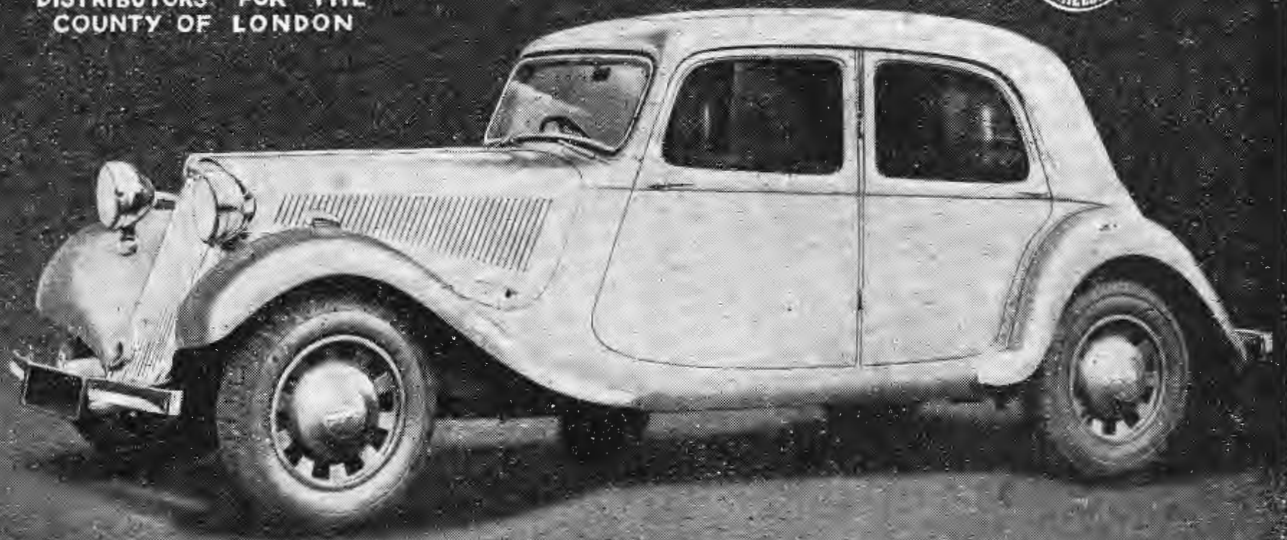




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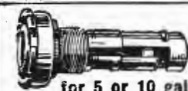
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# Floating Powers

Volume Eight Number Two

May, Nineteen Hundred and Eighty-Three

The last issue was the first of a new volume, and a 'new look'. If you have not yet sent in your renewals and questionnaire, you could also include your comments, if any, on the magazine. The only detailed, recent remarks I have, come from an overseas member and are printed in the correspondence section of this issue. I hope this will result in some discussion. On the subject of renewals, please send them in soon if you have not already done so; otherwise this is the last magazine you will receive.

Two comments arising from the last issue: the article from the *Motor* should have been properly credited to the *Motor* magazine whose Editor very kindly allowed us to reprint the article by D.B. Tubbs originally published in 1947. Secondly, astute readers may have guessed correctly that the gentleman I met in December and referred to in the January issue of *F.P.* was in fact D.B. Tubbs, but unfortunately there was no time to include a note of this when we obtained the *Motor* article. I hope to interview this Traction enthusiast for a future issue. Until then, the *Motor* article is a pretty good advertisement for driving a Traction.

The Club Spares Shop is a much-used and popular club service to members; please note the new arrangements for the Spares Shop mentioned in the Club News section of the magazine.

These arrangements should help members obtain those vital parts without overloading the club officers concerned.

N.H.



# CITROEN

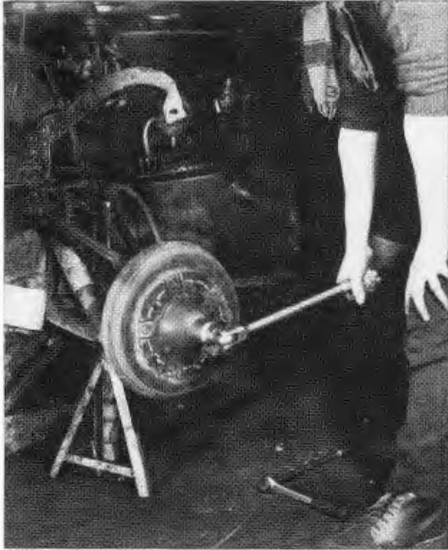
## FRONT WHEEL DRIVE

# WORKSHOP REPAIRS

By John Gillard of *Classic Restorations*

Listed below are the special tools required to enable you to undertake this overhaul, all can be hired from Classic Restorations, price and availability on request.

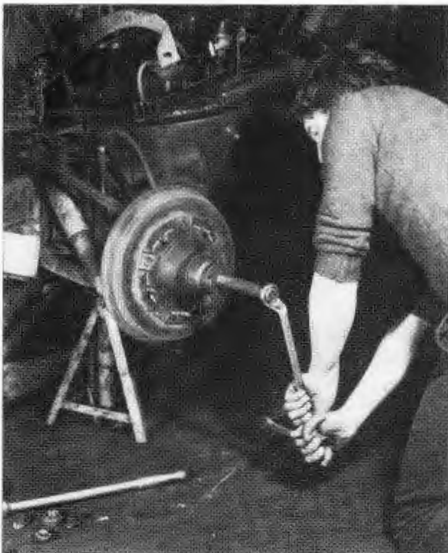
1. Hub nut socket
2. Hub puller
3. Outer bearing puller
4. Bottom nut socket 29mm
5. Bottom ball breaker
6. 26mm top nut socket
7. Top ball breaker
8. Inner bearing nut spanner
9. Inner nut spanner socket
10. Track rod ball joint breaker



1



2



3



4

Driveshaft replacement is the most common exercise to be undertaken on the front end. It is possible to achieve this by simple removal of the hub, outer bearing, inner bearing and breaking the track rod end and bottom ball joint. The hub assembly can then be pivoted upwards on the wishbone to allow driveshaft removal.

The most difficult part of this method is successful removal of the inner bearing nut by satisfactory clamping of the driveshaft,

and subsequent reassembly of the bottom ball joint grease cover which is difficult due to the proximity of the backplate. In the majority of cases, driveshaft replacement accompanies a need for thorough examination of all swivel and suspension components, many of which can be contributory factors in short driveshaft life, especially worn bearings and swivels. Complete dismantling is therefore recommended unless the quality of all components is known.

### 1. Remove outer hub nut

If you have French wheels, remove the wheel first. An English wheel is rather useful for this operation and the next if you have or can get one. With an English wheel, it is advisable to loosen the wheel nuts slightly. Then support some of the weight with a jack. If inner cardans are to be removed, loosen the cardan nuts before jacking. To unscrew the outer nut and when using the hub puller, obviously some means of preventing the hub turning must be found. The ideal solution is to use special tool 1830T – something similar, locking the driveshaft would not be difficult to make in a workshop.

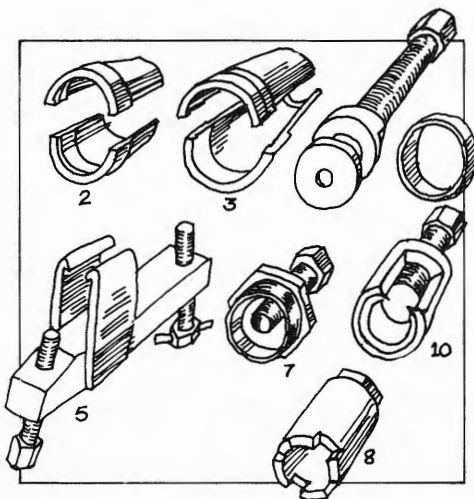
Other methods are: obtain an assistant to apply the footbrake – intermittently when hub-pulling to allow the hub to progress off the taper; taking some of the weight of the car on an English wheel as described above (French wheels even with the bar removed have too small an opening); wedging a stout steel rod across the wheel studs against the ground, but be careful not to rock the axle off the axle stands. Good wide-bearing axle stands should always be used – a jack alone is insufficient for front-end work.

If the correct driveshafts are fitted the outer hub nuts should unscrew anticlockwise on nearside, clockwise on offside, but do have a look at the threads first. On no account use heat as this will distort the drum, and do not jump on or hammer the nut spanner: use a suitable extension or a piece of heavy tube to exert more force. Freeing oil may help. If both driveshafts are to be removed, unscrew both outer hub nuts and break both tapers before removing brake drums completely if you are using the footbrake holding method.

### 2. Draw drum from taper

Position the hub puller underside collet on the ring of the hub and in the groove of the puller body, with the screw in contact with the driveshaft end. Fit the top collet similarly and slide the ring securely over collets next to the hub. Tighten the screw until it becomes free to turn and the drum moves visibly. It can then be pulled clear by hand.

The brakes are now accessible for attention. Also visible is the large central outer bearing retaining nut. Removal of this and subsequent operations will be covered in the next issue of *F.P.*



**Points to look for:**

**Wheel top and bottom play:**

*Swivels (top and bottom ball joints) and wishbone bushing*

**Wheel side to side play:**

*Track rod adjustment; steering rack play*

**Wheel play in all directions:**

*Wheel bearings or hub fit on stub axle (driveshaft) taper. Loose wheel nuts.*

**How to check:**

*Jack axle and support lower link arm with axle stand.*

**Obvious movement of hub assembly in relation to link arm or wishbone:**

*Swivels (top and bottom ball joints) worn out or need shimming.*

**Movement of wishbone in relation to cradle:**

*wishbone bushes worn.*

**Movement of brake drum in relation to backplate:**

*Wheel bearings or taper fit poor.*

**Movement of drum in relation to hubnut:**

*Taper fit poor.*

**Movement of hub assembly to track rod arm:**

*Track rod ball joint worn or in need of adjustment.*

**Additional symptoms**

**Clattering over bumpy roads:**

*Swivel (top and bottom ball joints) play or swivel ovality. Bad swivel shimming or adjustment. Inoperative shock absorbers.*

**Heavy thumping on potholes:**

*Wishbone wear, or inoperative shock absorbers.*

**Pulling to one side:**

*Incorrect wishbone setting.*

**Bad tyre wear:**

*Steering wander and/or bearing play. Incorrect tracking.*

**Clunk on take off:**

*Loose taper, loose inner cardan nuts, ovality of inner cardan holes, badly worn driveshaft.*

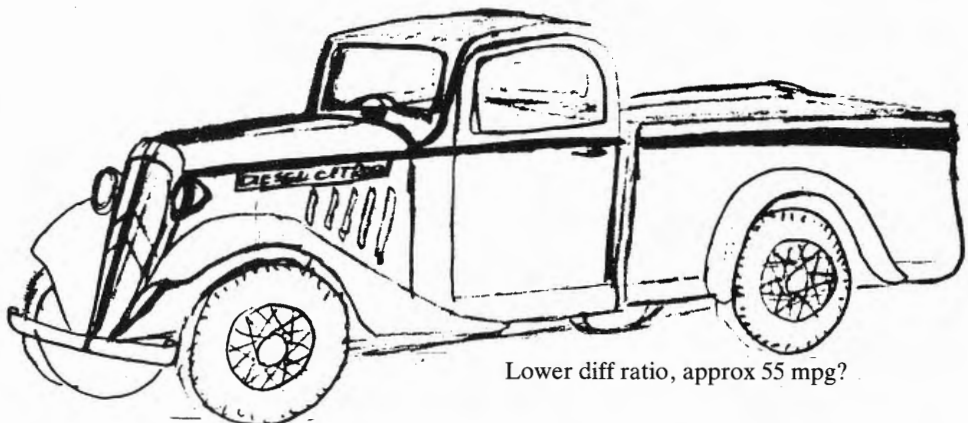
# TRACTION ARRIERE

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

About four years ago, while nearing the end of a phase of diesel enthusiasm (not fanaticism – fanatics have distillate in their veins or at least smell as if they do), and starting a phase of Citroën interest, I was selling some diesel parts. The purchaser noticed a decrepit 2CV in the vicinity and immediately commented that he had seen a pair of old Citroën diesels. I forgot about this comment, thinking that my leg was being pulled (1930's Citroën diesels??) until seeing Mark Navin's articles in *Front Drive*. Six months later, I traced the chap who originally told me about them, but he had lost the name and address of the owner. However, he did describe the location within about a one square mile area. Much slow driving and door knocking later, I still could not locate them by the vague description of the house but luckily, after about another four months, my informant, on returning from the airport, was able to recognise some landmarks and finally produce an address.

The pickup is buried under the odd plank of wood, cardboard box, etc. and no contemporary photos exist. It was originally owned by Moran & Cato grocers until after the war when the present owner acquired it. He used it as a work vehicle for about 20 years, then sold it to a farmer on French Island where it was used as an unregistered farm knockabout for about 14 years. It was then advertised in the *Age* in the mid sixties, recognised and bought back by the owner in a non-running state with copious amounts of rust. This pickup has a stump-pulling diff, which gives it a cruising speed of about 40 knots (70 kph).

Only about 1,000 of these vehicles were made in 1934, and some of their features were not properly developed, for example, ring gear failure was a common problem, caused by using the standard ring gear with 20 : 1 compression and an incredibly heavy flywheel. This problem seems to have been cured by shrinking a second ring gear on the flywheel and packing out the



Lower diff ratio, approx 55 mpg?

The owner of the diesels turned out to be a mature lad of 71. The vehicles are two of a batch of six chassis imported, and consist of an Australian touring bodied car and a pickup (ute with a separate rear body) that had been used for many years by the owner in his business as a diesel mechanic.

The car had been purchased in 1935 when it was about one year old, and had starting problems which were cured as mentioned later. It travelled about 140,000 miles and has been on blocks in a shed for the last 14 years. It is complete, with motor out with bearing trouble, but the hood was left down and it, the side curtains and upholstery are in poor condition. Bodywork is basically rust-free, but is very loose and wobbly due to wood frame shrinkage and rot. The design and construction is very poor. The B pillar is also poorly designed and wobbles about four inches at the top.

The owner, being tall, has put about a three inch strip of wood along the top of the windscreen to increase headroom, imagine how the side curtains now fit.

starter to engage both. Another innovation is hardened liners that do not extend right down the bore but only cover the top section that normally wears the most. However, these liners do wear badly and cannot be rebored by normal methods because of their hardness. Another unusual feature for a car is big end caps held on by four bolts, although the crank (usually 100 mm stroke) is very prone to breakage on the centre journal if the white metal bearing's protests are confused with diesel knock for too long. The other achilles heel of these vehicles is cable brakes.

What of the future? Regrettably the owner has been given the impression that because of their rarity these vehicles are worth an heiresses ransom, so he is not interested in selling them. Even after one heart attack and at 71 years he is a "gunner" in the typical Australian way. He is gunner restore them both, but at present has two other vehicles preceding them – a '49 Vauxhall and a '38 Oldsmobile – and he estimates 2½ to 3 years each to restore them, with the Citroën car last. So we can live in anticipation (?) of seeing a diesel Citroën on the road for some time to come.

Russell Wade

# Club news

Considerable controversy has raged in the columns of *La Vie de L'Auto* on the ethics of a new Traction roadster conversion kit. This is produced by a French firm called Publi-Retro. Leaving aside the ethics, we thought TOC members would be interested in the idea, so Pierre Marchand has kindly translated the following article.

If you have ever dreamed of owning a Traction Cabriolet, now's your chance!

You must first acquire a pre '52 small boot saloon, taking due care to avoid unhealthy sills, or rusted through floor pans, as you need a sound base to work on. The only parts of the body to be kept are: the mudguards, the bonnet, the grille, the door locks, and the boot lid from which the spare wheel support is removed for fitting it later to the kit.

You then attack the body shell with an oxy-acetylene torch and a saw to remove the roof and the rear part of the body . . . The next operation is to very carefully clean and sandblast the remaining parts. This is essential in order to obtain a strong bond between the polyester and the sheet



metal. Having finished that task, you can now start fitting the kit.

The rear part of the body is moulded in one complete piece, the right and left doors (outer and inner panels), the dickey seat lid, and all the special hinges, the complete hood, the windscreen posts, plus the numerous and essential small accessories are all included in this kit,

which can be fitted in one week, and sells for 18,000 Francs. But for those who don't feel up to the task, there are two solutions. You can either have the kit fitted to your saloon at the cost of 28,000 Francs, or you can buy the car ready for the road, with a rebuilt engine, new paint, upholstery, chrome, and tyres for 55,000 Francs.

Any orders?

## The 1983 Classic Car Show

The Committee consider that in view of last year's success, and considering the need to promote our plans for the 1984 Anniversary, the TOC should attend the 1983 Classic Car Show at Brighton this Autumn.

This will only be possible if we can turn to the membership for help in the form of physical effort, as well as support on the day.

It is imperative that we have a nucleus of people prepared to devote some time to assist in the preparation of our stand,

under the guidance of Peter Simper who has agreed to organise and co-ordinate the project.

We must commit ourselves to the exhibition organisers early in June and feel that it would be extremely disappointing if we are later forced to withdraw as a result of inadequate support.

If you can offer help in any way, please contact Peter Simper, Allan Sibley or myself for more information – the sooner the better – meanwhile I look forward to seeing many of you at Stratford-upon-Avon.

**Bernie Shaw**

## Deceptive 'Six'

Dear Nick,

In response to your call for material from the members, I thought that the enclosed photograph might be suitable for publication in a future issue of *F.P.* The man climbing into his Paris built Six is Michael Powell, of Powell and Pressburger film director fame.

This print for some reason has been retouched, fairly expertly in my opinion. The number plate shown as ADC 28 was formerly SXW 28 and the front Michelin X stop pattern has been changed from the old 'SDS'. An unretouched version of this picture was published in a 1956 copy of *Bibendum*, the Michelin house magazine. In that, Mr Powell is quoted as saying that he enjoyed driving his Citroën at 'moderate speeds'.

Incidentally, I am present trying to research into the early days of the Citroën-Michelin link-up. Material is scarce, and what is available seems to be written from the Michelin viewpoint. Reading some of the stuff you would think Michelin invented the Traction!

Ah well, if I get the bones of an article together I'll try and put something down on paper for inclusion in the magazine. Until then . . .

Bien à vous,  
Lawrie Turnbull.



# CORRESPONDENCE

## Technical Tip

A small but troublesome problem – the brake lights on my Paris 11BLD were always worse than even 6v lamps should be – the 18w bulbs I obtained would hardly glow. After checking the wiring I found the switch was rather warm, so I removed it, and connected the two wires – the brake lights lit brightly. Therefore I stripped down the switch – it is held together by two rivets which can be drilled out. Dismantle carefully, as it has a small spring inside, noting the position of the parts. The contact blocks and copper leaf connector were heavily pitted, but when cleaned up gave excellent results. I reassembled using small set screws instead of rivets. **NH**

## Club Shop Rules

The Club Shop is open on the second Saturday of each month (providing that the date doesn't conflict with an advertised TOC event) 11am - 3pm at Arch 124, Cornwall Road, London SE1.

Members must present their Levy Cards at the time of purchasing spares. Members without Levy Cards should send a S.A.E. to the correspondence address quoted below.

Callers are advised to write in advance to the correspondence address to check the availability of stock.

All correspondence should be accompanied by an order form and preferably pre-payment.

### Postal Orders

If you wish to obtain your spare parts before the regular Club Shop day, or if you are unable to collect, then send your order to the address below.

All orders must be pre-paid and on the correct order form. Please allow 7 days for despatch; you will be advised if the items ordered are out of stock.

Despatch will be by second class post, but alternative methods, e.g. Red Star, parcel post or Securicor can be arranged. All additional charges must be paid according to the conditions on the order form. This will include changes in postal/carriage rates, and parts price revisions due to VAT, inflation, or fluctuations in the exchange rate.

### Random Callers

Callers at Arch 124 can be catered for by Classic Restorations, but the normal levy structures will not apply. Prices will reflect individual circumstances, but as a general guide, non-levy prices will be charged to levy members, and 20% extra to non-levy members.

Advance notice of calls would be appreciated either by post, or telephone: 01-928 6613.

All correspondence and orders to Syd Griffiths, 47 Ingram House, Daling Way, Old Ford Road, London E3 5NL.

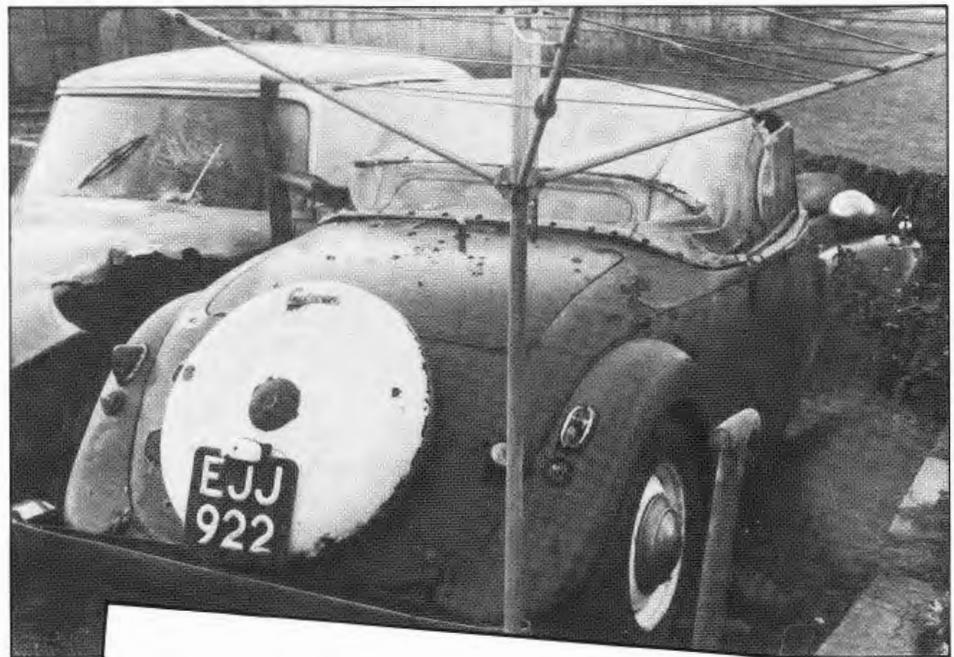
Dear Nick,  
I enclose a photograph of a Roadster, which was taken at Sheffield in December 1978. Although I asked the chap whose yard it was in for details of the owner, and whether it was for sale, he was very reticent, and I foolishly didn't pursue the matter. I was just wondering if any TOC member might recognise the registration number, and be able to provide any details of the car's recent history?

The second item follows on from the letter you reproduced in the January '83 issue of *F.P.* from the D.V.L.C. at Swansea, concerning the granting of a period registration number to imported cars. At the time I imported my Normale,

in September 1980, I contacted several local licensing offices, and Swansea, about a period registration, but no one could help me. In the end I applied to Peterborough, having first spoken to them on the telephone and been given some sort of assurance that they had some numbers to spare. However, back came the forms, complete with 'W' registration!

The moral is clear – once an imported car has been given a current registration mark it is impossible to change it!

Yours, Mick Thurman  
30 Cow Lane  
Fulbourn, Cambridge.



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

Telex 48102

Telephone 0792- 783023

M Thurman Esq  
30 Cow Lane  
Fulbourn  
CAMBRIDGE  
CB1 5HB

Your reference

Our reference  
POLVPS 2/1/06

Date

9 December 1982

Dear Mr Thurman

Thank you for your letter of 26 November concerning your imported Citroën 11B car.

I am afraid the Department is unable to accede to your request for a change of registration mark. We have made exceptions in the past but unfortunately we are not able to continue to do so. Under Regulation 3(3) of the Road Vehicles (Registration and Licensing) Regulations 1971 "the registration mark assigned to a vehicle remains the registration mark of that vehicle until it is broken up, destroyed or sent permanently out of Great Britain. It is therefore a basic requirement of our registration system that once a mark has been allocated it stays with the vehicle throughout its life. The only exception to this rule is when an existing mark is transferred from one vehicle to another. This 'chained transfer' system for which there is statutory provision including a £50.00 fee exists primarily to enable motorists to keep numbers which they may have held for years and put them onto new vehicles. There is however no statutory provision which would allow people to choose to take another mark in the circumstances of your case.

Yours sincerely

*C. H. Thomas*  
MRS C M THOMAS  
Policy (Vehicles) Branch

Dear Sir,

I would like you to publish this letter for me in its entirety, the message is in the letter itself, and I need explain nothing further.

I have been a member of TOC from the very beginning, and I have issue one, Vol.1 No.1 of *Floating Power* of 1976. I am precisising this because I feel that the Club's magazine has deteriorated so much that someone had to write in and say so even though it might be more than clear to all. Apart from positive things like the excellent photography and the spare parts scheme, this publication has become useless except to idle readers. In a recent issue the editor has said that even though nothing new was achieved, no letters of complaint have been received pointing out any major omission or snag – indirect speech –

What is very essential in a magazine or publication of this sort? As this club deals mainly with Tractions, and myself being a technical contributor to some local magazines, I see it essential that more technical stuff should find its way into the publication as has been the case in the past. Issue 1 gave very interesting clear and precise drawings about tools used in the repair of Tractions, issue 2 did much the same and so did issue 3.

Issue 4 gave a complete chassis/type identification chart which must have been very useful to those who have it. Other technical matters followed like exploded gearbox diagrams. One illustration showed a relocation of the front shock absorber and so on . . . Technical tips had a separate heading and Vol.2 No.2 detailed adjustment of a crown wheel and pinion meshing. In every issue there was something interesting some issues having twenty four pages (12 leaves). Issues carried a "Tools of the Trade" heading. Then followed a long absence until Vol.5 No.1 detailing some variation on distributor points, the following issue gave the three speed to four speed conversion for the gearbox.

In 1981 some issues became skeleton token issues. The story continues without too much variation until the present issues.

But what is it that all readers/owners would like to see like me in every issue? I am quite sure that I would be expressing the wish of the majority of readers if I said that we all expect to see reprints from the original workshop manuals dealing with every aspect of work on our Tractions. These should be possibly on a pull-out basis, so that when complete, would leave the owners with a complete workshop manual, something we know exists, but few of us will ever get the occasion to set our eyes upon, never mind have handy.

Once there was some mention of colour schemes in a publication I came across, but why does not the club include in *Floating*

*Power* all the colour schemes that were available together with the original paint number and its I.C.I. equivalent number, the type of wheels that went with what model and the colour of these.

One other section could be dedicated to the original manufacturer's use of accessories that were not manufactured by them like shock absorbers, headlamps, instruments, and what makes were these as used on the French and Slough built models. This is the sort of information that the club should publish not only for the perfectionist restorer to help him achieve a higher standard with his or her finished product, but to improve the standard of all Tractions in the club by having them as original and show-worthy as can possibly be.

Am I asking too much? As one of the first members to join the club I have not yet found enough information as to enable me to restore my Traction. Parts and information I managed to get worldwide, particularly from Depanoto, and I am soon sending for some parts from the Club Spares Scheme, but until I find what I want to find in info, I am not going to tackle the restoration of my Traction.

I hope that this letter will not be taken as negative criticism of a positive effort, but that someone will move and give the members what many have always wanted but have never bothered to ask for.

Yours,  
Anton Cuschieri  
(Overseas Member TOC)  
2 Aquarius Flats  
Valley Street  
Mosta, Malta.

---

*I am glad to have some comments on the contents of Floating Power.*

*In reply to Anton Cuschieri I feel the following points need to be made.*

#### 1. Technical Material

There is a limited number of people able and willing to contribute technical material to F.P. and the implication that no technical material has appeared since 1981 is unjustified. Subjects covered in some way have been 15-6 details, carburettors, electrics, headlining replacement, engine mounting, raising compression ratios, tyres and colour schemes. It would be a very considerable task to tabulate all colour schemes for the Traction (and since the club covers them all, rwd models too, to be fair) with modern paint references. If anyone ever manages the job we will publish it.

#### 2. Reprinting the Workshop Manual

I disagree that '... the majority of readers ... expect to see reprints from the original workshop manuals.'

Manuals are not particularly difficult to obtain – *FP* has on many occasions carried advertisements for them, and there is the excellent manual loan service. I believe the last time an overseas member inquired, we were able to locate a suitable manual for him to purchase. Therefore I, and the TOC committee are in broad agreement with this, do not intend to try to reprint the whole of the workshop manuals in *FP*. Just for the Light Fifteen would take years and completely change the magazine – and to be complete would require Sixes and rwd cars to be covered, and the parts catalogues as well.

I believe the majority of members do not want serialised manuals, which they do or can have, access to already. I agree that more articles expanding on the manuals' arid instructions would be useful, and we are trying to include more.

#### 4. Accessories and bought-in items

Someone could write a thesis on this. Many bought-in items change almost yearly, and for some parts, such as air filters, or painted versus chromed headlamp shells (Slough) in the early post-war period it is now probably impossible to say exactly which chassis numbers were fitted with what, as due to service and supply difficulties cars undoubtedly left the Slough factory differing in some way from the official specification. However, there is a vast amount of knowledge in the club as a whole which can certainly be tapped on specific questions, but not surprisingly no-one has time to gather and tabulate it all.

#### 5. Concours Restoration

Not every member is primarily interested in having their car 'as original and show worthy as can possibly be'. Mr Cuschieri might be surprised how many members there are who, while respecting originality and appearance, have as their main aim maintaining their Tractions as eminently practical and enjoyable everyday transport.

#### 6. Restoration Information

I find it hard to believe one could not get enough information to restore a Traction. Even restoration of a rare Slough 7A has been commenced in England; if the owner waited for all the information it would never be restored. I say this because these early cars (and this is one of the very first) were in the nature of prototypes, differing among themselves, and today constituting the subject of lively discussion which shows no sign of reaching a definite end. *Ed.*



# DIARY DATES

## WEST MIDLANDS SECTION MEETINGS All Pub meetings start at 8pm.

Organiser: Simon Saint,  
Snig's End,  
Danes Green,  
Claines,  
Worcester,  
Telephone: Worcester 54961.

**15th September**  
The Fleece Inn,  
Bretfortan, Near Evesham.

## LONDON SECTION MEETINGS All Pub meetings start at 8pm.

Organiser: Allan Sibley,  
174c St Anns Road,  
Tottenham,  
London N15 5RP,  
Telephone: 01-809 0397.

**26th July**  
Sun Inn,  
Church Road,  
Barnes Common,  
Barnes, SW13.

**30th August**  
George Inn,  
77 Borough High Street,  
Borough, SE1.

**27th September**  
Ye Old Wrestlers,  
North Road,  
Highgate, N6.

## CLUB SHOP AND SATURDAY MEETINGS Second Saturday in each month 11am to 3pm.

Arch 124,  
Cornwall Road,  
Waterloo, London SE1.

If you have an article or photographs that you think would be of interest to fellow TOC members, or if you have any suggestions for the magazine, please drop me a line.

If you do send photographs can you please write the captions on the back, and your name and address if you wish them to be returned.

NH

## TRACTION OWNERS CLUB TREASURE HUNT



**Sunday 7th August 1983**

Dear David,

It is now a long time since I have written to you, and the years are passing by so fast . . .

Well anyway, the reason I am writing today is that I am preparing a book on the Traction which will be published in March '84, for the fiftieth anniversary of that such famous car. So I need the help of the British fellow enthusiasts, especially for pictures, catalogues and advertisements.

I remember also that it was possible to obtain the selection of the beautiful pictures showing Tractions in rallies, that you used for the *Floating Power* covers.

I think they came from the Archives of the Beaulieu Museum?

Can you tell me how to have those and the price, and I will send the money at once!

Thank you so very much for your help and I am looking forward in receiving news from you.

With my best wishes,  
Oliver de Serres  
Bellecour  
Poce Sur Cisse  
37400 Amboise France.

*I am writing to Oliver de Serres, but please would members having material they think he would be interested in contact him direct. Ed.*

Dear Mr & Mrs Hodgekiss,

It was very good to receive your recent letter. I hope to travel to the U.K. in the next year or so, and hope to do so when a TOC event is to be held. You probably can not imagine how much it would mean to me to be able to be closer by and to participate in club activities. It is of inestimable assistance and encouragement to be able to participate in club events and news vicariously and to have communication with you in the spares scheme.

Since the Traction is my own project and we have no one knowledgeable in the area for mechanical assistance, could someone offer advice to me regarding brake drum removal? We have different types of tools for that specific purpose, but the drums will not budge!

Should anyone from the club be visiting in the Pacific Northwest, anywhere from San Francisco to Seattle, I would welcome a chance to show them our beautiful Oregon country. Telephone 503-896-3290.

Thank you again for your most welcome assistance.

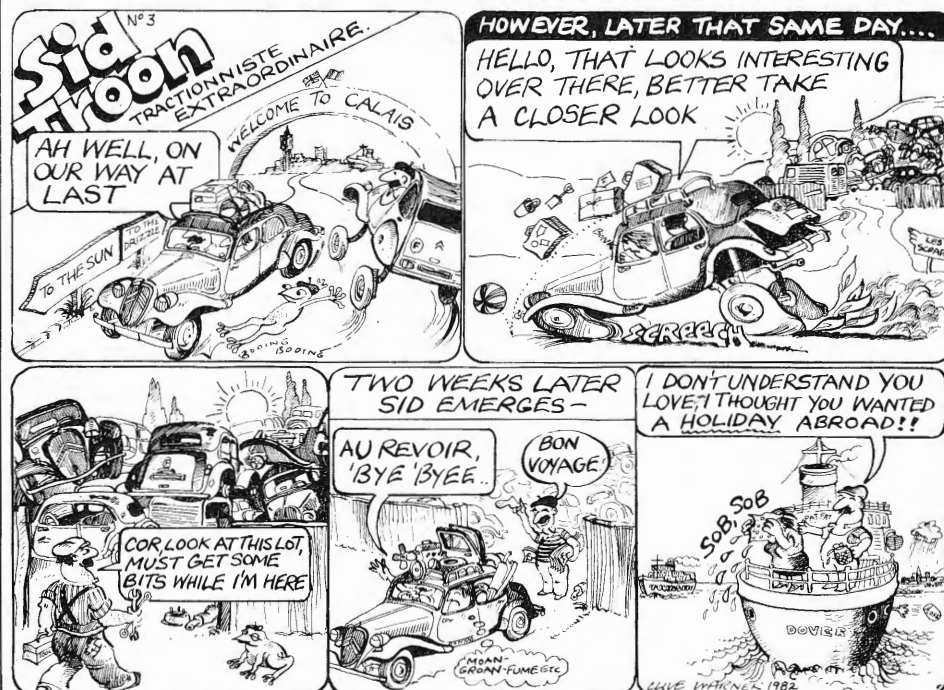
With best wishes  
Joan Lowe

*I have written to Joan on the subject of brake drum removal, but see also the technical article in this issue. Ed.*

Dear Editor,  
Referring to your list of contributories to judder on take-off in reply to Hugh Savage's problem. I should like to add that it has been our experience that worn engine mountings (either front or rear)

have had a major effect, and that replacement of these has often offered a simple cure.

John Gillard  
Classic Restorations.



# EVENTS

## JULY

### 9th and 10th July

#### Pottersbury 3rd Festival of Transport

Wakefield Lodge Estate

Pottersbury

Towcester, Near Milton Keynes

Northants

*For further details:*

35 Meadow View

Pottersbury

Northants

### 9th and 10th July

#### Scottish Transport Extravaganza

Glamis Castle

Angus, Scotland

*For further details:*

Bill Dear

25 Lentlands Road

Forfar

Scotland

Closing date for entries June 1st.

### 9th and 10th July

#### Ardingly Historic Transport Spectacular

The South of England Showground

Ardingly, Near Haywards Heath

Sussex

*For further details:*

2 Ivy Lane, Westergate

Chichester, West Sussex

### 10th July

#### 'Thoroughbred and Classic Cars

#### National Concours'

Knebworth House, Near Stevenage,

Hertfordshire.

*The TOC will have an area to show our cars, so let's make it the biggest show of Pre-1957 Citroëns ever!*

*For further details contact:-*

Kathy Hayes.

### 22nd, 23rd and 24th July

#### 'TOC Rally'

Stratford Race Course,

Stratford-upon-Avon,

Warwickshire.

*For further details contact:-*

Kathy Hayes.

### 24th July

#### The Rotaract Club of Guildford

#### 10th Annual Summer Show

The University of Surrey

*For further details:*

Graham Jenner

46 Belmont Avenue

Guildford, Surrey

## AUGUST

### 7th August

#### TOC Treasure Hunt

Assemble 10am - 10.30am at the car park by the Cutty Sark, Cutty Sark Gardens, off William Walk, Greenwich.

Treasure Hunt, convoy drive and Pub meeting to present Trophy and prizes.

*For further details:*

Allan Sibley

174c St Anns Road

Tottenham, London N15

Telephone 01-809 0397

### 9th, 10th, 11th, 12th and 13th August

#### Rally Alpine Switzerland

*For further details:*

Club Citroën Suisse

34-57 Case Postale 230

CH 1001, Lausanne

Switzerland

### 14th August

#### French Picnic (West Midlands Section)

Meet between 12.30pm and 1.30pm at the

'Live and Let Live' which is situated on

Bringsty Common near Bromyard, and is

signposted from the A44. Please bring your own

food and drink.

### 13th and 14th August

#### 'Yeovil Festival of Transport'

*For further details contact:-*

Chris Dickens,

Telephone: Yeovil 22319

### 15th August

#### Meeting near Cornus, France

*For further details:*

Traction de Nimes

M. Serge Lenoir

Chemin de Fontaurelle

84600 Valreas, France

### 21st August

#### The Brands Hatch Festival of Yesteryear

Brands Hatch Circuit

*For further details:*

2 Ivy Lane, Westergate

Chichester, West Sussex

### 28th August

#### 'Dutch Grand Prix'

Circuit Zandvoort.

### 26th, 27th, 28th and 29th August

#### 'TOC Camping Weekend'

Newbury area.

*For further details contact:-*

Kathy Hayes.

### 29th August

#### Merton Concours d'Elegance

Morden Park

Surrey

*For further details:*

96 Hartfield Road

Wimbledon, SW19

## SEPTEMBER

### 10th and 11th September

#### 'Beaulieu Autojumble'

National Motor Museum,

Beaulieu, Hampshire.

### 17th September

#### 750 Motor Club North Herts Rally

Welwyn Garden City

*For further details:*

A. Martin

49 Rowelfield

Luton, Bedfordshire

### 18th September

#### TSB Veteran and Vintage Car Run

For pre 1940 cars and light commercials

organised by Chester Vintage Enthusiasts Club.

*For further details:*

C. Hughes

33 Farndon Way

Birkenhead, Merseyside

### 17th and 18th September

#### 'Yaarfest' The Dutch Annual Rally

Gelderland

*For further details:*

Traction Avant Nederland

Nico Michon

Hollemarestraat 94

3238 XK, Zwartewaal

Telephone 01887-3927

### 18th September

#### 'TOC French Picnic'

*Venue to be announced.*

*French costume and dress the car!*

### 24th and 25th September

#### Donnington Transport Pageant

Donnington Park

Organized by the Transport Trust and IPC

Transport Press.

### 25th September

#### Meeting in North West Switzerland

*For further details:*

Citroën Traction Avant Club

Postfach 304

CH 8053, Zurich, Switzerland

## OCTOBER

### 26th and 27th October

#### 'Motofair'

Earls Court, London.

### 24th and 25th September

#### 'Donnington Transport Pageant'

The Transport Trust.

*For further details contact:-*

George Reid,

Marylebone Station Office,

London NW1 6JR.

## NOVEMBER

### 4th, 5th and 6th November

#### Classic Car Show

Hotel Metropole

Brighton

Sussex

### 6th November

#### London to Brighton Veteran Car Run

### 23rd November

#### Meeting at Lille, France

*For further details:*

Les Amateurs des Citroën Anciennes

41 Rue Marcel-Sembat 59184

Sainghin en Weppes France

## DECEMBER

### 17th December

#### 'Christmas Dinner'

*Venue to be announced.*

# CLASSIFIED

**For Sale:** 1948 Slough Light Fifteen, Small boot, beautiful paintwork, original colour, black, rust-free body, completely rebuilt front end, suspension, engine, brakes, clutch. Rewired, excellent chromework, perfect interior.  
Telephone: 01-928 6613

**For Sale:** 1954 Paris built Familiale, complete running car, requiring some work.  
Telephone: 01-928 6613

**For Sale:** 1955 Light Fifteen. All suspect metal replaced. Complete sill job (inner and outer), rechromed, first-class paint job. M.O.T. ready to drive away £2,995.00 no offers.  
Andy Fenwick  
Telephone Devizes (0380) 850198.

**For Sale:** 1956 11B Normale, re-chromed, re-upholstered, completely rust-free and original bodywork. Excellent paintwork, car in daily use. Covered 5,000 miles France and Switzerland totally trouble-free. Special touring bootlid. Taxed and M.O.T. tested. £3,250.00 o.n.o.  
Andy Fenwick  
Telephone Devizes (0380) 850198.

**For Sale:** Four 165x400 Michelin-X tyres, brand new £35.00 each.  
Philippe Allison,  
9 Kingfisher Drive,  
Yateley, Camberley, Surrey.  
Telephone: Yateley 878362.

**For Sale:** A very rare mint set of the first issues of *Floating Power* Volume One (1976), nos. 1-6. Also numbers 1, 3, 4 and 5 of Volume Two. Offers invited in the region of £50.00.  
Write: 70 North Street,  
Lewes, East Sussex BN7 2PA.

**Wanted:** Steering wheel for 1952 for Onze Normale. Must be in good condition.  
Mick Thurman,  
30 Cow Lane,  
Fulbourn, Cambridge.  
Telephone: Cambridge 880489.

**For Sale:** 1953 Slough Light Fifteen. Mechanically reconditioned but extensive bodywork required.  
For further details:  
N.A. Hayes  
Telephone: 01-980 4115 (office)  
Roxwell 643 (home).

**For Sale:** 1938 Slough Light Twelve, with special wings as featured in *FP* Volume Seven No. 1. Body totally restored and resprayed period yellow. Re-chromed, suspension and brakes rebuilt, new clutch, and re-wired. Excellent original interior. Used daily.  
£3,750.00.  
Telephone: 01-928 6613.

**For Sale:** 1953 Paris built 11 Commercial. Resprayed Old English white. Re-chromed, brakes and suspension rebuilt. Needs sill attention. £2000.00 as is, or £2250.00 with work completed.  
Telephone: 01-928 6613

**For Sale:** 1954 Slough Light Fifteen, excellent original interior. Sound body. £400.00.  
Telephone: 01-928 6613.

## For Sale: Traction Parts:

Three Slough 'Easiclean' 14 hole wheels  
£10.00 each.

Two slough plain wheels £2.00 each.

Black face speedo, with clock from small boot  
French 15-6 £10.00.

Dashboard and speedo from pre-war Slough  
Light Fifteen.

Radiator grille with rare enamelled badge, and  
front bumper from pre-war Slough Light  
Fifteen, needs chroming £20.00.

Complete but seized pre-war Slough Light  
Fifteen engine. Offers.

Rear 'curly' bumper from small boot French  
15-6 £15.00. Some mechanical parts also  
available, please enquire.

Pair of early post-war Slough alloy spats for  
rear wings, £10.00.

Pair of Axo alloy spats for rear wings, to fit  
Paris built cars £10.00.

One fluted rear spat (OS) £5.00.

11D cylinder head £15.00, ordinary head from  
£5.00 each.

Complete engine gasket set for DS 19 (liner  
and head gaskets proved satisfactory on my  
Traction) £7.50 each.

Bluemels 'Brooklands' spring steering wheel,  
black rim £15.00.

Pair headlamp shells for Light Fifteen £10.00  
Nicholas Hall,  
16, Lymbourn Road,  
Havant, Hants.  
Telephone: Havant 474731.

**For Sale:** 1946 Slough Light Fifteen with  
Webasto sunroof. New vinyl interior and wool  
headlining. Front end and brakes totally rebuilt  
but needs major sill surgery. £500.00.  
Telephone: 01-928 6613.

**Wanted:** Four hub caps to suit pre-war Pilote  
wheels, any condition, cash or exchange.  
Philippe Allison,  
9 Kingfisher Drive,  
Yateley, Camberley, Surrey.  
Telephone: Yateley 878362.

**Wanted:** Any information or spare parts, in any  
condition 'whatsoever' relating to 1934/35  
Traction.  
Telephone: 01-928 6613

**Wanted:** Sunroof panel and runners, dashboard  
(square instruments) for 1953 Big 15.  
Telephone: Laurie on 01-385 3837 evenings, or  
write to:  
Laurie Turnbull,  
191b Munster Road,  
Fulham, London SW6 6DY.

Repairs, servicing, restorations, rewiring and  
parts for Traction Avant from London's only  
specialists.

Classic Restorations,  
Arch 124, Cornwall Road,  
Waterloo, London SE1.  
Telephone: John or Bryn on 01-928 6613.

## Tool & Manual Hire Service:

Front end tools for hire from JG at Club Shop.  
Deposit and hire charges as follows:

|                                    | Deposit | Hire  |
|------------------------------------|---------|-------|
| Front hub and 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.

## CLUB SHOP PRICE LIST

### Back Nos. of Floating Power (Subject to availability)

|              |            |
|--------------|------------|
| 1 copy       | £2.00      |
| 2 - 9 copies | £1.50 each |
| 10 or more   | £1.25 each |

### Posters

|   |       |
|---|-------|
| Les Traction  | £2.00 |
| Traction Avant  | £1.25 |
| Sepia photograph of<br>Dr Buckley's Light Fifteen<br>(Hurry - not many left.) | £1.50 |

### Tee-Shirts

|  |            |
|--|------------|
| 'Amaze Your Friends -<br>Drive Traction Avant'<br>(white, blue, yellow or red) | £2.50 each |
|--|------------|

### Metal Car Badge

|                            |            |
|----------------------------|------------|
| blue/white - chrome finish | £7.50 each |
|----------------------------|------------|

### Button Badges

|  |          |
|--|----------|
| 2" diameter TOC logo on<br>yellow and <i>Floating Power</i> emblem<br>on white | 50p each |
|--|----------|

### Enamel Brooches

|  |                     |
|--|---------------------|
| 1½" long by ¾" Light Fifteen<br>(small boot pre-war).<br>Enamel with chrome finish<br>dished wheels in three colours.<br>Black (of course), Red and Green.<br>Set of the three colours | £2.00 each<br>£5.00 |
|--|---------------------|

### Place your orders with

Syd Griffiths,  
47, Ingram House, Daling Way,  
London E3 5NL.

All prices exclude post and packing

**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.

### FOREIGN MEMBERS:

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

