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Cover picture by courtesy of the National Motor
Museum, Beaulieu

Floating Power

Volume Six Number Two

May Nineteen Hundred and Eighty-One

Firstly, apologies for the delay in your receiving the last issue of F.P. — this was due to a combination of circumstances. We hope to produce future issues on time. It was unfortunate that the last F.P. reached you only just before the deadline for the May issue, but after then it should settle down. In any case, sadly, I have hardly been inundated with articles; I envy an editorial predecessor who once wrote that many erudite articles were coming in. Where are you all now?

Secondly, on other fronts the TOC shows encouraging signs of activity. Most notably, Greg Hayes's 11 Normale has taken to the race track, and in Antonia Loysen's hands, won a race — see the article in this issue. This must be the only standard Traction to have raced for many years. It is surely a credit to the soundness of the design (and to John and Bryn's engine rebuild) that the car contested five races in one day completely without fuss. To see the Traction cornering hard in the soaking wet at Silverstone was indeed a fine sight — it seemed to be able to corner at least as fast as any of the competition, which included some very sporting machinery.

Supporters came in two Tractions, and in the traffic coming through London on the way home, I spotted OYM 103 — the famous silver, blue and 'basketwork' Light Fifteen. It all goes to show that Tractions not only *can* be used, but *are*. Mine seems to be coping with its high mileage use, apart from some brake judder, and frighteningly bad headlights. It took us up to Norfolk recently for a weekend (200 miles each way) to finish stripping the 15-6. East Anglian members, incidentally, will have realised that 'Adrian's' was a misprint for ADNAMS. Members who do not know this superb ale should get the opportunity to try it at the annual rally — another good reason to come! Two of us managed to take out the '6' engine, having previously lifted the head. Even so, the sight of this massive unit complete with gearbox dangling from a small 'Haltrac' hoist on a beam in our cart-shed was awe-inspiring. We lifted by using a trolley-jack, taking up the slack on the hoist tackle — it just wasn't possible to lift using the thin cordage of the hoist — impossible to grip. The car was then pushed away leaving the engine suspended. Amazingly, it wasn't seized. Due to foul weather I was left to remove the front cradle alone — which I failed to do — but I took the driveshafts off — really easy on a '6' because of course, they are splined, and with the gearbox out, can be simply knocked inwards. Like many Tractionistes I hoard spares, but I sometimes wonder if I could ever afford a '6' — it seems highly unlikely!

We are hoping to publish an article in a future issue on importing a Traction, but in the meantime it may be worth pointing out the leaflet "Car Tax: Cars made or imported by Non-Registered Persons" Notice No.671, H.M. Customs & Excise. Under 'Vehicles chargeable with tax,' which includes cars made abroad and brought into this country. There is an important exception — "The tax does not apply ... to cars ... which are more than 20 years old." If you are intending to import a Traction it would probably be wise to obtain a copy of this leaflet from your local Customs & Excise Office; you can then flourish it under the noses of the officers in the Customs Shed at the dock if necessary. It does not deal with VAT to any great extent, but if this is due and you dispute the valuation of the car, you can consult the Valuation Division, H.M. Customs and Excise, Vintry House, Queen Street Place, London EC4R 1BQ.

On my last visit to the Metropolis I was able to attend a London Section meeting at the Bishop's Finger, Smithfield — rather nostalgic for me because as a London member I was at the Section's inaugural meeting at that pub in 1978. It was a very enjoyable evening, seeing old friends and making new acquaintances; it looked as though there were more Tractions than at the first meeting, and very smart they looked too. London members who have not yet managed to go along to one of these convivial evenings must be missing something.

Finally, if you have not yet paid your subscription — you should have done by now; please rush your cheque to Dave Shepherd. Looking forward to seeing you at the Rally in Norfolk.

'Vive La Traction'

N.H.

**Important
Notice!** New Social Secretary
Kathy Hayes, 19 Winton Ave. Bounds Green
London. N11.

TOC Visit to the 4th ICCCR, Breda, Holland. 4th, 5th, 6th September 1981

The Traction owners club will attending 4th International Citroën Car Clubs Rally and Jaarfeest this year. The Club will be departing Sheerness on Thursday 3rd September on the 11.00hrs ferry the 'M.V. Olau Hollandia' arriving in the evening of the 3rd at Vlissingen at 19.00hrs.

At Vlissingen, we will drive in convoy to the Rally site which is approximately 35 miles from Vlissingen.

The full rally programme will shortly be available from Traction Avant Nederland, and will be sent to all participating members.

Reductions of travelling costs have been obtained from the Olau-Line, for tickets will be opened end which allows you to return to England when you wish.

Costs. Vehicle (Any length) -£24.00 Return Trailers -£16.00 Return per metre (Max height 2.5 metres)

Adults -£22.00 Return

Children (4-13 years) -£11.00 Return

Infants under 4 -Travel Free

Would members wishing to attend please send a deposit of **£10.00 per Vehicle by no later than 1st June** as a firm booking will be made on this date, cheques to be made payable to **Oshua Express**, the deposit is not returnable after the booking is made. The full amount is to be paid by the **1st August**. Please also enclose the following information:-

Name: _____
Address: _____

Tel. No. (home): _____ Tel. no. (work) _____
Number of adults in vehicle: _____ Number of children in vehicle: _____
Vehicle Make: _____
Vehicle Model _____
Vehicle Registration no. _____
Length of Trailer (if applicable) _____
Date of Return: _____
Camping Yes/no Hotel Yes/no if yes state: _____ No. of Single Rooms _____
No. of Twin Rooms _____

Please photostat this form to avoid cutting your magazine

Please send cheques and the above information with a stamped addressed envelope (1st class) to —
Allan Sibley, 174c St. Ann's Road, Tottenham, London, N15.

Hints and tips on a Big 6

It was while fitting the engine into my Paris Quinze that I thought that all the little hold-ups and difficulties I had overcome could be shared, so that perhaps others, even one person, could have the opportunity to avoid the same pitfalls.

I had managed to buy the quinze for £54 in a very disassembled state with an assurance that it was all there and even some bits duplicated, though most of it needed attention in the way of rubbing down and painting or simply cleaning up.

I commenced the work in late February this year, knowing it had to be finished by the end of April because other jobs would be becoming pressing by then, and I have always maintained that if the restoration of a non-runner is stopped before the MoT-pass stage it will probably be years before serious effort is resumed. So I had no time to waste. I had the instruction manual and the parts catalogue, both in French admittedly, but the pictures are excellent and make it easy to follow.

Well, I always begin with the engine and a good tip here (which I realised in time myself) is not to secure the petrol pump until after you have painted the crankcase. This avoids fouling up the glass, because although it can be scraped clean the appearance is never the same. Also leave the carburettor with its heatshield and the drain from the inlet manifold off for the same reason. Before putting the whole engine in I connected up all the miscellaneous rods and linkages in the engine bay, clutch, handbrake, master cylinder, stoplight switch and throttle. Now anyone used to the latter on the four cylinder cars can easily be confused by the method of trans-

lating the motion from the vertical rod to the horizontal rod connected to the carb. — I got it wrong and have had to adapt since. The V-shaped bit between them should have its open mouth facing forward with the spring from the bulkhead connected to the top spigot. Study the drawing carefully and don't take the obvious way as I did. I may yet have to make another part but hope to get away with my butchery.

The steering is the most difficult part I have met so far. To be frank an error has been made here by the designers. The inner ends of the trackrods do not — literally — fit onto the balls in the rack, though the outer ends are much better. I needed a round file and lots of delicate work to make them fit; almost a quarter of the material around the taper had to be removed.

But all this pales into insignificance when it comes to the bodywork. Although it has a beautifully smooth finish and fits very well it does take lots of india tags and rubber bands to hold it in place.

Rubber bands? For the body work? What I'm talking about is the one eighth scale Heller model of the traction. It may be a model but as far as construction is concerned it might as well be the real thing. Every part that is separate on the genuine car has to be secured on the model and some things are even worse, such as the battery has to be assembled out of six parts. It is very demanding because of the superabundance of detail that anyone used to smaller scale modelling does not expect, though it is also very satisfying for the same reason. To see a traction appearing on my desk as the weeks go by is delightful.

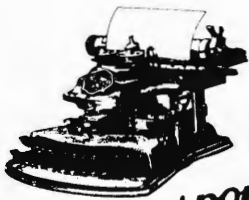
But a serious word of caution to anyone thinking of starting theirs (and how many are there, laid down in their boxes, awaiting that "when-I've-got-time" time in the future?). Do have all the necessary tools! Knife and glue are not enough. You need everything described in the front of the instruction book, particularly four different files, several different tweezers, and — is it worth attempting a kit now costing over £60 without it? — an airbrush.

Some of the parts are not a perfect fit, and the flexibility of some means they have become distorted during the storage period in the box. But the model is two feet long, eight inches high and is ...fantastic! My third traction, no MoT required, no tax to pay, its drive-shafts will never need replacing...who needs a real six? -

Alec Bilney

Arch Help Needed:-

Stalwards are fast becoming disillusioned with member apathy: despite repeated requests no Saturday help has emerged, Endangering weekly Saturday opening of parts shop. Background work involving ordering, collecting, banking, stocktaking etc. means that weekly shop opening and a mailing service will have to be suspended unless help is forthcoming **Support your Club** and help it to support you. Contact John Gillard.



Correspondence

Dear Mr Hall,

Your chairman thought you might be interested in the Slough-built 11L I once owned. When I was a Jaguar apprentice, I didn't have a car until my parents said they'd contribute for my 21st birthday in 1957; it had to be an old car, and I'd always dreamed about a **traction**. It was still almost-current and I thought it looked fabulous, especially the faux-cabriolet I used to see in Inverness everytime I went home on holiday, standing outside the Rose Street foundry. (I believe the same owner **may** still have it.)

Anyway, 'my' car was advertised in Auto-sport for £135 with radio and heater, and I bought for £120. It was in a barn in Ruislip and a bit unsanitary as Things had been living in/off the carpets.

There was nothing basically wrong, except the Michelin wheels had stood in water (I discovered later) and eventually I split the rims through fitting a set of R1 Dunlop racing tyres which as you can imagine were diabolical but all I could afford when the canvas was showing on whatever worn-out tyres the car had when I bought it. The body flexing was measured in terms of how much filing had to be done on the door pillar to shut the door. I used to have to get out at traffic lights and un-jiggle the gear linkage rods....all this is probably familiar stuff.

It was my regular transport, and it took me on one grand trip round the far north of Scotland. I remember looking underneath at Kylescu Ferry to see how the drive-shaft bolts were doing, only to realise that there was just one loose nut and bolt left on one side. A man in a Landrover gave me some odd-sized ones to put through the oval holes until I could get the right thing back in Inverness at Ferries' Garage (where I'd first got keen on Citroëns during a school holiday).

Eventually I had to sell, because in 1960 I had to go and do my two years' national service and I'd nowhere to put the machine while I was away. I think I got £125 which was considered good at the time.

I still have a soft spot for the car.

Congratulations on a nice evocative magazine.

Yours sincerely,
Andrew Whyte

P.S. I wonder if DUY 33 has survived a second 20-year stint?

Dear Mr Shepherd,

Ever since John Gillard sent me a copy of *Floating Power*, I have been meaning to join the T.O.C. I was a member of the CCC for many years until recently, when I came to the conclusion that my interests really lay with the T.O.C.

I have owned Light 15's since the war and we bought our present car secondhand in 1959. It is a 1954 model, VHW 113, and we used it continuously for family transport, including many continental holidays; to date we have clocked about 150,000 miles. We are on our third engine, an Annells ID conversion, and John has just installed our second gearbox.

Best wishes to you and the club in 1981.

Yours sincerely,
Seafeld Head,
7 Church Street,
Hampton on Thames,
Middlesex.
01 979 2308

Dear Mr Sibley,

Further to our telephone conversation I'll elaborate on what there seems to be up here.

I'm pretty sure it's what's left of a type A 1919 - 1922 going by the bore diameter which is 65 mm and the general look of the engine and the chassis. It's important to realize that there's very little left, it's all out in the open. What there is amounts to a split-pin engine of which I think the crank, cam-

shaft, oil pump and timing gears could be serviceable; steering box internal parts; differential internal parts, these latter two pieces are still enclosed. The gearbox is half open to the world but some of the internal parts might be alright. Oh and maybe the clutch components. There are also the front wheel bearings which turn O.K. and those cute bronze wheel nuts marked G.2.D.

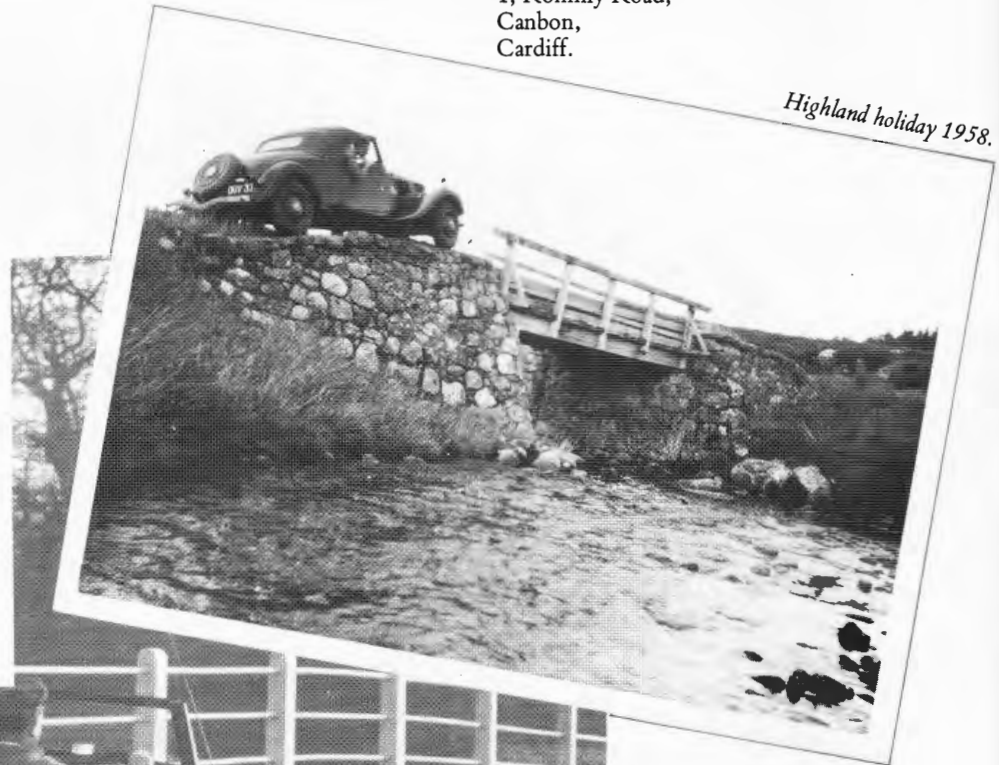
That's about it, might be handy for someone. Its all a puzzle really. I came across all this a few years ago when I lived in the neighbourhood (It's close Ammamford in West Wales) and at that time the engine was in one piece and quite well protected internally.

When I went back there the other day with a chum from the Citroën Car Club we found that some b..... had been down there and pulled the engine apart and left everything just lying around on the ground. The only thing that wasn't there which had been there was the cylinder head. Makes no sense really.

This stuff is down at the bottom of a small valley and about a mile from the nearest road. There's a track down wide enough for a car but too bumpy for anything less than a land-rover, so pulling it out could be a problem — it would be hard work getting it up manually. The actual location is hard to describe, if there's anybody who has a use I could lead them to it.

My phone number is Cardiff 398 508 or Crickhowell 811337 —KEEP TRYING.

Regards,
Peter John Pritchard,
1, Romilly Road,
Canbon,
Cardiff.



Highland holiday 1958.



Enjoying DUY 33 in 1959, when she was just 20 years old. Sorry I had the hubcaps off.

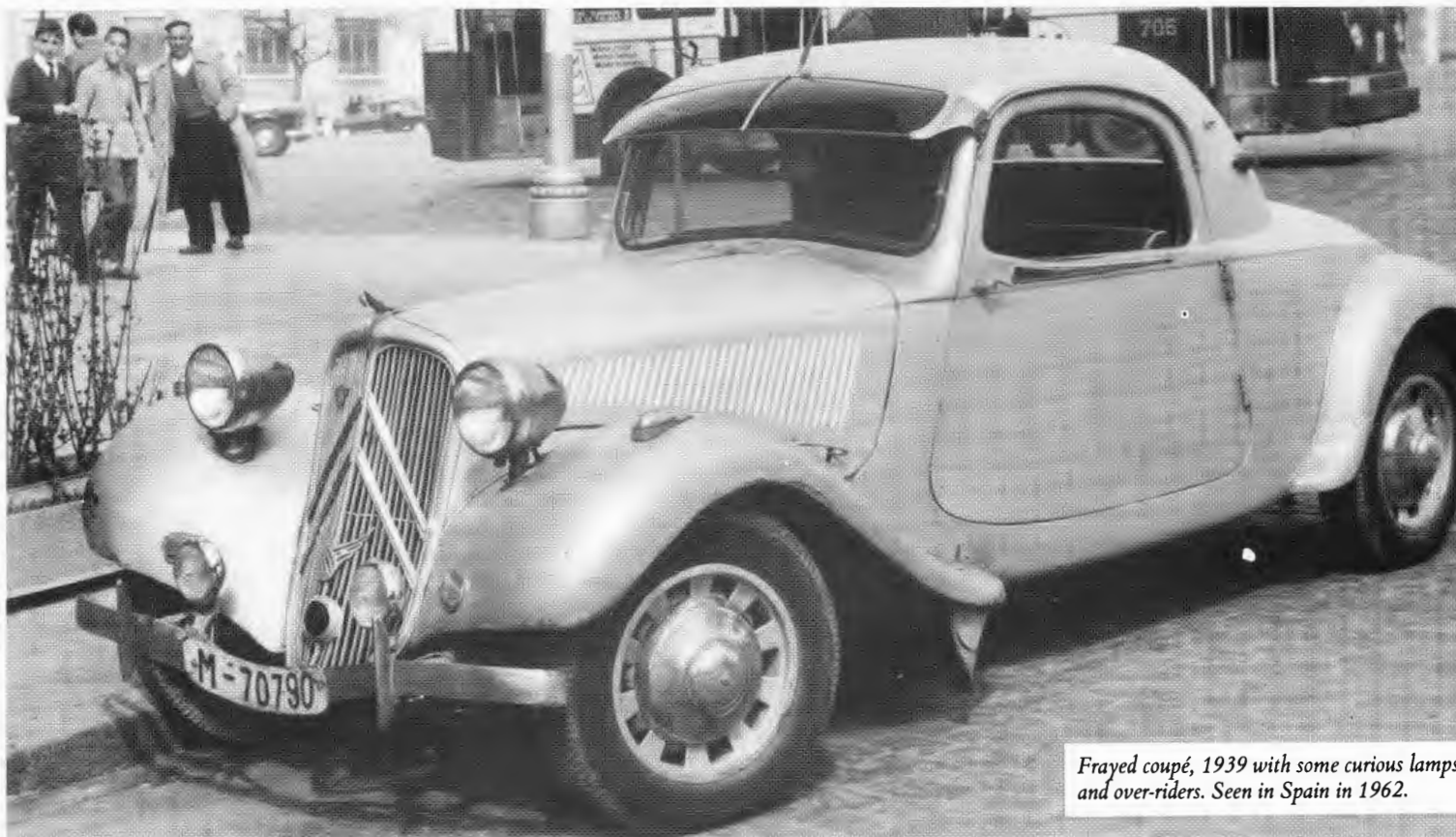
ROADSTERS AND COUPÉS

Following the register of roadsters and coupés in F.P. Vol.5 No.6 we have received two interesting photographs from the National Motor Museum. (See Correspondence section for more on roadsters. Ed.).

Photographs by G.N. Georgano head Librarian at Beaulieu:



Smart very early (1934?) roadster, note bonnet ventilators opening the same direction, and horn grilles on wings. Seen in Switzerland in 1966.



Frayed coupé, 1939 with some curious lamps and over-riders. Seen in Spain in 1962.

LA '22'

Following mention of the 22CV Traction in the last issue we are publishing the following article by Mark Navin, courtesy of the Citroën Classic Owners Club of Australia.

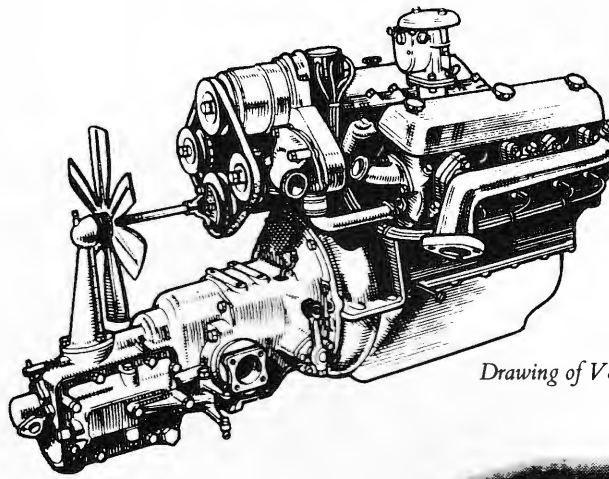
Much has been written on the fabled 22CV Traction Avant, but unfortunately there is very little hard fact. The Europeans after years of scouring the countryside and Citroën archives, still preface any remarks on the vehicles with 'I think'. Part of the lack of information problem is Citroën itself. They (like most motor manufacturers) are extremely difficult to coerce information on prototypes or 'failed' models and so the 22CV is clouded in conjecture.

So first the facts.

— With the release of the Tractions at the 1934 Paris Motor Show, Citroën had planned to display a complete range from a standard base model through to super-luxury vehicle with multiple combinations of engine and carrosserie. The top of the line was to be the V8, the 22CV, and this was to be available in six body styles — sedan, nine-seater (a la Family Nine), coupé, roadster, a town coupé, and a long wheelbase coupé.

— Externally the vehicles were immediately recognisable with front headlights recessed into the wings, 'double' bumpers front and rear, door mouldings, and the figure '8' on the grille. The whole front bonnet/wing section was extensively modified, which was quite understandable considering what was lurking under the bonnet.

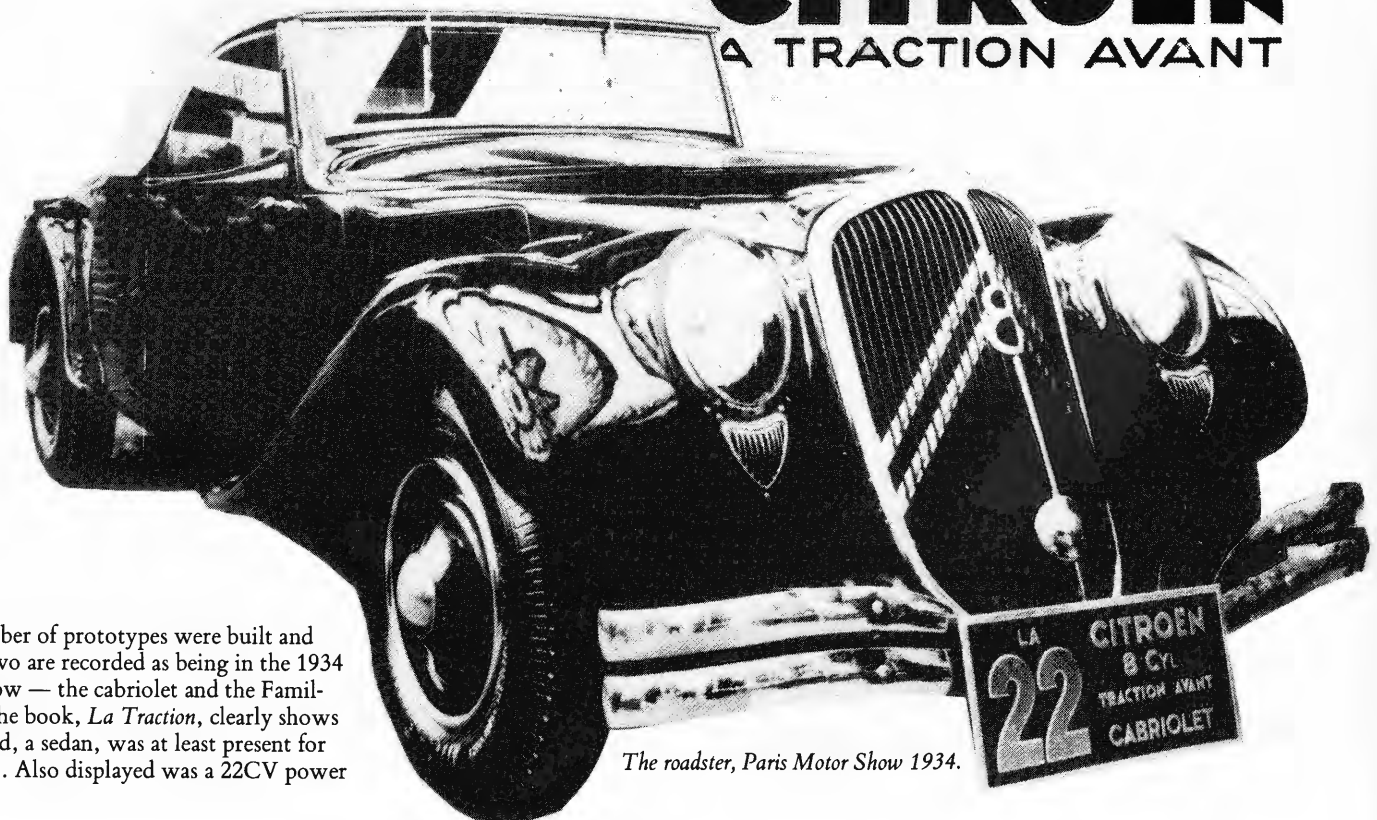
— Considerable doubt exists as to what was under the bonnet, but what was designed to be there was a V8 motor of 3822cc capacity. Sound familiar? It was to be two 1911cc (Light 15) motors married at 90°, in a common block and crankshaft. The rated horsepower was 100. Very little else is known, except that the carburettor was Solex with a type of automatic choke thermostatically controlled.



Drawing of V8 engine planned for 22CV.



LA
08
22
HUIT CYLINDRES
CITROËN
A TRACTION AVANT



The roadster, Paris Motor Show 1934.

— A number of prototypes were built and tested. Two are recorded as being in the 1934 motor show — the cabriolet and the Familiale, but the book, *La Traction*, clearly shows that a third, a sedan, was at least present for one photo. Also displayed was a 22CV power

unit on a stand.

— Very early 1934 sales brochures carried advertising on the 22CV, but this was quickly dropped, so very little documentation exists. The copies of sales brochures shown are photographs of an original brochure owned by Fabien Sabates.

— The vehicle was known to have a top speed of 140 kph and as the following table shows, it was not exactly neck-snapping in performance.

Acceleration	'52 L15	'49 Big 6	'34 22CV
15 - 60 kph	10.6	9.9	9.2
0 - 80 kph	14.1	14.4	11.0
0 - 100 kph	22.1	21.9	20.6
Top speed	120 kph	130 kph	140 kph

So that is what is known to be fact. The rest is conjecture, but makes for pleasant conversation when swapping Traction yarns:

— Up to 20 prototypes were built, a number being destroyed (euphonism for major accident?) during testing. The problems of front

wheel drive plus 100 HP on the wheels reputedly made these models only good for straight-line driving with cornering being just short of a nightmare. A number of 22CVs were initially available for testing at the 1934 show, but were withdrawn.

— The 22CV motor reportedly wouldn't pull the skin off a rice pudding, and the prototypes used Ford sidevalves, or, depending on the source, Ford V8's with special overhead-valve heads.

— The motor show vehicles had bonnets sealed, and were reportedly just mock-ups.

— The remaining prototypes were dismantled and converted back to Normales, with the specialist 22CV panels being sold/given to privileged concessionaires. As a consequence, a number (how many?) of Normales did display a 22CV exterior appearance which may be the source of rumours persisting of 22CV's being seen before and after WWII in some far-flung French provinces.

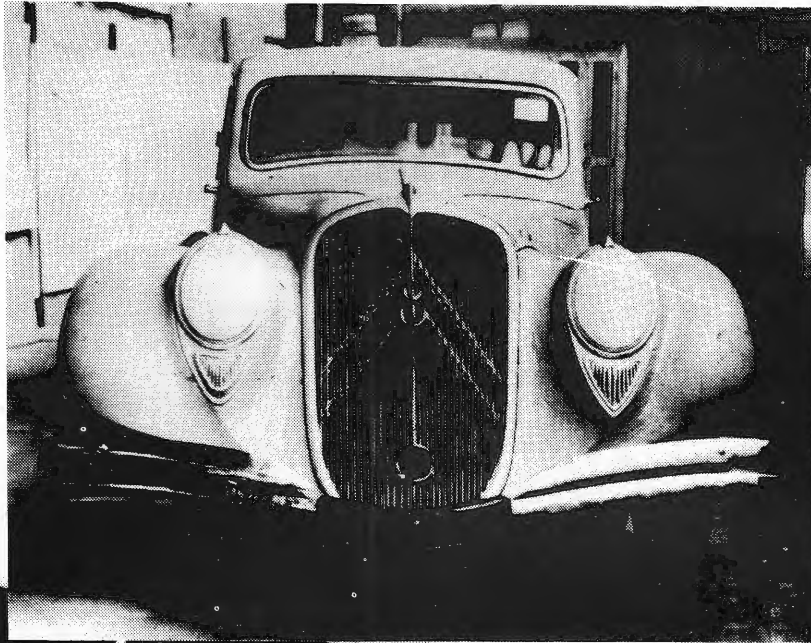
— The cabriolet displayed at the '34 show is now in the hands of an American/German/Swiss collector (depending on the source) and is being restored.

— The Familiale coque is now in a collector/wrecker's yard in France.

— The V8 block/gearbox displayed in 1934 has recently surfaced in France, and delicate negotiations are under way. (Remember, Front Drive carried this first!!). Etc., etc., etc. . .

The questions that beg to be asked — about the gearbox — I've never seen any documentation except that it was 3-speed and synchro on only 2nd and 3rd; the driveshafts — 1934 Tractions had an appalling record in reliability in that area; and the biggest of them all — where are they now?!!

The 22CV remains a mystery, and if Traction owners needed a 'Holy Grail', this is tailor-made. So, next time you visit a farmer to see a Traction in the proverbial chicken-shed, close your eyes, cross your fingers, and hope! If they can't be found in Europe, maybe Australia really is the 'lucky country'. Ahh, we can dream . . .



the prototype 22CV



VOITURES DE TOURISME

4 CYL. 72 X 100 4 CYL. 78 X 100 8 CYL. EN V 78 X 100

CITROËN

LES 22

Citroën et ses 22 ont été les 22 plus rapides de leur époque. Elles ont été les plus confortables de leur époque. Elles ont été les plus économiques de leur époque. Elles ont été les plus sûres de leur époque. Elles ont été les plus agréables de leur époque. Elles ont été les plus utiles de leur époque. Elles ont été les plus modernes de leur époque. Elles ont été les plus originales de leur époque. Elles ont été les plus belles de leur époque. Elles ont été les plus parfaites de leur époque.

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original sales brochure circa early '34.

HOW I WON AT SILVERSTONE

OR I'M STEAMING IN THE RAIN

8.30 am rendezvous with Greg Hayes in the pouring rain at Silverstone on the 21st march for the Eight clubs meeting. We had half an hour to adjust a track rod end, clean the engine, put the numbers on, and empty the Normale of all its tools and rubbish. Needless to say it all took far longer and we missed Greg's allocated scrutineering time. We had to jump the queue to be in time for Greg's practice session only to find that we should have signed on before scrutineering. So this

meant a mad dash to the Control Office and then back to scrutineering. I was worn out by now, having got up at 6, and I hadn't been out on the track yet! We discovered that we should have removed the hub caps — so another dash across the paddock by yours truly to get the socket set. PASSED SCRUTINEERING.

Greg drove off for his 20 minutes practice session. His fastest lap time was about 1m 54s. 40 minutes later having changed the numbers

on the car (very difficult in the rain) I went out to practice.

By this time I was soaking wet, exhausted and had a terrible headache (I bet Alan Jones never feels like that before a race). My practice was TERRIBLE. I couldn't see much of where I was going (those super fast 6 volt wipers), I'd never driven round Silverstone before so I didn't know where I was going. About the second bend that I came to I forced an A35 off the track — I never saw him,



really! But after that little incident, I worked out where the mirrors in the car were and began to sort myself out. My fastest lap time was about 1m 59s.

As it turned out, I'd done the best thing possible in practice — but more of that later.

Altogether we were in 5 events, 2 High Speed Trials, 2 Handicap races and 1 Scratch Race (Greg). My turn came first in event C (HST). I had to achieve 9 laps, in 20 minutes. Most of the other competitors had to do 13 to 14 laps, so you can see how much slower I was. I completed 10 LAPS In 20m 57.8s and received a 1st class award. By this time I was beginning to enjoy myself.

Greg was in the next event (hasty change of numbers again) and did 10 laps in 19m 33.4s. His target was 10 laps in 20 minutes, and so he also got a 1st class award. Before this event he had had his 90 sec. advantage taken away because he'd done so well in practice!

Our next event was ME in a 5 lap Handicap race. I started off with a 1 lap and 50 s. advantage. This meant that I started from the front row of the grid with the Alvis Speed 20, ahead of all the others! It was *fantastic* — a clear circuit ahead of me (until the others caught up with me and lapped me), so I could do what I wanted. We discovered going round Becketts (almost a hairpin) that you could go round on the inside of the bend with your foot flat down and the car went round just like it was on rails. So it was great on the bends, but the moment you came out of the bend and changed up to third, it was like going straight into fourth from second in a 4-speed box — not much happened. So if anyone has a 4-speed box lying around that they don't want, I'd be very interested (I think Greg would like one as well if you've got several).

After the race I went back to the paddock feeling quite pleased that I hadn't caused any accidents or written off Greg's car. About 20

minutes later I went to look at the list of results and was amazed to see my number at the top of the list. 'Can't be' I thought to myself 'I daren't ask anyone if that means what I think it means — I might look extremely silly'. My thoughts were interrupted by a very annoyed driver saying 'Oh — the bloke in the Citroën won it, did he?' I didn't like to point out that I was a girl — he might have hit me! So off I went to collect my trophy — a tankard inscribed with "Silverstone 1st". Greg thought it was sexist, but I didn't mind — it held my champagne beautifully. My fastest lap was 1m 54.6s (49 mph). Apparently the handicappers had had to do a lot of sums to work out a Traction handicap, since they had never had a standard saloon version race before. They decided that it should do a 2-minute lap in the dry. Somehow I don't think that we would have done much better in the dry than we did in the wet.

Back to the races. Greg's next race (event 1) was a scratch race. He finished 22nd out of 25 with fastest lap of 1m 46.7s. The last event was a 5-lap handicap in which Greg came 12th out of 21 with fastest lap of 1m 49.5s.

Greg is racing at Silverstone on 4th April, and I'm hoping to get my Light 12 on the road for Castle Combe on Easter Monday. If not I'll definitely be at Lydden on 26th April, so more reports for you in the next magazine.

Additions to the list in last F.P.

2 May Oulton Park
14 June Snetterton (possible)
28 June Brands Hatch
4 July Castle Combe
12 July Brands Hatch
26 July Donnington (Classic Car Weekend)
Races usually start around 2.00 not 11.30, as in the last magazine.

If you want to help - pray for RAIN on the above dates.

A.L.

VEHICLE REGISTRATION MARKS

The Secretary of State for Transport has published a consultation paper on the transfer of "cherished" registration numbers. The paper explains the Secretary of State's wish to offer a simpler service to enable motorists to keep or obtain particular registration numbers; sets out proposals for changes to the transfer rules; and invites the views of the public and interested bodies.

The paper explains that as a first step towards being able to simplify the transfer rules the Secretary of State proposes to end the transfer of old vehicle records to the DVLC computer. This would mean that there was a complete record of all vehicle registration marks which were still in use. To avoid the possibility that motorists with vehicles which are not yet registered at DVLC might lose entitlement to their marks the Secretary of State proposes to allow 3 months for anyone whose vehicle is in this position to apply to have it recorded at DVLC. But after this 3 month period anyone wanting to use, on the road, a vehicle not registered at DVLC would have to register it under a replacement mark. This is explained in detail in paragraphs 4 - 8 of the consultation paper.

The consultation paper is available from R.D. Bayly, Policy Vehicles Branch, Department of Transport, Driver and Vehicle Licensing Centre, Longview Road, Swansea SA6 7JL, to whom any comments should be sent by the end of May.

TOC REGISTER CONTINUED

New Members:

Seafeld Head, 7 Church Street, Hampton on Thames, Middx.
1954 Light Fifteen, VHW 113.

R.Graham, 30 Kent Avenue, Yate, Bristol BS 17 5 RY
1955 Light Fifteen, RAD 186. Ch. no. 9/550645

M.A.Fenwick, Manor House Farm, Tockenham, Swindon, Wilts.
1956 11 Normale.

M.J.Diplock, 47/49 Chatterton Road, Bromley, Kent.
1950 11BL, awaiting registration.
Ch. no. BR11478.

W.R.Banks, 115 Ruddlesway, Windsor, Berks.
1950 11B, awaiting registration
Ch. no. 190564.

M.R.G.Roelandt, Delhovestraat 7, B-1080 Brussels.
1950 11B, BBE904. Ch. no. 3005930.

R.Frost, 11 Bakers Lane Sutlanger Towcester, Northants.
1955 Light Fifteen. VVK 612. Black
Ch. no. 9/532326

R.Smallwood, 'Selukwe' Kingsland, Herefordshire.
1950 Light Fifteen. LLC26. Black
Ch. no. 134351

SILVERSTONE (GB), Mar 21, Eight Clubs

Scratch race for Reliant 750 (10 laps): 1, Robert Wright (RAW 1), 14m 04.7s; 2, Gary Randall (Wessex Hague), 14m 06.2s; 3, Mick Harris (Darvi Mk4/5), 14m 27.3s; 4, Peter Woodcote (Centaur Mk16), 14m 52.0s; 5, Dave Roberts (Tria JMD1) 15m 25.2s; 6, Bob Simpson (SS Reliant) 15m 29.2s. **Fastest lap:** Randall, 1m 21.7s, 70.85mph.

20 minute High Speed Trials: 1st Class Awards: Event B — Basil Dagge (Imp); Mary Lindsay (Morgan); Nigel Rosser (Alfetta GTV); Brian Leigh-Bramwell (Morgan); Chris Browning (Morgan); Peter Taylor (Lotus Europa); John Gray (Triumph TR6). **Event C:** Glen Maskell (Austin A35); Timothy Burrett (Lancia Aurelia); Nigel Payne (Triumph GT6); Paul O'Hanlon (Alfa Romeo); Don Rawson (Austin 7 Special); Keith Jarman (Escort RS2000); Peter Gerrish (Lancia Beta); John West (Austin Healey); Michael Chittenden (MG Midget); Antonia Loysen (Citroen Big 15). **Event D:** John Lucas (Porsche 356); Michael Chittenden (MG Midget); Gregory Hayes (Citroen Big 15); Graham Clarke (CMP Mk2).

Scratch race (7 laps): 1, Geoffrey Styring (Porsche Carrera), 8m 42.7s, 77.53mph; 2, Basil Dagge (Imp), 8m 43.6s; 3, Reg Woodcock (Triumph TR5), 8m 47.8s; 4, John Lock (Porsche Carrera), 8m 54.3s; 5, John Morgan (Jaguar Mk1), 8m 54.4s; 6, Ian Giles (Chevron B8), 9m 18.4s. **Fastest lap:** Lock, 1m 12.3s, 80.07mph.

Handicap race (5 laps): 1, Antonia Loysen (Citroen 15), 7m 54.4s; 2, Paul O'Hanlon (Alfa Romeo), 7m 56.4s; 3, John Lucas (Porsche 356), 8m 01.7s; 4, Timothy Burrett (Lancia Aurelia), 8m 06.7s; 5, Barry Stapleton (Riley Special), 8m 07.7s; 6, Nigel Payne (Triumph GT6), 8m 14.4s. **Fastest lap:** Lucas, 1m 23.8s, speed not given.

Scratch race for F1300 cars (10 laps): 1, Chris Kite (U2 Mk20B), 13m 00.8s; 2, Martyn Lane (U2 Mk16), 13m 49.4s; 3, Phil Williams (Davis 2C), 13m 50.4s; 4, Robert Keeler (Centaur), 14m 02.1s; 5, Colin Marshall (Marshall 1A), 14m 03.9s; 6, Godfrey Faux (U2 Mk18CW), 14m 16.9s. **Fastest lap:** Lane, 1m 14.5s, 77.70mph.

Handicap race (5 laps): 1, Martin Richardson (MGB), 7m 26.5s, 67.08mph; 2, John Milbank (Morgan 4/4), 7m 29.9s; 3, John Lodge (MGB), 7m 34.3s; 4, Darryl Uprichard (Triumph TR3), 7m 35.2s; 5, John Day (MGBGT V8), 7m 35.5s; 6, John Russell (Alfa Romeo GTV), 7m 39.3s. **Fastest lap:** Chris Browning (Morgan +8), 1m 19.8s, 72.54mph.

Scratch race (7 laps): 1, Barry Iles (Morgan 4/4), 10m 08.4s; 2, Glen Maskell (Austin A35), 10m 11.8s; 3, Frank McClain (Morgan +4), 10m 25.1s; 4, Timothy Burrett (Lancia Aurelia), 10m 27.9s; 5, Anthony Llewelyn-Davies (Triumph GT6), 10m 28.9s; 6, Michael Chittenden (MG Midget), 10m 38.3s. **Fastest lap:** Iles, 1m 24.8s, 68.26mph.

Handicap race (5 laps): 1, John Lock (Porsche Carrera), 7m 06.0s; 2, John Vernon (Austin Healey), 7m 15.8s; 3, Nigel Rosser (Alfetta GTV), 7m 20.4s; 4, Mary Lindsay (Morgan +8), 7m 23.3s; 5, Roy McCarthy (MGA), 7m 25.1s; 6, John Timpany (Alfa Romeo GTV), 7m 25.2s. **Fastest lap:** Lock, 1m 16.7s, 75.47mph.

Scratch race (7 laps): 1, Chris Browning (Morgan +8), 9m 29.0s, 71.22mph; 2, John Lodge (MGB), 9m 34.2s; 3, Neville Marnier (MGB), 9m 47.1s; 4, John Day (MGBGT V8), 9m 50.0s; 5, Peter Taylor (Lotus Europa), 9m 51.3s; 6, Andy Woolley (Ginetta G15), 9m 58.1s. **Fastest lap:** Browning, 1m 19.7s, 72.63mph.

Handicap race (5 laps): 1, Richard Polley (Ford Capri), 8m 27.3s, 57.06mph; 2, Douglas Wittaker (Austin Healey Sprite), 8m 33.0s; 3, Ian Davies (Austin A35), 8m 35.6s; 4, John West (Austin Healey Sprite), 8m 38.4s; 5, John Welburn (Triumph TR2), 8m 39.8s; 6, Peter Gerrish (Lancia Beta), 8m 40.6s. **Fastest lap:** Anthony Llewelyn-Davies (Triumph GT6), 1m 27.2s, 66.39mph.

TRACTION ARRIERE

Correspondence to
Martin Lloyd

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

Having wetted your appetite in the last two issues of F.P., I am pleased to say that thanks to Graham we have an excellent article on his Ranalah bodied tourer.

Thanks Graham for a superb article and I am sure we are all looking forward to seeing this car at the 'T.O.C. Rally'. Hopefully there will be more than two Tractions Arrière at the rally,
Happy tractioning,
Arrière & Avant,

M.L.

Ranalah Tourer

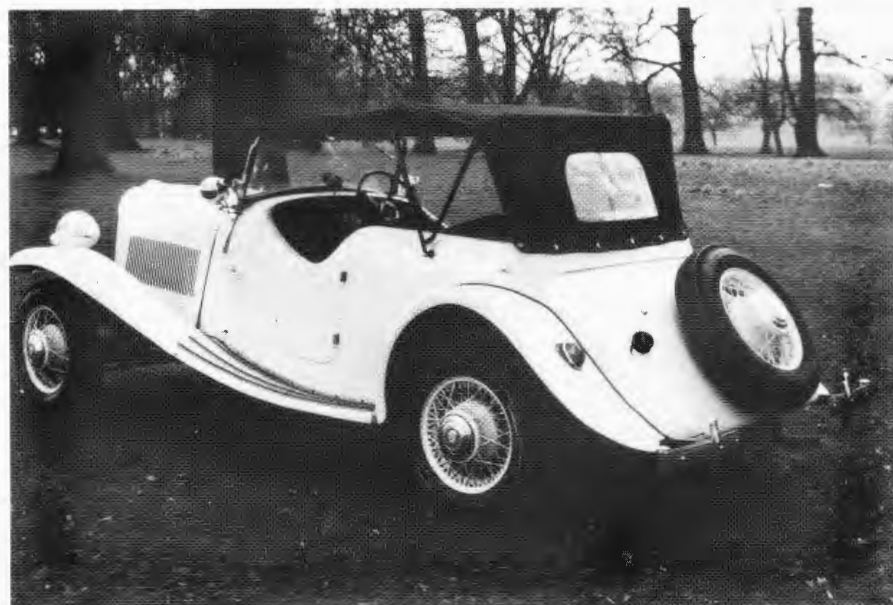
Is this progress? From a Traction owning *Floating Power* Editor to a non Traction owning, non editing *Floating Power* owner.

The *Floating Power* in question coming from the engine of my 1935 Lt 12 Sports Tourer, the history of which is somewhat uncertain. All my attempts at gleaning information on this somewhat unusual vehicle have so far yielded very little data, that I did not already have.

Basically the car has a Lt 12 chassis and running gear, the French equivalent being the type 10A., or what is affectionately known as a "Rosalie". Instead of the conventional all steel body a very sporting four seat touring body has been fitted, being built by the coach building company "Ranalah" of Kew London, using traditional methods of wooden framework covered in steel and aluminium panelling very much in the style of 30's sports cars.

Accompanying sales brochure of the time, which shows both Sports 4 seater and Sports coupé, listing both models in 6 or 4 cylinder guise. Both these illustrations appear to be artists' impressions, so whether the sports coupé was ever built remains a mystery.

The car as I have it is in very good condition as can be seen from the accompanying photographs taken earlier this year. The engine being the main exception to this claim, as it is at present partially dismantled and awaiting new piston rings. It was necessary to dismantle the engine due to the lack of compression on no. 2 cylinder; upon doing so I found the top ring to be broken into many small pieces, some of which had found their way into the sump. The remaining rings were also broken, yet there does not appear to be any serious damage to the bores. So all the pistons will now receive new rings, and the valves will be ground in, which will I hope restore the engine to good health. Incidentally, upon seeing the sorry state of said piston I could only marvel at the low down power the engine developed, as the day prior to dismantling I had driven in third gear,



with no hesitation, up a long and twisting 1 in 9 hill. I can't wait to try the same hill when all the cylinders are firing properly. I know for certain it would have been a second gear grind in a Traction, but I digress. The cable operated brakes are in need of some fine tuning, as they have a nasty habit of pulling to one side under emergency braking, I found this out the other day when one of our more dodderly local drivers chose to pull out of a side road in front of me, they stop you quickly alright — just not in the right place, though! With some attention to the finishing of the interior trim and the return of the rechromed radiator mascot, and fabrication of side screens and tonneau cover the car should be nicely presentable for the summer round of rallying and general pleasure driving.

The body work can be briefly described as constructed of steel panelling with the exception of the doors, bonnet sides, and the lid for the very small boot which are aluminium, the whole thing being built on what I assume to be ash framing. I intend to fabricate an aluminium apron to fit over the front dumb irons as this seems to be the only body part missing. I am also looking for an original type carburettor — Solex. 30.F.I., original period distributor and oil filled coil, any offers? In fact I would be very grateful for information leading to the purchase of any spares, literature, or indeed further history on the car itself.

I am not completely convinced, but I believe this is the only surviving example of a Citroën with this type of bodywork.

Having owned Tractions for some years

now, I found there are some interesting comparisons to be made.

- 1) The ride in the traditional chassied "Rosalie" is noticeably poor by contrast with the almost modern-car ride of the Traction.
- 2) Top speed is well down compared to a Traction, and even when all cylinders are firing properly I am sure my journeys are going to take me much longer.
- 3) Ease of gear changing, — well! once a Traction box is mastered it becomes second nature, but unforgiving when abused. Whereas the four speed box in a Rosalie is slow and deliberate with an unwieldy long gear lever, but nevertheless quite straightforward and simple to use.
- 4) Roadholding, no contest! Traction wins hands down (or perhaps X's down) and feels safe and secure at speed. Whereas the Rosalie needs a lot of feel, as the back will drift quite easily if cornered hard (ah yes I've tried).
- 5) Accommodation, this can only fairly be compared with a Traction roadster, and the Rosalie is therefore much more sociable by having its rear seat passengers in the car with you and not tucked up in what doubles as a boot.
- 6) Enjoyment, the most important aspect. As I always enjoy driving any old or interesting vehicle, it can only be a tie.
- 7) Practicability, more difficult than first appears, but apart from the slow average speeds envisaged I doubt if life will be more difficult maintaining a R.W.D. Citroën than a F.W.D. one.



G.B.

Stop Press...

JAVEL

Issue No. 4 may not be published due to insufficient subscriptions.

If you wish to support this monthly Citroën magazine send your subscriptions (11 issues 210FF) international money order to JAVEL 12 Rue Blanche, F-75009 PARIS FRANCE.

THE FOLLOWING T.O.C EVENTS HAVE BEEN CANCELLED

26th June - Treasure Hunt
1st Nov - Viewing arrival of Veteran cars at Brighton.

THESE ARE REPLACED BY THE FOLLOWING

26/27th JUNE

Donnington Classic Car Weekend. Sat & Sun - Sports Car Club Racing (See Antonia and Greg's Tractions race in the classic Saloon Club Championship).
Sun - National Concours (club entry form available from Kathy Hayes).

31st OCT / 1st NOV

Classic Car Show - Hotel Metropole - Brighton.
TOC stand - 3 cars required
Contact Kathy Hayes
NOW!!

4th/5th July

Goodwood Spectacular, Concours, calvalcade, autojumble, organised by the BARC (British Automobile Racing Club)
Thruxton Motor Circuit
Andover, Hants.

FOR SALE

1954 Slough Built Big 6.
Rebuilt engine, new clutch, brakes, body welded, need finishing, new wiring loom £1200
Telephone 01-928-6613
Daytimes only.

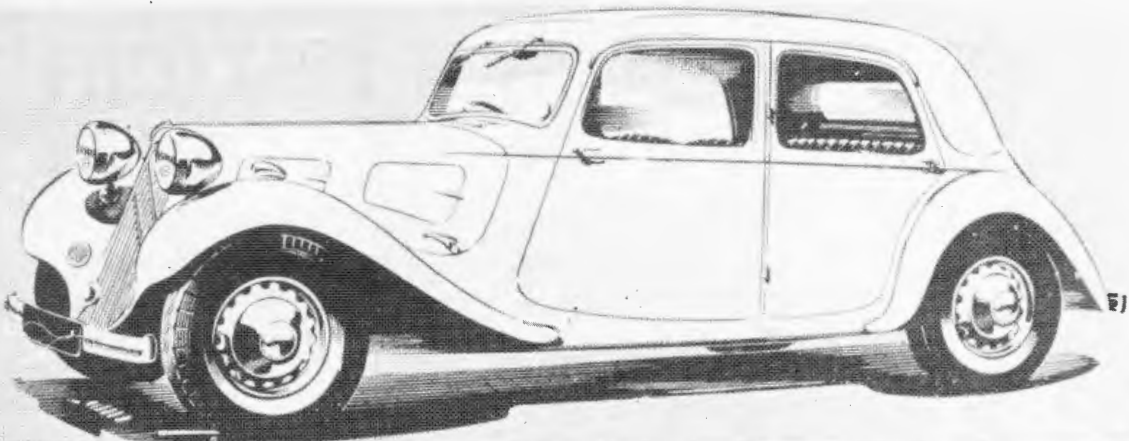


SECURITY will cost you LESS!



The new CITROËN provides absolute security at low cost. It is the safest car on the road . . . safer for drivers and pedestrians . . . because it refuses to skid on corners or on the straight, however greasy the road may be. It cannot overturn and the rigid, frameless body is of astonishing strength. Exceptional road visibility and a floor space clear of controls make for safer driving as well. The unique suspension is incredibly smooth over any roads . . . or even off the road . . . and the luxurious seating arrangements remove fatigue from the longest journey.

A CITROËN car costs as little as £228 . . . so try one at your local dealer and enjoy the pleasures of real trouble-free motoring.



CITROËN
makes *everyone*
SAFER



CITROËN CARS LTD., TRADING

ESTATE, SLOUGH, BUCKS

4th TRACTION OWNERS CLUB RALLY

26, 27, 28th JUNE 1981

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

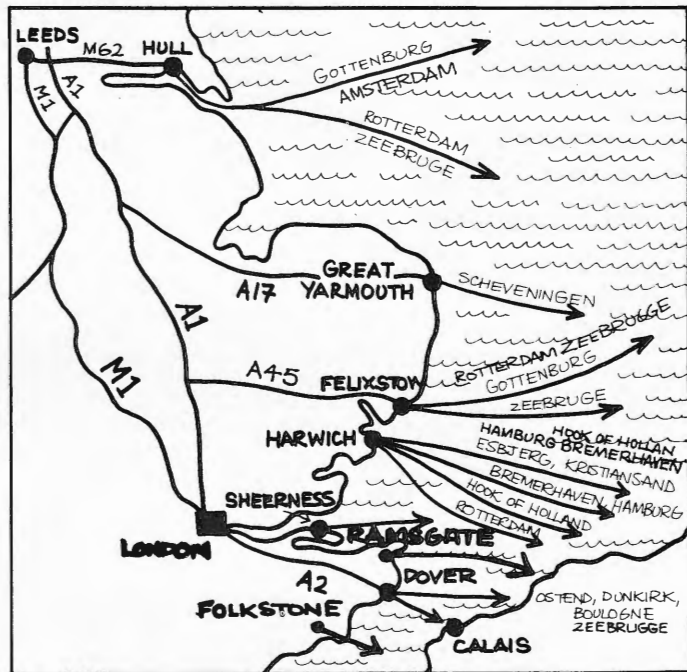
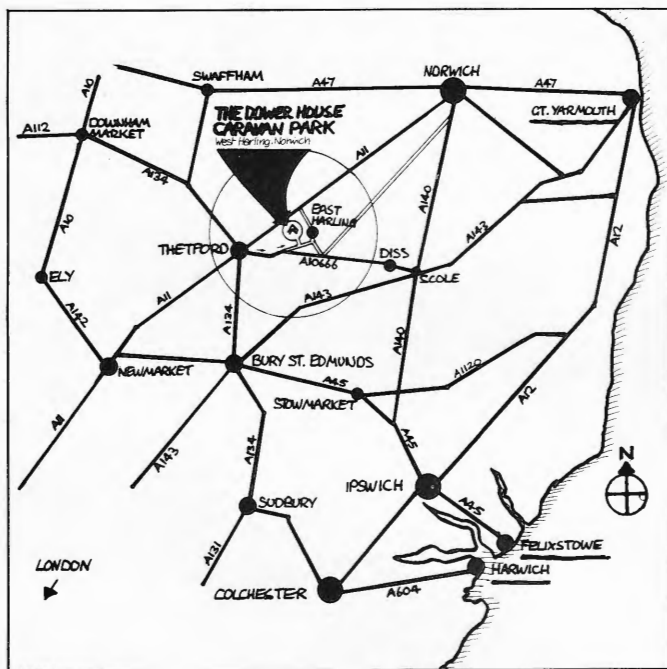
The campsite is located in Thetford Forest with its beautiful scenery, and is reserved entirely for the Club Rally. It offers shop, toilets, showers with hot and cold water, and a swimming pool for children only.

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 Traction, 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.

Classified

Wanted: Leather seats and interior in good condition, complete or parts of, from Slough Big Fifteen or Big Six. Martial Chabrely, 27 Rue Hoche, 37 100 Limoges, France.

Big Six grille emblems now in stock. Enquiries to John Gillard. Price including p&p.

For Sale: 1937 11BL 'Shark Nose' — see Vol. 5 no. 6. Front suspension rebuilt and brakes overhauled by John Gillard. Full top-end overhaul, rewired, some rechroming. New MOT. Offers to Ralph Dronin, South Petherton 41195, eves.

For Sale: 1960 Slough Built ID19. Running, good body panels, good leather interior, good chrome, Requires work to Brakes also some welding. Also included in price a LOT of NEN ID/DS Spares (still in plastic bags) to fit above car. Suspension, Brakes, Drive Shaft, Electrical, Gaskets Etc. £200 the lot or would consider breaking or swapping for NEW Traction spares. Contact:- Jim Cole 8, The Drive, Benton Newcastle-upon-Tyne 7 Tel. (0632) 665372

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.

FOR SALE

1953 Slough built Light 15

Bodywork sound, recently resprayed and rechromed. Front suspension completely rebuilt, engine professionally reconditioned and just run in, gearbox overhauled, new clutch, new radiator, new exhaust, complete braking system replaced with new parts from master cylinder to brake shoes, completely rewired, 2 new tyres fitted. The car has a long MOT, is taxed and is currently in everyday use. The price, including various spares and accessories, is £3000.

Exchange: Will swap my original "15-6cyl" Grill emblem — Very Good Condition. Plus Big 6 spare parts Manual (1948-49). For following copies of *Floating Power*:- Vol 1 Nos. 1-6; Vol 2 Nos 1,2&4 Vol 3 Nos 2,3&5; Vol 4 No 2; Phone Bob Wade 051-677-4297

Wanted: Running Light 15 to replace my ageing Dyane whilst my light 12 under total restoration. Nothing too expensive please. Mike Wheats Tel. Kintbury 549.

For Sale: Light Fifteen parts. Cylinder head, manifold, water pump and fan assembly. Generator. Connecting rods and pistons. Starter motor. Cylinder liners. Headlamps. Solex 32 PBI carburetter. Windscreen wiper motor. Oil filter and oil pump. A.C. oil washed air cleaner. Mrs. B.C.S. Watts 2 Bruncketts, Waltham St. Lawrence, Reading, Berks. Tel. Shurlock Row 477 — STD Code 073-581.

For Sale: Big 15, Slough Built 1953. Good restoration project £300 o.n.o. Also **For Sale:** Light 15, Slough Built 1953, Needs full Restoration. £350. o.n.o. For both contact, Tony Hodgekiss, 94, Oving Road, Chichester, W. Sussex. Tel Chichester (0243) 781040. Evenings or weekends.

For Sale: 2 Michelin 165 x 400 Crossply tyres, near complete tread at £15.00. Pair £25.00. Tel Derek Steele. Worcs. (0905)22171.

1949. Light fifteen £2,500 MOT Tax, Maroon. Excellent all round, except Drivers seat. Pat Boston. 0443-226982. (Llantrisant) S. Wales.

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.

Telephone Tristram Woolston.
01-240 3616 (day) or 01-743 1126 (eve)



For Sale: Traction Avant Citroën 1954 Légère restored four years ago. 65,000 miles on the clock. To be sold with many spare parts. £2500. M. Jean-Louis Morice, La Vigne, La Bouexière, 35340 Liffre, France.

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.

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.

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.

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.

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.

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.

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: 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 inside of radiator, '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.

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:- Graham Brice, 27, Forest Hill Tovil, Maidstone Kent ME15 6Th.

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.

RALLY PROGRAMME AND EVENTS TOC attending marked by *

16th May

Morris Register (Chilterns Region) Burford Rally, Cotswold Wildlife Park, Burford. (Invitation to attend Sat 15th evening entertainment).

16th May

Historic Motor Show, Mote Park, Maidstone.

*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.*

*23rd/24th May

Citroën Veteranen — Club Deutschland Annual Rally, Crest Hotel, Ratingen, Dusseldorf. (Full rally Programme details. SAE to A. Sibley).

*6th/7th/8th June

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

7th June

Annual Concours D'Elegance, Brighton Seafrost

*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)

27th/28th June

Chester Vintage Transport Festival

*28th June

Bromley Pageant of Motoring, Norman Park, Hayes Lane, Hayes, Kent (Nr. Bromley). (Special invitation to the TOC from 'Practical Classics') — Entries by 1st June.

11th July

Doncaster Race Course Autojumble

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.

8th/9th August

Yeovil Festival of Motoring.

*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.

29th/30th/31st August

Festival of Transport, Broad Farm, Hellingley, Sussex.

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.)

6th September

Baldstow Fete & Vintage Car Rally, Hole Farm, Westfield Lane, Westfield, E.Sussex.

12th/13th September

East Midland Festival of Motoring, Elraston Castle, Nr. Derby.

19th September

750 Motor Club (North Herts) Vintage Car Rally, Stanborough, Welwyn Garden City.

*27th September

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

28th October

Grand London Autojumble, Royal Horticultural Society's Old Hall, Vincent Square, SW1.

*29th December

TOC Christmas Dinner.

Details and application forms are available for most of the events listed, please send SAE to A.Sibley, address inside front cover.

LONDON SECTION PUB MEETINGS

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

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.

