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Floating Power

Volume Seven Number Six

January Nineteen Hundred and Eighty-Three

Here's hoping you all had a roaring good Christmas and New Year celebrations. Life seeming rather quieter now? Well don't forget the Club AGM is on 28th January – that should give you something to think about. Full details are in this issue of *FP*, but remember if you want to propose someone for the Committee – first make sure they agree and then let the Secretary know as soon as possible. If you cannot be at the AGM but wish to make a point concerning the running of the Club – *your* Club – please write with your comments to the Secretary or appropriate Club officer.

Although the study of old arms and armour is shared by some old car enthusiasts – the guns in my Museum were bequeathed by a founder member of the Lagonda Club – I enjoyed a remarkable 'traction' coincidence early in December. Travelling to the Tower of London for a lecture one evening, I found myself parking opposite a similar but more elegant 11BL on Tower Hill; after the lecture I was talking with a member of the audience, who, noticing my badge (well done Syd!) changed the subject to Citroëns, revealing that he had had two Light Fifteens – 1946 and 1951 (the one outside was not his) which he was very impressed with – the 1946 car he said was much better. It turned out that he was a prominent motoring writer, and made an interesting comment about the ACE twin carburettor manifold for tractions made by the ACE garage on the North Circular. Apparently he had a Deutsch-Bonnet twin carb manifold on his first car which he showed to his friends at ACE, who decided that an English version would be worth producing. Perhaps one day I'll meet by some coincidence the owner of a previously unknown roadster stored away! Perhaps not, but one can always hope!

Happy Tractioning in '83 –

NH

AGM

Attention all members! The following important information is drawn to your notice.

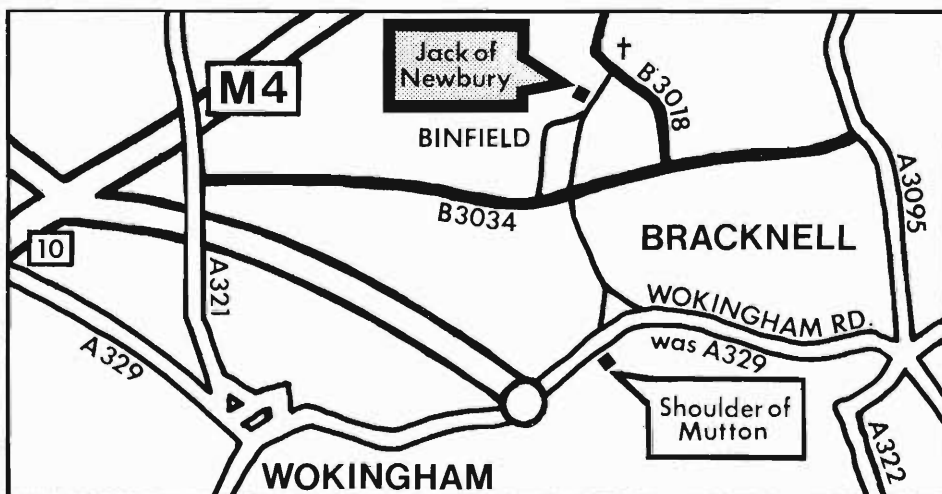
ANNUAL GENERAL MEETING

Purpose: To elect Committee, set subscription levels and make policy decisions affecting future of TOC.

Place: The Jack of Newbury, Binfield, Nr. Bracknell, BERKS. Food is not available.

Date: Friday 28th January 1983.

Time: 8.00 p.m.



CLASSIC CAR SHOW BRIGHTON

Fortunately I had business in London on Friday – then on Saturday we had been invited to Tris and Annie's wedding celebrations, so after a most enjoyable afternoon, we stayed in London – or Woodford to be more exact – 'we' being my wife Tish, myself and our small son. It is not always easy to make a lightning getaway under such circumstances although Loftus is becoming used to being fed, changed and put to bed on the back seat of the Onze Legère. Our attempt to follow the Veteran Run was thus so late that we met some cars on their return journey. It seemed further in fact from Woodford to the A23 via South London in the rain than from there to Brighton – and

the rain seems inevitable every year. Having made a detour approaching Brighton to avoid the jam – still in evidence despite the fact that we were so late – we entered via Hove and amazingly, managed to park near the front, by luck just round the corner from the Hotel Metropole as we discovered. Unfortunately we found that push-chairs are not allowed in the Classic Car Show – it's surprising how heavy twenty-two wriggling pounds become after a while. Allan Sibley came to the rescue however, and Loftus had his tea sitting in . . . the AËL 'St. Phall' racer!

The Stand, although easy to find, was in something of a cul-de-sac. A pity, since

this Stand was a joint Traction Owners' Club and Citroën Car Club production showing six cars, supported by professional screens and information stands – involving a great deal of work by Allan Sibley. A lot of effort was put in by everyone else concerned – Kathy Hayes, Fred and Barry Annel, Gee Fenwick, Roger Dyer, John Gillard, Bryn Hughes and Val Mercer, who took the photographs. The high quality of the joint Stand must have shown to the many visitors over the three days that Citroën owners are true enthusiasts – but many people probably assumed that the TOC, to produce such a display, must have about three times our actual membership. **NH**



George Jones's 1966 DS 21.



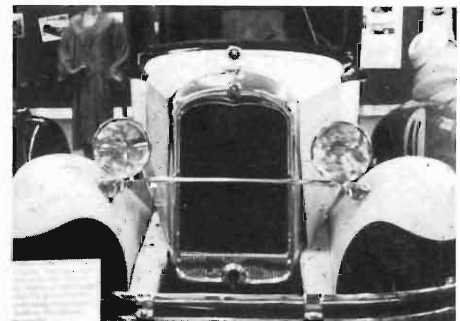
Barry Annel's 1953 2CV.



Fred Annel's 1972 SM



Gee Fenwick's 1955 11BL – a characteristically thorough restoration, carried out in record time – less than a year!



Roger Dyer's 1931 C4 1X – restoration well under way.



Members Cars

Charles Millard has kindly sent details of his Traction's intercontinental travels. How fitting that a Light Fifteen should be restored by its original owner! The title is

simply CV – presumably a Curriculum Vitae of Constant Velocity – well, almost.

Citroën Light Fifteen purchased by me ex Slough 1951. Delivered to me in the Gambia.

1956 En route to Nyasaland via Capetown to Salisbury.

Railed to Blantyre because of bad roads Portuguese East Africa.

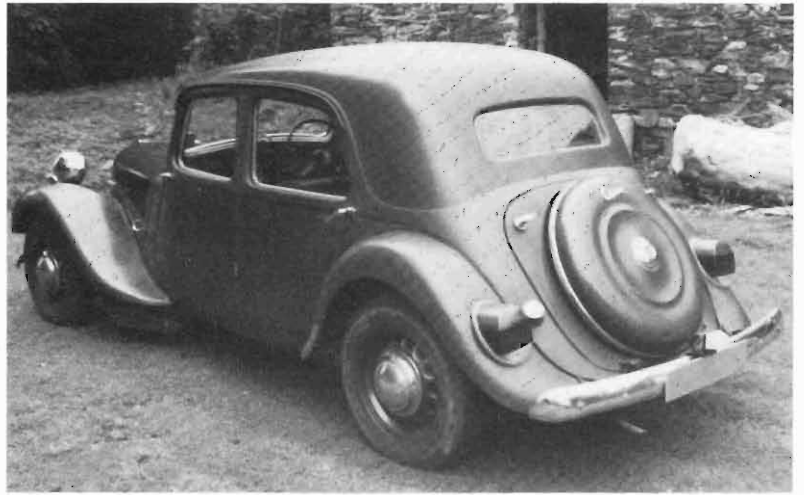
1958 Shipped to Antigua via Barbados.

1964 Shipped to Aden.

1970 to the Isle of Man where restoration commenced 1971.

New Isle of Man registration V189 MAN August 2 1982 on completion of restoration.

Two views of Charles Millard's trusty Light Fifteen. Those Volkswagen lamp clusters must solve the problem of other drivers failing to see one's lights or signals! The driving lights at the front should compensate for the original Lucas equipment which here appears to be the old dip-and-switch system – no match for oncoming quartz-halogen glare unfortunately.



Headlining Replacement

In answer to requests here is Scott Pereira's article reprinted from the *Citroënian* (October 1974):

Removing and later replacing the cloth headliner in a Light 15 is highly satisfying and takes a couple of gentle afternoons' work. There is nothing particularly mysterious about its construction and the only necessary special tool is a standard domestic sewing machine.

There are plenty of good reasons for doing the job, particularly if the car has a "Weathershields" sun-roof; stains and wear are difficult to correct in situ, and the material originally used was not particularly good and becomes threadbare after 20 years or so. Similarly the rubber drain pipes from the sunroof guttering eventually perish and need replacing (particularly if an unsuspecting welder sets fire to them) and this cannot be done with the headlining in place. There is no problem about using the car normally with the headlining removed, so the job need not be a mad rush in order to keep the car on the road.

Even if your headlining looks all right, it will look better after being washed. Purist considerations apart, the original material is often rather shoddy and modern cloths look virtually identical and are quite cheap: running up a complete new headlining is to be recommended.

First the removal sequence. Unscrew windscreen surround (8 screws). Remove both sunvisors (3 crosshead screws each). Remove sunroof attachment by first detaching the four leather-on-wood sides (tacked on) and then pulling out the tacks underneath to free the four edges of material. Remove interior light from ceiling, remembering that the wires are live. The front headliner panel is now only held by long hooked metal fixing strips which run above the doors and are easily unscrewed. These are hooked into the fabric, which will tear if handled roughly, but may be detached with ease after their removal from the steel frame.

The rest of the headliner (at the rear of the car) will now be seen to be hanging from three curved suspension rods which in turn are held in position by three supporting strips. The suspension rods are easily unscrewed and may then be detached from the hooks in the supporting strips. The rear window surround should next be unscrewed. All that holds the material now should be a short row of tacks hidden under the panels above each rear wheel arch. The panels can be unscrewed to reveal these and the whole headliner and attached suspension rods can be simply removed as one unit. It will probably be covered in rust from the inside of the roof, so this is a messy operation. The surrounds of the rear window and windscreen can now be screwed back, the interior light replaced, the sunvisors screwed back and the car is back in service.

Meanwhile one is confronted with a heap of rusty old fabric attached to the suspension rods by loops of canvas tape. The suspension rods can be removed (with difficulty) from the loops which we found very threadbare. The fabric can then be washed (no experience of this, but it has been done successfully) or unpicked along its seams to serve as pattern for new material.

We obtained our materials from Edgware Motor Accessories, 120 High Street, Edgware, which incidentally is highly recommended for other items of trim. We needed 3½ yards of 54in. fawn wool-union headlining cloth; 20 feet of 3in. canvas tape and numerous assorted PK (self tapping) screws. The cloth can easily be cut to size with the old material as pattern. Disregard the stretching and cut exactly round the old pieces, but be generous at the holes for windscreen, rear window and sunroof and allow plenty of spare cloth around these apertures (i.e. cut the holes small). The seams can then be sewn, with the canvas tape sewn into an attached tube along each of the three rear seams to take the suspension rods. It is then ready to instal.

Before hanging the cloth, it is worthwhile preparing the interior. The inside of the roof can be wirebrushed and painted with bitumastic. The "Weathershields" roof and its fittings are fully accessible and this is your chance to check it thoroughly for rust and to replace the rubber drainage pipes. The whole assembly can be removed by releasing four (probably siezed) nuts which hold the frame to the roof. It can then be worked on more easily. So far as I know, the sunroof is no longer manufactured, so repairs require ingenuity. Ours was very badly rusted and in pieces, but has been completely resuscitated and should work for another 20 years.

Another preliminary to hanging the cloth is to remove and prepare the hooked metal fixing strips. Each hook should be re-opened by prising. The fixing strips can then be screwed back into place over the tack-on draught seals (replaceable with "Furflex" from Edgware Motor Accessories) around the doors.

Hanging the cloth is simple and rapid. First put the three suspension rods into their cloth tubes. Starting at the back, remove the back window surround (mind the glass does not fall out, as it is then unsupported), line up the cloth over the hole and screw the window frame back to hold the margins in place. Screw each suspension rod into place in turn, slotting it into its hooks in the supporting strips. As you do so, the cloth is put under tension and stretches itself into shape. The tautness of the whole is achieved by pushing the cloth edges under the hooked metal fixing strips. The simplest method wins here:—proceed along the edge, pushing the cloth deep into the slot behind the fixing strips where the hooks catch it and hold it. Coming forward, make the hole for the interior light in the ceiling. If there is a sunroof frame, tack the cloth lightly round the edges. Remove the windscreen frame and screw it in again over the cloth margins. Finally screw in the two sunvisors—this can be tricky, as the screws have a fine thread which the cloth jams easily, but line them up and make holes for them in the cloth if necessary.

The major effort is now over, so sit back and adjust the tautness all over by judicious prodding of the cloth into the fixing strips at the sides. Put a cotton wool pad under the cloth above the rear wheel arches and tack the edges in to finish the job.

TRACTION ARRIERE

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

Correspondence to Martin Lloyd

Those of you who attended the rally in Scotland may well remember seeing the Kegresse in the photos. It is owned by Alan Stewart of Fife, who was kind enough to write to me about its history, the following is an extract:

"We have had this one in the family for a long time now, my father bought it from Arthur Bell (of the whisky family) from an estate above Pitlochry in about 1940. The price of the vehicle was £100! They were using it on a grouse moor for transport for the grouse beaters, and they replaced it with a twelve wheel drive lorry so I am told. Father used it on the farm down here in Fife to drive seed corn out to the sowing machine in the fields, when our tractors did not have rubber tyres and therefore couldn't be driven on the hard roads. Tractor tyres couldn't be got during the war years. It was last licensed in 1949 and the disc is still on it today! [No reminder sent!] We then used it for our pheasant shoots here before Land-Rovers were manufactured and it could carry the whole shooting party up to the top of the hill very easily – but slowly indeed.

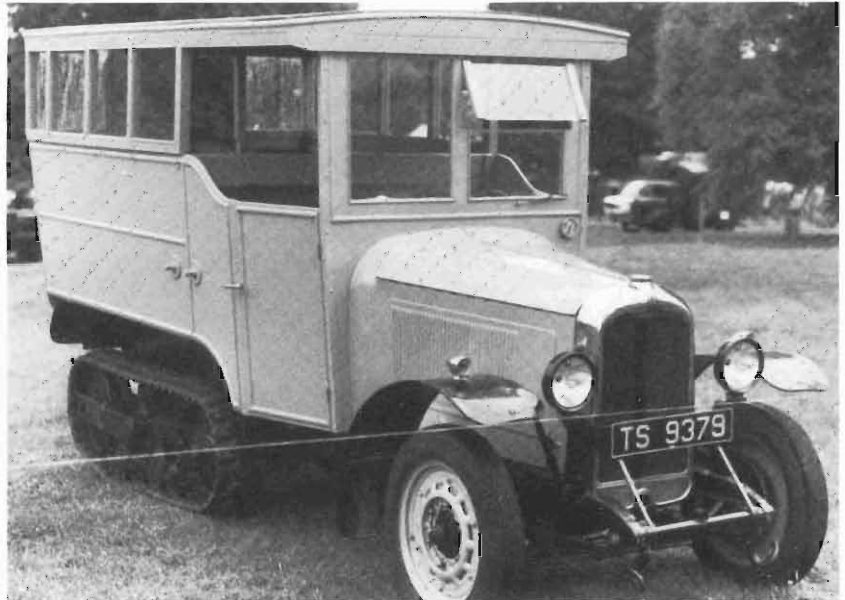
It then spent many years in a shed doing nothing, but luckily it wasn't in the rain. Then our local historic vehicle club took it for a year, which was going to be a permanent loan to them if they could get a suitable custodian (which they failed to do). By this time I began to get enthusiastic about showing it myself, so I took it back and had it hand-painted and varnished by an old local painter, and at the same time found that under the old black paint on the radiator was brass, so I got the whole thing cleaned up. The roof was put on about twenty-five years ago by Father's joiner in Dunfermline for the comfort of the shooters, but apart from that it is more or less as we got it.

It starts very easily, but I did break a

track at a show this year and I now have my last spare one on. I am getting an endless belt made and will have to bolt all the track parts through the new belt."

Thanks Alan for a most interesting letter, wish you the best of luck with your track-making.

ML

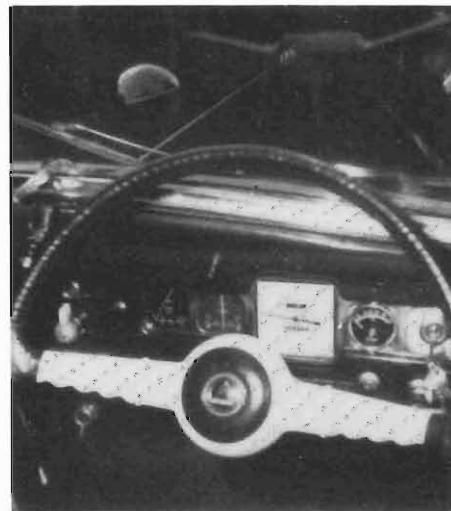


AN UNUSUAL TRACTION

Klaus Schäfer of the Citroën Veteranen-

Club, Lerchenstrasse 29, 4000 Dusseldorf 11, West Germany, would like any

information on this interesting, apparently Slough in origin tourer conversion.



SCOTLAND

Dear Reader,
Do not expect an objective story about the TOC Glamis Castle event. On general demand I accepted to write this article for *Floating Power*, and I hope the happy few (quite a lot) that have been there will enjoy reading it, the others will know what they have been missing!

A particular message to Sid: if you still do not appreciate my jokes, please do not go on reading this article. You have been warned! So, that's enough, there we go: **Gulliver's Travels** part three, by Marc Roelandt.

"It's a long way to Tipperary . . ." (traditional)

Four o'clock in the morning. Brussels lays very quiet in the dark when Geert and Marc are leaving so early in the morning, because they have to catch the ferry in Oostende at six o'clock. After five minutes we're already on the 110 km long straight motorway to the coast, cruising at 95 km/h.

When I'm driving in my car – here you expect: "I can get no satisfaction," well, not at all, I'm really relaxing and enjoying myself and thinking: "Britannia, here we come." It's already the third time I'm crossing the Channel to attend the TOC annual meeting, and I have very good memories – when I came first to Cumbria and then to Norfolk. I also have to admit I'm not used to drive the traction during hours and hours, so I always dream and think about the things that are going to happen and the people I'm going to meet . . .

Suddenly I realise, Geert fell asleep beside me . . . wake up, mate, only 5 kms left to Oostende! At our arrival in Dover, the Immigration Officer asks in which year the car was built and the man at the Customs asks if we're going to a veteran car rally. You all are already used to this type of questions! We reach Tottenham and find Allan (Sibley) without problems.

"Oh Lord, Buy me a Mercedes" (Janis Joplin)
I promised you several jokes, so let's try the first one.

A flying saucer is landing on the earth, exactly on a spot with a petrol filling station without staff, and one robot-martian comes out of the saucer, he goes straight to a petrol pump and says: 'Nobody wants to hurt you – take that finger out of your ear and take me to your leader!'

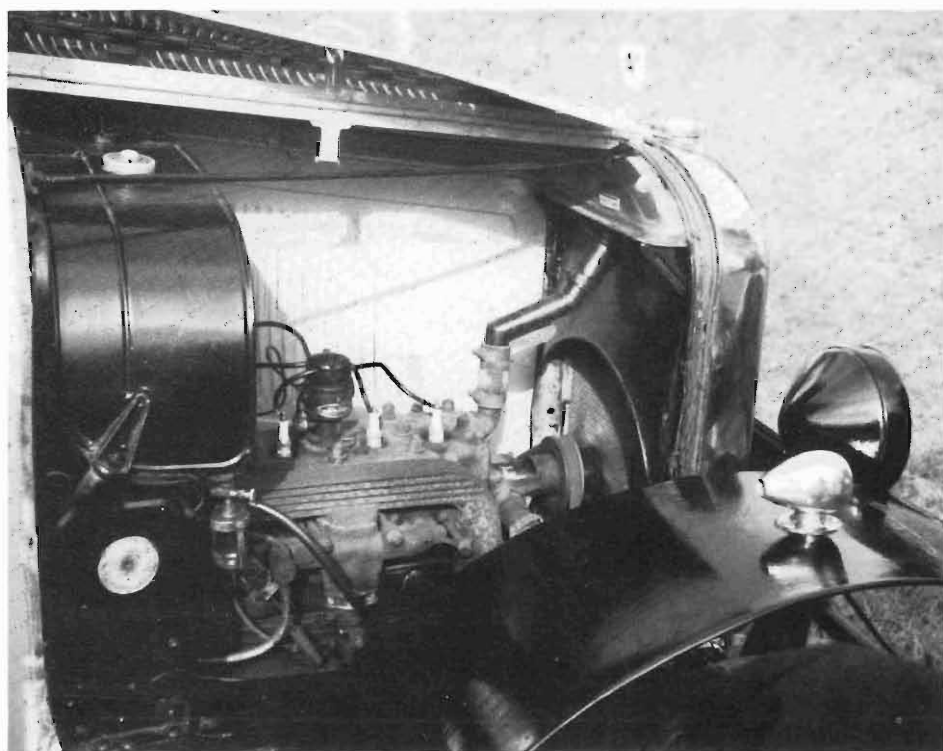
After spending the afternoon in London, visiting the Arches – Classic Restorations I mean – and Covent Garden, and Downing Street 10 (Maggie had unfortunately no time to drink some tea with us) we leave London the next morning with two cars: the Fire Brigade red 1951 Slough built and the dark blue 1950 Brussels built. Unfortunately, Kathy is not yet ready to go with us to the North, otherwise it should be a nice red-white-blue traction convoy!

On our way to the North, we decided to have a rest at "Peacock Engineering" at the old Hathern Station. It's an amazing sight to see FOUR Slough built roadsters together on one spot! You can also visit a nice coachbuilding workshop, mechanical workshop and finally the spares-store. I have to admit I never saw this before, and for a real "chevronné" it's like visiting Aladin's cave!

Now a little intermezzo: those who don't

believe in the rule (law) of Murphy (if anything can go wrong, it does go wrong), this time I thought my car was 100 per cent OK. I had four new barrels and pistons, and eight new valves, the rocker shaft and rockers had been replaced after Cumbria, four brand new Michelins – but something was happening . . .

I noticed an "unorthodox" noise at the right front wheel, so we decided to check it, and we discovered an unusual play in the driveshaft. Everybody tried to find what was the cause of it: Mick, Mick's father, Paul, Allan, Geert . . . everybody made a different opinion: it could be . . . (fill in) and I was afraid they wanted to dismantle the whole front of the car and we would never see Scotland! Finally Mick's father found out it was one of the two bearings that was destroyed. Fortunately, Allan carried one spare bearing with him in the trunk and after the replacement everything was OK again. Once again, thanks a lot



THE BRAVE

by your humble servant in co-production with massa Allan and the Safety Pins (reg. trademark).

MR

boys!

Due to all this, it was already seven o'clock in the evening, so we accepted Mick and Sandy's invitation to stay at their home for the night where we spent a nice gentle evening, chattering about . . . just guess, and playing chequers until one o'clock in the morning.

So, since that memorable day, I call a roadster "the ultimate hallucination" and before I go to bed, I sink on my knees and pray: "Oh Lord, buy me a roadster!" "Knock Knock, Who's There?"

The next morning we left Sandy and Mick (thanks again for your hospitality) and drove straight to Carlisle and put our tents up, close to Hadrian's Wall. There are two things I still remember: first, I was a little disappointed by Hadrian's Wall because there is not so much left, and second I spilled soya sauce on my thrausers when cooking the Chinese evening meal.

So we crossed the Scottish border and

passed very close to Gretna Green which place is world-famous because you could get married in one day. The A7 is a very nice scenic road that took us to Edinburgh where we did some shopping in Princes Street, yes ma'm, why not?

Finally we arrived in Glamis and on the campsite three miles from the Castle. There we discovered already maybe ten other Citroën cars of all types and ages: one C4G (guess who?), tractions, 2 CVs, Dyanes, DS. The following cars and crews arrived that Thursday or later on Friday or Saturday.

Talking with Bryn, I found out the following joke: If the English pronounce Loch Tay and Loch Ness always loCK Tay and loCK Ness, why shouldn't the Scottish say knoCH knoCH, who's there?

So, that's it for this issue, read next issue, Gulliver's Travels, part four, including: "there's no business like showbusiness" and "countryroad, take me home", written

GLAMIS PRIZEWINNERS: TOC RALLY

Best Paris Car
Martin Horrocks
Legere 1955 EBN 683W

Best Slough Car
Martin Lloyd
C4G 1931 GT 5885

Best Time First Entry
David Boyd
Light 15 Roadster 1940 GWT 293

Most Unusual
Syd (Paul Griffiths)
Familiale with DS engine and four speed gearbox.

Overall Winner
Martin Lloyd

Traction with Least Attraction
Allan Sibley
Light 15 1951 MPX 669

Best Dressed
David and Malcolm Boyd

Best Overseas Entry
John Fox, Newry, Northern Ireland
Normale 1954 EIB 360

Furthest Distance Travelled
Marc Roelandt, Brussels
1950 Normale BBE 904

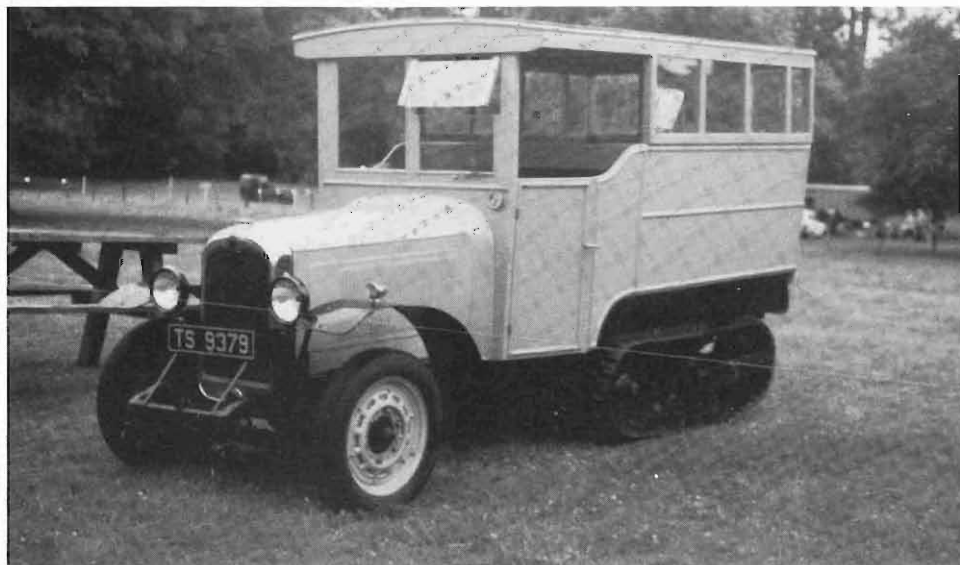
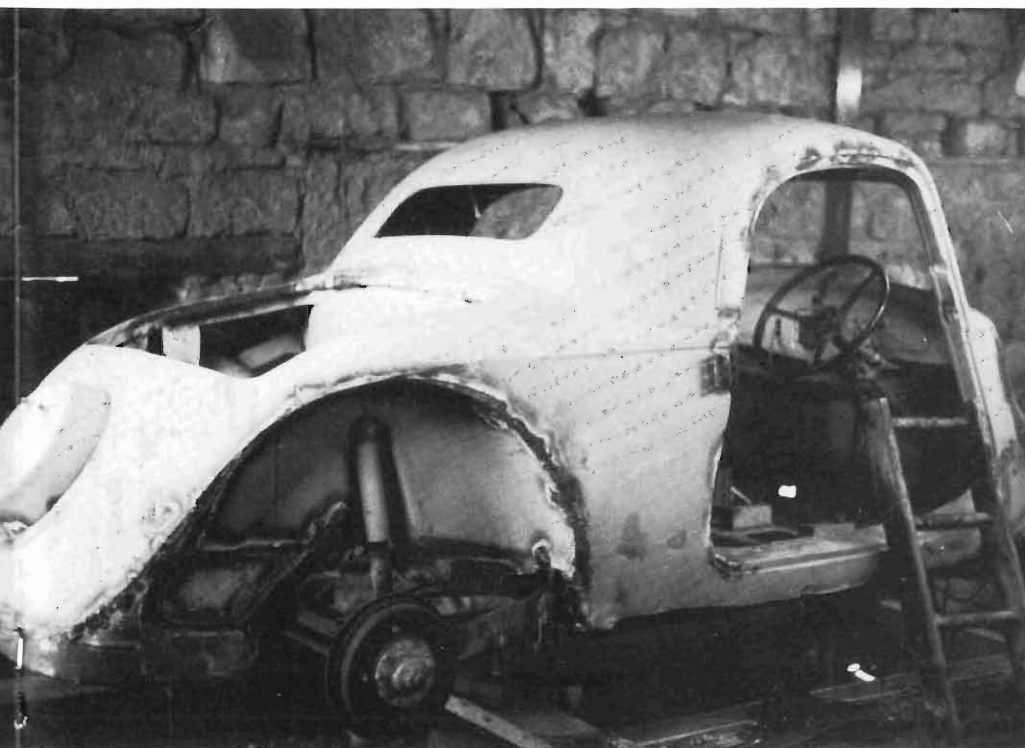
Winners in Main Glamis Event:
Best Post-Vintage Saloon overall
Martin Lloyd

Best Post-Vintage Roadster
David Boyd

Best Classic Saloon overall
Kathy Hayes

Best Classic Saloon
Marc Roelandt

Longest Distance
Marc Roelandt





Fred Annel's Travels continued

Following our visit to Rex's place, we visited another enthusiast called Kim Graham who owns an absolutely beautiful 1955 Big 6H, registration number CV 015, which is no coincidence, I'm sure. I took a look inside the garage and found three Big 6's, a Light 15, two engine blocks, and another of those Big 15 Familiales, this time awaiting restoration. We also met another friend of David's who was restoring an early Slough 2CV, chassis number 8/551095.

This gentleman, the Editor of the magazine *Front Drive* had one odd feature on his car which I spotted immediately. The area around the rear window was constructed of wood, something I've never heard of before on a 2CV.

I had a conversation on the telephone with a friend in Sydney called John Vanchop. He runs a Citroën garage, and told me that he's busy converting SM's to right hand drive. I later met John and he took me to see a yard in North Sydney where I found the only *Commerciale* ever built at Slough, chassis number 9/557015. The yard's owner, one Bill Buttings was reputed to be asking quite a lot for the car on account of its rarity. The car is in good condition, but the green paintwork has faded quite badly.

John then took me to see Ken Murdon, who used to be the main Citroën agent in Sydney. I'd met him before at Slough five or six years ago, and it turned out that he is the present owner of the ex-Mrs Flora Livesey (New Zealand) Slough Coupé. I was most interested in this car as it is very similar to my own, and I'd been doing some detective work on its history when I was in New Zealand.

Then we went back to Melbourne to visit the owner of yet another Coupé. His car was being repaired in a workshop just north of the city. It was there that I saw a badly smashed CX being straightened out and rebuilt as new. Cars cost so much in Australia, the insurance companies are very loath to write anything off. The CX Pallas costs £20,000 down under!

We were delayed about two days before leaving Melbourne, so I was able to visit the A. G. M. of the Australian Club, and was made very welcome, in fact, I was introduced to the members as 'the man with the most famous collection of Traction's in the world!' I was presented with a windcheater/sweatshirt, and presented them in turn with reprints of owner-drivers' books. I had a fine evening with them, had lots of chats, and will be looking forward to seeing some of them when they come over to visit us.

A day later we caught our plane home, pausing in Singapore on the way where we saw CX and GS models with four headlamps, and then on to London. On our arrival at our house, we slung our case in at the front door, and within a few hours we were thoroughly enjoying a 2CV Cross at Cobham!



'Ernie's Place'.



Slough built 1955 'Commerciale' in Bill Buttings's yard, Sydney.



K Graham's rare Slough Familiale, to be restored.

NUMBER PLATES

Here is a copy of a letter from the DoT to Alan Kembrey kindly forwarded by him as of possible interest to members:



Department of Transport
 Driver and Vehicle Licensing Centre
 Longview Road Swansea SA6 7JL
 Telex 48102

Telephone 0792- 782602

A Kembrey Esq
 95 Sherwood Road
 Hall Green
 Birmingham B28 0BY

Your reference

Our reference POLVPS 2/3/036

Date 8 June 1982

Dear Mr Kembrey

Thank you for your further letter of 6 May about the registration of a 1955 Citroen car. Please accept my apologies for the inadequate reply to your original letter of 22 April.

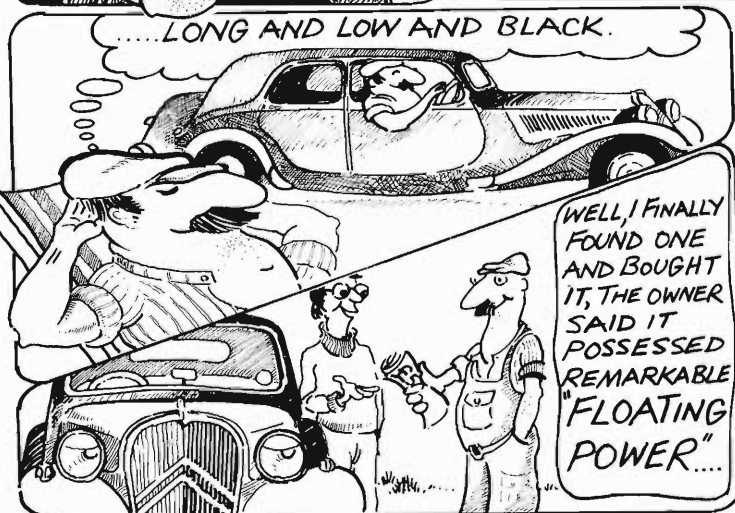
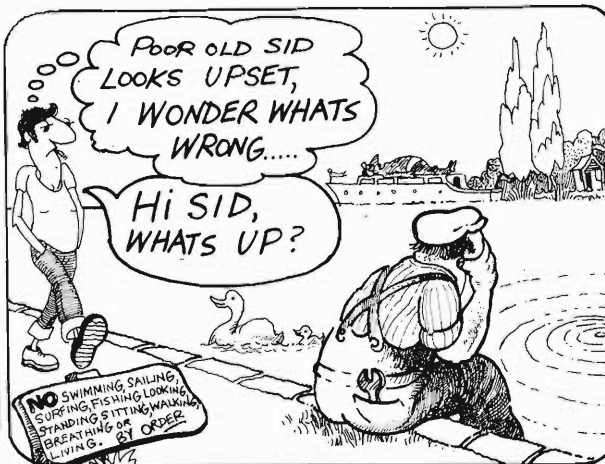
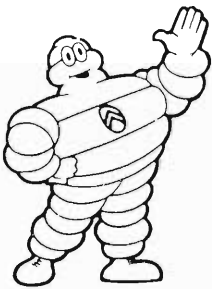
In the case of genuine old vehicles the Department has always given sympathetic consideration to requests for marks that are more appropriate to the vehicle's age. Provided you are able to confirm the vehicle's identity as a 1955 Citroen by, for example, the records of owners and former owners, enthusiasts' clubs information, manufacturer's details or the foreign registration document showing the date of original registration abroad, we will be prepared to issue a non-suffix registration mark. You should therefore contact the Birmingham Local Vehicle Licensing Office at St Martins House, 10 Bullring, Birmingham B5 5DG when the vehicle is ready to be licensed. I enclose the appropriate application form (V55/5).

I should however, draw your attention to the design of the number plates applicable to your vehicle. The plates will have to be made up in accordance with the Road Vehicles (Registration and Licensing) (Amendment) Regulations 1972 which require vehicles registered after 1 January 1973 to display front plates of black letters and numbers on a white reflective background and rear plates of black numbers and letters on a yellow reflective background. The colour of the plates as you will gather is determined by the date of registration and not by the year of manufacture of the vehicle.

If you have any further questions please do not hesitate to contact me.

Yours sincerely

L. M. Thomas
 P. M. MOLYNEAUX
 POLICY (VEHICLES) BRANCH



Correspondence

Dear Nicholas,

I am writing to ask if you could insert an advertisement (*see ads, Ed*) concerning parts needed for my 1950 Slough Big Six, Reg. No. CA 2110.

I am including a photo of the car, as purchased. The car seems to be fairly original at 85,000 miles. Although it runs very well, it needs attention to a large number of small detail points. I guess I will enjoy using it for a while before taking the plunge with a complete restoration. The '6' is a fairly rare car in N.Z. Apparently only about 25 were ever known to be imported, of which around 10 or so are known of today. Hence it is a desirable Traction to own and well worth restoring.

I am also including some photos of 'fitted' Citroën suitcases, which I mentioned to John Gillard when in the U.K. during 1980-81, and promised to send photos of. Apparently they are unheard of in the U.K. . . ? The matched pair were in the boot of my 1939 Light 12 when I purchased it, and I know of several other similar pairs in the Christchurch area. The larger single suitcase I picked up in a local second-hand/antique shop some years ago – unfortunately the shop owner knew of its origin, and I had to pay (what seemed at the time) the exorbitant price of around £10 for it! The suitcases are in remarkably good condition for their age, and certainly go a long way towards best utilising what little space there is in a Traction boot.

I have also recently acquired a twin carburettor/inlet manifold installation for the Traction, utilising a pair of Solex 32PBIC. Shortly I will be fitting a reconditioned engine to my 1952 Light 15, and I intend to try it out then.

Bye for now, please pass on my regards to members of TOC in the London Section, and others in general . . .

Best wishes from the Antipodes,

Richard Howarth

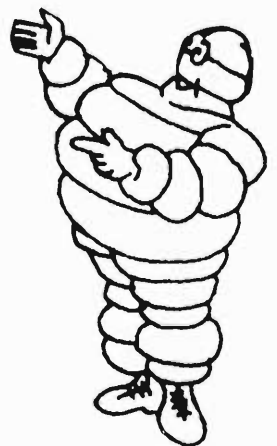
Dear Sir,

ERL 252 – “Where are you now you black beauty?”

I learned to drive in the late 1940s on the family Citroën Light 15 or was it a 12? Dad used to say to admirers of the gleaming car that Citroën's sales gimmick was to offer a new car to anyone that could overturn a Light 15 going round any corner at any speed. It was supposed to be almost impossible to achieve this feat because of the centre of gravity being on or below the road level. Learn to drive, I did and passed my test in Preston on a Saturday morning against ALL ODDS since that day, coincided with the local derby between Preston N.E. with Tom Finney and Bill Shankly in the team and Blackburn Rovers. Needless to say the examiner was a Preston supporter and we argued quite a bit. I wonder if any reader has owned that car since and whether it has survived to this day? I would so much like to know.

Yours faithfully,
Geoff Taylor, 9 Gib Lane, Blackburn, Lancs.

Please write to Geoff direct if you have any information. Ed.



Classified

All your coachwork requirements. Floorpans to original spec – as in Arch – V section underfloor stringers; small boot rear skirts – Light & Big 15 available.

Collection & delivery of your car arranged. Andy Fenwick (TOC member). Please note now at new premises: Heddington Coachworks, Heddington, Chippenham, Wilts. Tel: 0380 850198.

Wanted: To assist with restoration of recently acquired 1950 Big 6 (Slough); Spare Parts Catalogue and Owners Handbook. I would also be interested in hearing from anyone who may have surplus parts for sale, in particular engine, gearbox and transmission parts. Specific parts required include exhaust manifold, rocker shaft, oil level indicator float and assembly, first gear, front brake drum, bolt-on hubcap and bolts (2), interior mirror, bracket between bottom of radiator and grill. Richard Howarth, 184 Huxley Street, Christchurch 2, NEW ZEALAND.

Wanted: For 1954 Slough Light Fifteen: interior windscreen surround moulding, jack, starting handle and other original tools. One spare wheel. R. Groves, Bankura Lodge, Ludham, Great Yarmouth, Norfolk. Tel: 0692 81374.

Wanted: For Slough Big 15, dashboard (square instruments). Four **Good** condition doors. Also curly front bumper, any condition Light Fifteen to swap. Laurie, tel: evenings 01-385 3837.

For Sale: Partially rebuilt Slough Light Fifteen plus many useful spares, £500. Doug Hayes, 28 Rectory Close, Essendon, Hatfield, Herts. Tel: Hatfield 61348 evenings.

For Sale: Period roof-rack. Adjustable – fits Big Fifteen and probably Light Fifteen, £18. Steve Hedinger, tel: Windsor 5296.

Wanted: Towbar for Onze Normale.

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

Technical Tips

Tip from John Stuart:

Loctite 414 makes an invisible mend to neoprene – about £15, and comes complete with spray cleaning preparation. (*Forgive my ignorance, but can someone tell me what is made of neoprene on tractions? Ed.*)

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.

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 £25 and separate postal order for £1.75 for postage. Cheque payable to the TOC, postal order payable to Graham Brice, 46 Mayfair Avenue, Loose, Maidstone, Kent. Please enclose a SAE for return of your deposit.

For Sale: Brand-new Small Boot Door, Part No. 802447 in factory primer – offers? Curvy period English roof-rack in good condition £15.00. John Gillard, tel: 01 928 6613 (working hours).

For Sale: Brand-new Big Boot, Part No. 803548, in primer. Offers over £40.00. Replies to TOC on printed order form please.

For Sale: Light Fifteen Workshop Manual – text and illustrations £15, Spares Catalogue £15, not including postage. Both are in good condition. Contact Dr. Pereira, 3 Ducks Walk, Twickenham, Middx. Tel: 01-892 4511.

SPARES SCHEME: When ordering spares please send remittance with order, using current spares list prices. Any extra will be invoiced at time of despatch of your order.

CLUB SHOP PRICE LIST

Back Nos. of Floating Power

(Subject to availability)

1 copy	£2.00 plus postage
2 – 19 copies	£1.50 each plus postage
10 or more	£1.25 each plus postage

Posters

Les Tractions	£2.00 plus postage
Traction Avant	£1.25 plus postage
Sepia photograph of Dr. Buckley's Light 15	£1.50 plus postage

(Hurry – not many left.)

Tee-Shirts

'Amaze Your Friends – Drive Traction Avant' (white, blue, yellow or red) £2.50 each plus postage.

Metal Car Badge

blue/white chrome finish £7.50 plus postage

Button Badges

2" diameter TOC logo on yellow and Floating Power emblem on white 50p each plus postage

Enamel Brooches

1 1/2" long by 3/4" Light 15 (small boot pre-war).

Enamel with chrome finish dished wheels in three colours. Black (of course), Red & Green £2.00 each or set of the 3 colours £5.00 plus postage

Place your orders with Syd Griffiths, 47 Ingram House, Daling Way, London E3 5NL.

For Sale: Two tractions, one l.h.d. small boot, one r.h.d. big boot. Both are complete but have the dreaded body rot. Offers, preferably for the cars complete, to M. Ayris, 'Bryndale', Rawlings Lane, Seer Green, Bucks. Tel: after 5 pm weekdays, Chalfont St. Giles 4573.

"For Sale: Slough built 1953 RH drive Big 6. Colour Black, de-rusted and in good condition although small amount of finishing spray work still to be done. All re-chromed, new head lining and original interior in good condition. Engine serviced by John Gillard including new drive shafts, new brakes all round and reconditioned radiator. All tyres in good condition, Car MOT'd until April 1983 but if necessary could get new MOT at that stage. Price £2,500. Telephone Jonathon Bennett 01 435 8295 day, 01 794 0757 eve."

EVENTS

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

1983

8th January (Saturday)

London Section Dinner at Les Routiers, Camden Lock. Contact Kathy Hayes if interested.

Watch this space!

WEST MIDLANDS SECTION MEETINGS

Organiser: Simon Saint, Snig's End, Danes Green, Worcester.
All meetings start at 8 p.m.

27th January 1983

Pub Meeting – Plough Inn, Longdon, Worcs. On B4211 near Upton-upon-Severn.

31st March 1983

Pub Meeting – Chequers Inn, Cutnall Green, Worcs. On A442 near Droitwich.

