

Our wish to all  
motorists....



...A Happy Christmas  
and all the best from your basic  
in 1950

# CITROEN

*"LIGHT FIFTEEN" Saloon*

With sunshine roof £575, plus Purchase Tax £160 9 6  
With fixed roof £570, plus Purchase Tax £159 1 8

*"SIX CYLINDER" Saloon*

With sunshine roof £857, plus Purchase Tax £238 16 1  
With fixed roof £850, plus Purchase Tax £236 17 3

# Floating Power

Volume One Number Six

December Nineteen Hundred and Seventy Six

Christmas is rapidly approaching, and ignoring as best we may rumblings from the sheiks about projected increases in the price of crude oil, bringing that horrific figure of £1 a gallon of petrol nearer and nearer, we wish you from the depths of the Sussex countryside a Very Happy Christmas and New Year. I hope that we shall meet more members at the December nosh-up, and although it is a little premature, we shall be celebrating the T.O.C.'s first year, the angsts and achievements of which are described elsewhere in this issue!

A social committee has been formed to organise next year's events, consisting of Fred Annells, Bernie Shaw, as well as poor Tony, who was finding it pretty heavy going on his own. We have already had suggestions from Rhodri Pryce-Jones and Martin Jones about venues and ideas for rallies, and would very much appreciate as many as possible from other members. There are, for instance, many excellent local Vintage car/steam/whatever rallies that we could 'tie in' with, but obviously have difficulty in finding out about. Any suggestions you have would be most welcome. Could you send these to Tony Hodgekiss - and yes, this time we do print his address.

A very brief note for overseas members; could you please send any payments to the club in the form of International Money Orders rather than cheques, as this relieves the club of massive bank charges. Thank you!

We are negotiating for our first very own spares buy, which if it comes off will give us 40 sets of pistons and barrels for post-war cars, and 17 sets for pre-war tractions, and prices which should be very reasonable. Further news of this in the Stop Press. Although this isn't a very large lot, even so it will effectively wipe out our bank balance until we get a return on it, and this is unfortunately the disadvantage that we labour under being a small club.

Returning to the thorny question of petrol, I wonder what sort of consumption that readers get from their Light 15's and Big 6's respectively? We found that 28 m.p.g. was about the best that we ever achieved with our Light 15, and as for the Six! Not being in order, she consumes petrol like a gannet swallows fish, and I fear that even when the engine is totally renovated, the petrol consumption will preclude her ever being used on a day to day basis. Somebody on the Committee suggested, by the way, that to make their country of origin immediately recognisable, we should call French tractions II BLs, Normales, and 15-

6s, while Slough-built cars be known by their names of Light Fifteens, Big Fifteens, and Big Sixes, which seems like a good idea, and one we will try to follow in the magazine.

We have recently received a rather sad letter from an overseas member who bought an English traction on the strength of a written description, and now finds it to be very much worse than it was represented - good, in fact, only for the scrapman. Being a private sale he has no protection under the Trades Description Act, and can only sue through the courts for reparation.

There are two morals in this -

- (1) Anyone buying a car unseen is running a very great risk, and should attempt to minimise this by obtaining photos, bills, and all the documentation he can before purchase; if he can persuade a local member to look the car over, this is obviously best of all. It is in fact safer to buy a car through a dealer/garage, because if you have a written description of the vehicle you have some come-back under the Trades Description Act.
- (2) Anyone selling a car to an overseas purchaser should be scrupulous in providing photos, and an honest description - (it is all too easy to err on the optimistic side: 'Well that clunking round right-hand bends is probably because I haven't tightened up the offside wheel nuts recently; . . . .') What you forget to mention can be more important than what you include . . . . My apologies if this sounds rather tendentious, but this sort of incident can generate bad feeling, and is exactly the thing that we want to avoid in the Club.

Finally, just to reassure anyone, who has any doubts on the matter, our year is running to March 31st 1977, to bring us in line with the C.C.C., and subscriptions will not therefore fall due until that date . . . . And on that happy note it only remains for me to wish you once again a very happy Christmas, and Super Tractioning in the New Year. G W.

## POSTSCRIPT BADGE COMPETITION

As designs for this are still arriving, and there was an unnecessarily hurried closing date, we are extending the competition to January 15th, and will announce the winner the February issue. In the meantime, our thanks to the many people who have already forwarded their designs to us, some of them the height of ingenuity! and we will be returning drawings after the judging. Can you mention, by the way, when you send your ideas, whether you require them to be returned, and if so, enclose a S.A.E.

# Winter Tractionning



"I agree that the bill is large, but my insurance company are standing by me," said M. Gerard Gasson, a schoolmaster from Grasse.

Leaving his vintage Citroën motor stalled on the Bar-le-Duc crossing while he went for assistance, the vehicle was struck by a goods train whose drivers, seeing the car, leapt for their lives.

The impact derailed the train which chewed up 100 metres of track before plunging through the walls of a bridge and into the Rhone-Marne Canal, dragging 21 wagons loaded with beer and tinned soup after it.

Several thousand prize roach were poisoned, the traffic between Paris and Strasbourg had to be diverted, 60 buses hired to carry passengers around the line break, six cranes fetched to remove the train from the canal (which had to be drained and repaired), 40 barge owners compensated for interrupted labour, and claims by the local anglers club for catches lost satisfied.

Fingering an itemised account for £3,500,000, Mr Gasson said: "I still love vintage cars. When this has all blown over I shall get another."

The accompanying clipping from Private Eye's 'True Stories' refers to the havoc-wreaking Traction mentioned in last month's Editorial and set us thinking of the pleasures and hazards of off-season tractionning. I don't think one can claim to be a true aficionado unless one uses the car in all condition, however adverse. I'm ashamed to admit that we no longer fall into this category, as we can hardly afford the petrol for our 'Quinze' on summer Sundays, let alone all the year round! We did use our 11 Legere every day for five years, though, and can claim some experience. Of tyres, for example. Gasson's spectacular prang was caused by bald Michels, but we always found that our 'X's' were considerably less than leech-like in anything but warm dry conditions - it was will-power that got us round wet roundabouts, for the car was always decidedly disinclined to follow the general direction of the front wheels. Perhaps this was because the tyres were French-made and consequently incompatible with British bitumen - this isn't a joke, I remember an article by L.J.K. Setright on the subject of tyres being manufactured specifically for the friction coefficients of the road surfaces of the country for which they were intended. Are the 'X's' from Northern Ireland any better? And how do people find Cinturatos? (these latter are available in 165 x 400 off the shelf, incidentally).

It will be noted that the Light Fifteen at the Time control (Fig 1) is wearing 'Town and Country' cross plies (600 x 16?) as fitted to Jeeps. The picture was taken in February 1951 at the Hasting's Rally, and illustrates that 'de rigueur' rallyman's accessory, the pillar-mounted spot. The one in Fig 2 is from 'Complete Automobilists's catalogue (£11 last year.) Talking of lights, how on earth do you suppose enough juice was coaxed from the little 6V battery to cope with the formidable candlepower stuck onto the Familiale in Fig 5? A variety of demisting devices are attached to the inside of the screen - a traction weakness, this. Apart from the rubber-faced over-riders, the car is also unusual in that it sports French hubcaps, yet isn't a 'Popular' model (as can be seen from the lights and the sunroof). As such, it doesn't benefit from that splendidly simple and efficient French-type heater. Instead of messing around with fans and recirculating water like the Slough sybarites, the home market cars had a simple tube ducting air that had passed through the radiator into a hole in the bulkhead above the driver's feet - typical



ally Gallic elimination of the superfluous. And the passenger? - he had the exhaust pipe under his feet, of course! To be fair, though, the owner of the 11B in Fig 4, John Gerty of Massachusetts, found this arrangement hopelessly inadequate for His normal winter conditions! On the subject of heating and demisting, we have seen a Traction equipped with the odd apparatus pictured in Fig 3. It is shown fitted to a Talbot, and is presumably detachable, but I have no idea of its efficacy. Looks good, though.

Our car always coped quite well with snow; we once took it over the Atlas in January, and it acquitted itself admirably, disgracing vehicles thirty years its junior. This was without chains or anything, which of course are rarely necessary over here, although Rhodri Prys-Jones' Snowdonia Section probably have some sets! Fig 6 shows a most unusual combination of studded tyres fitted with removable reinforced chains circumferentially arranged around the tread rather than across the tyre. The car is a 11B competing in the 1951 Monte Carlo Rally. Some idea of the paraphernalia thought necessary for such excursions is given in the shot of the Danish Light Fifteen of Fig 7 (or perhaps it's just an indication of the lack of boot space!) Spades, Jerry-cans and goodness knows what those great bulky things on the roof rack are; Note, too, the scuttle-mounted trafficators. Unless your car is fitted with the leng-

thened aluminium 'Radwar' or 'Robri' rear wing spats, the mud flaps visible on this car are essential; if yours are perished, I'm sure Graham Sage could supply you with a template on receipt of an SAE.

For really serious winter tractioning, of course, a full Lecot kit is advised, as in Fig 10; for his extraordinary marathon, the man saw fit to turn his car into a high speed Christmas tree - a matching set of Cibie spots, red and green signal lights on the wings, four horns, additional bonnet vents, perspex fly screen (not shown), split windscreen, the top half of which opened fully 90° for fog visibility, additional left hand accelerator (to alleviate the dreaded 'right knee crick' syndrome) etc., etc.,

Figs 8 & 9 show once more the Six featured at the head of the 'Sporting Sixes' article in issue No. 1. Bought second-hand, and driven, as can be seen, with considerable enthusiasm, it won the 1953 Sestrières Rally. The picture inspired us to try and tabulate Traction rally successes - what follows is undoubtedly very incomplete; we would appreciate any other information our members might be able to add.



## rally results:

- 1947 11BL (Gay) 1st in class 3 Lyons-Charbonnieres rally, 15-6 (Girier) 1st in class 2.  
15-6 driven by Sjoquist 1st in Swedish Winter GP at average 96 km/h;  
11 BL (Schlotterbeck) won its class at La Majola, Rongiers, Reineck hill-climbs (CH)  
11 Roadster (Finkelberg) 1st in class in Norwegian Winter Road Races.
- 1949 11BL's 1st, 2nd, 3rd, in Rallye des Neiges (France).  
11BL (Gorba/Durand) 1st in class in Lyons-Charbonnieres rally.
- 1950 15-6 (Gignoux/Ugnon) 1st in class in Lyons-Charbonnieres rally;
- 1951 15-6 (Gautruche/Girier) 1st in class in Lyons-Charbonnieres rally.  
11BL (Pouderoux/Quinceau) 1st in class in Lyons-Charbonnieres rally.
- 1952 11BL (Pouderoux/Quinceau) 1st in class in Lyons-Charbonnieres rally.
- 1953 15-6 (Charmasson/Marion) 3rd overall Monte Carlo Rally (14 tractions entered).  
15-6 (Seibert/Bolz) 1st overall in Rallye de Sestriere  
11BL (Ricou/Prestail) 1st overall in Criterium Neige et Glace (F)  
15-6 (Funel) 2nd overall in Criterium Neige et Glace  
11BL (Prestail) 1st Overall in Acropolis Rally  
11BL (Balmy/Rudin) 1st in class Lyons-Charbonnieres Rally.  
15-6 (Gautruche/Funel) 1st in class Lyons-Charbonnieres Rally.
- 1954 15-6 (Gautruche/Funel) 1st in class Lyons-Charbonnieres Rally.  
11BL (Guigou) 1st overall in Aix-Barcelona-Aix Rally  
15-6 (Courtes) 1st in group A in Aix-Barcelona-Aix Rally.
- 1956 15-6 (Eppendahl) 3rd in Criterium Neige et Glace.



"WHY is it ridiculous to suggest putting sacks under the rear wheels?"



Fig. 1



Fig. 6



Fig. 2

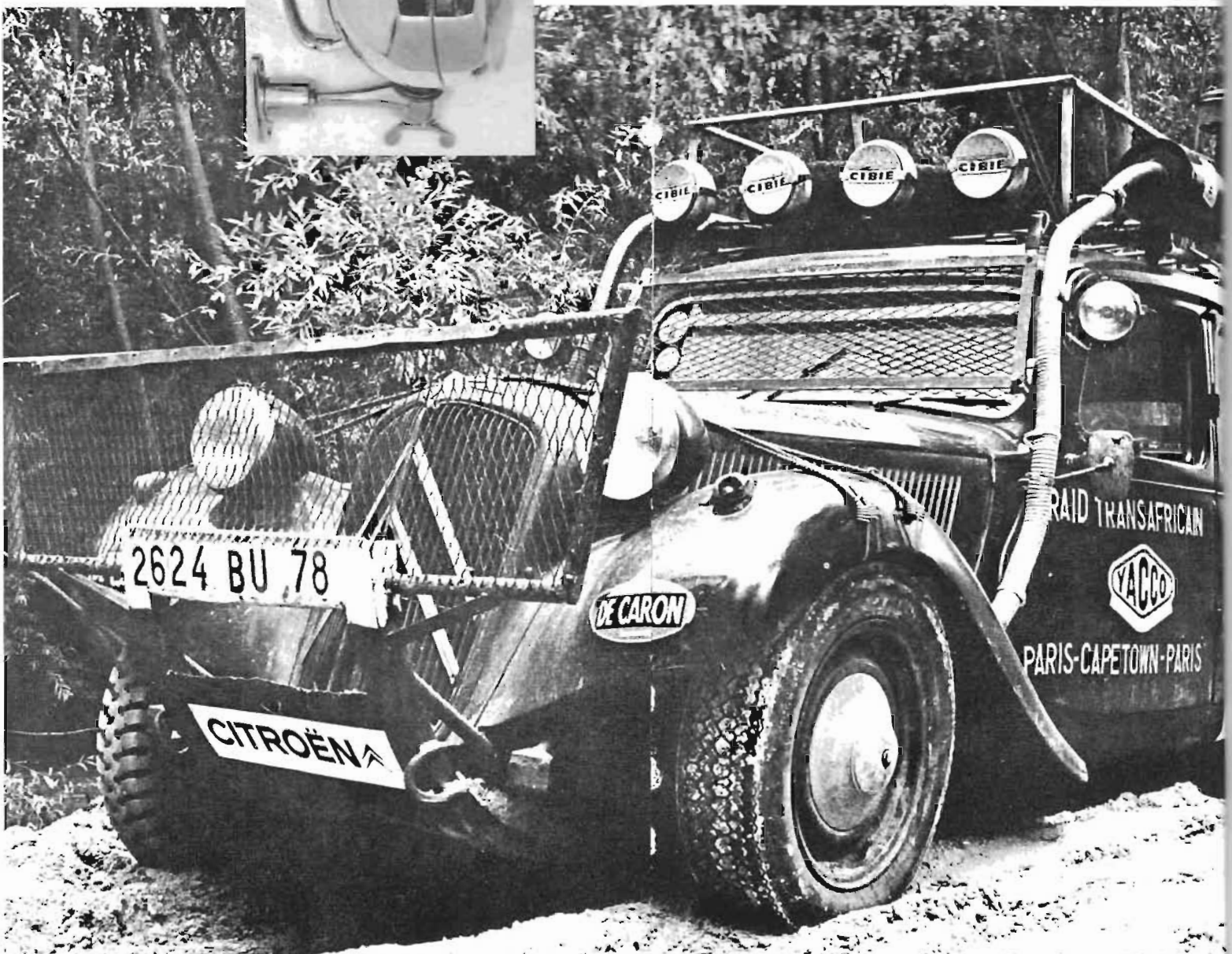
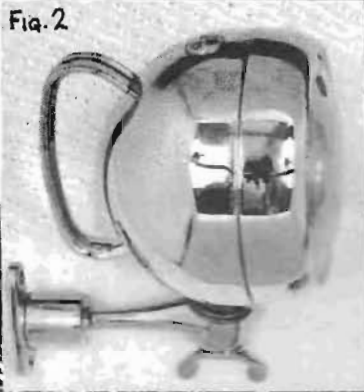


Fig. 5



FIG. 4

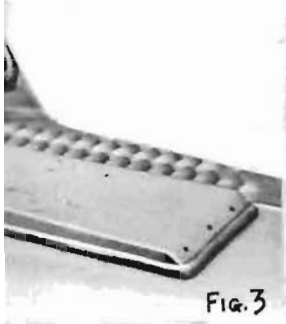


FIG. 3



FIG. 7



# in the Budd.

Subsequent to last issue's article on precursors of the V8 Traction, both Michael Sedgwick and Steve Varso have sent us some information which helps to clarify the position in relation to the American cars mentioned, in particular Ruxton, and the elusive FWD prototype built by the Budd Mnfg. Co. This latter is often mentioned in the Citroen context as it was allegedly upon this advanced design that the original Traction prototypes were based.

Edward Budd is chiefly remembered now for the patents he took out on methods of unit construction for motorcars (a significant feature of the Traction at the time of its inception), he had been an adherent of FWD since the early twenties, when he had worked as a mechanic 'for some of America's auto racers' - presumably Millers; The other key figure in the story is a certain William Muller, who, as an experimental engineer for the Budd Co., in 1926 persuaded the boss the invest \$15,000 in a FWD project.

The result was the machine pictured in Figs 1 - 4, a fully sorted car which the company hoped to sell to a manufacturer with Budd supplying the body pressings. Its cost had exceeded the original estimate nearly threefold, was powered by a Studebaker Six and the transmission was modified Warner three speed box; and, of course, it was as yet nameless. 'Faute de Mieux', it displayed a large '?' on its radiator shell and was known as such. Chassis design was by Josef Ledwinka - that great engineer of Tatra fame.

This radically different, ultra-low, flat-floored, running-boardless saloon, was bought as a concept by financier Archie Andrews (Fig 5), in 1929, and a year of complex wheeler-dealing followed during which negotiations were carried out with Hupmobile, and Ruxton and Gardner (who had their own FWD automobile). Although the name Ruxton was adopted, it was eventually produced by an Andrews consortium called New Era Motors. Why



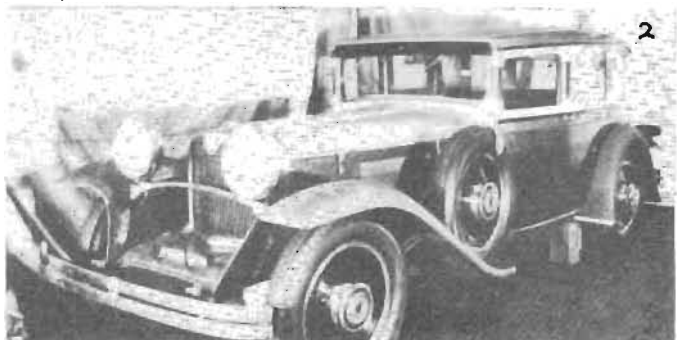
was it that FWD before that war was always synonymous with financial problems? The depression killed this one, of course, after abortive attempts to secure the backing of Marmon, Moon and Kissel (all three firms on their last legs anyway).

Only the first three research and evaluation cars employed the modified transmission mentioned above. Those subsequently produced under the aegis of New Era were fitted with Continental eights and a completely new Muller-designed transmission (Fig 6.) In this front view with the transmission cover removed, the worm drive can clearly be seen. It was a split three-speed box, with first and reverse being ahead of the differential and second and third gears placed at the rear, thereby obviating the necessity for a super long bonnet a la Cord - though it was not nearly as neat as the Citroen installation. The driveshafts used Spicer universal joints, after a lot of trouble had been experienced with Yeoman units (cf. early Traction problems - issue No.1).

Although so low, as can be seen from Fig 7. where the '?' is parked beside a conventional sedan, the Ruxton had a 130" wheelbase, the same as a 9 - seater Traction Familiale. The body pressings were from modified Wolseley dies (Budd pats., of course); and a further innovation the car shared with the Citroen was the use of Lockheed hydraulic brakes, although the suspension and steering followed conventional practice. About three hundred were produced.



**EARLIEST PHOTO**—This is probably the earliest known photo of the "?" Budd, and is believed to have been taken in 1929.





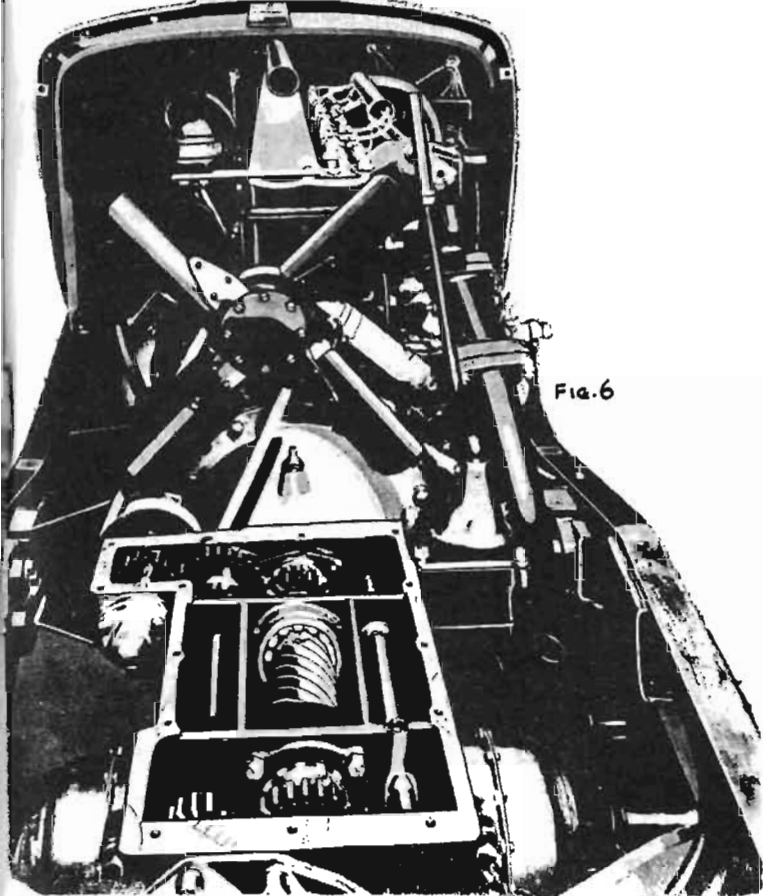
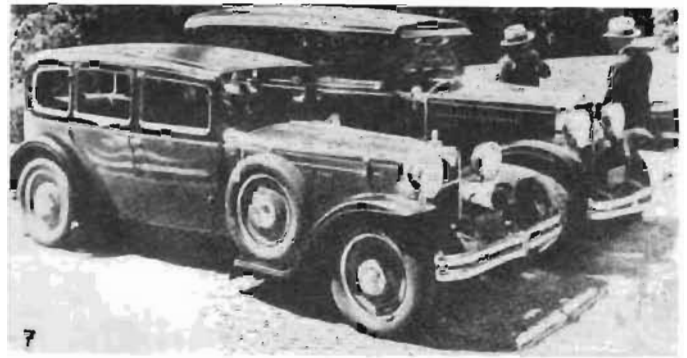


Fig. 6

After the failure of New Era, Bill Muller went back to the Budd Co., who continued their practice of building speculative models for possible sales to manufacturers. There he assisted in the mechanical layout of a rather sophisticated small FWD car, conceived by the ever-creative Ledwinka; It was powered by an aluminium V-8 and was unusual in that it utilised the combination springing and damping provided by the natural hysteresis of



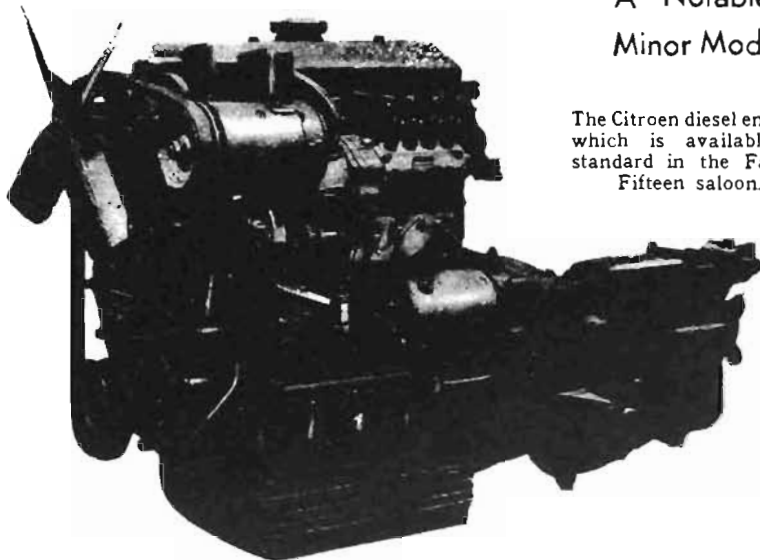
rubber in its suspension system (thirty years before Issigonis). The front suspension members were of leading arm type (à la 2 CV), despite Muller's insistence to Ledwinka that this would have an adverse effect on braking; it was the reverse of the arrangements on the front-drive Kissel and Kaiser cars to come some years later.

It was intended that the body be stamped in two complete halves, then to be welded down the middle, the joint being covered by a contrasting trim strip, a revolutionary approach for 1931. This was the car that supposedly inspired Andre Citroen and led to the Traction project. There were certainly strong links between the two companies, and Quai de Javel engineers spent long periods at the Budd works, and indeed many of the features were similar. It is even suggested that the first prototypes (Fig 8) were built in Philadelphia. Unfortunately, we have no picture clear enough to publish of this rarely publicised machine, but are still trying to obtain an adequate one. It is certainly technically very sophisticated and 'European' in concept; one suspects that Budd, Ledwinka and Muller were the real parents of the Traction, with Lefevre et al at Quai de Javel the midwives, and Andre Citroen himself the Godfather with the necessary (but misplaced) business acumen and faith in a rational and efficient design.



# Citroen Introduce a

A Notable Addition to the 1938 Range : Only Minor Modifications Effected in the Front-drive Models



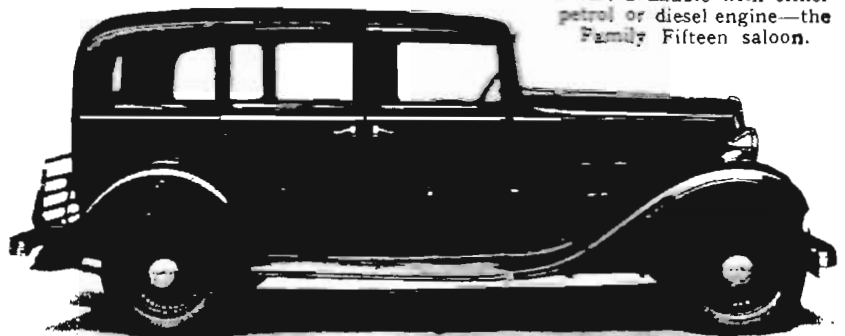
The Citroen diesel engine, which is available as standard in the Family Fifteen saloon.

standards of a petrol engine. At the same time, it is claimed to show economy and give instantaneous starting from cold, with an ability to take full load at once, and a total absence of fumes and smell.

This diesel engine is also interesting by reason of its small size, for its cylinders have a bore and stroke of 75 and 100 mm. and the capacity is, therefore, only 1,767 c.c., the R.A.C. rating being 13.9 h.p., and the annual tax £10 10s. The engine follows Citroen practice, having the valves arranged in the detachable head and operated by short push-rods from a camshaft situated fairly high in the cylinder block-crankcase casting. The combustion chambers are of Ricardo-Comet design

**A** DIESEL-ENGINED model at a moderate price gives unusual interest to the 1938 Citroen programme. This will be available in the Family Fifteen seven-seater saloon, which normally sells at £285, and a charge of £90 extra is made for the diesel engine, so that the complete car will cost £375. This model is of orthodox design with rear-wheel drive, and is continued virtually unchanged in other respects.

The range is completed by the three front-drive models, which have now been in production for three years, and in which only detail refinements have been found necessary for 1938. An increase in price of £10 has, however, been found necessary in the case of the three models of the Twelve, so that the saloon now costs £238, the fixed-head coupé £255, and the Roadster open two-seater £265. No price revisions have been made, however, in the case of the Light Fifteen, which was formerly known as

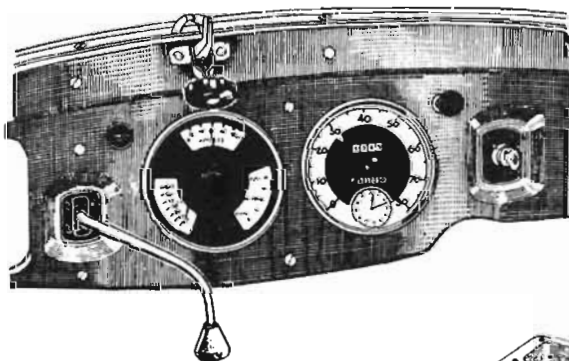


Model available with either petrol or diesel engine—the Family Fifteen saloon.

especially since there is nothing of an experimental nature in it, for it has been in production in France for the past year and has proved extremely reliable and trouble-free. Moreover, the engine is claimed to be extremely quiet and smooth-running for this type of power unit, and, in fact, to approach the

and the fuel oil is injected by a Bosch pump mounted on the rear side with the injection nozzles set at an angle on the same side. The speed range is from 350 r.p.m. to 3,500 r.p.m., at which speed the output is 40 b.h.p.

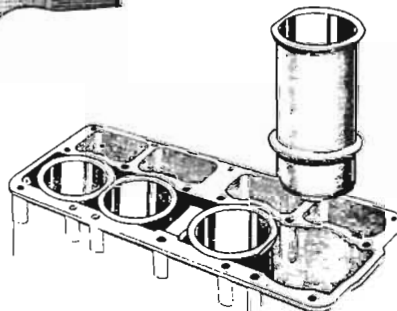
Cooling water is circulated by an impeller at the front of the block, the four-bladed fan being carried on an extension of the impeller spindle, and the drive being by V-belt from a pulley on the crankshaft. This belt also drives the air-cooled 12-volt dynamo. The starting motor is mounted on the rear side beneath the fuel-injection pump, and a single-plate clutch and three-speed gear box with synchromesh action on top and second form a unit with the engine.



Ammeter, petrol gauge and oil pressure are embodied in one dial. Left is the gear lever, which, on the f.w.d. car, protrudes through the dash.

the Sports Twelve, and this also is available as a saloon at £248, a fixed-head coupé at £265, and a Roadster at £275. The two models of the Fifteen also remain unchanged in price, these being the saloon at £278 and the seven-seater saloon at £298.

Naturally the adoption of a diesel engine by a concern of the standing of Citroen is of outstanding interest.



Detachable separate cylinder barrels are used in Citroen engines.

## Spring and Rubber Mounting

Another interesting point is that this unit is flexibly mounted in the frame on the system adopted on other Citroen models. At the rear of the gear box there is a bracket incorporating a rubber bush mounting, and at each side of the engine, towards the front, projects a bracket which engages with the top end of a volute spring, of which the base is received in a bracket on the chassis. In addition there is, at the front of the engine, a large rubber buffer received in a housing carried by a cross-member. Thus the unit is mainly suspended on the rear rubber mounting, and the volute springs at the sides take part of

# Diesel

the weight and absorb vibrations due to torque reaction, while the rubber buffer at the front prevents undue vertical movement due to unevenness of the road surface.

Regarding economy of operation, it may be said that the engine has proved in service to give a consumption of just over 47 m.p.g., so that when the lower cost of diesel fuel oil is also taken into consideration—approximately 1s. 1d. per gallon as against 1s. 5d. for commercial petrol—there is an appreciable saving. The oil consumption also has proved comparable with that of a petrol engine of similar size.

## Normal-engined Model

The Family Fifteen in which this diesel engine will be available is normally fitted with the four-cylinder overhead valve engine of 78 by 100 mm. bore and stroke (1,911 c.c.) rated at 15.08 h.p., annual tax £11 5s. A single dry-plate clutch and a three-speed gear box with synchromesh second and top form a unit with the engine, which is flexibly mounted in an orthodox box-section frame, having front and rear half-elliptic suspension controlled by hydraulic shock absorbers. The wheelbase is 9ft. 10in., and track 4ft. 8in., and wire wheels carry 6.50 by 16in. low-pressure tyres. Mechanical duo-servo brakes are used.

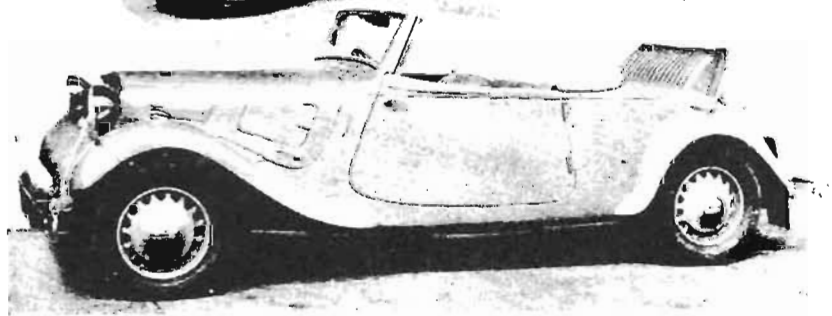
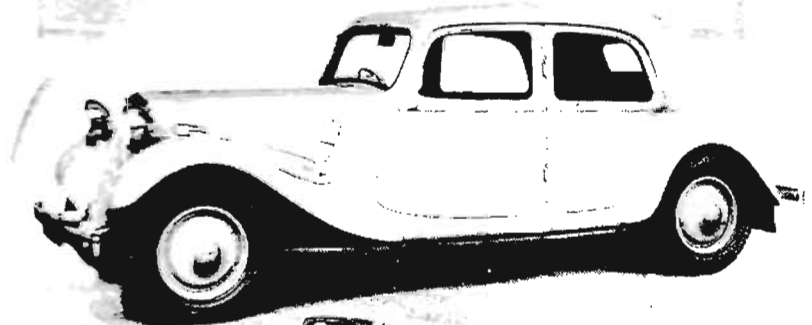
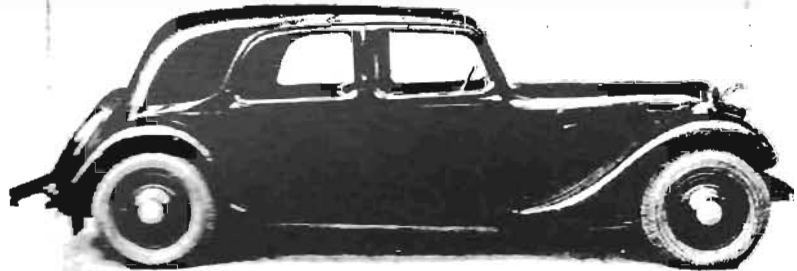
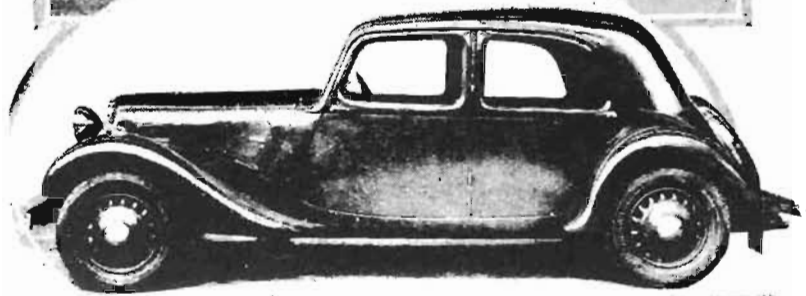
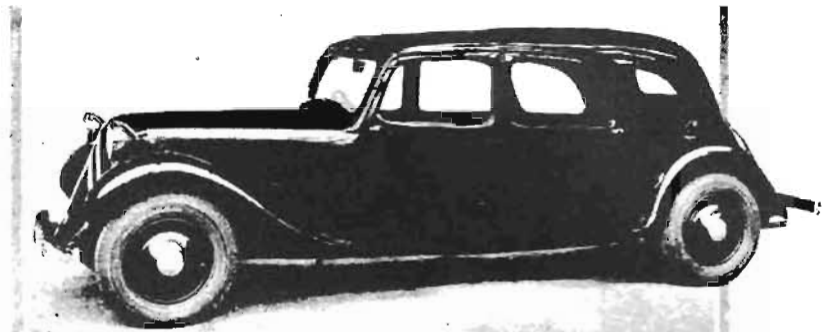
On this chassis is mounted a four-door six-light all-steel body which provides ample seating accommodation for three passengers on the main seat, while occasional seats folding into the floor enable seven persons to be carried in all. A sunshine roof is fitted, the quarter-lights are provided with winders, and the specification includes leather upholstery, pile carpets, side and centre arm-rests to the main seat, and safety glass throughout.

## The F.W.D. Types

Concerning the front-drive models, these are, of course, of the now well-known frameless construction, the steel body shell and floor being welded into one rigid all-steel unit to which the rear axle unit is attached with its torsion-rod suspension, and into which the power unit and transmission with the independently sprung front wheels and the radiator block, forming another major unit, are mounted at the front. The front wings, radiator shell, and bonnet sides are bolted together as another unit and can be easily detached, when the power unit and front wheel assembly can also be withdrawn.

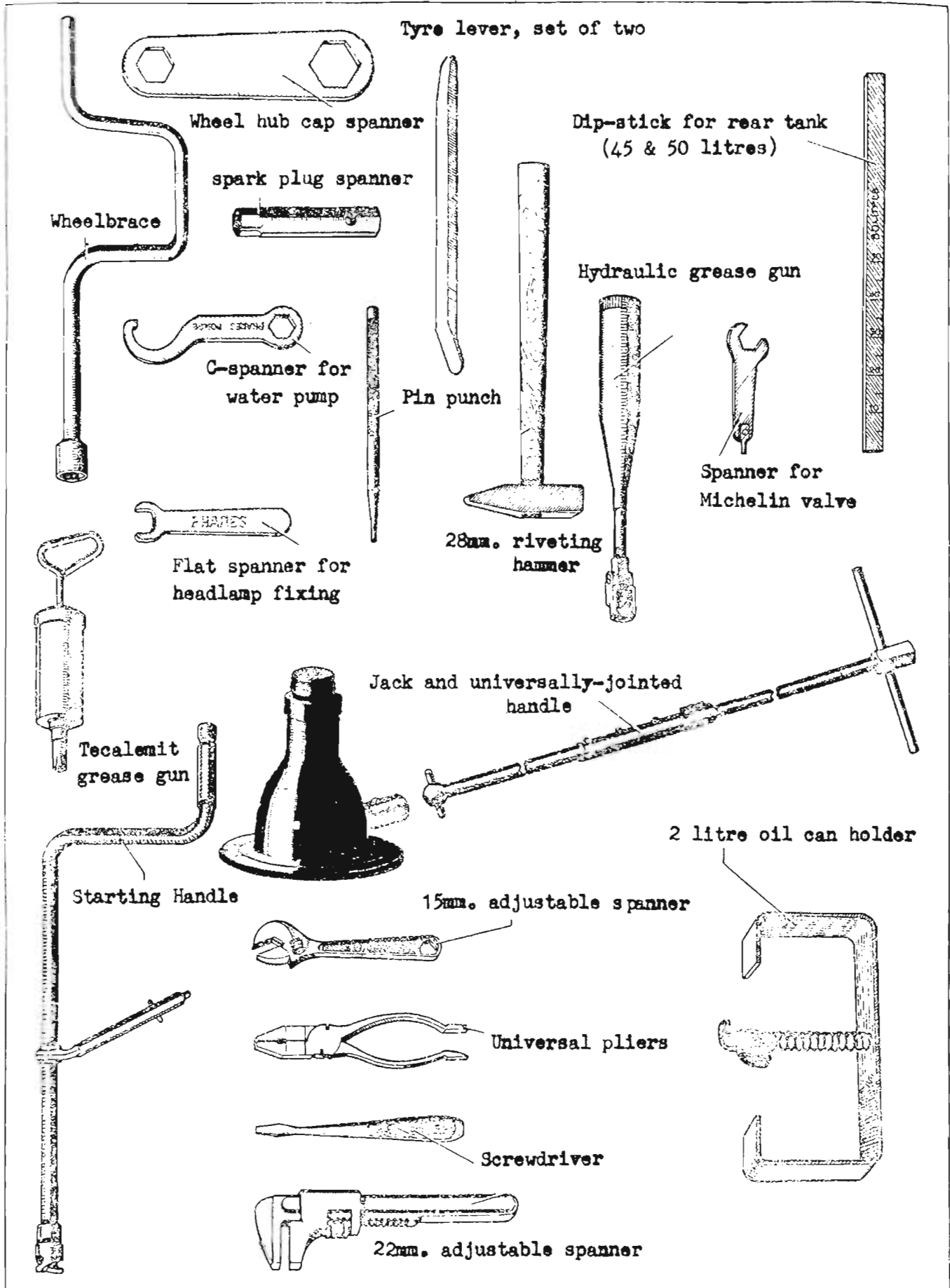
This system of construction is followed in the Twelve, the Light Fifteen and the Fifteen. Indeed, the Twelve and the Light Fifteen utilise the same body shell and differ only in certain details, such as engine size and gear ratios, having the same wheelbase of 9ft. 6½in., and track of 4ft. 4½in. The Fifteen, however, is larger and has a track of 4ft. 8in., with a wheelbase of 10ft. 1½in. for the four-door four-light six-seater saloon, and of 10ft. 9in. for the four-door six-light seven-seater saloon.

## MORE DETAILS OF 1938 MODELS



CITROËN CARS FOR 1938. (Top to bottom) The roomy seven-seater Fifteen, four-light Twelve saloon, four-light Fifteen saloon, the Light Fifteen and the extremely smart Roadster Twelve.

# The Original Toolkit.





# Correspondence

All letters to the Editor, Sutton House Cottage, Sutton House, Iford, Nr. Lewes, Sussex.

Dear Editor,

Greetings from Cymdeithas Traction Avant Cymru a'r Gororau! Roughly translated from both Welsh and French, that means the Wales and Border Counties Section, set up inside SKB 588 last Saturday afternoon! The location: Builth Wells car park. Present were Tom Cockeram of Stourbridge with 2CV Van, Robin Wrightson of Swinton Lincs, with Light 15, and self, ditto. Letters of apology were received from most of those contacted who could not come.

It was decided:

1. To form a Section and battle on.
2. That we would like to make a contribution to the Stop Press page in Floating Power every month, or even insert a page of our own by means of which we could discuss each others' cars, problems, means of restoring elderly vehicles etc. We agreed that, as regards spares, most members would want to keep what they have, but that we ought to make an effort to locate any spares that may be lying around by advertising in local or fairly local newspapers. A trip to France to search for gearboxes was suggested, and a suitable van offered. We resolved to get in touch with the Dutch club to see if anyone there can rebuild 'as new' gearboxes. I agreed to act as coordinator in order to get things started. (By the way, I'm taking our 'area' to be Wales and anywhere within 75 - 100 miles of its borders.)
3. That our next meeting would be a weekend meeting, around Easter, here in beautiful Snowdonia at my house. All T.O.C members will be invited, and both sleeping on the floor and camping facilities will be available. Exact date to be announced. Suggestions please. (Anyone who wants to tag along behind my Light 15 to next year's Wales-France Rugby International will be more than welcome.)

The meeting was concluded with a glass of Bacardi and Coke. Gauloises were flashed around. Tom had to depart early, but the two Light 15's showed each other what they could do on the Builth Brecon race track. Scenes followed that would have horrified the gentleman who accused me of going too fast on the run to Castle Donnington... well, it was a nice spin anyway, Robin! A mental note was made to find new shockers somewhere for the Wrightson machine... and both cars roared off into the distance in true 'gendarme' style.

So although only a few attended, the meeting was great fun and constructive, too. I hope it will bear fruit and that other meetings will take place and be a success, next year. During the winter, we hope that we'll keep in touch with each other as much as possible. I've a whole bunch of postcards to be fired off at the moment!

Yours sincerely,

Rhodri.

Dear Editor,

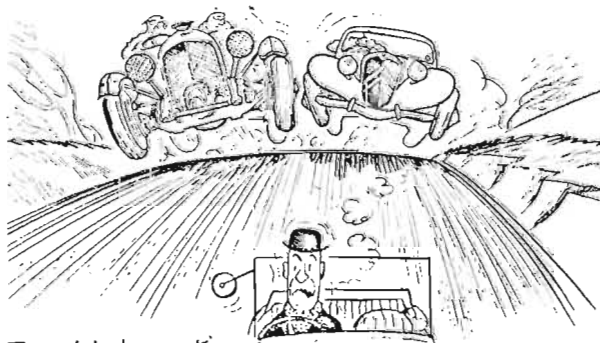
Bringing a 45 into England is quite an achievement, as I can't recall ever seeing one here. They are astonishing common in France - and in Switzerland as well and look so like Rosalie's Fat Aunt that a lot of people are confused into forgetting that they were still being made as late as 1953, and probably sold off in '54. There were still one or two in evidence in the Geneva market area last March, whereas the tractions are beginning to disappear, probably into 7,000 (Swiss) franc investments. Oddly, I don't think Slough had a 45 on the strength, certainly not pre-War when a familiar sight in South Bucks was their bright yellow l.w.b. C6 truck, probably about 1932, though I'm not that expert at identifying commercial Citroens and was in any case only 13 at the time. I don't think traction commercials got much bigger than the TU and its successor the HY (still with us, according to a Swiss international truck guide - INUFA - in my personal library. Berliet, however, made some 4 - and 5 - ton low loaders with f.w.d. after their association with Citroen, so if you do want a Club Traction Truck this is the answer. HYs and HZs seem to be collectable, and quite often seen on trade-plates during the polo season in this town. I even heard of an HY in Australia, though this sounds like a personal import. (Incidentally, did Slough have 'world' rights for the Old Empire. All the tractions I encountered in Australia 12 years ago were apparently Slough jobs, both 11 Legeres and 15-Sexes.)

I'm in process of putting together a piece on European cars exclusively for the British market mainly in the thirties. The traction story is pretty straight forward, but did you realise that the late '34 3CV nouvelle habillemeent rear drive car - out of production at Javel by January, 1935, was made in England until well into 1936, and with a bore enlarged from 68 to 69 mm? It also had a beam front axle, whereas some, if not all, French NH.s had torsion bar IFS unlike a tractions only of course with rear wheel drive.

Every good wish,

sincerely,

Michael Sedgwick.



The debate continues

# Classified

Sales, Wants, Toys, Books, and Miscellaneous.

## For Sale

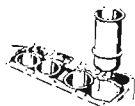
JOHN AUSTIN has the following new spares available. For Light 15's: Brake pipes 1946-1955, Brake shoes (exchange), Front and rear wheel cylinder kits, Master cylinders, Brake drums front and rear (skimmed), Wheel bearing front and rear, 1 new set easy clean wheels (4), Wishbone pins and bushes (exchange), Driveshafts (reconditioned) when available, New clutch plates, Reconditioned pressure plates (exchange), 1 new rear door (big 15) off side, Shock absorbers front and rear, Exchange cylinder heads, Timing chains, Exhaust front pipes, Torsion bars (new), Cardin couplings (exchange), Fan belts, Radiator hoses, Front cradle, Exchange radiators.

For Big 6's: Brake pipes (English or French - please state year of manufacture), Wheel cylinders, Master cylinders, Brake shoes, Front wheel bearings (when available), Brake drums, Driveshafts (reconditioned) when available, Secondhand gearboxes, Crown wheel and pinion (new), Timing chains (new), Reconditioned heads, Valves (new) inlet and exhaust, Shock absorbers, Rear wheel bearings, 1 new rear door (Big 6) off side, Front wheel cylinders.

Front end tools for hire - substantial deposit required. Stock of secondhand spares too numerous to list. PLEASE STATE YOUR EXACT REQUIREMENTS.

When replying please state year of manufacture, model and whether English or French, and enclose s.a.e. to Wellington House, High Street, Shirrell Heath, Southampton, Hants.

## pistons!



Confirmation of piston and barrel purchase just received! Details are as follows: Set of 4 Pistons and Barrels (please state year of car) £65 inclusive of p & p. Please send all orders to John Gillard, 19 Carol St., London N.W.1. All cheques payable to the Traction Owners Club.

## CITROEN TRACTION AVANT SPARES AVAILABLE FROM GUY ISBELL.

Gaskets, 4 cylinder, all except sump and gearbox gaskets £5.00 per set.  
Radiator hoses, top and bottom £2.35 each.  
Valves, exhaust and inlet (better than original) £2.10 each.  
Clutch pressure plate reconditioned. Exchange £16.50 plus £5.00 surcharge.  
Clutch centre plate new £12.50. Reconditioned £10.00.  
Brake shoes, set of 8, reline and new bushes £15.50 plus £5.00 surcharge.  
Wheel cylinders, reconditioned ready to fit £3.75 each complete  
Master cylinder £9.60  
Reconditioned radiator (new core usually copper) with 12 months guarantee £42.50 plus £5.00 surcharge on old unit.  
Fan belts, 4 cylinder car £1.87  
Fan belts, 6 cylinder cars available.  
Starter motor reconditioned 4 cylinder cars 12V exchange £24.00 plus £5.00 surcharge. New £38.  
Starter motor reconditioned 6V exchange £31.-- plus £10.00 surcharge on old unit.  
Dynamo's 12V reconditioned exchange £8.00 plus £5.00 surcharge. New £14.00.  
Dynamo 6V reconditioned exchange £31.00 plus £10.00 surcharge.  
Dynamo 6 cylinder cars, 6V and 12V recon, exchange £50.00 plus.  
Top and bottom ball joints, recon. Exchange £2.30 each plus 50p. surcharge.  
Carburettor Solex 32PB1 suitable for French and G.B. cars (state which, slight difference) Recon. exchange £16.25 plus £5.00 surcharge. Carburettor as above, new £33.50  
Brake hoses, G.B. Cars, front and rear £2.35  
Brake hoses, French cars, front and rear £2.10 approx.  
Speedometer cables available for all models 4 cyl cars £2.75.  
Brake cables. All models, new £4.25 each.  
Distributor, 4 cyl. Ducellier or S.E.V. New £30.00  
Wiper arm G.B. Cars £1.04 each  
Wiper blades, G.B. cars 95p. each.

Coming shortly exhausts in stainless steel.  
Stainless steel downpipe £14.00 approx.  
Stainless steel straight pipe £12.00 approx.  
Stainless steel box £14.00.  
Starter 6 cyl. cars, 6V and 12V recon, exchange £50.00 plus.  
Top wishbone pins and bushes recon. Exchange £13.50 plus £3.00 surcharge.



FRONT HUB PULLERS available off the shelf for £13 plus VAT (No. 220) from Bretco, 226 Whitehorse Rd., Croydon, Surrey.

BRAKE HOSES (for English cars). Front - No. 4044; Rear - No. 4036. Vincent Works, Vincent Lane, Dorking, Surrey.

CITROEN type 7U fourgonette, bad condition. 150 frs. M. J - L Grillon. 6 Impasse de la Martiniers. 41370 Josmes. France.

PRE- 1930 CITROEN PARTS. Mr. Stubbings telephone Churchstanton 445.

CITROEN TA 11C commerciale, 5 seats, 1954, exceptional condition. M. P. Bongrand, Sainte-Gemme, 47250 Bouglon. Tel. (58) 93.90.34.

LT 15 INLET & EXHAUST VALVES now in stock £2.75 each incl postage or £20. per set. Write to Mike Tennant, Martindale, Upton Bishop, Ross on Wye, Herefordshire.

CITROEN B14, berline, interior and exterior to be restored, although the engine turns. Price 1,500 frs with a grey card. M. J-L Ruelle, 23, Route de Creil, 60500 Chantilly, Tel. 457.05.95.

CITROEN T.A. 1939 commercial, one owner, 45,000 km from new. In good condition. Make an offer to M. Picard, 28, Avaneue des Ronays, 91600 Savigny-sur-Orge. Tel. 996.18.28.

ARE YOUR Big-ends banging? Ball-joints bickering? Brake-shoes balding? Then phone Guy on Compton (Sussex) 213 for an end to your problems (and the start of mine). The mobile mechanic extraordinaire will be in France, Holland, Spain and anywhere else that Tractions lurk until he gets his English license back. (No, he wasn't drunk, or speeding or driving badly, he mislaid some of his red tape!)

## Wanted

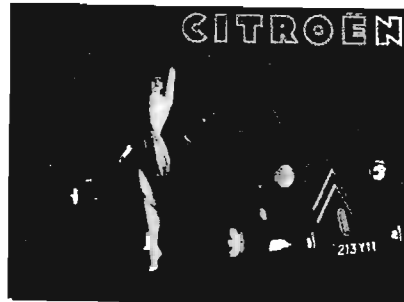
WANTED 1 pilote wheel, Steve Varso, 2617 Miami St, S. Bend, Indiana 46614 U.S.A.

## Books, Magazines

SPARE PART CATALOGUES reprinted by the Swedish B11 Club (Text in French) superb printing and illustration, better than the original. 45 skr each plus postage. From Bengt Olsson. 239 Sodra Nas, 432 00 Varberg, Sweden.

CLUB MANUALS for all models are available for loan from the Secretary. £1 p & p., together with a cheque for £20 as a deposit (returnable of course).

POSTERS. In addition to Tom Evan's Superb Club poster, illustrated in our last issue, we now have stocks of two of the Dutch Club's posters. Apart from being stunning designs, they are also excellently printed on high quality paper. They cost £1.25 plus 25p p & p. and are available through the Chairman. (John Dodson).



REVUE TECHNIQUE - The most comprehensive illustrated manual available. (In French) £6.00. Write to Peter Stevens, Box No.1 The Magazine.

## Events

### NEXT MEETING

January 23rd at the Aladdin Sports and Social Club, Western Avenue, Greenford, Middx (See map for details of how to get there.) There will be a bar operating on usual Sunday opening times, but I'm afraid no food, so it might be wise to bring your own, as we don't know whether there is a local chippie. The meeting starts at 12.00 (midday), and will continue to 6 p.m. There will be films provided by, amongst others, Mr. Frederick Annells, Esq., and items that the Club has on sale. Any interesting literature, bits, films, spares for sale, etc., that you can bring along - do! And, by the way, you are not obliged to turn up in a traction (otherwise we wouldn't ever get in!) but it is nice to see as many as possible . . . . .

Chairman/Magazine  
John Dodson,  
North Cottage,  
Mongers Farm,  
Barcombe, Sussex.

Joint Editors  
Reg and Ginny Winstone,  
Sutton House Cottage,  
Iford, Lewes, Sussex.

Treasurer  
David Shepherd,  
Flat 2, Field House,  
Esplanade,  
Bognor Regis, Sussex.

Secretary  
Tricia Brice,  
27 Forest Hill,  
Tovil, Maidstone, Kent.

John Gillard, (Spares)  
19 Carol Street,  
London N.W.1.

Graham Sage (Spares)  
55 Bower Street,  
Maidstone,  
Kent.

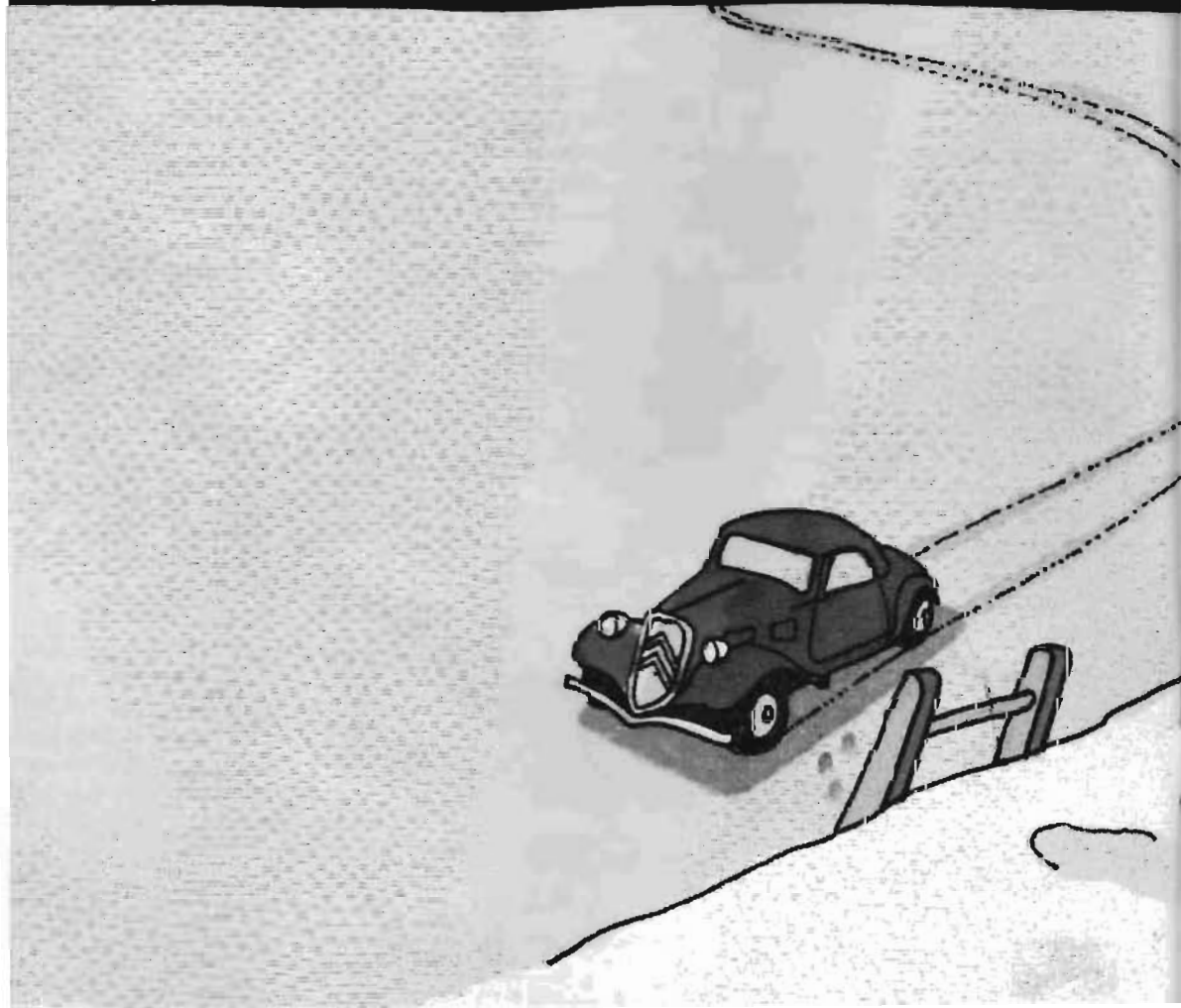
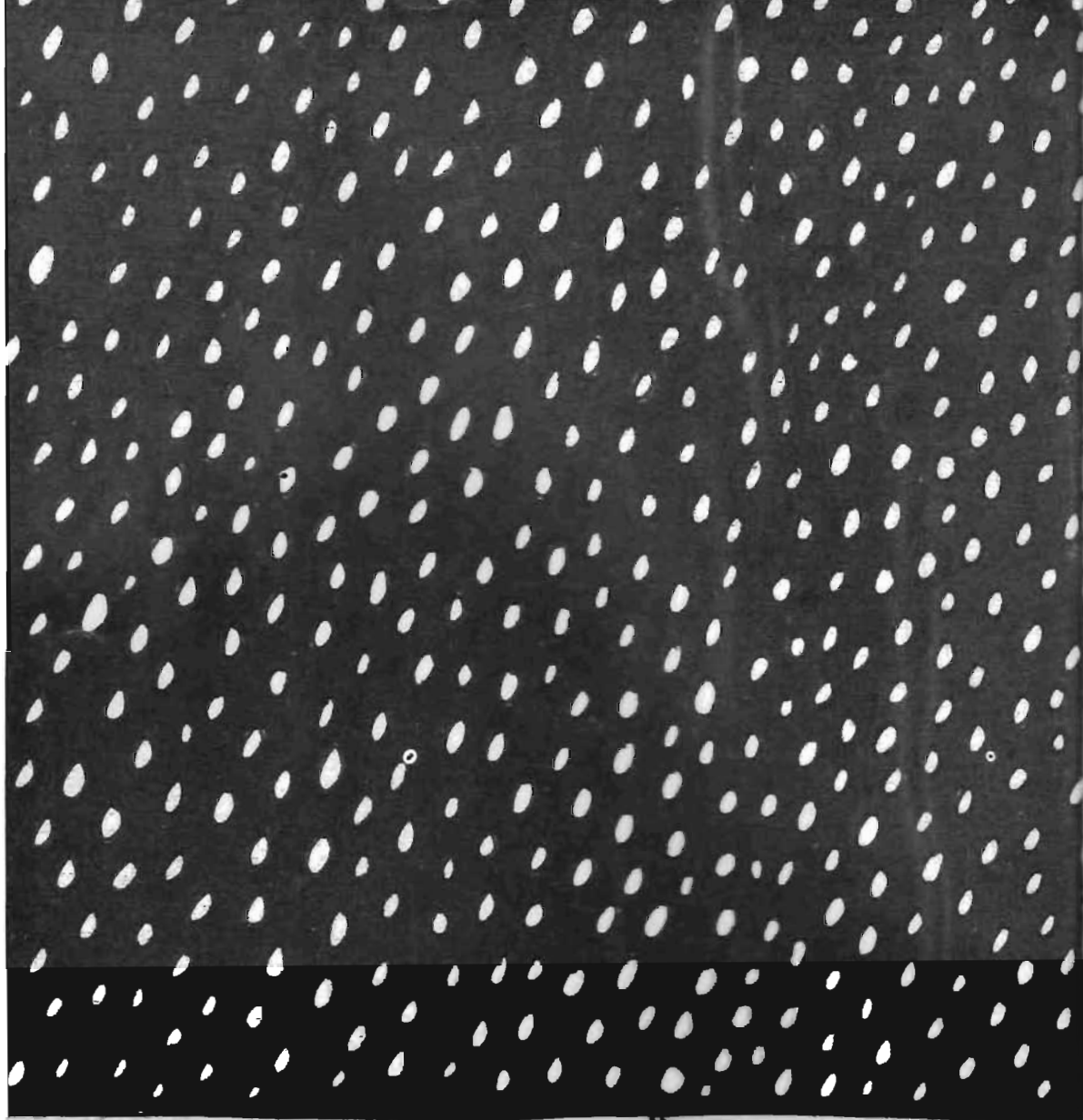
Tony Hodgekiss, (Events)  
'Millview',  
Hogs Hill, Fernhurst,  
Surrey.

Standing Committee  
Fred Annells  
Graham Brice  
Mr & Mrs Tony Garrett  
Brynn Hughes (Spares)  
Guy Isbell (Technical)

Walford Bruen  
(Scottish Representative)  
Barns House,  
Ayr.



North Cottage, Mongers Farm,  
Barcombe, Nr. Lewes, Sussex.





# The Traction Owners Club



SPARES AVAILABLE FROM 'TRACTION AVANT NEDERLAND' : prices quoted in Guilders, due to  
 \*\*\*\*\* variable exchange rate, and exclusive  
 of carriage and duty.

## BRAKES

Front flexible hose (Fr.type).....	16.50
Rear " " " " .....	14.00
1" & 1 1/4" Brakes rubber each .....	2.00
1" Rubber boot .....	2.00
1" & 1 1/4" Wheel cyl.repair kit .....	5.00
Master cylinder repair kit .....	16.50
Brake fluid reservoir .....	14.00
Master cylinder .....	60.00
1" Wheel cylinder .....	37.50
1 1/4" Wheel cylinder .....	40.00
Brake light switch (Fr.type) .....	10.00

## GASKETS

Full set copper/asbestos (4cyl) ..	100.00
Full set graphite (Six) .....	200.00
Decoke set cop/ash. (4cyl.) .....	65.00
4-cyl. head gasket copper .....	30.00
" " " asbestos(graph) .....	20.00
Swamp set .....	7.50
Water pump gasket (small) .....	2.00
" " " (large) .....	3.00
Oil pump gasket .....	1.00
Manifold gaskets (pair) .....	5.00
Manifold/downpipe gasket .....	2.00
Downpipe/straight gasket .....	2.00
Cork rocker box gasket .....	6.00
Timing cover gasket .....	2.50

## BEARINGS

Front Wheel outer (narrow&broad)..	13.50
" " inner 6207 .....	8.50
Water pump 6302 .....	5.00
Camshaft pulley 6204 & 6004 .....	5.00
Flywheel 6203 .....	6.00
Rear Wheel 11BL(Lt.15) 30206J2 ..	11.00
Rear Wheel 11B(Big 15) 30207J2 ..	13.00
Dynamo 6303 .....	5.00

## CYLINDER HEAD

Rocker box cover (perfo.) .....	25.00
Oil filler cap .....	12.50
Cylinder head bolt .....	3.00
Rocker shaft (complete).....	125.00
Valve guide .....	45.00
Inlet valve (perfo 111D) .....	15.00
Exhaust " " " .....	17.50
Valve spring (inner) .....	3.50
" " (outer) .....	6.50
Valve stem, spring cap & rubber ..	3.25
Valve tappet .....	17.50

## ENGINE

Block .....	750.00
..... (cont) .....	175.00

## CRANKSHAFT & CAMSHAFT

11D crankshaft .....	850.00
Crankshaft nut .....	4.00
Spring washer for above .....	.50
Thrust washer .....	9.00
Main bearings exchange .....	225.00
ID Main bearings .....	130.00
Con rod bearing 11D .....	18.00
Con rod .....	130.00
Gudgeon pin bush (standard 0.50.) ..	4.00
Pistons and liners .....	375.00
Camshaft (perfo) .....	75.00
" (Six) .....	75.00
Oil thrower (perfo/ID) .....	22.50
Flywheel bolt 11D .....	1.75
Clutch pressure plate on exchange ..	95.00
Friction plate (exchange) .....	75.00

## TIMING GEAR

Large timing sprocket .....	37.50
Small " " .....	27.50
Timing chain .....	37.50
Oil feed .....	2.00
Timing chest cover .....	30.00

## OIL PUMP

Complete pump .....	325.00
Fixed cog & free cog each .....	22.50
Cog pin & man.valve return spring ..	3.00

## WATER PUMP & VARIOUS

ERSA reconditioning kit .....	55.00
Impeller .....	10.00
Thermostat .....	16.50
Fan belt .....	15.00
Top and bottom hoses (each) .....	12.00
Carburettor .....	135.00
Petrol pump .....	65.00
Starter Motor .....	350.00
Dynamo (reconditioned) .....	150.00

## TRANSMISSION & GEARBOX

Exchange driveshaft .....	90.00
Cardan shaft exchange .....	40.00
Selector shafts and forks (each) ..	5.00
Crown Wheel & Pinion (low ratio) ..	200.00
Gearbox lid .....	15.00
Starting handle dog .....	5.00
1st/reverse mainshaft .....	15.00
Second gear " .....	60.00
Reverse shaft .....	30.00
1st./reverse layshaft .....	30.00
2nd.& 3rd. layshafts (each) .....	20.00
Differential housing .....	25.00

