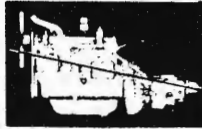


CITROËN

Superiority analysed!



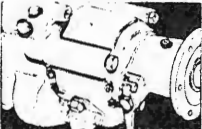
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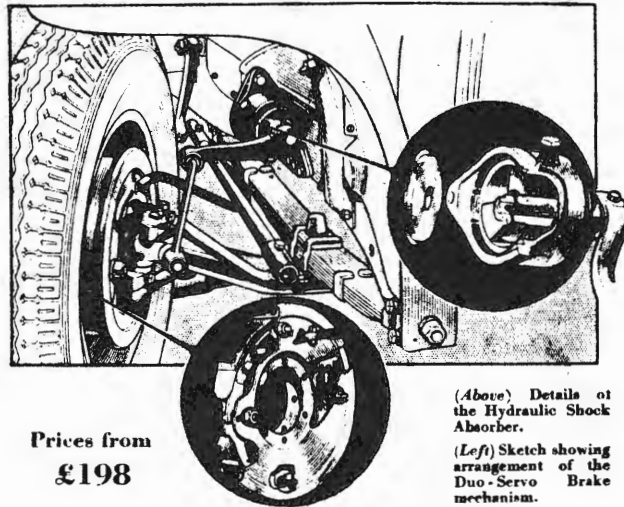
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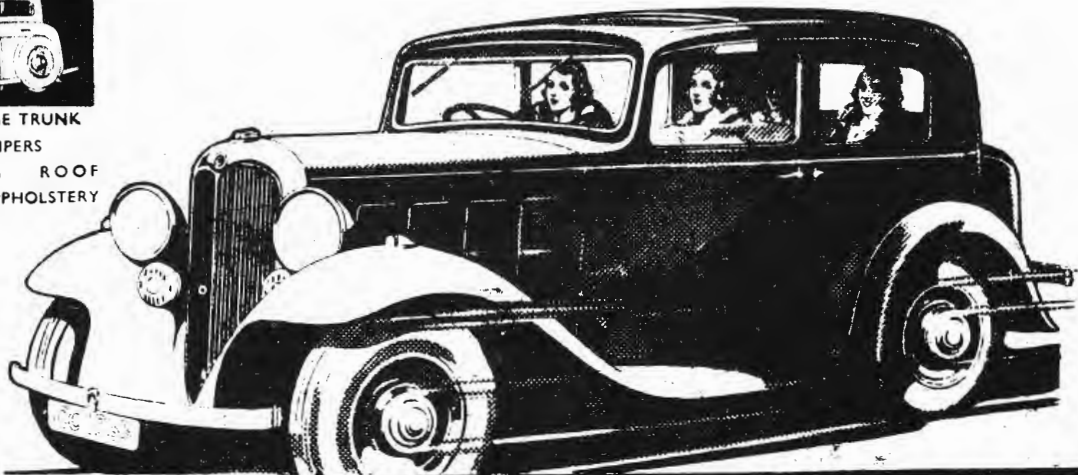
(Above) Details of the Hydraulic Shock Absorber.

(Left) Sketch showing arrangement of the Duo-Servo Brake mechanism.

The shock absorbers fitted to CITROËN cars are hydraulic which is by far the finest type available but they are still further improved by the incorporation of a thermostatic device. With this, the degree of damping is automatically kept constant in all weathers and under all conditions, thereby greatly improving running comfort. The Duo-Servo Brakes are the epitome of efficiency and smoothness, while skidding is practically impossible, however violently the brakes may be applied.

Write for Catalogue No. 19

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Floating Powers

Volume Eight Number Three

July, Nineteen Hundred and Eighty Three

I am proud to say that my traction, although far from perfect to look at, has put in sterling service since its overhaul in 1980. However, the crown-wheel and pinion I put in were not in their first youth, and must have covered many miles – quite a few in fact in the other Light Fifteen they were borrowed from. So I was not entirely surprised when the dreaded knocking started, diagnosed as crown-wheel and pinion trouble. This was in London on a Havant-London-Bath-Havant marathon, but with the help of the Arch and spare box sent up from Havant by rail the car was running again soon. Unfortunately, I have been so busy that MOT time has come and gone without my having time to do the necessary brake overhaul. Nevertheless, I hope to do this soon, and, with luck by 1984 I might have two tractions on the road together.

On the subject of 1984, here follows an outline of events from Allan Sibley: 1984 will be an exciting year for all Citroën enthusiasts – the 50th Anniversary of the Citroën Traction Avant. 1934-1984. A sub-committee has been formed by representatives from the Traction Owners Club, Citroën Car Club, 2CVGB and the 2CV Cross Club to plan the celebrations. Two major events will be organised, the first will be held on Friday 27th April to commemorate the Launch of the Traction Avant: and the second event will be the Combined Citroën Car Clubs Celebration Rally to be held on Friday, Saturday and Sunday 10th, 11th and 12th August at Knebworth in Hertfordshire.

The rally will be the largest gathering of Citroën Cars ever to be seen in the UK, combining the Traction Owners Club, the Citroën Car Club and the 2CVGB Club. Sunday will be a public day including a National 2CV Cross Racing Event, Citroën Car Show, exhibiting all models produced from 1919 Grand Concours d'Elegance, Traction Avant Parade, French Classic Car Show, French Bands and much more. It is vitally important to the success of these activities that as many members as possible join in.

Naturally, our Citroën friends overseas will be organising events. One such event is being organised by La Traction Universelle, Les Amateurs de-Citroën Anciennes, Club Citroën France and the Citroën Company near Paris on the 1st May: they expect a thousand tractions!

Obviously, the events held in Britain require much organising: if you wish to help in any way then please contact Kathy Hayes, Secretary, Traction Owners Club.

Finally, if you have a Traction lying in the garage unrestored why not make 1984 your goal? Let's see 100% turnout of club members and their Citroëns!

Thanks Allan. Hoping to see you all at the Rally.

NH



CITROEN

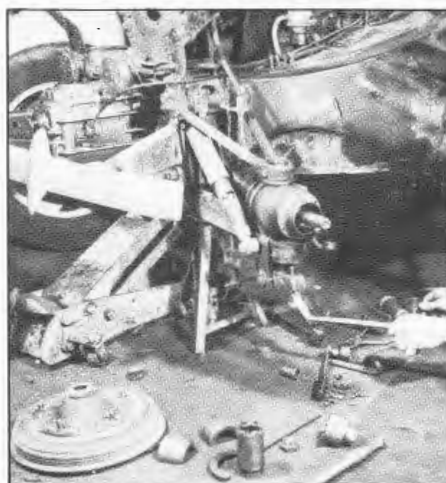
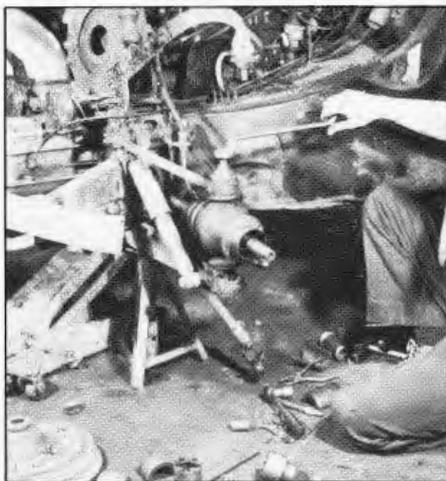
FRONT WHEEL DRIVE

WORKSHOP REPAIRS

By John Gillard of *Classic Restorations*

In the last issue, we removed the hub, allowing you to overhaul or replace the brakes, in this issue we take it a stage further and remove the drum and driveshaft.

1. Remove outer bearing castellated nut. This secured by a locking tab (*conventional thread*). A 'C' spanner is advisable but a brass drift will do. Nick Hall says that by applying the jaws of 24" Stilsons correctly so that one serration grips one castellation, a tight nut can easily be undone without damage.
2. Remove backplate. Turn back locktabs and remove 12mm nuts. The backplate can be lifted clear with hydraulic pipes intact. Suspend carefully out of the way, eg, by wire from wing support.
3. Remove wires securing the swivel boots.
4. Turn back top locknut tabwasher, loosen locknut and remove inner nut.
5. Break the track rod from taper. Remove the nut, 21 or 22mm, apply the breaker or light heat to arm from hub and tap free with a soft drift.
6. Remove top ball joint nut (26mm) and pull out top cup from over the ball joint.
7. Apply the top breaker. Fully unscrew the bolt and thread breaker well into the wishbone. Tighten the bolt to break the ball from the taper.
8. Remove the bottom cover plate (three 12mm bolts), shims and bottom cup of the ball joint.
9. Remove the bottom nut (29mm) after removing the split pins.
10. Position the bottom ball joint breaker with the jaws securely either side of the link arm and adjuster, in the groove of the link arm. Adjust swivel aspect to achieve best alignment of breaker thread to swivel taper and tighten until the ball leaves the taper. Considerable pressure may be necessary on the breaker. If stubborn, leave it under pressure and tap the side of the link arm to assist breaking action by shocks.
11. Undo the cardan nuts completely and remove the hub with the driveshaft complete. Alternatively, remove cardan grease cover and leave inner cardan attached.
12. Fix the driveshaft securely in the bench vice and draw the outer bearing (collet procedure as with hub pulling). Remove the bearing spacer and excess grease.
13. Turn back the locktabs securing the inner nut (several may be in position).



14. Apply the special spanner and secure it with a hub nut. Affix socket spanner and undo according to hub nut direction. As with hubnut, do not hammer but use a suitable heavy tube extension and be prepared for a sudden release when the nut gives.

15. Remove nut and tool and unscrew completely. Remove the shaft from the vice and tap the shaft through the hub with a soft drift. If working over the vice aperture, be ready for the shaft to drop. The inner bearing can then be slid from the hub.

16. Turn back the wishbone locktabs and remove the end nuts. Turn back the locktab situated on castellated nut to rear of front bush. Undo castellated nut (*conventional thread*) with 'C' spanner or drift. Prise out the front bush. This facilitates pin removal by allowing both end nuts to be locked together on the front of pin and speedy removal of pin by ratchet.

If front bush will not come out, turn out by open spanner on central hexagon and tap wishbone towards rear of car to free bush. Undo the two 17mm clamp nuts and thread pin out forwards.

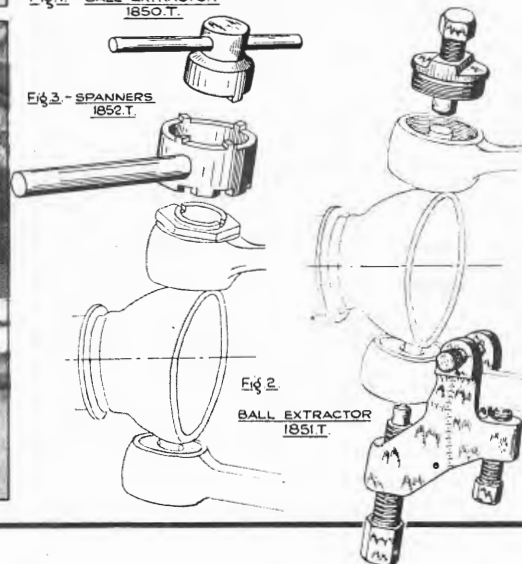
17. Drift out the top cup from wishbone in which it is a press fit and bottom cup from lower link arm.

New wishbone pins and bushes and new ball joints and cups can now be fitted - refurbished or new parts are available from Club Shop. Reassembly will be covered in a future issue.

DISMANTLING UPPER & LOWER SWIVEL

Fig 1 - BALL EXTRACTOR 1850.T.

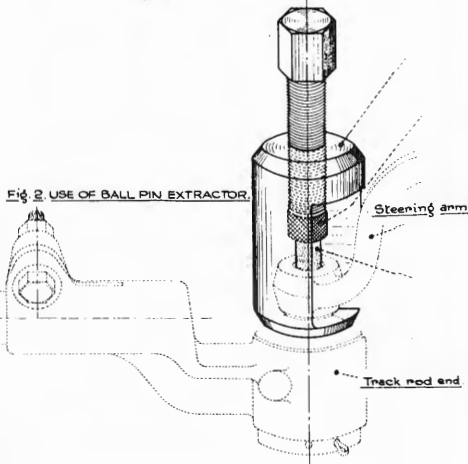
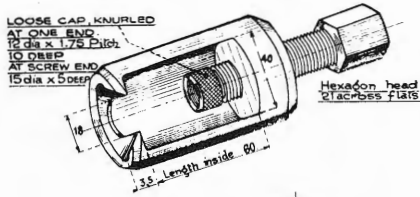
Fig 3 - SPANNERS 1852.T.



— FRONT AXLE —

— EXTRACTION OF BALL PINS —

Fig. 1. BALL PIN EXTRACTOR
1964.T.



IMPORTANT: DO NOT OMIT TO SCREW KNURLED CAP ON BALL PIN THREAD BEFORE PLACING EXTRACTOR. THIS IS TO AVOID DAMAGE TO THREADED END THROUGH PRESSURE OF EXTRACTOR STUD.

Fig. 1. EXTRACTING HUB.

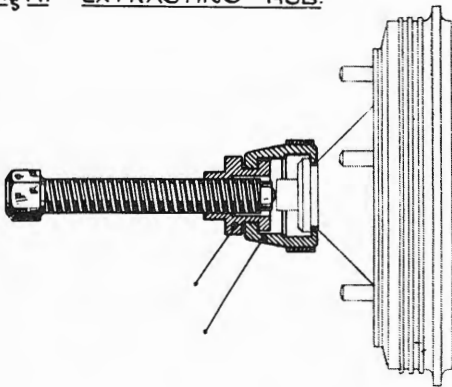
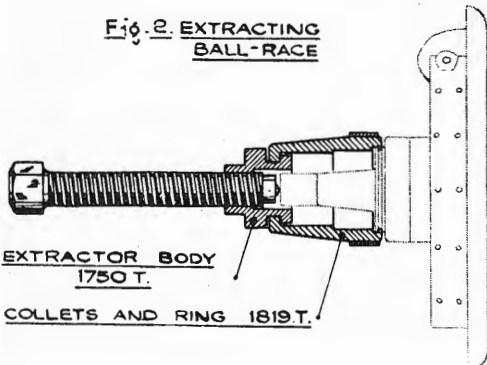


Fig. 2. EXTRACTING BALL-RACE



TRACTION ARRIERE

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

At the end of 1979, I was fortunate enough to spend some six weeks in Marseille, France. It was on the journey home, just a week before Christmas, that I found the C4F Pick-up truck (a converted C4F Saloon). It was lying in a field near the village of La Calmette, near Nîmes. Being short of time, I was unable to enquire about its owner, but made a note of its location.



It was the following September, when I returned to find that the summer tourists (or more correctly, misguided vandals had taken their toll). The wheels, carburetor had been taken, and the radiator destroyed just to obtain the Chevron badge. The doors had been broken to remove windows and other minor damage was evident.

However, it was, at least, still restoreable. A local farmer led me to the owner's house, a Monsieur Montbrun, who agreed to sell the car for French Francs 500. Visiting a local breaker's yard, I managed to secure two doors, radiator surround and four wheels from the ruins of a similar model. My idea was to return home and take a trailer back to recover the car. Due to unforeseen circumstances, this was delayed until the following February, 1981. In the meantime, I had purchased a C41X in England. (More of this in later issue).

My brother and I departed from Newhaven on a Thursday night and stayed in Dieppe overnight. Journeying down through Rouen Chartres, Orléans, Montluçon Clermont Ferrand to Saint Flour, a beautiful small town on the N144, built on a high plateau. We visited a local 'Brocante' on the outskirts of the town on the Saturday morning which usually has various old cars, such as B14, C4, Tractions and others although alas, becoming fewer and fewer.

Saturday brought snow, but as we drove south over the mountains it became very warm. We reached the C4 at lunch-time to find it had been damaged further. However, useful spares were obtained including the engine, gearbox, prop-shaft, wings, steering gear, and many other useful parts.

We stayed over the Sunday in the area visiting the small fishing village, Le Grau De Roi on the Carmargue, before returning home via Depanoto's for some more spares for the C4 and Traction.

It is interesting to note the number of old cars, especially C4's which can be found in this region. Most of these cars originate from the Paris and the industrial Northern areas of France. Just after the Second World War when the major car manufacturers were bringing out new models, it was discovered that the farmers in the South of France in the vineyard areas were urgently needing cheap motorised transport to bring in the grape harvest. Several enterprising Companies bought the surplus old cars which people in the North were abandoning in favour of new Tractions, Peugeot 203's, Renault 750's and converting these into pick-up trucks. The C4 was ideal for the purpose as it was very strong and had a chassis capable of carrying far in excess of its normal body weight.

Many remains of these conversions can still now be found in the South of France; most have been dumped but the odd one can still be seen in use at harvest time.

The idea was to cut the body just rear of the centre pillar to remove the rear half of the body, then, the better ones, used the rear window panel from the discarded rear section and welded to the back of the front section. Then a large metal open box was fitted on to the rear of the chassis, giving a very useful and strong pick-up truck.



A future issue will contain:— Restoring a C41X.

Apology. The article in the last issue of F.P. About Diesel Citroëns was 'borrowed' from the excellent magazine of the Citroën Classic Owners Club of Australia. Unfortunately we did not print an acknowledgement — *mea culpa!* John Couche, president of CCOCA has promised an article for F.P. so I am looking forward to more from 'Down Under'.

Ed.

Club news

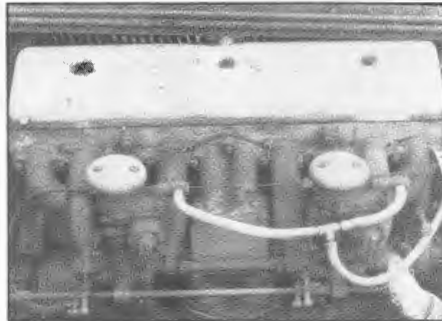


Sporty Six

For those TOC members who have visited the Arch recently, the Slough Small Boot Six will come as no surprise. It's the latest acquisition of Bryn Hughes, and the car has been in residence at the Arch for a number of weeks.

As you see – the wings sport a remarkably well finished set of flaired-in headlamps, which I think is a well executed attempt at restyling.

Will this Six with twin carbs, be one of the fastest Traction's in the Club? And if so



will Bryn be able to restrain himself with such a sporty number?

1983 Number Plates

If you have a Traction (or any vehicle registered before September 1974) which does not have a new-style blue registration document V5 (logbook) and you want to keep the number you must register it with the DVLC at Swansea before 30th November or you will lose the number. Registration is free. This situation may arise with members who have several cars, some of which have been off the road since before the new logbooks came out. Don't worry, send in the old logbook(s) – you can ask for them to be returned – and your old number(s) will be preserved, and of course you will not be asked for a subscription to the Civil Service unless you put the car on the road.

DO IT SOON, otherwise we are going to see a lot of restored English Traction's with modern number plates – which have to be reflective as well as having a letter at the end, hardly improving the look of the car.

THE CLASSIC CAR SHOW

Combined Traction Owners Club and Citroën Car Club Stand

On show:–

- ★ 1950 11 Normale bodysell with engine and gearbox in situ showing front cradle.
- ★ 1954 11 Legère completely restored to immaculate original condition.
- ★ 2CV chassis and body separated.
- ★ 1976 London to Sydney Rally DS.
- ★ Display panels featuring the history of Citroën 1919 to 1957, about the TOC and the 1984 celebratory activities, plus associated club regalia.
- ★ TOC and CCC Club Shops.
- ★ TOC Spares Shop.

SUPPORT YOUR CLUB AT
THE CLASSIC CAR SHOW,
HOTEL METROPOLE, BRIGHTON,
NOVEMBER 4th, 5th and 6th, 1983.

*Volunteers urgently required to help prepare stand. For further details contact:
Peter Simper.
Telephone: 01-891 1093.*

With the fine weather of the last few weeks, the TOC has had a good turnout at the various rallies and events. At Knebworth I heard a rumour that the TOC stand had been nominated as one of the best club stands, was this true? I don't know, but there certainly was a lot of interest shown in the Traction's, and we had a good turnout.

I found it a most enjoyable day and a chance to relax with friends.

Well done to the organisers, it was a good event!

Another success for the TOC was the Summer Rally at Stratford-upon-Avon. What a turnout! – What a Rally! Full credit must be given to the organisers who worked hard to make it so successful. Well done!

We hope to carry a full Rally Article in the next issue of F.P.

So, until then, just a few photos.

SB



An unusual Istanbul registered Light Fifteen. Still from the



from the film 'From Russia With Love' (1963).

Retromobile 83

Like most car enthusiasts I have always wanted to visit the Retromobile in Paris, but never got around to it until this year. The Retro is the premier collectors' Car Show held in the exhibition complex at Port de Versailles.

There were a few car clubs exhibiting but these must have received substantial sponsorship as the standard of presentation for all the exhibits was so incredibly high!

A Saoutchik-bodied Delahaye, Voisin, La Salle and 'half-timbered' Chrysler drophead took a central position and had been chosen on their aesthetic and stylistic merits.

Within the central area were a number of trade stands, most were restoration companies exhibiting the best of their work. One such company displayed a DS Drophead and a Traction Roadster, both had been beautifully restored, while another company displayed a restored Cloverleaf, for which they had supplied the wooden frame and body panels, these are now being produced as kits.

On the day I visited there were only about eight stands in the autojumble, but all seemed to have Citroën spares; I noticed a set of Pilote wheels, wings, grilles, reconditioned

six volt starters and dynamos!

While in France I also visited two car museums, both were extremely interesting and worth a visit. The first, the 'Musée Automobile de L'Abbatiale' at Brionne, has a collection of photos devoted to 'Gordini', and has a display of his cars and engines.

Citroëns comprised of an Ami Giomotor, 15-Six, B14 and Cloverleaf, all in superb condition.

I also visited the 'Musée de L'Automobile' at Châtellerault, which has 120 exhibits dating from 1890 to 1960, most of them are in excellent original condition. Included in this collection were two B14 Sixes, a B2, a Rosalie, C4F, a 15-Six and a M35 prototype. The museum also contains much supporting material – advertising signs, etc – and two-wheelers.

It is interesting to the engineering historian that the high standards developed for weapons production in the nineteenth century were soon applied to the nascent car industry – Hotchkiss and Citroën are the obvious examples. With this connection in mind it seems appropriate that part of the vast, famous but now disused arms factory at Châtellerault now houses such an interesting motor museum.

In fact there are so many motor collections to attract one's interest, my visit seemed too short, but nonetheless, most enjoyable. **AS**

CORRESPONDENCE

Hello!

A good traction-friend of mine, Jean Vincent, sent to me the little folder about your club.

This letter is to tell you a little about what is going on in Denmark, concerning Traction Avant.

Here most tractionists are organised in many different clubs. I can mention: The Danish Veteran Car Club, Svenska Bll-klubben (Sweden), The Danish Citroën Club, Les Citroënistes du Denmark, The Danish Vintage Motor Club.

This is not giving the best conditions for tractionists when it comes to local contact, advertising, spare parts and so on. During the last few years we have seen that the number of tractionists are growing. We estimate that more than 200 cars are still in the country.

So – right now we are four persons working for the foundation of a Danish traction club, which should be a reality in May.

Here in the beginning we don't have much of an economy, but we can still do a lot when it comes to helping our members to keep their cars on the road in good condition. Some of our first jobs will be to make a record of Danish tractions/tractionists and publish it, publish a magazine, arrange meetings, collect books for a library, lend tools to the members and so forth.

We find it very important to co-operate with other clubs, and that is of course the main reason why I write to you. We would like some more information about your club and some general correspondence about the different activities going on.

Last summer we arranged the first traction meeting in Denmark since 1973. Almost fifty cars were gathered on a nice spot in Jutland. Cars came from both Sweden and Holland in large numbers and the meeting was a great experience.

There has been a lot of talking and writing about it ever since, so we have decided to do it again this year. It will take place on August 19th, 20th and 21st.

We very much would like to see a lot of you and your cars there to the first meeting officially arranged by Traction Avant Denmark! Many of us have met Englishmen before, but only few have seen an English traction. As soon as we have some more facts (and perhaps a little feedback from you) I will be most happy indeed to send you further information. What we have now is the dates and the place. So – you will be more than welcome.

Well, that was the 'club and meeting' part. Personally I also would like to hear some more about your club. In my folder there is no indication of the price for membership. I also would like to buy some issues of *Floating Power* and have a list of spare parts and printings available from your club. Being a poor student myself I don't know yet if I can afford to join your club, but when I hear some more about it the question might be if I can afford not to become a member.

When we get started with our club, we can discuss the possibilities of club to club membership – who knows. We have already had good support from the Swedish-club. Even the club 'Les Citroënistes du Danemark' has supported us by sharing their magazine with us. That is a big help in a period where we have to work everything up from the bottom.

So I hope to hear from you soon. I also hope that this letter is the first in a continuing correspondence.

Until then the best wishes and tractionistic regards from

Jens Møller Nicolaisen,
Bækkebo 10,
DK-2860 Søborg,
Denmark.

Dear Nick,

May I, through the pages of 'Floating Power', congratulate the organisers of the Rally at Stratford-Upon-Avon. I'm sure I speak for all when I say we had a smashing time thanks to a lot of hard work done by a few.

I'm looking forward to the next one.
All the best.

Linda Moore.

Dear Maria,

Please pass on congratulations to Clive Warner for his AMAZIN' Sid Troon bit. I've at last managed to flatten a high spot on my

Dear Nick,

Concerning the fine 15-Six seen in Sweden and published in your Vol 7 No 5, I noticed your question about its ownership, and consulted the Svenska Bll Klubben Register (come to think of it I have not seen a TOC register for a very long time . . . nor have I, but its being worked on. ED) when I found the present owner, Thomas Lindström. The register gave the car as a 1954 15-Hydraulique, chassis No 727512, colour pearl grey. I called Thomas and found that HNV 640 is probably the only Hydraulique ever registered in Sweden.

It was sold to the Johnson family, one of Sweden's three most influential, in 1955. They kept it for ten years until a piston was blown and the car was left to be scrapped. Luckily it was not, and Thomas found it in poor condition in 1973. He was, of course, delighted to learn about your magazine and the pictures of his car.

Finally I would like to take this opportunity of sending my best wishes to all my dear friends in the TOC and . . . lots of Tractioning!
Best regards,
Ulf Ottosson

PS. Thomas claims the photos must have been taken in 1975 not 1973. I have been a TOC member since 1979 with one of the rare Slough Light Fifteens in Sweden – picked up in Singapore where I worked from 1976-80.

lawn through rolling over laughing at it.
Bonne continuation.

Yours

Murray Adams



DIARY DATES

Allan Sibley recently acquired a fine set of mounted photographs depicting racing Tractions. Allan contacted G. Rennoldson and within a few days received this letter . . .

Dear Mr Sibley,

I was intrigued to receive your letter largely because I find it incredible that some old photos sold when my business was auctioned, should find their way to Tottenham.

Citroëns came into my life in 1946 when I lived in Berwick-upon-Tweed and was asked to find one for my local solicitor. I found a 1939 Light Fifteen in Edinburgh and became so fascinated that I kept it. This unconventional car so played on the minds of all of us in the engineering business I had at the time that it just had to be stripped down to the last nut and bolt and put together again; by which time we had got inside Andre's head and caught the logic (if unconventional) of the ways he thought out the solutions to engineering and geometrical problems. From then on Citroën became an obsession.

When I bought a garage in Lincolnshire in 1951 the same Light Fifteen (christened Julie by the family) came too, and to my astonishment we became besieged with dissatisfied owners from all over the country. This led to us taking on an Agency and finally the County Distributorship, and I am proud to say that Baitstrand of Kinon, as the business was called, became synonymous with Citroën not only in Britain, but also in France, Holland, Norway and Singapore!

'Mitzi', 1950 Light Fifteen, tuned for 100mph.

My interest in rallying began in the winter of 1952/53 when my sales manager suggested it as a way of proving that FWD really worked. Our first venture was the MCC, using 'Julie' to get the hang of things. In spite of the nightmare of accumulative timing (later banned) and thick fog, we did so well, we 'got the bug'.

We built a slightly modified Light Fifteen called Mitzi which was one of the very few 100mph Citroëns in the world, and tackled the London Rally, Cats Eyes, National Presidential RAC, Fenland and so on, all over the country, from local club to major national events. I once represented Great Britain in a team put together by the London Motor Club against the French and Italians over a full weekend at Anney. Thanks to some brilliant navigators over the years I finished with a cupboard full of silverware.

Of course during this time the DS came along . . . Talk about scared! The British motorist was fascinated by the beast but absolutely terrified of it, so our programme continued, with the intention of proving that the 'Thing' was OK. This I think we did, being the only DS that turned out in all the events possible and being consistently highly placed or the actual winner.

I do not know which photographs you have; if they depict a one-colour Light Fifteen that was Julie, a duo-tone Light Fifteen was Mitzi. The large photos were mostly taken on one of the Fenland Rallies which we won.
Geoff Rennoldson.



LONDON SECTION MEETINGS All Pub meetings start at 8pm.

- 25th October** – Founders Inn, Bankside S.E. 1.
29th November – Prince Albert, 11 Princess Road, N.W. 1.
20th December – Goose & Firkin, Southwark Bridge Road, Southwark S.E. 1.

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

- 27th October** Pub meeting 8pm awards at 'The Road Maker' Gorsley, Nr. Newent, Glos.
24th November 'The Washford Mill' Nr. Studley, Warwickshire. Situated ½ mile north of Studley just off the A435.
16th December David and June Boyd's 'Tanglewood', New End, Astwood Bank, Redditch. Situated on the A441 approx. 4 miles south of Redditch. Please bring a bottle.



1984 Rally Programme

27th April
Traction Owners Club Celebration Dinner.
Exhibition & display of the history of Citroën.
Venue to be announced.

28th April
Convoy of all Pre 1957 Citroëns to France.

1st May
Concentration of Tractions near Paris for festivities.
Approximately 1,000 Tractions expected.
Details: La Traction Universelle,
19 Rue du Banquier, 75013, Paris, France.

10th, 11th, 12th August
The Citroën Car Clubs' Celebration Rally.
Knebworth House, Hertfordshire. Citroën museum, Autojumble, gymkhana, parades, demonstrations, club shops, entertainment, bardeque, Citroën car show, National 2CV Cross Racing, Grande Concourse de Elegance, French Classic Car Show etc, etc.

For further details contact:- Kathy Hayes

EVENTS

SEPTEMBER

10th and 11th September 'Beaulieu Autojumble'

National Motor Museum,
Beaulieu, Hampshire.

11th September

Veteran & Vintage fly-in and drive-in.

Aircraft, motor cars, motorcycles,
stationary engines etc.
Barbecue held on Saturday evening before event.
Popham Air Centre, Nr. Winchester, Hants

For further details:-

Telephone: Dummer 733

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

24th/25th September

JAARFEST

The Dutch Club annual rally Neighbourhood of
Arnhem at the Sports Hotel Papendal.

Saturday: Spare parts market - old & new
'Concours Sportive' and evening dinner/barbeque.

Sunday: Consours.

For further details:-

Jeroen Berntsen, Prinsengracht 116, 2512 CG, S.
Gravenhage, Holland.

Telephone: (070) 892023

Please contact Allan Sibley if you would like to
attend as a convoy can be arranged. Make contact
NOW!!

24th September

NECPWA (Tyneside) Autojumble and Historic Vehicle Display

N.E. Exhibition Centre, Gosforth Park,
Newcastle-upon-Tyne.

For further details:-

Telephone: 091488-3868

24th/25th September

2nd Northern Classic Car Show

Belle Vue Exhibition Halls, Manchester.

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

SUNDAY 2ND OCTOBER FRENCH PICNIC

TOC annual French Picnic, come in French dress
if you can. Bring own food and wine to be pooled.
Crêpe will be served later in the day. Prize for best-
dressed car and occupants. All members welcome
with Traction or without.

Meet at 'The Fox' public house at Coulsdon on
the B2030 off the A3 towards Caterham in Surrey.
After closing time we make our way to John and Jose
Waghorn's at Chaldon for the picnic.

2nd October

Southampton Autojumble

Eastgate Multi Storey Car Park.

For further details:-

Telephone: 0703812270

8th October

Cheltenham Autojumble

Cheltenham Race Course, Glos.

For further details:-

Telephone 021-4773143

23rd October

The Great Dorking Autojumble

For further details:-

Telephone: Reigate 48202

26th and 27th October

'Motofair'

Earls Court, London.

NOVEMBER

6th November

London to Brighton Veteran Car Run

November 4th, 5th and 6th November

Classic Car Show

Metropole,
Brighton,
Sussex.

For further details contact:

Allan Sibley,
174c St. Anns Road,
Tottenham, London N.15.

20th November

Aylesbury Autojumble

Civic Centre.

For further details:-

Telephone: 0280 815182

23rd November

Meeting at Lille, France

For further details:

Les Amateurs des Citroën Anciennes
41 Rue Marcel-Sembat 59184
Sainghin en Weppes France

CLASSIFIED

For Sale: 11BL, 1955. New engine, new paint, new
chrome, nice interior. Offers.

M. Michel Philippe,
199 Boulevard de Bapaume,
Le Coquelicot No 18,
80000 Amiens, France.

For Sale: 1955 Once Legère, only 54,000 km from
new. Excellent original condition throughout.
£2,500.

Vic Vaughn,
23 Heathfield Drive,
Monkton, Heathfield,
Taunton, Somerset.
Telephone: West Monkton (0823) 412534.

For Sale: One perfect Cibié headlamp glass for
postwar Paris Traction. £2.50.

Nicholas Hall,
16 Lymbourn Road,
Havant, Hants.
Telephone (0705) 474731.

For Sale: Front wheel outer bearings (with groove)
for Light Twelve/Fifteen and Big Fifteen. Price £20
per pair includes postage. Now is the time to stock
up whilst available.

Mike Tennant,
49 Hollywell Road,
Mitcheldean,
Gloucestershire GL17 0DL.

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: 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.

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: 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: 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

Andy Fenwick:

Telephone Devizes (0380) 850198.

For Sale: Have you seen the remarkable alloy wheels on Mike Tennant's Light Fifteen, or Allan Sibley's land speed racer? A limited number are about to be cast at about £45.00 each.

If interested contact Andy Fenwick as soon as possible.

Andy Fenwick,
Heddington Coachworks,
Heddington,
Chippenham, Wiltshire.
Telephone: 0380 850198.

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: Four 165x400 Michelin-X tyres, brand new £35.00 each.

Philippe Allison,
9 Kingfisher Drive,
Yateley, Camberley, Surrey.
Telephone: Yateley 878362.

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: For R.H.D. Light Fifteen, gearbox and bellhousing.

Mr. J. H. Doyle,
612 South, Brooksvale Road, Cheshire,
Connecticut, 06410 U.S.A.
Telephone: 203-272-7576.
U.K. contact:
Mr. George Boyadji,
Telephone: Office: 01-451 4449. Home 01-560 8427, who will provide cash payment and arrange shipping.

Wanted: Steering wheel for 1952 for Onze Normale. Must be in good condition.

Mick Thurman,
30 Cow Lane,
Fulbourn, Cambridge.
Telephone: Cambridge 880489.

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.

Wanted: Aluminium rocker cover, must be of French manufacture, either SPEED, RECORD or similar for 1911 engine. Also 4 speed prewar gearbox ERSAs or REDAs, required for AEL Lepelletier St. Phall (featured in *FP*, Vol. 7 No. 5). Racing car being prepared for VSCC events.

Allan Sibley,
174c St. Ann's Road,
Tottenham, London N15 5RP.
Telephone: 01-809 0397.

Wanted: F.P. Vol. 1 No. 3. The only one missing from my first seven volumes. Has anyone a copy they could sell me?

Murray Adams,
60 Bd. des Américains,
44300 Nantes, France.

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)

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10 or more	£1.25 each

Posters

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

Tee-Shirts

'Amaze Your Friends - Drive Traction Avant' (white, blue, yellow or red)	£2.50 each
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Metal Car Badge

blue/white - chrome finish	£7.50 each
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Button Badges

2" diameter TOC logo on yellow and <i>Floating Power</i> emblem on white	50p each
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Enamel Brooches

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

