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Cover picture by Courtesy of  
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# Floating Power

Volume Six Number Five

November Nineteen Hundred and Eighty-One

Dark, cold evenings now make the 5th ICCCR at Breda seem longer ago than it was — the Continental hot weather was marvellous, and what an inspiration to see the huge car park shimmering with Tractions, RWD Citroëns and of course Ds and current models. Opinion at the bar was that you were least fortunate if yours was a black big boot, French Onze Normale — because you could look for it for ages among rows and rows of similar cars! There were some very unusual cars — see Martin Lloyd's article, and the British contingent appeared in force, eighteen cars I think. Graham Brice's tourer and John Gillard's Twelve (ex Graham Brice) with peculiar modifications (and heroically reassembled just in time for the rally), helped to contribute to the number of unusual cars there, but sadly we could not show a roadster or coupé. Next time perhaps. The social side of the Rally was excellent — a barbecue on the Friday night, after which several people seemed to have difficulty finding their tents, and a splendid dinner and dance on the Saturday. Which reminds me — our own Christmas Nosh-up is not so very far ahead. Details are in this issue, so book up as soon as possible as space is limited.

The season of meetings and rallies has been memorable this year, not just because of the ICCCR, although I am sure anyone who was there will look back on it with warm memories. In addition to Breda, our own events have been well attended, and the appearance of recently restored cars shows that Tractioning is thriving; it is probably much easier to run a Traction now than it was a few years ago — a sign that the Club is doing its job. Obviously, the Club would be more effective with new members (the old story) so if you know of a Traction owner who is not a member please try to persuade him or her to join.

Amongst the piles of catalogues that I receive at work I dwelt upon Sotheby's Publications catalogue briefly, admiring colour plates from books I cannot afford, showing insides of watches, Indian miniatures . . . when suddenly I saw an unexpected silhouette — a Traction Roadster. Sotheby's published *Cars and Coachbuilding* by George Oliver (£16.95) and, perhaps, surprisingly, used a colour plate of the V8 roadster in their catalogue. Before you rush out to buy the book, I doubt if it covers Tractions in depth, since it deals with 'one hundred years of road vehicle development'.

Happy Tractioning

N.H.

**ERRATA**

In the last issue: Editorial, after 'Devon' should read 'for the day!' (Members came from Scotland as well, but I think the Devon entry was the furthest just for one day); Norfolk Rally — spot the missing caption! It was there on the artwork, honest.

The Editor welcomes photographs for inclusion in the magazine. When sending photographs please say (1) if you would like them sent back to you (2) if you do not wish them to be trimmed or cut.



# Members Cars

A TERRIFYING TALE OF A TRACTION  
— THE SAGA OF RESTORING A BIG 15

The March issue of *Floating Power* was late, and it didn't arrive until early April. As usual everything stopped until I had read right through it. The first advertisement in the Classified read as follows:

For Sale: Early 1950(?) Slough Light Fifteen. Engine may be alright except for worn valve guide. There is a spare cyl. 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 lights not available). Complete for £130 or will break for spares.

I phoned Bob Moss who had placed the advertisement. He said that the car was very tatty — not restorable. I still wanted to see it. On Sunday 12th April I arrived at Bob's barn and there, in the midst of 20 to 30 other quite interesting cars, was the Traction. It was a Big Fifteen — it was very tatty — it was complete — it was restorable — it was a bargain — it was a deal. It was delivered on Thursday the 23rd.

I spent some days cleaning it inside and out, removed a complete front cradle assembly, including drive-shafts and brake drums, from the back seat and then set about work on the engine. The exhaust valves were stuck and the push-rods bent, so the head was removed. The valves were in good shape so after freeing them the head was decoked and valves ground in. The cylinder bores were perfect — not the slightest ridge at the top — no scoring, no sign of play in the piston. Providing the bottom end was sound I had a good engine. On Thursday evening just as I was about to replace the cylinder head I noticed signs of rust around one of the core plugs at the back of the head. I wanted to get that engine running that weekend — a Bank Holiday — so there was no time for John Gillard to send me one. On Friday morning I



set out visiting local garages and motor factors all to no avail. At one o'clock I phoned Planet Engineering — they did not have any core plugs but could make one; I took the head around to them at 1.30. They weren't sure that they could do it for me before they closed at 4, but would try.

At 4 o'clock I arrived back without much hope to find that they had not only made a new core plug but had fitted it. I was rather tied up on the Saturday and had friends visiting on Sunday so it wasn't until Sunday evening after they had left, that I was able to complete the reassembly.

A ready can of petrol was placed in the front passenger's foot-well and a plastic pipe passed through the heater duct to the fuel pump. I primed the carb, connected a jump lead from the battery to the coil, pressed the bulkhead mounted solenoid — the starter whirred — engaged — the engine turned over, but it did not start. I removed No. 1 plug, held it against the cyl. head and tried again, this time a spark at No. 1 plug — sparks at the other three plugs and the engine was running. I then disconnected the jump lead and replaced No. 1 plug and tried again — it started and ran sweetly on all four. The exhaust was by no means gas tight so it was rather noisy, but there were no worrying noises of a mechanical nature from the engine.

After a minute or two I switched off and went to bed feeling rather pleased.

Next morning I filled the radiator — no sign of leak — carried out repairs to the exhaust, connected the jump lead to the coil, went round and sat in the driving seat — the oil warning light was on — pulled out the choke, pressed the starter and it started. The oil warning light went out — the ammeter showed a charge. After about half an hour I switched off, removed the rocker cover and retightened the head bolts and reset the tappets.

I spent the rest of the day happily checking and adjusting and by early evening I was quite confident that the car could be driven, so I started it up — foot on the clutch — into 1st — ease up the clutch and away we go — up a nearby little used lane — into 2nd — into top and for the first time in many years I'm driving a Traction again — it feels good — I drive it home.

There is still a lot of work to be done, the wings are beyond repair, the doors just about saveable, the sills on both sides need replacing along their entire length, the rear shock absorber mountings and boot floor also need repairing. It needs a respray. A friend of mine has a spray gun so I decide to do the spraying. Bob Vane undertakes to do the welding. Are there any sills available, he asks? I recall an article by David Jenkins mentioning Viva sills — I write to David. He writes back informing me what sill he used. Bob gets one but isn't happy — he reckons there must be a better match. He makes a profile to the Traction's sill wanders down to the local panel shop, and goes through all the entire sills in stock. No luck, so he heads back to his workshop for a cup of coffee, sits down, kicks a bit of waste metal out of the way, looks at it — puts it against the profile and finds it a perfect match. Eureka! he says, spilling his coffee. He promptly goes and orders four of the Melbros part No. 1110; this is the sill-to-floor inner closing panel for the 1100/1300 BMC (BL) range. Bob did a superb job of the welding and the car is now as sound in body as when it left the factory.



Mike Wheel's Big Fifteen  
LWS 281. Before . . . .

There is more to spraying a car than at first appears and I am going to have to do quite a lot more work before I'm really happy about the paint work.

I replaced all the steel brake pipes and the master cylinder. All fuel lines were replaced and the fuel pump rebuilt before I discovered that there was a filter in the tank that was completely blocked. I was able to obtain ignition, boot and filler cap keys from Kintbury Garage, who are doing the bodywork on my 1939 Light 12. The radiator core is partly obstructed so on a long journey it overheats unless topped up, so this will have to be attended to. Synchronesh on second gear was almost non-existent, and on checking the nuts on the drive shafts I found that one of the output shafts was free to move in circles. This did not appear to be a good thing so I removed the gearbox and substituted the one put aside for my 12 (it has the 15's 9x31 differential ratio). The dynamo also packed up after a few hundred miles and was replaced by the local Lucas agent with an exchange unit for £19. Other than that the Traction is proving to be reliable and great fun. I have now covered 3000 miles in three months, including four 250 mile journeys, and the car is in everyday use.

I am shortly going to do some experimental work on sound-proofing; if successful I shall report in due course.

Finally if anyone has any knowledge of the previous history of LWS 281 (Edinburgh registration), I would be very pleased to hear from him or her.

**Mike Wheals**

... and after!



*Onze Normale, 1956, with 11D engine.  
Owned by Lorentz Österling of the Swedish  
'B11 Klubben' who bought the car in Austria  
in 1967. It is restored all but the upholstery.*



# TRACTION ARRIERE

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

Correspondence to Martin Lloyd



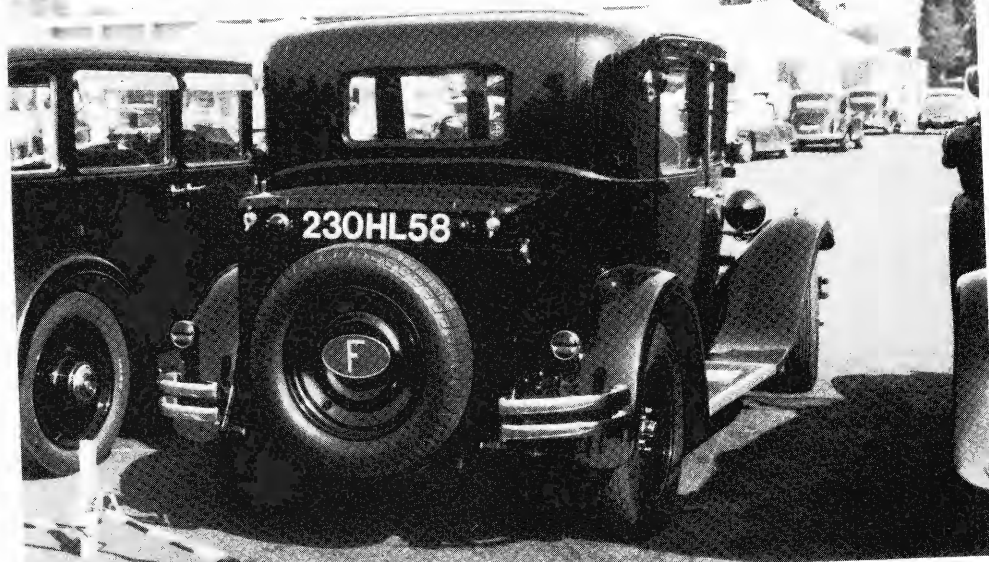
Well, I must say that I have not yet recovered from that amazing rally at Breda (5th ICCCR). So many rear wheel drive cars, maybe not as many as there were at Chartres (4th ICCCR), but, in my opinion, the standard of the cars at Breda seemed far higher.

The car pictured is, at first glance, a very standard C4 model — obviously French, as the bumpers, headlamps etc give it away. Lack of hub extensions on the wheels make it likely to be a C4F. Had the photograph been clearer, or if you were at the rally, you could have read the card in the windscreen, stating it to be a 1931 (September) C4F of French origin.

So! — other than the fact that it was finished to a high standard, I realised what it was that was so interesting. Which is? Well, a close look at the photo shows that the car is in fact right-hand drive. This alone is quite unusual; however, combined with the fact that the car is fitted with a four-wheel gearbox, and we have found a rare car. There are, as far as I know, no other examples of this model. It is assumed that the car was built for the Swedish market, although this has not been substantiated. However, Pierre Dumont in *Quai de Javel* *Quai André Citroën* does mention that some C4Fs were equipped with a four-speed gearbox. Designed for the 1,200 kg utility series, these were designated 'Mountain C4Fs', although no mention of right-hand drive, or the 4-speed gearbox being used for other than the utility series.

I'm sure there must be lots of unusual Citroëns about, not only rear-wheel drive. How about putting pen to paper, I am certain Nick would like to hear from you, or even just a photograph!

M.L.



# It's the real thing in miniature!

THE HELLER 15/6

## PART ONE

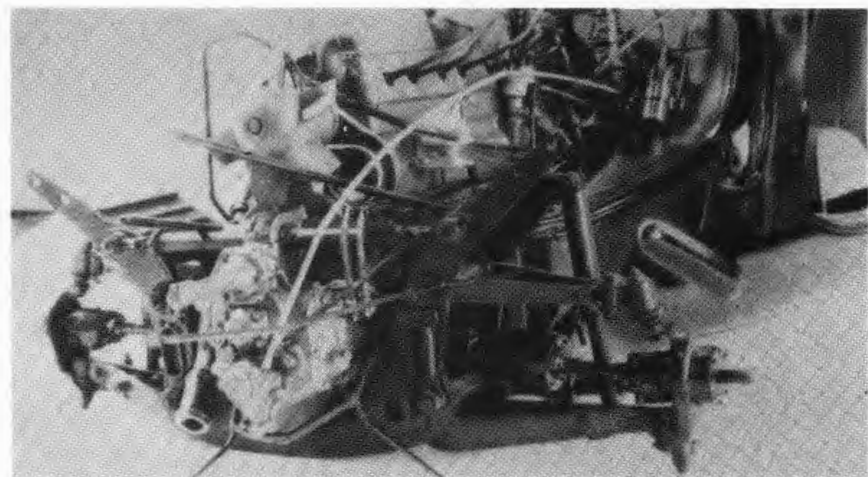
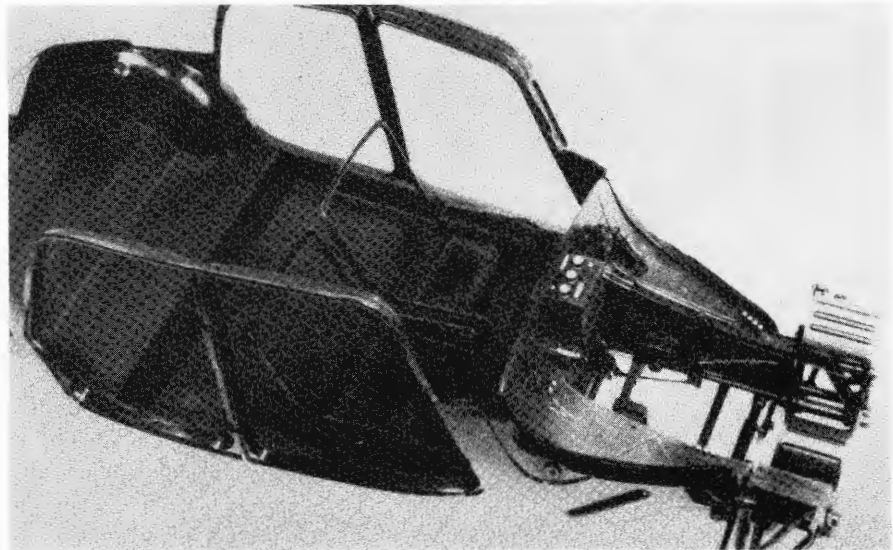
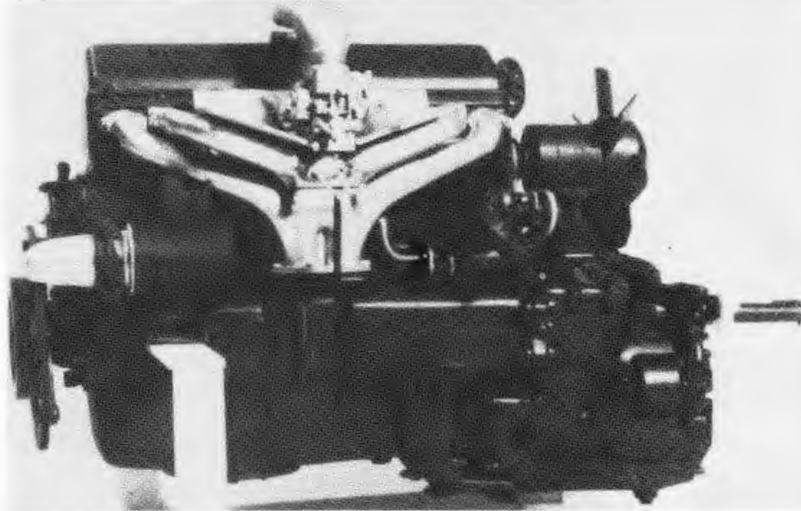
1. Be prepared to spend a long, long time on making the model.
2. Because it is a large scale model it is fairly easy to assemble.
3. All the various parts, sprues etc. are sealed in individual plastic bags.
4. All polythene parts can be glued with cyano-acrylate. Nylon parts can be glued with the same compound, although these are generally designed to fit without glueing.
5. The material used for the seat mouldings is difficult to work with. These are designed to "click" into place, but do require glueing. The only suitable glue is Evo-Stick which is messy to use.
6. *Assembly*
  - a) It is necessary to adhere to the sequence of assembly described in the instruction booklet.
  - b) The engine is the first to be assembled, but lines between half castings are often meant to be there, so there is no need to eliminate them.
  - c) Care must be taken when lining up the induction and exhaust manifolds, and the heat shield under the carb. is not a perfect fit.
  - d) Two elastic bands used for the fan belt are easier to use than the polythene ones supplied with the kit.
  - e) The main engine block should be painted green — a mix of gloss and matt is good to give a lustre. Fuel pump, distributor and carb are aluminium, distributor cap should be brown. The inlet manifold is 'ally', but the exhaust manifold is more realistic when painted in a mixture of brown and "ally".
  - f) Front suspension comes next, extremely faithful to a full-size car, and works very well. The instruction book does not mention that the assembled upper and lower wishbones have to be fitted between the front and rear parts of the cradle before they are glued.
  - g) The torsion bars can be successfully assembled if done with extreme care, following the instructions exactly.
  - h) The front bulkhead and engine compartment sides are then glued to the body floor, and then the suspension assembly is glued in place. Everything must be lined up properly to ensure a good fit.
  - i) Follow the instructions for the front shock absorbers, engine mountings, steering linkage, pedal linkages, etc. All are quite straightforward. A good tip for all the working suspension parts, including shock absorbers, is to lubricate with a tiny amount of Vaseline.
  - j) Various lengths of wire are supplied to make the required springs, etc. Quite straightforward to do. They mostly hook into place.
  - k) The brake and clutch pedal arms have to be drilled carefully to fit onto the pivot bar, taking care to ensure that the bar goes through the bulkhead so that linkages, etc. are in the engine compartment, and pedals are on the 'inside'. The pedals need to be glued at the right angle for realism.
  - l) Follow carefully the instructions for the steering rack assembly. Vaseline will again be of benefit to make the action smooth. Assemble and prepare the steering box assembly, but do not glue in place at this stage. Glue the two

mounting flanges of the track rod end into place under floor, and glue steering arms to hubs. It might be beneficial to use cyano-acrylate glue here to strengthen the joint.

- m) Decide which of the types you wish to make and select the appropriate body panels. This section is assembled exactly as the real thing. The sides of the bulkhead require careful trimming for a neat fit.
- n) Prepare the roof moulding, fit windscreen and rear windows. However, the windscreen wipers are best omitted until later to avoid

possible damage. Fit interior sun visors.

- o) Cut roof lining *very* carefully from its sheet. Place lining into roof, position carefully and glue round rear window frame. When dry, glue front edge to internal panel carrying sun visors over windscreen. Leave to set. Do not glue anywhere else in roof, only where interior light fits. Glue roof in place on body sides, very carefully fitting onto front bulkhead and against gutters on side. Glue the *edges* of top of the sides. The interior shelf should be fitted after the roof is in place, and should be painted before fitting.
- p) Mask windscreen and rear window, inside and out, and engine compartment. Spray three coats Humbrol Gloss black, rubbing down in between with wet and dry. Spray doors, bonnet, wings, etc. at the same time. Use Simoniz GT wax to finish, but only after a week or so.

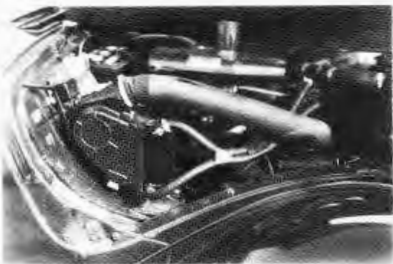


# BREDA

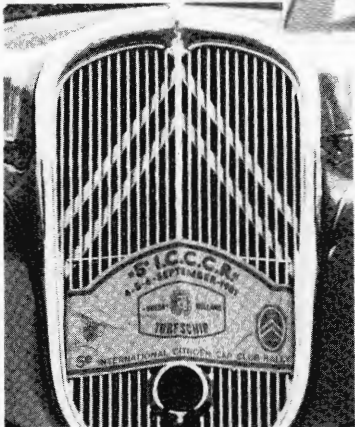
Photographic Prints Valerie Mercer



Just a  
taste...



...more  
next time





# Tyre fitting instructions

Mixing tyres can be dangerous; several cars in the Club have exhibited the wrong mix; Michelin's own notes are included as guidance.

## GENERAL TECHNICAL ADVICE ON MIXED FITMENTS

The ideal fitment is identical tyres all round and this principle becomes even more important at higher speeds. However, it is sometimes necessary to mix different types of tyre on the same vehicle and the tables below advise which combinations are acceptable and in which position each particular tyre should be fitted—mixtures of different types of tyre on the same axle are not legally acceptable.

In some cases tyres with different speed ratings can be fitted to the same vehicle (e.g. SR with HR) but SR tyres should not be mixed with VR tyres.

Important: Where fitments are mixed the maximum speed of the vehicle must not exceed that permitted by the tyres with the lower speed rating.

Tyres to be mixed	TYRES SHOULD BE FITTED THUS:		Comments
	Front	Rear	
RADIAL and CROSSPLY	Crossply	Radial	This is essential both technically and legally.
STEEL BRACED RADIAL and TEXTILE BRACED RADIAL	Textile braced radial	Steel braced radial	Differences between the two types are not great but most steel braced radials have higher cornering stiffness than most textile braced radials.
MICHELIN RADIAL and OTHER MAKES OF RADIAL	Non-Michelin radial	Michelin radial	All Michelin radials are steel-braced, other makes may be either type.

**PRESSURES:** Where a combination of Michelin radials and crossply or textile braced radials exist, use pressure recommended by each manufacturer respectively.

### COMBINATIONS OF MICHELIN RADIALS

Following the general principles given above, the following tables list permissible conditions of different Michelin tyres and in which position each tyre should be fitted:

**PRESSURES**—For combinations of Michelin radials as above, use pressures recommended in the fitment tables for the same tyre front and rear.

Tyres currently fitted	Tyres which may be mixed with current fitment	TYRES SHOULD BE FITTED THUS:	
		Front	Rear
<b>X</b>	ZX	ZX	X
	XZX	XZX	X
	XAS	XAS	X
	XVS	XVS	X
	XRN	XRN tyres should be on the DRIVEN axle	
<b>ZX or XZX</b>	ZX & XZX	May be freely intermixed	
	XAS	XAS	ZX/XZX
	XVS	XVS	ZX/XZX
	ZX or XZX Reinforced	ZX/XZX	ZX or XZX Reinforced
	XRN	XRN tyres should be on the DRIVEN axle	
<b>XRN</b>	ZX	XRN tyres should be on the DRIVEN axle	
	XZX	XRN tyres should be on the DRIVEN axle	
	X	XRN tyres should be on the DRIVEN axle	
	XAS	XRN tyres should be on the DRIVEN axle	
	XVS	XRN tyres should be on the DRIVEN axle	
<b>XAS</b>	ZX	XAS	ZX
	XZX	XAS	XZX
	X	XAS	X
	XVS	XAS	XVS
	XRN	XRN tyres should be on the DRIVEN axle	
<b>XVS</b>	ZX	XVS	ZX
	XZX	XVS	XZX
	X	XVS	X
	XAS	XAS	XVS
	XRN	XRN tyres should be on the DRIVEN axle	
<b>XDX</b>	XWX	XDX	XWX
	XDX	XDX	XWX

# CHRISTMAS NOSH-UP

At RSJ Restaurant, 13a Coin Street, London SE1, 19th December 7.30pm for 8. Telephone: 01-928 4554

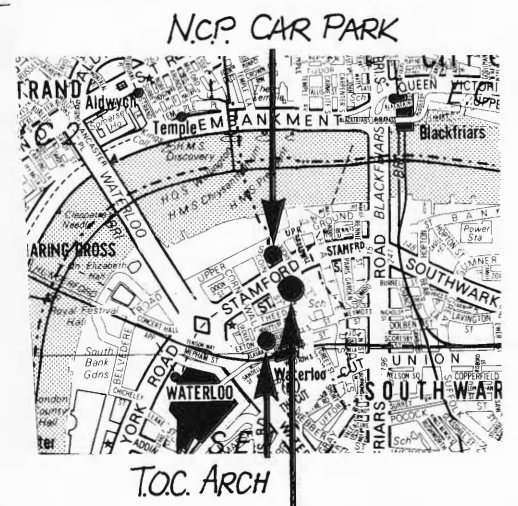


The menu is as follows and is £8 per head including VAT. The restaurant would appreciate it if people either gave their choice by 'phone before the day (number above), or if they could tell the waiters what they have chosen when they arrive at the restaurant, to alleviate the rush in the kitchens.

Please send a cheque for the full amount with your booking to the Treasurer, Dave Shepherd, 23 Longford Road, Bognor Regis, West Sussex PO21 1AB.

Drink is not included, so please pay the restaurant direct for what you drink on the night.

- Seafood Crêpe
- Oriental Chicken
- Mushroom Soup
- Roast Turkey, Chestnut Stuffing
- Salmon-Trout Mille Feuille
- Côte de Veau Orloff
- Suprême of Chicken Boursin
- Medallions of Beef Milton
- Selection of Fresh Vegetables
- Christmas Pudding & Mince Pies
- Banana Bavaois
- Fresh Fruit Sorbet
- Coffee



A RESTAURANT ON THE SOUTH BANK

RSJ RESTAURANT



# Reports from the regions



'Sharknose' trying to conceal the fact. At the Yeovil Festival of Transport

## SOU' WESTERN AT-TRACTIONS

Thursday 18th June marked a historic moment in the annals of Traction Avant (not Fred this time!). It saw the first meeting and consequent formation of the Glastonbury and South Petherton section of the TOC.

The two founder members and only current ones are Nigel Webb and Ralph Drouin who, between them, boast an unenviable selection of Tractions — three to be precise — conspicuous largely by their lack of roadworthiness and doubtful pedigrees.

Since that first auspicious occasion, two more evenings have been enjoyed and it is anticipated that a guide to "Somerset pubs in a Traction on a wet night" will shortly become available to interested parties.

In July it was decided to consolidate the formation by participating in a local event, namely the Yeovil Festival of Transport.

This decision presented the members with something of a problem — the choice of which car(s) to take. Should the ongoing restoration of TPH 375 be speeded up? — this is a project already into its sixth year and showing precious few signs of completion (ah, you know the feeling), or should an attempt be made to piece together MXM 763, comprehensively "written off" in an argument with a van some two and a half years previously and now residing in several packing cases and multifarious envelopes somewhere in London? The answer on both counts was no — we only had a week!

It was decided with gay abandon that we would take Ralph's Sharknose — the only one in English captivity, previously featured in *Floating Power* and — not to put too fine a point on it — for sale. It meant that Ralph would have to get up very early on the

## CENTRAL SOUTHERN SECTION

The first social of the Central Southern Section was held at the "White Hart", Hemstead Marshall (about four miles west of Newbury) on the 29th September. In all, eleven people attended despite very short notice and unpleasant weather. A very enjoyable evening it turned out to be, ably assisted by the draught Therkstons bitter. Only two tractions were on view, Steven Fothergill's beautiful '55 Light Fifteen and my '54 Big Fifteen. Some friends of mine in the Riley RM Club also attended by invitation, a '47 Riley 1½ and a '34 Riley Kestrel 15/6. Phil Allison could not bring his 1936 7CV over, but we hope to see it at some future meeting. The next meeting was arranged for Sunday 25th October at 12.30, again at the "White Hart". All members in or around the counties of Hampshire, Berkshire, Oxfordshire and Wiltshire are welcome, with families and friends.

M. W.

morning of the event to try to tempt the six volt electricians into a semblance of life.

So it was that on the day of the Festival we stood back and surveyed the Sharknose — with not a little dismay. The sides and wings of the car were liberally coated with a fine layer of dried earth—soil — call it what you will. Excellent stuff if you're at all concerned with the business of growing potatoes, but the kiss of death if you're involved in a cavalcade of old motors all looking as though they'd just come out of the showroom. Blame was duly laid on the pressures of being

a vet (!?) and prayers offered that one day somebody will get around to building some roads in South Petherton.

The journey to Yeovil passed uneventfully enough if you discount being unable to remove the cork from a bottle of claret brought to help the day (and the members) along. Our arrival at the Festival was relatively unheralded due entirely to our inability to find the "signing-on" tent.

However, nothing daunted, we entered the Cavalcade — just as it was in the process of winding up. This caused the intrepid commentator Michael Sedgwick to call upon some quick suitable remarks about a car which wasn't readily recognisable to him.

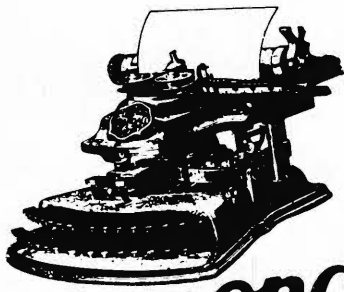
The rest of the day was spent pleasantly enough. The Yeovil Festival of Transport is a splendidly organised affair and pure delight for anyone interested in any form of transport since just about everything is represented.

A lot of public interest was shown in the Sharknose — we'd cleaned it by now — and we met Frederick Hildebrand who had brought his Big 15 over from Holland. We were also offered another Light 15 for purchase by a disillusioned owner — apparently it's another non-runner so it shouldn't feel too out of place with our lot.

Finally, tribute must be paid to the young thing in a very tight t-shirt who was extolling the virtues of Erinmore tobacco. Pipe smoking and Tractioneering . . . now there's a novel idea!

So you see, the Glastonbury and South Petherton section of the TOC really is in full swing. There is unfortunately one complication on the horizon — fifty per cent of the membership is moving to Midsomer Norton next month.

N.W.



# Correspondence

Dear Mr. Sibley,

As probably the sole representative of the TOC resident in Mexico I'm writing to wish the Club well in its annual rally. My T and CC tells me that this year it's going to be in Thetford. I can't make it anyway, and probably never will make a rally in June come to that, but I wish you'd choose less evocative places. Last year it was Dent, where I spent many weekends as a student, and now Thetford. My wife and I met in Norwich, honeymooned in the area last year, and generally feel very nostalgic about Norfolk. No doubt you'll be visiting the steam railway at Sheringham? What, me? Jealous? A bit.

I don't think my Traction will make it either. A friend takes it out for a run now and then, but the car's in Manchester and Norfolk's a terrible place to get to. I managed to finish the Traction off last year, having imported it in 1975. The car was in very good shape then, but over the years has been put into what I guess is close to concours condition (different things to different people). Getting the car on the road was a frustrating experience. First get it MOT'd. No problem. Then insured — problem. "56 Citroën and you live in Mexico? I'm sorry sir, too unusual a risk." A car that's driven occasionally for 2 months every 2 years is an unusual risk? These people want jam on it. May lightning strike their assets. But eventually we have insurance and go to get the licence. W-reg because it's 2½ years old and has to be 25 to get any sort of plate which doesn't look stupid. Part of this W-reg deal is that I can't have black and white plates; a case of bureaucracy obliging me to 'hot-rod' a car that I spent a lot of time preserving originally. In the middle of this Catch-22 I got married. We used a hired Fiesta for our honeymoon which was a let-down as the Traction would have been more memorable. Eventually we got it all sorted out the week before I was due back in Mexico, and I was able to put in about 50 miles on local roads before leaving. Next time I get to see the car will probably be August 1982, so that'll be 50 miles in 7 years. Such are the frustrations of the absentee Traction owner. I'm particularly sorry that, despite having been a member since the Club began, I've not made it to one single Club event, or been in a position to make any positive contribution. *Floating Power*, which I read in batches every 2 years, is an excellent magazine, and I had excellent service from the Spares Fund during the summer of '80. What is more, you seem to have fun when you meet.

Perhaps in 1982, then. In the meantime I've got a couple of white metal Lt 15 kits to keep me busy. They'll find a place somewhere

along with the Heller 15/6 (1/24th scale. I did see the 1/8th here, at £140), and your poster. I've also written off for *L'Album de la Traction*, and *La Traction: Un Roman d'Amour*. So I'm doing my bit in Mexico. Please publish my address in case any Club members find themselves out here and would like to talk Traction. The only one I saw here was a totally immaculate 15CV which was doing service as a wedding car. You do see the odd DS, but I wouldn't trust one to a Mexican mechanic. The Mexican mechanic is why we drive a Renault 12!

Once again, best wishes for Thetford,

Yours sincerely,  
Martin R. Horrocks,  
Instituto Anglo-Mexicano de Culture,  
Puericultores 1B,  
CD. Satellite,  
Edo de Mex,  
Mexico.

Dear Nick,

I'm afraid I have very little news to report. The Club out here, centred in Johannesburg has a Club T-shirt and metal bumper badge, which I haven't seen yet.

My own car has the distinction of being featured alongside a spanking new imported CX Prestige at the local Citroën dealer selling at R40,000. (about £18,000 I'd say.) The CX that is, not my Traction! In return they will add a few finishing touches to my car's bodywork and at a later stage have "promised" to rework my universals, one of which has developed a knock-on-lock.

I was very interested in the story about Greg Hayes and Antonio Loysen's track(ion) record. Particularly as I had a similar experience a few years back when Classic saloon car racing started out here. In one of the "races" I was pitted against a 1928 Bentley, a V8 Ford roadster and a TC MG amongst others. For some reason the Ford and I were circulating at a similar velocity but I was always able to pull away on corners as he had to brake much earlier.

The next race I took part in, several more modern and speedier entrants took part, i.e. Mark II Jaguars. Things were hotting up so I decided to call it a day. This was reinforced by a nasty clonking and a BANG! I spent 2 months trying to find a spare gearbox, which only lasted 2 months due to faulty work by the local Citroën garage, who even had the cheek to retire (at 70) the only man who could still work on Traction, while he was busy on my car. I was fortunately able to obtain a gearbox from a dismembered wreck which stood on a small-holding not far from where I lived at that time. Needless to say, I now own 2½ spare gearboxes and plenty of bits and pieces.

The chap who is re-building a 1956 Slough built 15-6 out here is progressing slowly; I was able to help him out with a set of instruments a few weeks back. I hope he will be able to get the rear hydro-pneumatics to lift one day. Are these models very rare?

Ever since I can remember, there has been a 1953 Slough built Lt 15 parked near upper Cape Town. I used to drool over it every day when on my way to art school. By now the poor old thing, whose name is "Cinderella", is looking very shabby, it has, in fact, stood there since 1956, when it was bought by the lady who still owns it.

A few months ago I could endure it no longer. As we are on nodding terms with the (by now) old lady who owns the car, she let me borrow it for a week or two to give it a good wash, polish and a bit of a drive; it only has 48,000 miles-odd on the clock. I'll have to borrow it again one of these days on a more permanent basis and get rid of some of the rust which is starting to rear its ugly head now.

I was in fact coming over to Britain in June this year but postponed it because (gulp) I am getting married next month. We hope to come over together next year however.

Yours in Tractioning,

Geoff Wülff,  
Cape Town,  
Rep. of S. Africa.

*P.S. Please thank John Gillard for the lovely T-shirt!*

Dear Sir,

In case any members don't receive the *Citroënian*, just a quick line to let you know that I have recently opened a rustproofing centre in Leicester. (see Classified Section).

I should be delighted to hear from any TOC members who may be interested to know more about our operation. In brief, we steam-clean, inspect and then fully rustproof cars of any age, providing they are sound.

We are using Finnegan's Waxoyl plus an excellent derivative for extra abrasion resistance from the same Company.

As far as prices are concerned, suffice it to say that as a fellow Traction-owner you will get excellent value for money!

Yours sincerely,  
Stephen Kemp.



# Classified

**For Sale:** The TOC has had some 'rally cards' printed. These are to put in your windscreen at rallies, filled out with the details of your car. The attractive design bears the TOC logo, and adds the finishing touch to your cherished car.  
Contact Allan Sibley.

**Foreign Members:** Please note that an International Money Order is required with overseas orders, payable in Sterling for the full amount after any bank charges have been deducted.

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

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

**Spares/Parts from John Gillard**  
Cotton covered wire to original specification in most colours at 18p per foot.  
Limited numbers 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.

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

**For Exchange:** Paris built 15 Six 1949. Condition very good for Slough pre-1951 Light 15. De Luxe Model only cash adjustment either way. Further details J.P. Raynaud, 9 Bal Varsovie, 11000 Carcassonne, France.

**For Sale:** Tyres — two brand new 165x400 'X'. Phone Tom Evans, Mulbarton 78140.

**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.

**Wanted:** The TOC is trying to build up its archives. If you own interesting historical or technical material relevant to RWD or Traction, we should be very grateful if you would send us photocopies (assuming you don't wish to part with the originals!). The TOC archives are kept by Antonia Loysen, but please send any material to the Editor, Nick Hall, 16 Lymbourn Road, Havant, Hants, in the first instance, so that anything for F.P. can be used. It will then be transferred to the archives.

**Ferrogard Centre — Rust Prevention and Treatment.** Contact Stephen Kemp at **Ferrogard Rustproofing Ltd.**, 69a Churchgate, Leicester LE1 3AN. Telephone: 58706.

**FOR SALE** 1952 Paris built 15-Six, small boot, black, excellent all round original condition, virtually no rust, £3,400. Contact Bruno Delvat, 38 Rue Diane de Poitiers, Anet 28260 France. (for photo see F.P. Vol 6 No 4 centre page top left. Reg no. 3687 QS 28)



Seen in France, for sale, price unknown, location—contact Editor.



## CALENDAR

**LONDON SECTION PUB MEETINGS**  
Organiser: Kathy Hayes, 19 Winton Avenue, Bounds Green, London, N11. Tel: 01-888 6790.

**24th November**  
The Ordnance Arms, Ordnance Hill, St. John's Wood (Please note change of pub).

**29th December**  
Jack Straw's Castle, Hampstead.  
1982 meetings in next issue.

## RALLY PROGRAMME AND EVENTS TOC attending marked \*

\*31st October/1st November  
**Classic Car Show**, Metropole Hotel, Brighton. TOC Stand, Club Shop.

\*19th December  
**Christmas Nosh-up** at RSJ Restaurant, 13a Coin Street, London SE1. Telephone: 01-928 4554. 7.30pm for 8. (Near the Arch).

\*28th January 1982  
**'From De Dion to Dragstrip'**, Michael Ware, Curator of the National Motor Museum, talking about the Museum. Illustrated with slides. 50p entry at the door. 7.30pm, Havant Museum, East Street, Havant. Tel: (0705) 451155.

**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.

**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:** Original, large, impressive, share certificates: one 'Société Anonyme André Citroën', 1927, £20; one 'Taxis-Citroën', 1924, £18. Phone Peter Rooley, Steeple Bumpstead 627, evenings.

