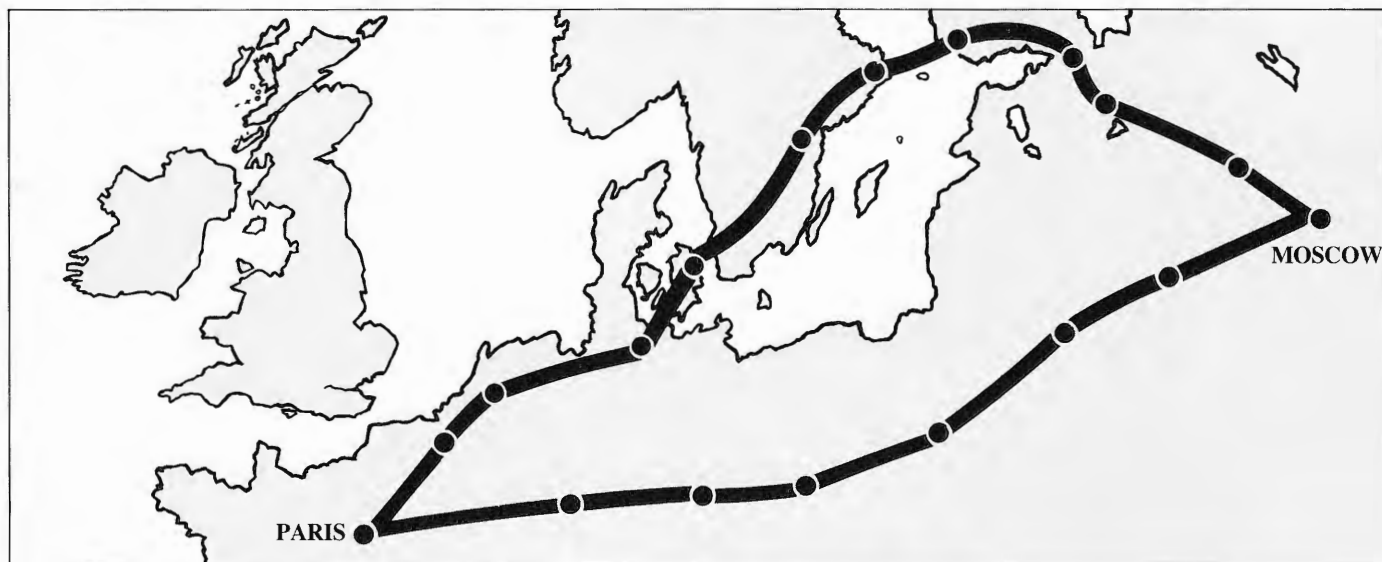




PARIS-MOSCOW-PARIS

19th July to 11th August 1984



In 1934 François Lecot drove an early Traction from Paris to Moscow and back again. Next year Traction Avant Nederland and Citroën Nederland are organising a convoy of Tractions to commemorate this historic drive.

The cars start from Paris on 17th July, the convoy will travel to Brussels, Amsterdam, Hamburg, Puttengarden ferry to Rodyhaven and then to Copenhagen. On 22nd July another ferry crossing from Helsingor to Helsingborg via Linköping to Stockholm, ferry from Nortalje to Turku, and in Finland to Helsinki, from here the cars drive to Leningrad and continue to Novogorod, Kalinin and to Moscow.

The return journey will be via Smolensk, Minsk, Brest in Russia, Warsaw and Wrocław in Poland, Karl Marxstadt in East Germany, Frankfurt in West Germany and Vedun in France, arriving in Paris on 11th August, after completing 7,500 kilometres.

The cars will be split into teams of five cars and will cover about 300 to 350 kilometres per day. Time will be allowed for visiting some of the principal cities, camping will be arranged.

Each participant is expected to carry their own general and Traction tools, the organisers are providing sufficient spares to be distributed among the participants. All vehicles will be subjected to a very close scrutiny for suitability to take part in this event.

At the time of writing a total of 350 Tractions are taking part (70 teams) with examples of all the different models produced between 1936 and 1957.



For entry forms and details contact:

Will de Hek or Peter Wilders,
Frankrijklaan 3,
2034 BB Haarlem, Holland.
Telephone: 023-342563 or 020-138158.

At the 50th Anniversary Rally at Knebworth on 10th, 11th, 12th August 1984 we will receive news of this event when the convoy arrives back in Paris by international radio communications.

Chairman
Bernie Shaw,
Woodside, Wokingham Road,
Roundhill, Bracknell, Berkshire.

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Bounds Green, London N11.

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23, Hamstead Marshall,
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Magazine Design and Artwork

Stephen Bull,
26, Blenheim Road,
Walthamstow, London E17.

ISSN 0265 0630

Printed in England by Acorn Press (Haslemere 53251)
Typeset in England by Thompson Typesetting (01-520 0634)

Floating Power

Volume Eight Number Four November, Nineteen Hundred and Eighty Three

La Vie de l'Auto, the French motoring periodical, has no real comparison in Britain: it covers the whole period of motoring history, unlike our more specialised magazines, its articles are always of a high standard, and its advertisements are numerous, interesting and very well organised by make date and type, with post-1960 cars and motorcycles in separate sections. Trust the French to excel us again, but all the more rewarding to find that they read 'Floating Power', for, in a recent 'La Vie de l'Auto' I was delighted to find reproduced one of Clive Warner's cartoons, complete with French subtitles and, of course, a credit to the TOC.

Those of you who kindly completed the questionnaire sent out earlier this year with the renewal forms may be wondering what has happened to them. Well, firstly many of the opinions expressed have already been noted, secondly, Allan Sibley tells me, the forms are being properly analysed. The results may contribute to discussion at the next AGM - see details in this issue.

Also in the last issue was an important announcement from the 1984 sub-committee concerning possible displays of Tractions in Citroën dealers. I would urge you to consider offering your car if suitable (if it's your only means of transport you could ask for a modern 'swap') because such displays can only improve awareness of the Traction in the motoring world. 1984 is the perfect opportunity to publicise the Traction and to try to ensure it receives its just importance in motoring history.

Then we really shall have 'Chevrons de la Gloire'.

NH.



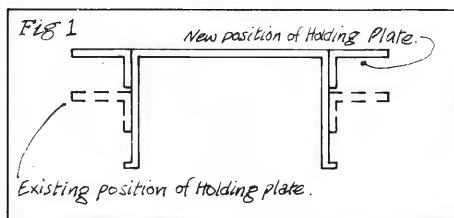
CITROEN

FRONT WHEEL DRIVE WORKSHOP

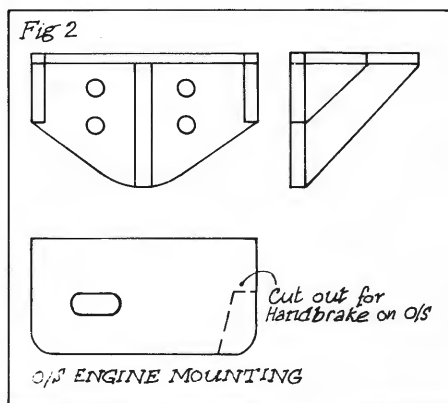
By Roger Williams

The advantages of converting a Light Fifteen/Big Fifteen with an ID19 engine/gearbox unit are better performance and petrol consumption with less gearbox problems. The only snag is getting it in – a Big Fifteen is no problem being over 5" wider in the cradle – without modifying it so much that it can't be restored for use with an original engine/gearbox unit. I did my conversion for a Light Fifteen as follows (some parts are unnecessary for a Big Fifteen):-

1. Change ID19 engine mounting brackets and timing chain cover for Light Fifteen or Big Fifteen ones.
2. Grind off holding plate (Fig 1) for rear rubber mounting block and weld flush with back

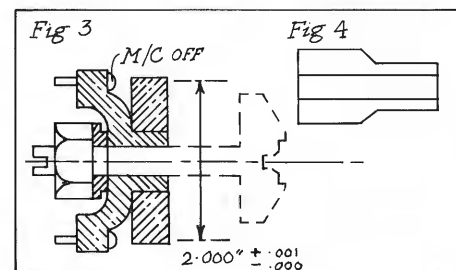


3. New engine mounts had to be made (Fig 2). The bolts holding the original mountings are welded to the mountings and need grinding off. Note the cut-out on the offside mounting to allow clearance for the handbrake lever.



4. Shrink onto differential output flanges steel ring and machine down to 2" diameter whilst mounted between centres on satellite wheel shafts (Fig 3). At the same time machine down stud heads.

5. Machine bush (phosphor bronze or steel) for fitting Light Fifteen satellite wheel shaft through ID19 crown wheel (Fig 4). Retain and mark spacing washers, the crown wheel side can be used again and will give the correct meshing clearance with the pinion but the other side depends on the size of the Light Fifteen differential casing and it is almost certain a new spacing washer will have to be machined. When checking the size of this do not forget the thickness of the sealing gasket. This goes for the crown wheel side, if you have to make a new gasket it must be the same thickness as the one which came off.

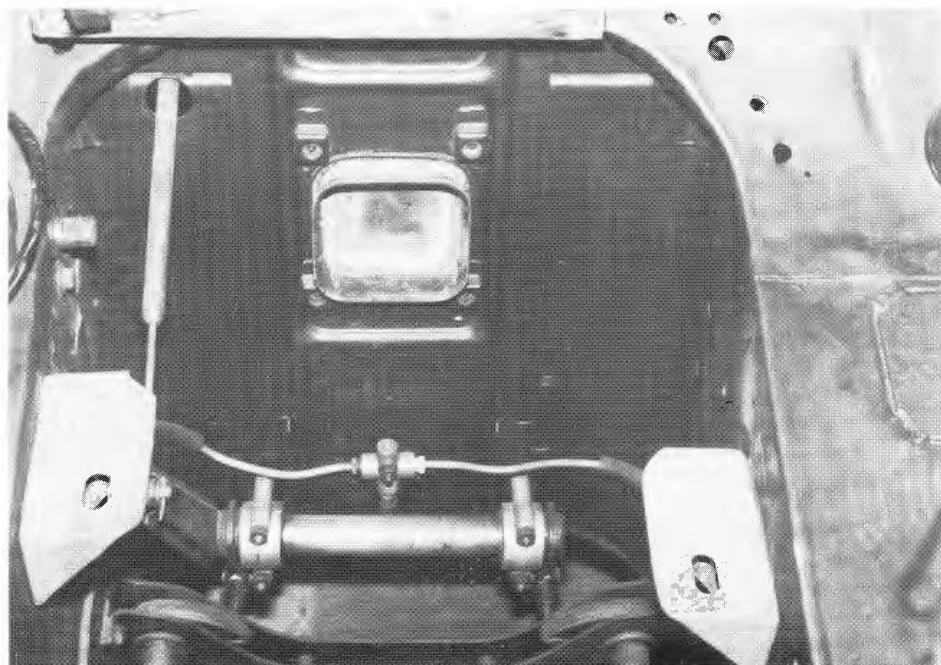


6. Cut off tube casting supporting ID19 discs as close to gearbox flange as possible and machine recess for oil seal and clearance for skimmed down stud heads of output drive flange. (I machined down a lump of alloy to the inside dia. of tube casting, approx. 75mm, and clamped the casting on it and bored out the recess for the oil seal – NB, check both tube bores as one of mine was a few thou. larger than the other so do the larger diameter one first). Press in oil seal (Payen 3" x 2" x 1/2") – (Fig 5). The bottom of the flange has to be filled to clear the cradle on a Light Fifteen. The 9mm bolts holding the flange to the gearbox are best changed to 3/8" BSF socket head allen screws or hex head bolts except for the bottom two which can be either cheese head or countersunk head allen screws – they also have to be recessed just below the filed section to clear the cradle.



Plate made up to blank off hole in block for the ID pressure pump. A flat plate without the boss shown here will do. Use a gasket.

7. Machine a blanking plate for the pressure pump hole in the block – (Fig 2).



Preparing the engine bay: extended rear engine mount and side steady mountings.

Fig 5

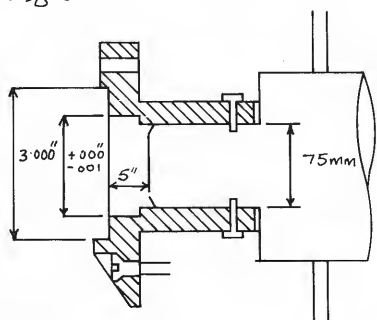
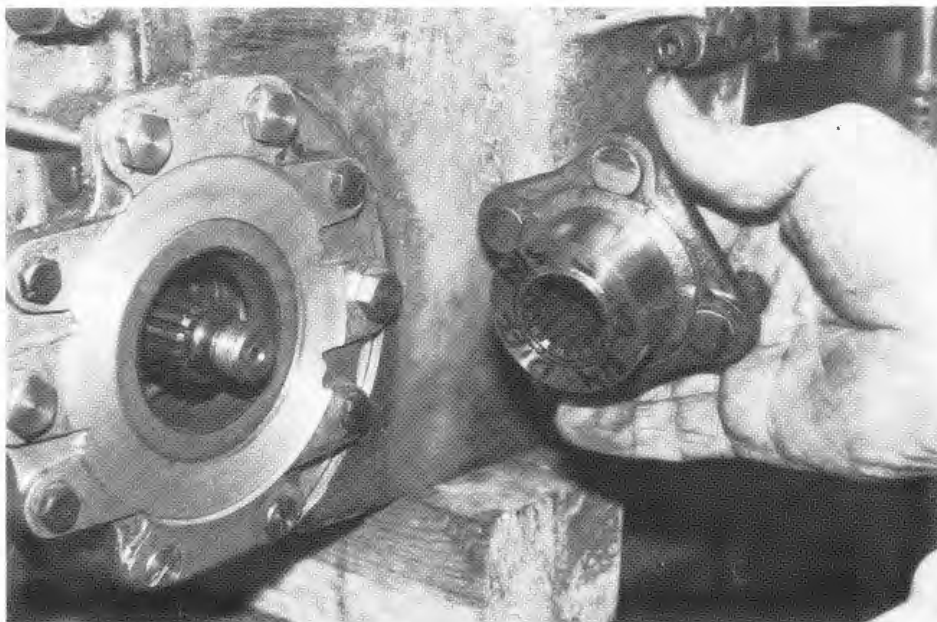
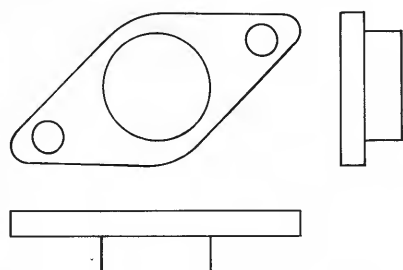


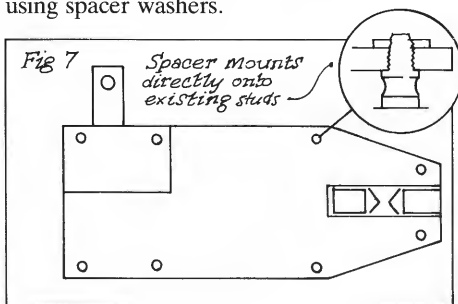
Fig 6



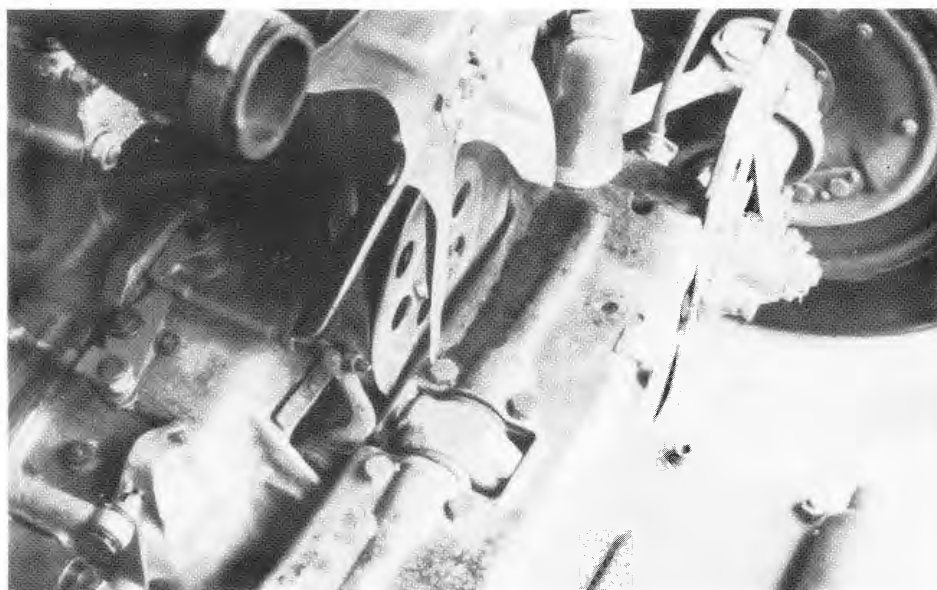
Traction gearbox output flange adapted by shrinking on a ring machined to 2" o.d. The ID gearbox (left) has already had the disc brake mounting machined off and oil seal fitted. Note countersunk set screws to give clearance at bottom for cradle.

8. Because of the very limited space between the bell housing, the cradle crossmember, the waterpump and radiator, the original ID19 pulleys would not fit and were changed for Light Fifteen ones. The critical clearance is between the camshaft pulley and the nut on the clutch lever pivot shaft and the back of the pulley boss is machined away to make this a minimum – say $\frac{1}{32}$ ". Machine down the boss on the inside of the fan/water pump pulley to line up with the camshaft pulley (Fig 4). There is a strengthening rib on the water pump casting that now fouls the pulley and has to be filed to give a running clearance. The Light Fifteen dynamo is also used and new support brackets and tension bars have to be made up. Dimensions cannot be given as it depends on how much clearance the camshaft pulley is given.

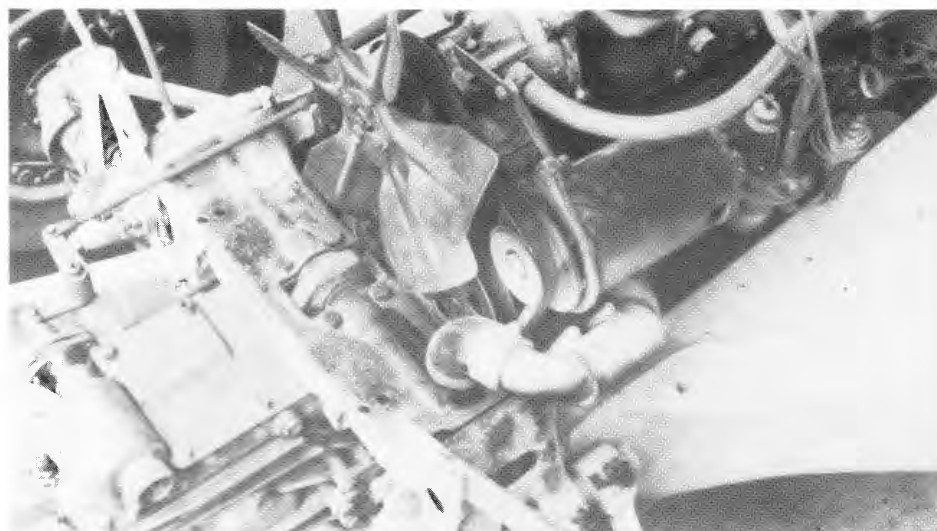
9. Fabricate the gearbox top plate as shown in (Fig 7) and fit to gearbox – NB, inside of top plate to be levelled up to top of front bolts using spacer washers.



10. When trying to fit the crossmember to the gearbox top plate you will see that it has to be modified to clear the camshaft pulley and the clutch lever. (I think there is enough clearance in the Big Fifteen for the camshaft pulley). Weld bar/plate onto inside of crossmember and cut/grind away the crossmember itself to give the necessary clearance.



Camshaft pulley and fanbelt from Traction are used. Some dismantling is necessary to change a fanbelt. The original crossmember is altered slightly to clear the clutch operating mechanism and new radiator mounting holes are drilled further forward.



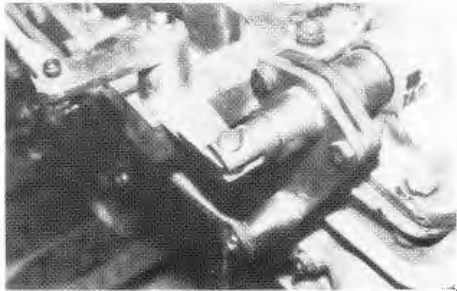
New top plate for gearbox, showing linkage for 'across the gate' movement.

11.

The connection from the bottom of the radiator to the bottom of the water pump does present problems because the water pump on the ID19 engine is offset to the nearside and results in $\frac{3}{4}$ " having to be taken off the tips of the fan blades to clear the bottom hose. The hose has to be made up of three 90° and one 45° bends to miss the fan and get under the dynamo. See photo.

12.

A new clutch control rod and crank lever had to be made and care has to be taken to miss the handbrake lever, offside engine mounting and starter motor securing bolt. The carburettor is on the opposite side of the engine to the Light Fifteen and requires a new linkage

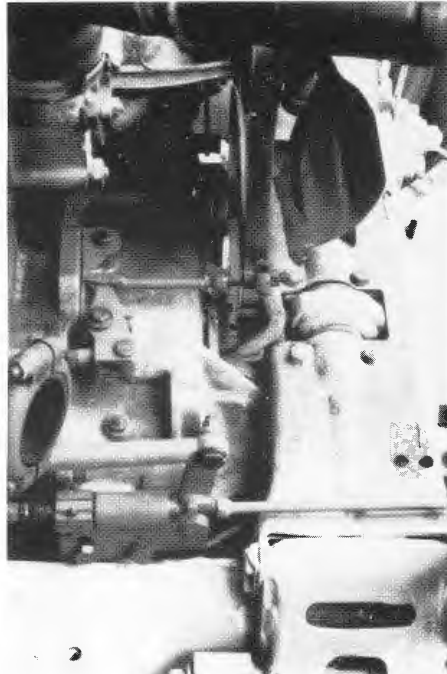


Detail of gearchange linkage: 'across the gate' linkage above, 'back and forward' movement below.

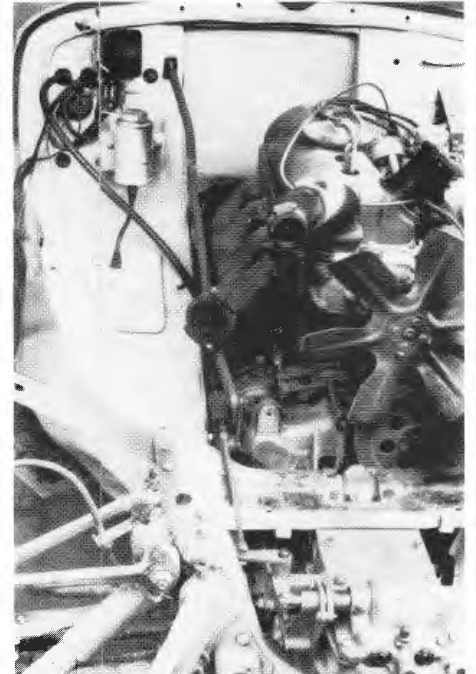
13.

The car is now ready to run apart from the gearchange which requires the seemingly complicated mechanism shown in.

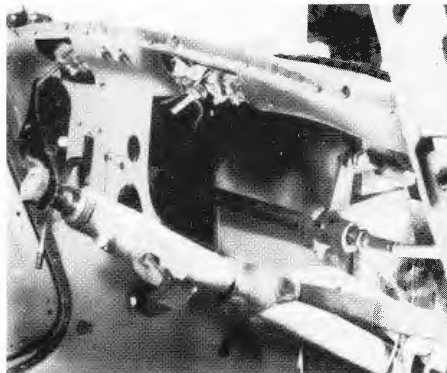
In fact it works well, being positive and only occupying the same space through the dashboard for five gears as the Light Fifteen does for four. I used the cable and control lever mechanism for an original ID19 gearchange but if these are not available similar parts can be made up or cannibalised to suit.



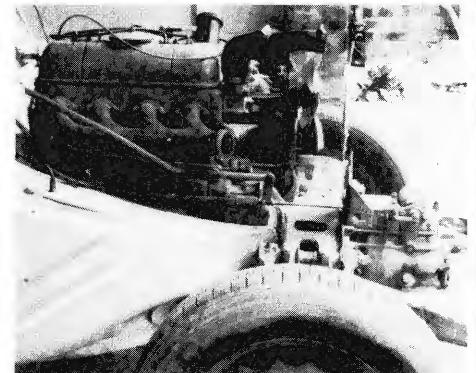
Fabricated gear linkage at junction with original ID rod and cable system. Behind is the clutch operation mechanism.



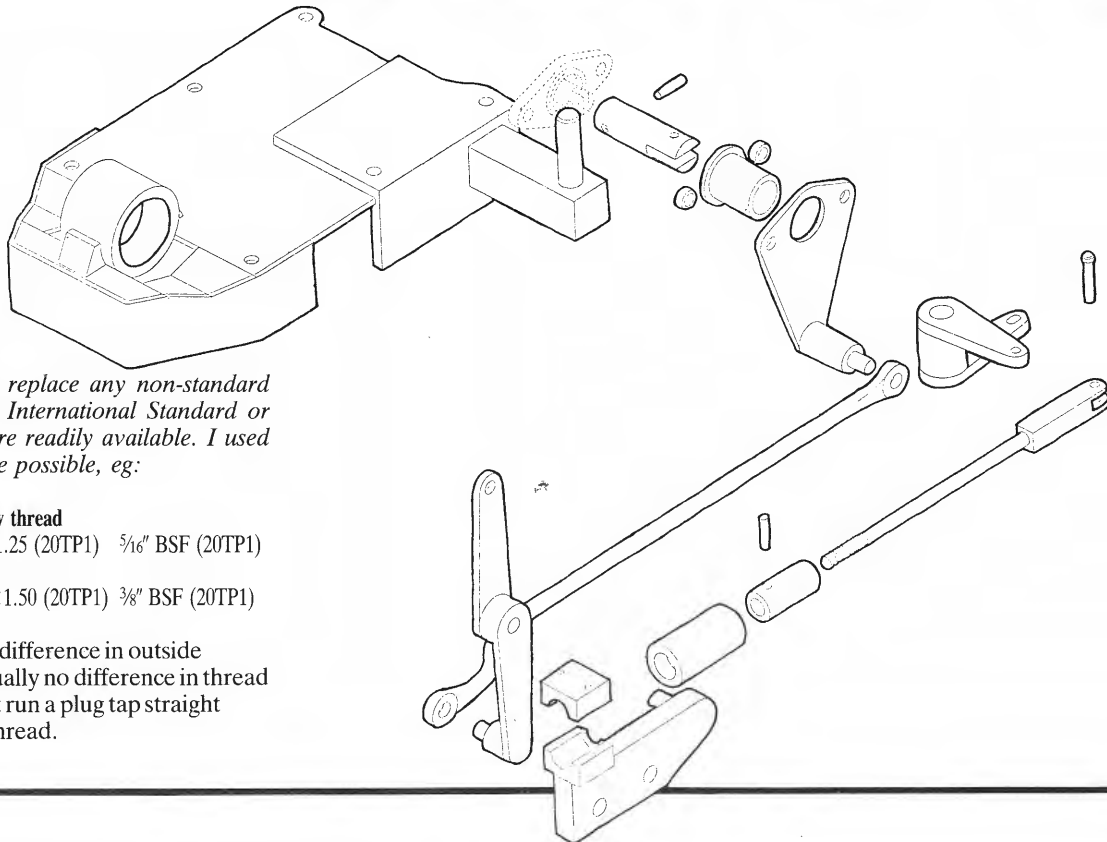
General view showing new linkages. The ID cable runs in a curve to go through bulkhead near voltage regulator.



Inside of car to show fitting of ID gearchange mechanism complete, but across car.



General view of installation.



* Where possible replace any non-standard studs, bolts, with International Standard or those that are more readily available. I used allen screws where possible, eg:

Existing	New thread
7x1.0 (25TP1)	8x1.25 (20TP1) $\frac{5}{16}$ " BSF (20TP1)
9x1.25 (20TP1)	10x1.50 (20TP1) $\frac{3}{8}$ " BSF (20TP1)

There is only 0.020" difference in outside diameter and virtually no difference in thread pitch/pattern. Just run a plug tap straight through existing thread.



The day began at 10.30 with a fine array of cars parked in front of the Cutty Sark, Greenwich. There were eight cars in all, seven Tractions and the Brice's Ranalagh Tourer.

Club members seemed a little bemused as they talked among themselves at the reaction of the tourists, who had come to see London sights but were naturally more interested in what was going on with our cars. One Italian woman was over-interested, after looking around Jack Ingle's recently (like a couple of days!) completed 11B Normale, she boldly opened the door and jumped in! After a few selected phrases from the furious Mr Ingle, in Italian of course, she was on her way.

The car which gained most attention from the club members was Mark Diplock's fine Légere. Not just because of its super condition but also due to the unique spare wheel cover, which has been completely chromium plated, not much fun to drive behind in bright sunshine!

At around 11am, Allan Sibley handed out the first of four questionnaires. This con-

**TRACTION OWNERS CLUB
TREASURE HUNT**

Sunday 7th August 1983

tained questions based on the area around the Cutty Sark but with a few 'Traction Teasers' as well. The second questionnaire was set in Greenwich Park itself. I'm sure everyone enjoyed the long slog up Ordnance Hill to find the answers set around the

Observatory despite their groans. It was successful, however, in providing a good appetite for the picnic lunch at the end of the first section.

After lunch the party drove off in convoy to Lullingstone Roman Villa near Eynsford, Kent for the start of the second section. The third questionnaire was based on the Villa and while everyone was inside the judges were busy with marking the answers of the first two parts. The last questionnaire was based on the nearby Cromwellian Manor, Lullingstone Castle, here Allan arranged another photographic session, this time the cars lined up on the driveway on the Castle grounds. After this everyone went back to Eynsford where the judges marked the remaining papers and announced the winners. Last year's joint winner Dawn Ward presented the prizes, the winners were: 1st, the Brice family; 2nd, Alec Bilney and Carol Salathiel and 3rd, Kathy Hayes.

Everyone enjoyed themselves and look forward to next year's Treasure Hunt, to be organised by Graham and Tricia Brice.

Syd.



Club news



The TOC Committee would like to thank John Gillard for all his hard work over the last eight years in building up the Spare Service. He is now handing the job to Syd Griffiths who, with your help, will maintain the club spares and shop – thanks to both John and Syd for their efforts.

SYD'S PLAN

As from the 31st December John Gillard will no longer provide the TOC Spares Service.

As from that date and until further notice the Spares Shop will not be open to callers at all. The Spares Service, however, will continue as a postal service only – all orders should be made on the official order form and sent to:

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

The Spares Shop would not exist but for John's constant and unpaid hard work for the last eight years. I am sure everyone will agree, that John has done more than his fair share of the work in providing the rest of us with this service.

I am now forming a Spares Committee, but I need help – your help – to carry on the service that JG maintained alone.

I am looking for TOC members who are prepared to give a few hours a week to help. I have worked out a system that would spread the workload, and ease the paperwork, most of which could be done at home.

So, if you would like to help in any way, please contact me now! Thanks, Syd.

SPACE WANTED

Due to the closure of the TOC Shop at Arch 124, Cornwall Road, we are now looking for new premises. We urgently require a secure accessible store for the spares – about the size of a lock-up garage. If you have any ideas please contact Syd Griffiths now!

OBITUARY

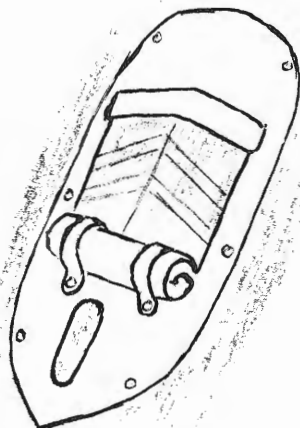
It is with deep regret that we have to report the death of Michael Sedgwick.

He always showed the greatest of interest in Citroën, and in particular the activities of the TOC. Through his magazine articles he helped to bring the Traction Avant the recognition it deserves.

He was for eight years curator of the Montagu Motor Museum, later to be known as the 'National Motor Museum', where he became Director of Research. He regularly contributed articles to *Thoroughbred* and *Classic Cars Magazine* and has written numerous books on automotive history.

We extend our sympathy to his family as he will be sadly missed.

THE BILNEY MUFF



Alec Bilney has produced some excellent radiator muffers, suitable for Big Fifteen and Six models. Please contact Alec direct for more details. At £24.00 they will surely be in great demand, so place your orders now!
Contact: Alec Bilney,
30 Mill Street, Kingston-on-Thames,
Surrey KT1 2PF.
Telephone: 01-546 7071.

50th ANNIVERSARY APPEAL

As you can appreciate, to organise the events for 1984 takes money. A fund has been set up with limited resources and we appeal to members and companies to donate money to the fund. Any sum from £25.00 would be most welcome, an acknowledgement of your gift would be published in the Rally programme.

Please make cheques/Postal Orders payable to the 'TOC 50th Anniversary Account' and send it to: Allan Sibley, 174c, St Ann's Road, Tottenham, London N15

SPECIAL ANNOUNCEMENT

6th I.C.C.C.R ENGLAND

The next International Citroën Car Clubs Rally was to be held in either Switzerland or Sweden, we have received letters from these two clubs stating that they are unable at present to organise this.

Hence the TOC, with backing from all UK Citroën clubs have proposed that the next ICCCR be in England as part of our 50th Anniversary Rally at Knebworth on 10th, 11th and 12th August 1984.

All overseas Citroën clubs have been informed of this decision and we have the support from France, Holland, Belgium, Germany, Sweden and Switzerland. A.S.

LOST AND FOUND

Mick Thurman, recently sent a photograph for publication in the May issue of 'Floating Power', of a Roadster he discovered in 1978 and posed the question "does any TOC member recognise the registration number?"

Well, we can do better than that – we know where the car is! . . . As a clue . . . parts of it are a stone's throw from the White Hart at Waterloo . . . more next issue!



'YAARFEST'
The Dutch Annual Rally
24th to 25th September 1983

The Dutch Club Rally was held this year at the Papendaal Sports Complex, Arnhem. It was both well organised and well attended.

Several TOC members made it to the rally, and I heard that Allan Sibley won first prize in the obstacle race, well done Allan, obviously plenty of practice in the Seven Sisters Road!

Several remarkable cars arrived for the event, such as this 'Langenthal', during 1948 only a few of these cars were produced, as you might guess it's a BL with the roof removed, note the position of the door handles, the rake of the windscreen, and the design of the rear are all completely different to the Roadster.

Bryn Hughes showed great interest in this 1934 7A, owned by Jack Broussilin. Bryn also has a '34 7A, but it's a Slough built prototype, and at the moment undergoing restoration.

Jack Broussilin's car is considered to be one of the earliest Tractions on the road, but has been fitted with a 1962 ID engine. Note the non-opening boot, narrow profile wings, double petrol filler caps and the way that the Chevrons are fitted into the grille.



The Dutch club made us all very welcome and I feel sure that I speak for all the TOC members who attended when I say thank you to TAN, and we look forward to meeting again.



EVENTS

DECEMBER

29th December

David Conway is putting his collection of 100 plus Traction models on show at Grand Prix Models, 167 Watling Street, Radlett, Herts from 29th December onwards.

This display will be tied in with publicity for the 6th ICCCR-50th Anniversary Rally. The shop is only open on Saturdays unless you phone in advance - 09276 2828 - to make an appointment (and you are expected to buy something!)

JANUARY 1984

7th January

TOC London Social Section 'New Years' Dinner
Les Rontiers, Camden Lock
Camden, London NW1 8pm
For further details and reservations contact:-
Allan Sibley

7th January

Grand Autojumble
Rufforth Park
Nr York Exhibition Centre

27th January 1984

TOC AGM
8.00pm Jack of Newbury,
Binfield, Bracknell.

FEBRUARY

10th to 19th February 1984

Retromobile
The French Classic Car Show
5-8 Le Parc des Expositions
de la Port de Versailles,
Paris, France.

25th February

The Great York Autojumble
Exhibition Rooms
York Racecourse

DIARY DATES

LONDON SECTION MEETINGS

All Pub meetings start at 8pm.

- 31st January The Anchor,
Bankside, Southward SE1.
- 28th February Jack Straw's Castle,
North End Way, Hampstead.
- 27th March Goose and Firkin,
Southward Bridge Road,
Southwark SE1.
- 24th April Green Man,
Putney Heath,
Putney SW15.
- 29th May White Hart,
Cornwall Road,
Waterloo SE1.
- 26th June Canonbury Tavern,
Canonbury Place,
Islington N1.
- 31st July Sun Inn,
Church Road,
Barnes Common,
Barnes SW13.
- 28th August George Inn,
77 Borough High Street,
Borough SE1.
- 25th September Ye Old Wrestlers,
North Road,
Highgate N6.
- 30th October Windmill, Windmill Drive,
Clapham Common SW4.
- 27th November Prince Albert,
11 Princess Road NW1.
- 18th December Rosetti's Ordnance Hill,
St John's Wood.

NORTHERN SECTION MEETINGS

1st Tuesday of each month;

9.00pm at the Shoulder of Mutton, Thwaites,
Keighley.

3rd Saturday of each month;

12.00am at the Black Swan, Thornton Road,
Bradford.

For further details and directions contact:-

John Howard,
Telephone: Bradford 309093



1984 RALLY PROGRAMME

27th April

Traction Owners Club Celebration Dinner.
Presentation and unveiling of an early Citroën
Traction Avant, Historical Display, Dinner,
Entertainment. Ladbrook Mercury Hotel,
Bagshot Road, Bracknell, Berkshire.

28th April

Convoy of all pre-1957 Citroëns to France.

28th, 29th, 30th April and 1st May.

Concentration of Tractions in Paris.
Festivities, including, Dinners, Entertainments,
Museum, Concours, exposition located
underneath the Eiffel Tower, and convoy drive
down the Champs Elysees approximately 1,000
Tractions expected.

For further details contact:-

La Traction Universelle,
19 Rue du Banquier,
75013 Paris, France.

17th July

Paris-Moscow-Paris. Start

Details:
Will de Hek or Peter Wilders
Frankrijklaan 3
2034 BB Haarlem
Holland
Tel: 023-342563 or 020-138158

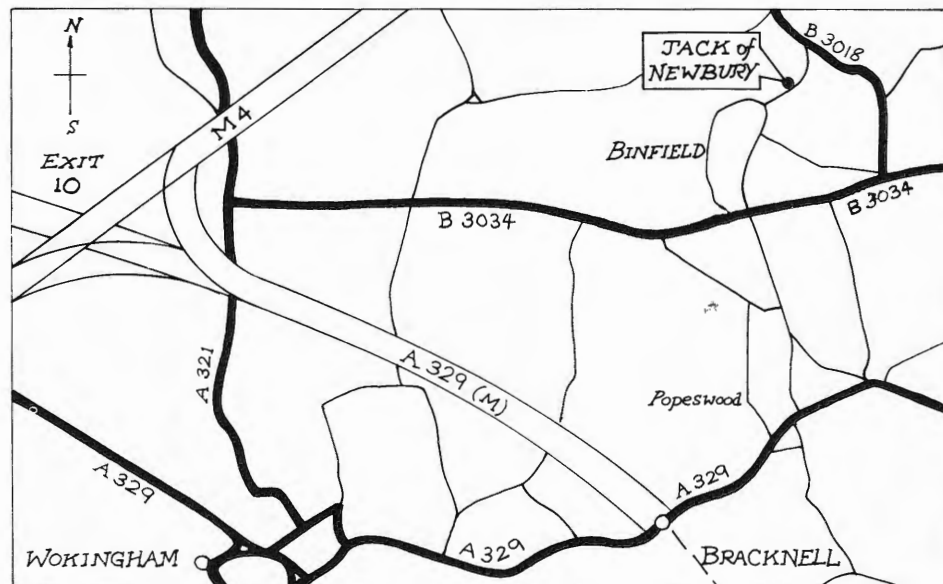
11th August

Paris-Moscow-Paris. Finish

10th, 11th, 12th August

6th ICCCR-50th Anniversary Rally
Knebworth House, Hertfordshire. Citroën museum,
Autojumble, gymkhana, parades, demonstrations,
club shops, entertainment, barbeque, Citroën car
show, National 2CV Cross Racing, Grande
Concours de Elegance, French Classic Car Show

AGM 27th January 1984. 8.00 pm



CLASSIFIED

For Sale: Traction gearboxes and pieces. 2 complete gearboxes £50 each. 1 complete box, but broken pinion £30. 1 dismantled box, but broken crownwheel £30. 1 bell housing - offers? 1 chrome Light Fifteen radiator grille £20. 1 complete Light Fifteen windscreen in frame £15.
Telephone: Fleet (02514) 4088 - Mr Nelson Ward.

For Sale: 1957 Commerciale - French. VG condition. RAF blue, resprayed - no rust. Good engine, spare g/box.
Telephone: Titchfield 45270 - Roger Packer.

For Sale: 1956 Onze Normale, previous concours winner, rebuilt engine/box, bodywork totally renovated in 1972. Re-upholstered with correct cloth 1983. £3,500 ono. Bernie Shaw, Woodside, Wokingham Road, Roundshill, Bracknell.
Telephone: 0344 427383.

For Sale: 1938 11hp Roadster, red; 1930's 11hp saloon, black, fully restored. Guilherme Isidro, Neves Clara, Quinton Gino de Villa 2350, Tomes Novas, Portugal.

For Sale: 1955 11BL, good condition, restored. For further information, contact: Michel Philippe, 199 Bde de Bapaume, Les Coquelisot 18, 80,000 Amiens, France.

For Sale: 1954 Light Fifteen in restorable condition, many extra spares including completely rebuilt (with brand new spares) engine, gearbox and front axle assembly.
Offers Southam 2853 (Warwickshire).

For Sale: 1939 Type 11, lhd, in very good condition, but in kit form. Pilote wheels and many new parts. Has all the papers for registration.
Telephone: 0303 84456 (Kent).

For Sale: Fibreglass body parts, excellent quality: wings for Light Fifteens, complete with all fixing flanges £35 each; Big Boot rear aprons £11 each, all plus carriage. Mechanical parts: new front wheel outer bearings, with groove £20 per pair, including post and packing; set of new inlet and exhaust valves £24 per set including post and packing. Mike Tennant, 49 Hollywell Road, Mitcheldean, Gloucs

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Telephone: 01-998 0224.

For Sale: 1936 Roadster CTR 36. Perfect body and mechanics. For further details and specifications contact: Bryn Hughes.
Telephone: 01-928 6613.

For Sale: Light Fifteen, LHD 1955. MOT and taxed. Good clean condition. Spare engine, gear box, and wheels. Many other bits. Best offer secures. Telephone: 08446 557.

Wanted: For 1922 B2 Tourer: set steering pins and bushes, both sides, also wanted: one or two 'Howes Burley' brass sidelight (type with red glass at rear). Sid Gilmore, Garfield House, 146 Parkgate Avenue, Belfast BT4 1JD.
Telephone: 0232 651231.

Wanted: Front end tool set, at least comprising: front hub and outer bearing puller, top and bottom ball breakers and inner bearing nut spanner. Patrick Tovey, 12 Blackwater Lane, Crawley, Sussex. Telephone: Crawley 883818.

Wanted: Citroën, preferably Light Fifteen or WHY? Must be in good restored condition, ready to drive away. Write to Anne Power, c/o 12 Oakfield Drive, Kempsey, Worcester.

Wanted: Citroën preferably Light 15 or W.H.Y? Must be in good restored condition ready to drive away. Write to Anne Power, c/o 12 Oakfield Drive, Kempsey, Worcester.

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

Wanted: Any information or spare parts, in any condition 'whatsoever' relating to 1934/35 Tractions.
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: 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 ERSA or REDA, 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.

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