



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

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

Editor
Nicholas Hall,
16 Lymbourn Road,
Havant, Hampshire.

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

Social Secretary
Kathy Hayes,
19 Winton Avenue,
Bounds Green, London N11.

Spares Committee
John Gillard,
129b Camden Street, London NW1.

Graham Sage,
13 Senacre Lane, Sutton Road,
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Standing Committee
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London Section Social
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Welsh Section Social
Rhodri Prys Jones,
15 Ty Hen Waunfawr, Caernarfon.

Central Southern Section Social
Mike Wheals,
23 Hamstead Marshall,
Newbury, Berkshire.

Magazine Artwork
Tom Evans



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Floating Power

Volume Seven Number Two

May Nineteen Hundred and Eighty-Two

Apologies for the late appearance of *FP* again, due to several reasons, including the birth of a son to your editor and his wife. At least he should be a 'born tractionniste' since my wife was driven to and from hospital in our 11BLD (also our honeymoon transport), and he has already happily travelled a fair distance in the traction.

To business: the next issue of *FP* is already nearly ready, but to avoid two over-rapid issues, the July number will be held over to contain a report of the Glamis Rally, to which all of us who booked to go are eagerly looking forward.

Further important business concerns the spares scheme - please note the remarks on this subject in this magazine; I would like to add a personal plea to members to try to bear in mind the pressure John Gillard is under in both attempting to make a living working on tractions and also devoting a great deal of his own time to the TOC - which means US.

A fairly steady flow of commercial information is received by TOC officials, much of it uninteresting, but one item which could be of use to members was received recently from the Classic Vehicle Hire Company.

"The Classic Vehicle Hire Company Specialises in the hire of classic, unusual and interesting vehicles to the film, photographic and associated industries. We do not hire vehicles to the public.

The CVHC has a register of vehicles whose owners are willing to hire to film and photographic companies under controlled and protected conditions. As the owner of a classic vehicle we are hoping that you will join the register and allow us to act as your agents and hire your vehicle to approved clients.

Vehicles need not necessarily be in concours condition - a film company is just as likely to require a vehicle in 'everyday use' condition and even vehicles in very poor condition may sometimes be requested."

Should members be interested in further details, and a registration form, contact The Classic Vehicle Hire Company, 29 Honor Oak Park, London SE23. Telephone: 01-291 3502 direct.

1984 used to sound very far in the future and although not perhaps looked forward to by everyone, 1984 has particular significance for the TOC - being the fiftieth anniversary of the launch of the Traction. In order that we may celebrate this occasion in a fitting manner, a sub-committee has been formed to start advance planning for events. Its far too early of course to report on, but if you have a 1934 car needing restoration - dépêchez-vous! Also, hurry up if you have not paid your subscription yet - this could be the last *FP* you receive!

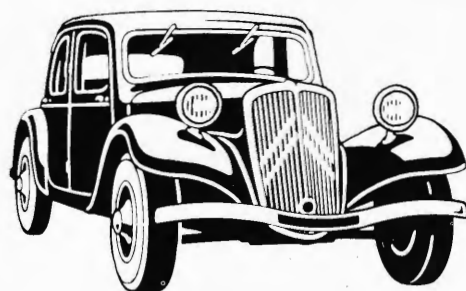
N.H.

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

Where is it now?

Light Fifteen 1952 Small Boot Slough. SPA 172, formerly owned by Richard Vick. Tel: 7695603.

Light Fifteen Big Boot. KPJ 478, formerly owned by Pete Simper, 215 Whitton Road, Twickenham. Tel: 2615391.



Easter Weekend

Very few people braved the unpredictable Easter weather to camp, so Saturday afternoon was fairly quiet – a warm welcome from Mick and Sandy and a demonstration of milking on the farm where we were camping.

By the time the pubs were open we had gathered quite a respectable crowd, and the line of cars heading for the pub included five Traction – and not one was black! We took over a large part of the bar and the dartboard. During the course of the evening, it could be seen that Traction owners, though often in pubs, are not as practised in darts as sinking pints!



Outside Mick and Sandy's cottage



Line-up at Hathern Station



We eventually all tore ourselves away and formed a large and varied convoy to Donington, where we parked in the enclosure Bob Williams, of the Panhard Club had set up. There were already a large number of cars, of all the makes, in the enclosure and the whole turnout was very impressive. The hardcore (or should I say hardy) of the TOC braved the Arctic wind to watch the racing and picnic beside the circuit; others browsed among the cars in the enclosure with the added attraction of refreshments and a haven from the wind at the Panhard Club caravan.

The wind sent many people off before racing finished and those staying on, gravitated back to Mick and Sandy's cottage where a lively game of charades ensued over warming cups of coffee. This was briefly interrupted by another visit to the pub and was then continued until the early hours.

A great weekend!

K.H.

The evening did not end when the pub shut as we were all invited back to Mick and Sandy's where we were greeted by a roaring log fire and a delicious spread of food which along with the wine that appears on such occasions, kept the jollifications going.

Bright and early (?) on Sunday morning – about 10 a.m. – the campers were pulling themselves together prior to leaving for the workshop when a car and trailer pulled into the farmyard. On the trailer was a blue Slough Cloverleaf which was rapidly started up, backed off the trailer and joined us in our short drive to the workshop

Several Traction and many people were already there, and we soon joined in, gazing in awe at the workshop and the work in progress. Tea, coffee and biscuits were supplied to revive flagging vocal cords. During the morning Traction, Panhards and Peugeots rolled up making an impressive line-up. Steve Kemp gave a demonstration of Waxoyl rustproofing and his partially restored roadster was repeatedly exclaimed and drooled over. Photographs of the cars in their 'pre-restored' conditions were on display showing how much work had been done and the quality of that work.

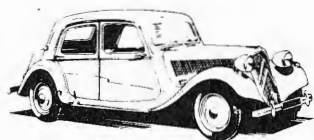


Three generations outside Donington Park

Convoy to Donington



TRACTIONS



Fred Annels, 'Mr Traction' to many people, paid a visit to Australia and New Zealand recently, and in the course of his travels there, met many fellow-tractionists and their cars. As I was staying in London for a short time last April, I visited him at his home in Burpham near Guildford, as I was sure that he'd have an interesting tale to tell. I was not disappointed! Here's his story.

"My wife and I went down to New Zealand first, to see a Mr Ernie Sklenars of Milford, who is the President of the North Shore Citroën Owners' Club at Auckland. Mr Sklenars is a real character. He's about seventy years of age, and he has a vast collection of tractions parked in the field behind his house. In fact there are Light 15's parked everywhere over about three acres of land, all in various states of repair—or disrepair! It's very expensive to import cars into New Zealand, so old cars are made to go on and on there, and every car that is eventually taken out of service becomes a valuable source of spare parts. The great thing about New Zealand though, is that because of the climate, cars hardly ever rot, which means that cars a quarter of a century old are quite sound bodily. Anyway, to return to Mr Sklenars, he really is a tremendous person. He's built two quite unique vehicles made out of the front ends of tractions with a small wheel added at the back. (A photo of one of these appeared in *Floating Power* some time ago.) The local newspaper calls him a 'Citroën Maniac' who drives these odd devices in 'crazy stunt acts'. Ernie and his

partner, Anne Clark tear up and down asphalt paths at showgrounds, raising money for charity by 'Bucking' and 'Squealing'. 'Bucking' consists of driving at high speed and then braking suddenly, lifting the back wheels off the ground. 'Squealing' is done by driving round and round in ever-diminishing circles. When Ernie was asked why he did this, he replied that he did it because he'd been dared to do it. "You never dare a Sklenars" he added. On the back seat of one machine which is mostly traction but is fitted with a DS engine, he's painted the words 'Ernie's rapid transit'.

His place is astonishing. Round the back of his house, there's a DS he's working on, and a 1922 5CV, which had a cast aluminium block and sump! That's a good indication of how far ahead Citroën were, even in those days. In a shed at the top of his garden, there was a 1953 Big 6 in nice condition, a 1960 DS, and a Light 15, and the whole place was packed out with

spares. It was incredible, just like a Citroën factory.

We then had to leave New Zealand, but we came from there with many memories. We saw Light 15's, Big 15's on the road, together with plenty of cars from the '50's and '60's, old Hillmans and so on. I've been told that there are four or five roadsters in New Zealand, but I didn't have time to look for those. I did try to trace my own Coupé's sister car though, the one that was owned by Mrs Flora Livesey, and indeed, I did find it eventually, but that's another story!

Australia

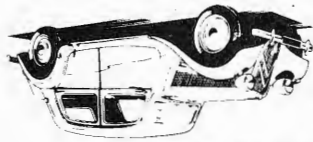
The first Citroën enthusiast we met in Australia was David Gries in Melbourne, a CCC member. I remember being amazed when he showed me a friend's Light 15 parked in his garden. Although the car had stood there for some eighteen months, it was none the worse for it, and the chrome shone as brilliantly as it had done on the



Ernie's
'Special Traction'.



Rex's 1955
Big Fifteen Familiale,
Slough built.



DOWN UNDER

day he'd parked it there. David also has what is probably the oldest Slough built 2CV in existence. The chassis number is 0009 and it was built in 1953. It's in nice condition, and the flap-windows in the rear doors open in the same way as those in the front.

We then went off to see some members of the Front Drive Club of Australia. Their spares secretary Jerry Propsting rebuilt a 1950 Light 15 some years ago and really made a beautiful job of it. He's spent four years working on his present project, and this one too will obviously be a first class rebuild. (see photo). On again to another friend's house, a gentleman called Rex, who owns one of those rare cars built at Slough, but exported only to Australia, and never sold in Britain. These were a run of only 25 Big 15 Familiales, chassis numbers 9/557001-9/557025. Actually, one of them was the only Big 15 Commerciale ever built at Slough, but more of that one later. Of the twenty five cars exported (in 1955) no fewer than sixteen are known to survive. Rex's car has been superbly restored, a full nine-seater family saloon in magnificent condition.

(To be continued)
Rhodri Prys-Jones



Ernie Sklenar's place.

TRACTION ARRIERE

Correspondence to
Martin Lloyd

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

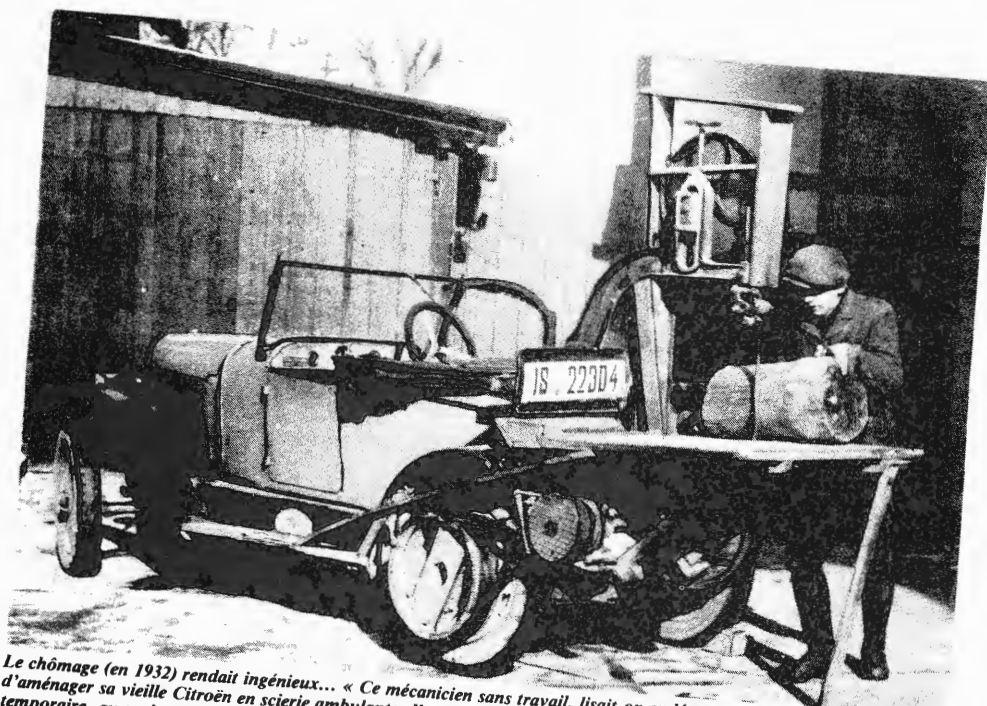
No doubt your car is out of its garage and on the road after its spring clean. Having used mine throughout the winter (snow and all) I am sorry to say that the salt, not the snow, has taken its toll; rust on chrome, and where those small chips in the paintwork that are forever getting knocked off.

I hope that the Easter weekend was well attended, unfortunately I was unable to attend. The rally in Scotland will not be far away when you read this, and it looks as if it is going to be a real swinger. Before then I have to carry out some work on the engine of my C4G. The problem, which only manifests itself when driving long distances, is that the exhaust valves burn badly. This has occurred because the valve seats have been reworked in the cylinder block so many times that the valves are now almost in the sump. Normally, this work would have been carried out in the winter but as I was rebuilding my garage which had no roof on it until after the snow had gone, it has been delayed. I hope to take some photos of the engine work which may appear in a later issue.

I should say that using the car locally gives no problems, however, with a return journey for the rally well in excess of 1,000 miles, we don't want that sort of problem I trust that the period advertisement, circa

1928, will stop any talk that Scotland is too far for the rally!

Happy Tractioning – Avant et Arrière.
M.L.



Le chômage (en 1932) rendait ingénieux... « Ce mécanicien sans travail, lisait-on en légende de cette photo, a eu l'idée d'aménager sa vieille Citroën en scierie ambulante. Il parcourt ainsi les campagnes et retire de son industrie, utile mais temporaire, au moins de quoi subsister ». (Document communiqué par F. Sabatès).

An out-of-work mechanic using his Citroën as a mobile sunbench in 1932. (F. Sabatès)



Our own traction "Armandine" with the Château Ryckholt as a backdrop.

Another



One of the rear-drive

Leaving the castle for the grand tour of Maastricht.



Tractions on Parade in the forecourt of the Château.

TRACTION RALLY AT *RYCKHOLT*

27/28th March

The weekend began on Saturday 27th at 4 o'clock in the afternoon. The Dutch Club (South Holland) had rented a beautiful chateau for the weekend at Ryckholt, which is a small village about 5 km from Maastricht

Just before 4 pm we made our way to the Village, the Chateau appearing suddenly out of the mist - scattered around it were about thirty tractions, looking like old men dressed in black dinner jackets.

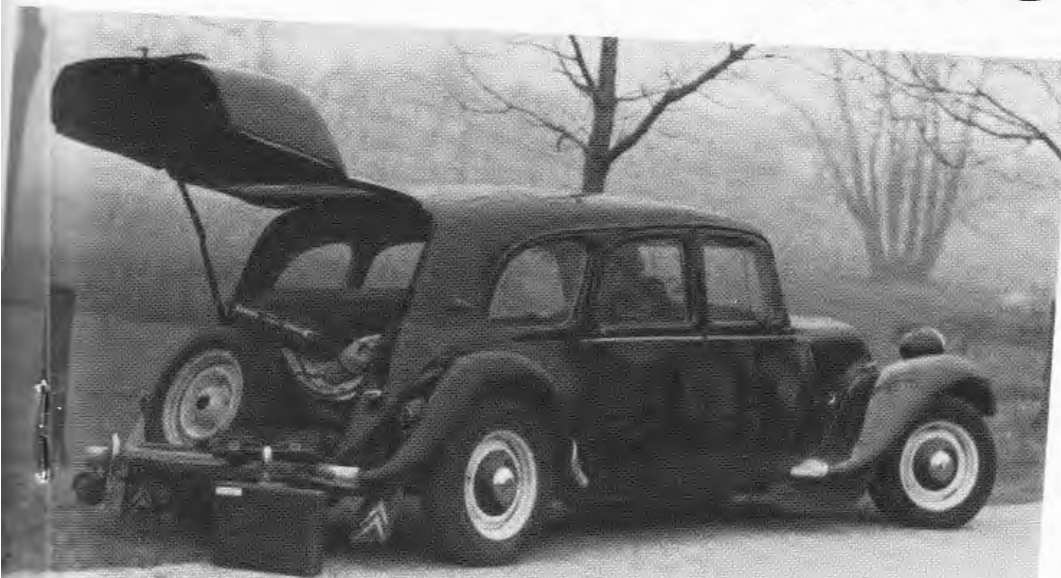
When we arrived ourselves, many photos were taken as we were the only English ever to have attended this function and our Paris built 11BL 1950 model was the centre of attraction for quite a while.

The afternoon was taken up with a spares market where all manner of parts, electrical and mechanical were bought and sold and small models, charms, pictures, etc. of the beloved traction were on view. Dinner was served at 6 pm amid a great deal of banter and gaiety - and thoughts I had had that the Dutch were a rather dull people were very quickly dispelled. The evening consisted of presentations of prizes, films (no prizes for guessing the subject) and dancing to a small live band. We were presented with a specially engraved wine glass by the Club and with a bottle of wine from the German contingent. We slept in dormitories on bunk beds but nothing could dull the friendly atmosphere surrounding us.

Sunday morning after breakfast all the tractions went on a long tour of the picturesque countryside around Maastricht - by this time more tractions has joined in and the total cortège was about thirty-six cars. What a wonderful sight they made and many people came to their windows to see us and wave. The drive ended at a quay on the River Maas where we left all the Citroëns and boarded a pleasure boat for a cruise and of course more chat about you know what.

Then it was all over until next year when we shall be returning to see again all the Dutch friends we made.

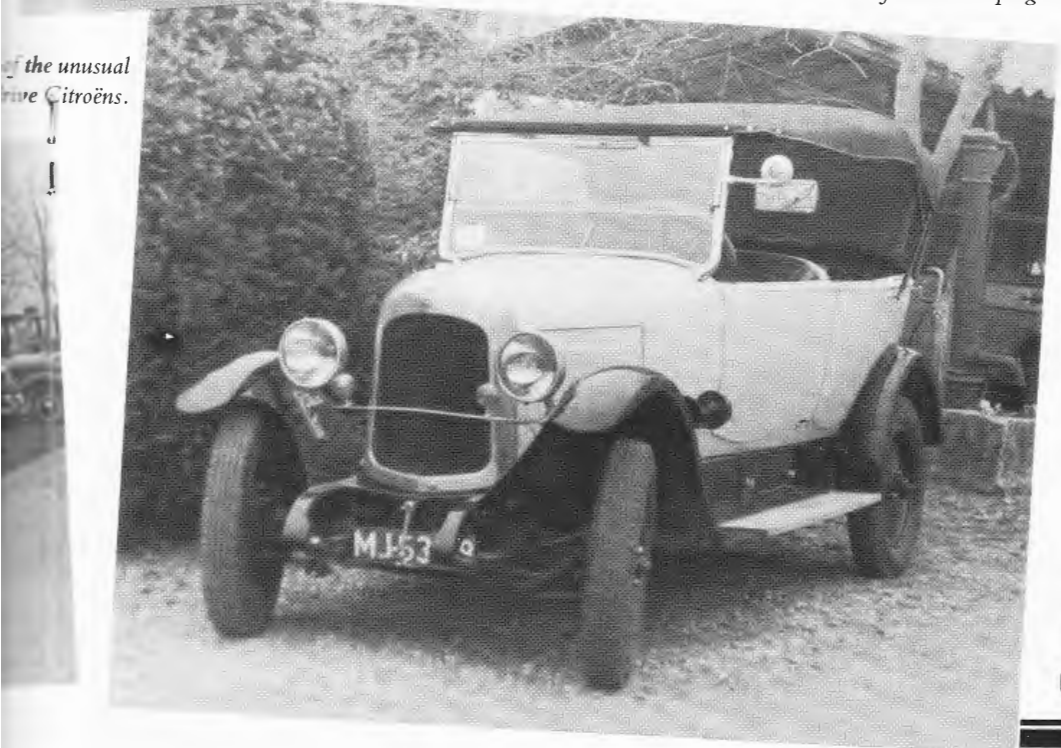
Mark Diplock



Another unusual traction.

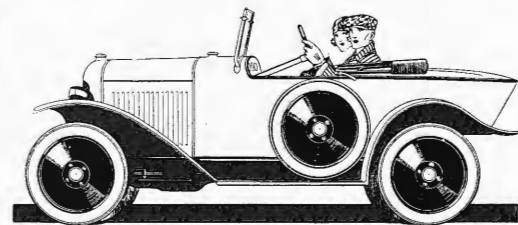


Rear view of the tour in progress.



of the unusual five Citroëns.

CITROËN



THIRD BRISTOL CLASSIC CAR SHOW

Things have been stirring down in the South West again. This time the TOC was represented at The Third Bristol Classic Car Show, sponsored by Thoroughbred and Classic Magazine, at the beginning of April.

An impressive, almost coordinated, team of Traction enthusiasts was assembled under the laid-back leadership of Ray "Buzby" Newell. Included in the team were intrepid go-anywhere-in-a-Traction Mike Tennant, Dennis Ryland, wreck collector extraordinaire, Martyn Little, indispensable "D Info" refugee from The Citroën Car Club, myself – Nigel Webb – the scribe, and Duncan Dunford. Duncans' contribution cannot be understated. In particular mention must be made of his remarkable propensity for hanging from a fifteen foot high beam whilst singlehandedly attempting to secure a Traction Owners Club placard to said beam – and all this in the face of total lack of support or encouragement from anyone else! Perhaps the proximity of Bristol Zoo may have had something to do with it.

The Show was held at the Bristol Exhibition Centre and we were allocated a sort of "L" shaped area on the first floor. The main redeeming feature of this particular area, as far as we could see, was that it was right next to the bar.

There was space enough to display three cars and the three cars chosen did us proud Ray Newell's immaculate grey and black small boot car fitted just nicely into the corner of the display – after some shoe horning. Next we had that resplendent black Slough built Light 15 registered NOD 226. This car seems to have appeared in just about every Floating Power there's ever been, if you look carefully enough. Anyway I'm here to tell you it belongs to Mike Tennant.

The third car of the display and possibly the centrepiece was a little known 1936 Roadster registered CFG 715 which was very kindly loaned by Brian Lawrence of Criterion Garages fame. This car was very pretty and nicely turned out and for my money, as desirable a motor as any in the Show.

Obviously the display had to be assembled and the cars positioned the day before the event opened up. This was a Thursday. Anyone who knows them won't be surprised to read that Ray and Mike were the first to arrive in their cars on that Thursday morning, despite encountering difficulties in finding the place – the Exhibition Centre that is, not

Bristol! An almighty gradient on the outside ramp leading to the first floor provided the few assembled spectators with an interesting view of Traction wheelspin.

Rays' speedo had given up the ghost on the journey down, apparently whilst he was in the process of passing a Jag. We don't know whether the Jag was stationary or not at the time!

The Roadster duly arrived at midday on the back of a trailer pulled by a CX Safari. Needless to say, it had poured with rain all the way up from Salisbury. However, the car coughed into life without complaining too bitterly and made its way up that fearsome ramp under its own steam.

Duncan had constructed some folding flaps to form the background of our display and to these we attached various photographs, magazines and posters. This, together with suspended TOC logos, Citroën banners and umbrella, and of course the three cars, combined to produce a pretty interesting display. Thoroughbred and Classic Car Magazine must have thought so because I noticed that they had included a photograph of our stand in their May issue.

The Show itself, which included an auction and an autojumble, was very successful and well attended. It lasted for three days and much interest was generated in the TOC display. I lost count of the numbers of "I had one of those once – should never have got rid of it" brigade who appeared from almost everywhere. Lots of new and old friends turned up and it was particularly heartening to welcome the various contingents who arrived down from The Smoke.

Special thanks must go to Cathy Hayes for coming down and giving us valuable support for the whole three days and also for bringing down Club Shop items to add to the overall display.

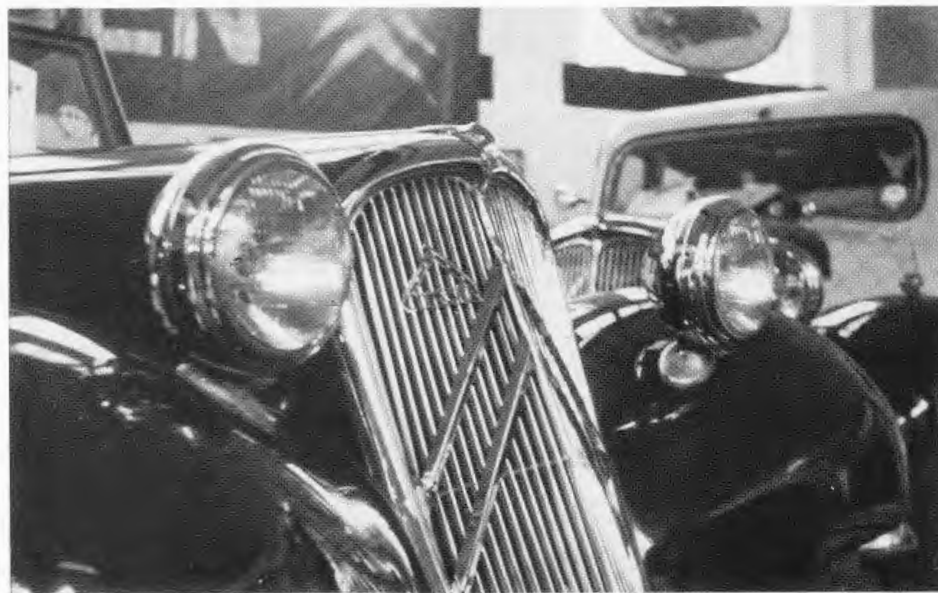
And so the Show came to a close. The display was packed away and the drive home passed without incident. However the three days did end on a high note in the car park when an initially aggressive TR driver very sportingly, after due consideration, declined Duncans' invitation to "make something of it". No! I never found out what it was all about either!

I'm sure we shall all be in the same place at the same time next year – we've already been promised another pristine Roadster.

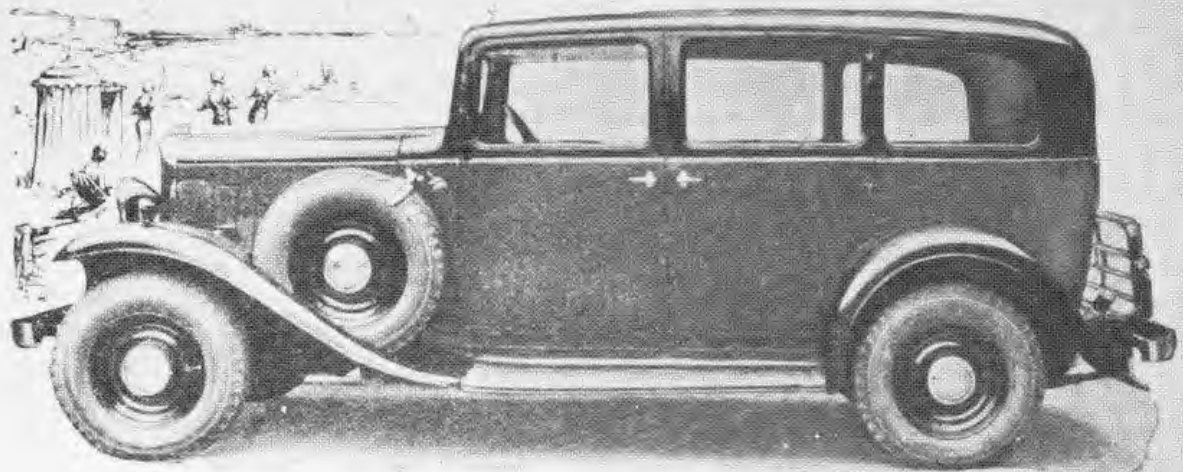


TOC stand.

The Criterion roadster.



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"BIG TWELVE" 7-Seater Saloon £245

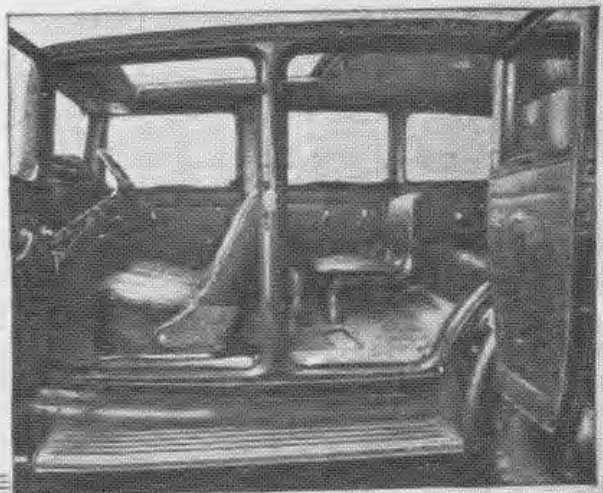
"TWENTY" (6-cyl) 7-Seater Saloon £320

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Showrooms, DEVONSHIRE HOUSE PICCADILLY, W.1

CITROËN

FAMILY 7-SEATER SALOONS



The Index to Advertisers will be found on page 49.

Dear Tony,

Firstly my best wishes on the birth of your youngster last June. Then may we all be twice as healthy and wealthy in 1982!

To make up for the non-receipt of a letter and photos from Johann Meyer I am sending you under separate cover a short article on our 2nd Concours in November.

Floating Power is a beautiful publication and our members get great enjoyment from each copy. Thanks, Gary! I will have photocopies made of earlier *Citroënnews* No.1 and No.4 and post these on to you. I spent most of yesterday on our first *Citroënnews* for 1982. Send you a copy soon!

The 'Amaze your friends . . . T-shirt' is excellent. We are going to display it so everyone can enjoy it. Thanks again.

I cannot remember if I told you in previous correspondence but I now own a 1951 11BL (LHD) Cabriolet by Langenthal (Switzerland). At the moment am struggling with the woodwork and rusty bodywork. I am still looking for a 4-speed Duriez gear-box which was original in this car (no luck so far).

Once again thanks for all the goodies you sent!

Keep on Tractioning,
John Groen.

Dear Nick,

I would like to bring to the attention of our members the Shell Garage lubrication service. I don't know if all Shell Garages have this service, but for anyone living in North London Express Motors, which is situated on the North Circular Road at the junction of the Bounds Green Road, offers a service which is available 0700-2200 Monday to Saturday. Labour is free, you just pay for the oil. Oil is charged at about 80p a pint, which I know is top wack, but you don't get your hands dirty and don't have dirty oil to dispose of. Probably of more interest is the fact that you can have your Traction greased up for just the cost of the grease, which was £1.10 recently.

Yours sincerely,
Linda Moore.

Dear Tony,

In the January edition of *Floating Power*, a letter from Tony Hall was included suggesting that any club members passing through Madrid might like to contact him. Unfortunately by the time I called him he was already on the move; however I should be delighted to extend a similar invitation to anyone who'd like to stop by and swap anecdotes.

I have recently started to try to stimulate interest in creating a register of surviving Tractions in Spain to attempt amongst other things to pool resources and information on parts, tools, repairers etc. If there are any other members resident here, perhaps you would ask them to contact me.

Regards,
John & Diane Kiddell,
Calle Andarrios, 18 bis,
Parque Conde de Orgaz,
Madrid-33.

15th August

2nd Open Road Historic Transport Cavalcade Peckham Rye. Details: S.A.E. to O.R.L., 46 Clifton Crescent, Peckham, London, S.E.15.

20th, 21st, 22nd August

Grand Meeting organised by Svenska B11 Klubben. Details: Ernst Berends, 2e onde Heselaan 522, 6542 VL Nijmegen. Tel. 080-770946.

28th/29th/30th August

Festival of Transport, Broad Farm, Hellingley, Sussex. S.A.E. Mike Moore, 20 Downsvie, Heathfield, Sussex.

4th-5th September

"2nd Rallye de Nuit" organised by Club Belge des Anciennes Citroën. Details: H. de la Briere, Vuurgatstraat, 4, 1900, Overijse, Belgie.

12th September

York Historic Vehicle Rally, Clifton Park, York.

18th-19th September

"Jarfeest" organised by Traction Avant Nederland. Details: De Pevponcherstraat 80, 2518 sx. 'S Gravenhage, NL. Tel: 070-457372 between 6 p.m. & 8 p.m.

*26th September

TOC French Picnic. Meet at the Rainbow as last year.

6th - 7th November

Classic Car Show Brighton. The Citroën Car Club and the Traction Owners Club are putting on a bigger and better display than ever. Make a note to offer your assistance.

Further details of the above events available with a S.A.E. to the Social Secretary.

Club Archives.

Until a catalogue of our collection can be prepared, here is a list of material recently placed in the archives:

La Vie de L'Auto.

Twice monthly, newspaper format received regularly by the Club. This is an excellent publication, and could be very useful to members seeking parts - the 'small ads' are good. (Annual cost 185 F. - contact Editor or Antonia for an order form if interested).

B11 Bladet.

Swedish Traction Club publications - magazine and newsletter. Held at present: 1981 Nos. 1 and 2. 1982 Newsletters: February, March. (Anyone who can read Swedish please contact Ed.)

Citroën TA Club.

Swiss Traction Club magazine. Held at present: 1977 Nos. 1, 2, 3 & 4, 5 and 'extra'. 1978 Nos. 'New Year', 2, 3 and 4. 1979 Nos. 1, 3 and 4. 1980 - (If anyone has by mistake the TOC complementary copies for this year please send them to AL). 1981 Nos. 1, 2 and 3. 1982 No. 1.

CALENDAR

LONDON SECTION PUB MEETINGS

Organiser: Kathy Hayes, 19 Winton Avenue, Bounds Green, London, N11.

Tel: 01-888 6790

Meetings on the last Tuesday of the month.

August 31st

Canonbury Tavern, 21 Canonbury Place, N1.

September 28th

Horse & Groom.

October 26th

Rockingham Arms, 125 Packington Street, N1.

And every Tuesday in term time at the Canonbury Tavern, about 9 p.m.

Brooklands Technical College,

Brooklands, Surrey. Panel beating and welding course, Tuesday evenings 7-9 p.m. All facilities available. For London Section members who have move out of town? Information supplied by Roger Dyer.

Central Southern Sec.

Meetings every third Sunday of each month, at lunchtime, in the 'White Hart' Hamstead Marshall, Nr. Newbury.

Miscellaneous.

N.E. Citroën Enthusiasts Club. Magazine: 1978 No. 3.

Citroën Car Club of Houston.

Magazine: 1978 December issue only.

Attraction. Scandinavian joint magazine. 1981 No. 117 (Sept.) only.

Citroëniste. Canterbury (N.Z.) Citroën Club magazine. One only (n.d.)

Front Drive. Australian magazine (CCOCA).

Vol. 1 (1977) Nos. 1 and 2. Vol. 2 and Vol. 3 (If anyone has by mistake these TOC complementary copies please send them to AL). Vol. 4 Nos. 4, 5 and 6. Vol. 5 Nos. 1, 2, 3, 4 and 5.

Wanted: Material - i.e. good photos, diagrams, details, for forthcoming features in *Floating Power* concerning:-

- 1 Twin/multiple carburettor conversions.
 - 2 Special rocket cover castings and similar period accessories.
 - 3 MIRA road test cars.
 - 4 Slough workshop manual and parts manual info concerning 6H's.
- Replies to JG.

Classified

For Sale: 1954 Big Fifteen. French-built (1hd), running order, taxed, MOT to June 1983. Stainless downpipe and silencer, Bosch heater; one seat reclines. Original owner's handbook and sale documents plus jack and tools supplied when new. Photocopy of workshop manual, hub-puller and many spares including part-dismantled D-engine (1955) less liners. Respectable and much-loved car. £850. Chapman, 44 Station Rd., Thames Ditton, Surrey. Tel. 01-398 5140.

For Sale: Traction Avant 7C 1936, completely restored, new chromes, new interior, new engine etc. £2,700 o.n.o. 7C 1935, complete, running to restore £1,300 o.n.o. Photographs of these cars can be seen at the arch. Set of complete new pistons and liners £70 for 11BL and 11B, set for 15/6 £90 carriage paid. For French cars, indicators, parking lights, rear lights, robribs etc. All new parts. Details from: M. Y. Szymanski, 2 Draycott Place, Chelsea, S.W.3, London or Tel: 727 7381 between 9 to 5.

"You want Light Fifteen looks, and Shelby Cobra performance? Can't wait for the Turbo Traction? Maybe I have the answer. Twin carburettor manifold for Light (or Big) Fifteen, complete with two 1½" S.U. H4's, recently completely overhauled by specialists, linkages, blanking plate for exhaust manifold, etc. Sensible offers, around £70, to Terry Homewood, 01-998 0224, or 3 Lanark Close, Ealing, W5 1SN."

Wanted: Twin SU carburettor conversion for Light Fifteen. Part assembly considered. Contact: Roger Waters, Tel: 01-886 9392.

Trailer or Transporter required. To transport Allan Sibley's AEL Traction Special to and from Brighton Classic Car Show for the Traction Owners Club Stand on Thursday 4th November and Sunday 7th November 1982. Please phone on work 01-240 3616 or home 01-809 0397.

For Sale. Various Traction manuals, including one on bodywork repairs. £15 each. Write to Mr. L. Kirby, 5, Denys Drive, Basildon, Essex.

For Sale: 1951 Light Fifteen, OKX694. New drive shafts, good gear box, excellent interior. Car has not run for ten years, but has been garaged in the dry since that date. Engine, clutch and brakes will need attention before mechanically perfect. NO RUST. Wings, doors O.K., but body needs respray. Offers please. Write to Treasurer, or telephone Chichester 780148 9.00 to 5.30 weekdays.

All your coachwork requirements. Collection and delivery arranged, Andy Fenwick (TOC member), Manor Coachworks, Manor House Farm, Tockenham, Swindon. Tel: Swindon 851476, around 7 p.m.

A book containing 192 pages of black and white pictures of cars in attendance at Breda and brief descriptive comment and history is available from the Club Shop. Price, including postage, £7.75. Applications to JG.

FOR SALE:

Two somewhat cannibalised Light 15's. Many useful bits. Must be moved within next few weeks. Best offer for lot secures North Essex. Phone (Day) 0787 476947 Robin Fanshawe

SPARES SCHEME



The future of the spares shop is in serious jeopardy. John Gillard has built up and run the spares side of the TOC almost single handed, and no-one has come forward to give substantial help. John is finding it impossible to make headway in his restoration business at the Arch due to incessant telephone calls and visits from people wanting spares or advice during his working hours. This prevents John doing his job and consequently if the TOC spares service is to continue in future the following points must be observed: The Club Shop will be open at the Arch once a month on the second Saturday of the month, except when this coincides with a TOC event, in which case the Shop will be open the third Saturday. No telephone orders will be accepted. All orders must be on the TOC Spares Order Form: full details of part(s) wanted are essential. All orders and correspondence to be addressed to **Sid Griffiths, 47 Ingram House, Daling Way, London, E3 5NL.** John is not the TOC technical adviser - do not waste his time by 'phoning for advice. Manuals are available on hire from Graham Brice - and why not try to contact a local member if you want advice? That's part of what a one-make club is all about.

If you still feel like ringing John - write instead clearly stating your problem. Address it to the Editor, *Floating Power*, 16 Lymbourne Road, Havant, and he or his colleagues will endeavour to advise. Such correspondence may be of value to other members so can be published in F.P. if suitable.

Wanted: Light Fifteen gearbox in reasonable condition. Contact Nigel Orchard, tel. Cardiff 842741

MISCELLANEOUS

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 £25 and separate postal order for £1.25 for postage. Cheque payable to the TOC, postal order payable to Graham Brice, 27 Forest Hill, Tovil, Maidstone, Kent, ME15 6TH. Please enclose a SAE for return of your deposit.

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.

SPARES/PARTS FROM JG

Cotton covered wire to original specification in most colours at 18p foot. Limited number of new 165x400X Michelins at £28.50 each. Rechroming service at competitive prices. Heavy duty traction batteries at £28.25 each. Exchange radiators at £71.50. Exchange steering racks at £84.00. Exchange starters £20.00. Exchange dynamos £20.00.

New Stocks now available as follows:-

Small boot skirts (Steel) Lt.15	£25.00
Big 15/Six	£26.50
Big boot skirts (Steel) all models	£37.00
Floor pan section (original pressings uncut size 3ft x 6ft)	£30.00

Wiring Diagrams for Slough Cars

Photocopies of original Citroën Blueprints now available from Club Shop (JG) at 50p each including postage (but an SAE would be appreciated) for the following:-

Model (Slough)	Year	Quote	Ref.
7A	1935	1430	
7C, 11	1936	1662	
FC, 11	1937/38	1731 B	
Light 15	1946	8364	
Light 15	1947	8533	
Light 15	1948	8674	
Light 15	1949	9150	
Six	1950	9928	
Light/Big 15	1953 on	10530	
Six	1953 on	10531	

SPARES: New stock items	levy prices
Quarter light fittings, pair	£6.00
Grommets	0.16
Distributor drive dog	£2.25
Liner gasket, paper	0.70
Rack ball pin, rubber, pair	0.50
S/boot surround, per foot	0.38
Sealed beam adapter, each	£2.00
Handle escutcheon, French	£2.00

