent to the TOC seem to end up in private collections rather than being available for perusal, but any items of printed matter on the subject of the Traction could go towards making a worthwhile and useful "central information bank". If you can bear to give up any part of your personal hoard for the common good, please send a large parcel to: Tristram Woolston, 62 Thornton Avenue, Chiswick, London W4.

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.

Models: Most types of Citroën available from: Model Import Company, 152 Barkham Road, Wokingham, Berks, RG11 2RP. Tel: Wokingham (0734) 783533.

Original type hub pullers: We could have a batch made at about £50 each BUT an order of at least ten is required. If you are interested, after all you can't even inspect your front brake shoes without one, contact Editor.

Oil Filters: Winslow Engineering can supply kits as below. Here are their prices for the complete Winslow engine oil filtration kits for the Citroën Traction Avant 11CV and 15.6:

prices at 12.12.80

1) One complete WINSLOW lube oil filtration kit for traction Avant 11CV (fitted with one 8-C-1 type filter element) F.F. 703.00 net, ex our works, packing included.

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2) One complete Winslow lube oil filtration kit for Traction Avant 15.6 (fitted with one 8-C-1 type filter element). F.F. 744.00 net, ex our works, packing included.

3) One replacement filter element 8-C-1 type. F.F. 43.00 net, ex our works, packing included.

Winslow Engineering and Manufacturing Co. Factory, Administrative & Technical Offices: 53 Avenue Du Professeur-Langevin, Mardeuil/Épernay (Marne) France. Boite Postale 32-51203 Épernay Cédex. Téléphone: 33-(26) 53.01.24.

Upholstery Cloths: Available from Ets Benoit & Cie, 3-5 Rue de Mai 80000 Amiens. For your information the prices quoted below are for supplies F.O.B. Airport, Packing is included and the prices which are exclusive of French TVA remain in force till 30 June 1981. If more convenient for the amateur and to offer him the best service we can quote prices which include cost of transport and delivery to his home address. (The customer will be liable for VAT on the goods.)
Wool-Velvet (2021) £14.00 per metre from 20 to 45 metres, £19.50 per metre for less than 20 metres.
Mohair-Velvet (6031) £21.00 per metre from 20 to 45 metres, £28.00 per metre for less than 20 metres.
Width 130cms, minimum delivery 5 metres, delivery time 2/3 weeks. Payment on delivery by arrangement. **Note:** All Benoit Velvets are treated with a permanent mothproof agent "Mitin".

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.

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.

RALLY PROGRAMME AND EVENTS

TOC attending marked by *

21st March

Autojumble, Sports Centre, Bolton.

*21st March

The Citroën Car Club Annual Dinner and Dance/Break Away Weekend, 'Grand Hotel' Eastbourne, Sussex. Contact Mervin Gould, 24 Hawthorn Crescent, Caddington, Nr Luton, Beds, for further details.

*26th March

Citroën Classic Car Show, Playing Fields of the Harrodian Club, Autojumble, meals — advance booking to Mervin Gould, address above.

3rd/4th/5th April

2nd South West Classic Car Show Autojumble, Bristol Exhibition Centre.

5th April

The Welsh Motor Museum Concours, Frith Beach, Prestatyn, Wales.

*11th April

VSCC meeting at Silverstone, first meeting on the VSCC calendar, meet at main gate at 12 noon.

*23rd/24th/25th May

4th Enfield Pageant of Motoring, Gt. Cambridge Road, Enfield. *Bank Holiday Monday is TOC Day. Contact A. Sibley NOW if you want to attend.*

*6th/7th/8th June

International Traction Meeting organised by Citroën T.A. Club, Switzerland.

*12th/13th/14th June

Citroën Car Club Rally, Bilbury Suite, Salisbury Racecourse, Wiltshire. 14th is the Concours day, Autojumble etc. (Please note trophies are only awarded to Citroën Club members.)

***26th/27th/28th June

Traction Owners Club Rally, Thetford Forest, Norfolk. Camping, caravans to rent, hotels etc. Convoy drives, visit vineyards, wine sampling, folk dancing, folk music, barbeque, food, booze, Club Shop, Autojumble, Concours, Prizegiving etc, etc. (*further details next magazine*)

18th/19th July

Citroën Car Club camping and caravanning weekend, at Wally & Arlene Scrimshaw's, Hanham Lodge, Hanham Lane, Paulton, Nr Bristol, in conjunction with the 'D' Series Register.

19th July

Biggleswade Sandy Lions Club Charity Motor & Leisure Show. Fairfield Hospital, Stotfold, Herts.

26th July

The Enfield to Cambridge Historic Vehicle Run. *Contact EDVVT before 15th June for entry.*

*26th July

TOC Treasure Hunt — Venue to be arranged.

*22nd/23rd August

TOC Camping Weekend — possibly Windsor area — details soon.

29th/30th/31st August

IBCAM Centenary Motoring Festival & Town & Country Festival, Royal Showground, Kenilworth, Warwickshire.

31st August

12th Merton Concours d'Elegance, Morden Park, Surrey.

**4th/5th/6th September

5th International Citroën Car Club Rally and Jaarfest, Breda, Holland — details will be published when known. (*Contact Allan Sibley for ferry reservation.*)

*27th September

TOC French Picnic, venue as last year, 12 noon.

*October

Classic Car Show (TOC Stand). Cars required (*please contact Allan Sibley*).

*1st November

London to Brighton Veteran Car Run. Viewing arrival of cars and lunch at Brighton — details to follow.

*29th December

TOC Christmas Dinner.

LONDON SECTION PUB MEETINGS

Organizer: Allan Sibley,
174c St. Ann's Road, Tottenham, N15
Last Tuesday of each month from 9 p.m.

31st March

'Bishops Finger', West Smithfield

28th April

'Hand in Hand', Crooked Billet, Wimbledon, SW19.

26th May

'Ye Olde Wrestlers', North Road, Highgate, N6.

30th June

'The Anchor', Bankside, Southwark.

28th July

'Cannonbury Tavern', Cannonbury Place, Islington.

25th August

'The Windmill', Windmill Drive, Clapham Common, SW4.

29th September

'George Inn', 77 Borough High Street.

27th October

'Sun Inn', Church Road, Barnes Common, SW13.

24th November

'Rosetti's', Ordnance Hill, St. John's Wood.

29th December

'Jack Straw's Castle', North End Way, Hampstead.

TOC REGISTER CONTINUED

New Members:

J. Leret, Suncroft, Green Lane, Henley on Thames, Oxon.
1955 11B. Ch. no. 412697.

M.P. Dibley, 4 Lower Road, Breachwood Green, Hitchin, Herts. 1952 Light Fifteen, EWH 882. Ch. no. 138728.

C.C.G. Peachment, 75, Aberdare Gardens, London, NW6. Looking for a Light Fifteen.

Thomas P. Grose, 8 Rue Commandant Mohamed Bijaoui, Carthage, Tunisia. 1951 15-6.

Paul Endacott, 275 Nelson Road, Whitton, Middlesex. 1949 Onze Legère.

Changes:

M. Thurman, 30 Con Lane, Fulbourn, Cambridgeshire, has sold 1946 Light Fifteen, JU 9731 to John Howard, and now owns 1953 Onze Normale, French reg. 25-AF-12, Ch. no. 222448.

N. Hall, 16 Lymbourn Road, Havant has also owned 1955 11BLD, VUC 880S for a time.

Non-members' Tractions on our register:
1936 Light Twelve de luxe saloon AU7 699 (British reg DLB 220) Ch. no. 102070 - Andrew Maclagan, Brussels.

