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CLUB SHOP

All orders to Philippe Allison,
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Camberley, Surrey, GU17 7ND.

CLUB SPARES

All orders to Peter Simper,
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Middlesex, TW2 7QZ.

Club Spares

The Committee and I would like to thank John Gillard and Syd Griffiths for handling the shop and spares over the past years. Following in John's footsteps is very hard as I know very little about the cars compared to John.

Shopping around for stockists takes time, so if you've purchased anything of good quality and cheap from a sound stockist please let me know.

Help from six-cyl owners, on parts they have purchased especially.

If there's an item that is not listed in the spares list that you would like the club to make available or even make, please let me know.

The Club still needs a good pool of:

Drive Shafts with good taper	£10. spares voucher.
Wishbones	£04. spares voucher.
Clutches & clutch plates	£05. spares voucher.
Brake shoes (pair)	£02. spares voucher.

If you have any of the above items in any condition, we are still interested, also if you have any second hand parts for the club please let me know.

Open Days and Pub Meeting

There will be an open day every second Sunday of the month, at 215 Whitton Road, Twickenham, Middlesex, TW2 7QZ.
Time: 11 a.m. - 2 p.m.

This is how it will work: Callers will leave their order and then go to the Pub, hopefully to meet up with other Traction owners, or you can send your order in advance (allowing me time to get orders ready) orders should be marked *Pick up open day*, please put your phone number on order sheet, so that if we are out of stock we can let you know. The people that go to the Pub can pick up their orders on return.

For those people wishing to make it a day out, there are a number of places of interest close at hand: Syon Park, Kew Botanical Gardens, Richmond Park, Bushey Park, Hampton Court, The Thames riverside and Thorpe Park.

NOTE: at every open day there will be an item on special offer.

Don't forget the new address when placing your orders.



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Floating Power

Volume Ten Number One

March, Nineteen Hundred and Eighty Five

THIS WILL BE the last of these Editorial/Chairperson letters that I will write, because I now feel it is high time I stood down to allow somebody else the opportunity to answer letters from all over about whatever, not to mention receiving phone calls at 0300 hours chasing the legendary next issue of Floating Power.

The Traction has now gone to the happy hunting grounds of Texas, USA, and I plan (Spouse permitting) to spend the resulting income and anticipated free time renovating my rear-wheel drive fleet, with a view to having at least one ready for the 1987 International in Germany.

I really have enjoyed my period as Chairman of the TOC, having made a lot of friends in many places. Before I go I would like to remind you that the Club still an Editor and a Membership Secretary. Also, don't forget the new Club Shop open days which should be fun social events.

This magazine will also contain the final reminder for 1985/86 renewals, so don't forget to complete and return it – as you know, the Club year runs from 1st April to 31st March and the magazine from March to January (six issues). In view of rising magazine costs we must now be more strict about not sending issues to those who have not renewed.

Having said that, I know you will all rejoin, and very much look forward to renewing old friendships at meetings in the future.

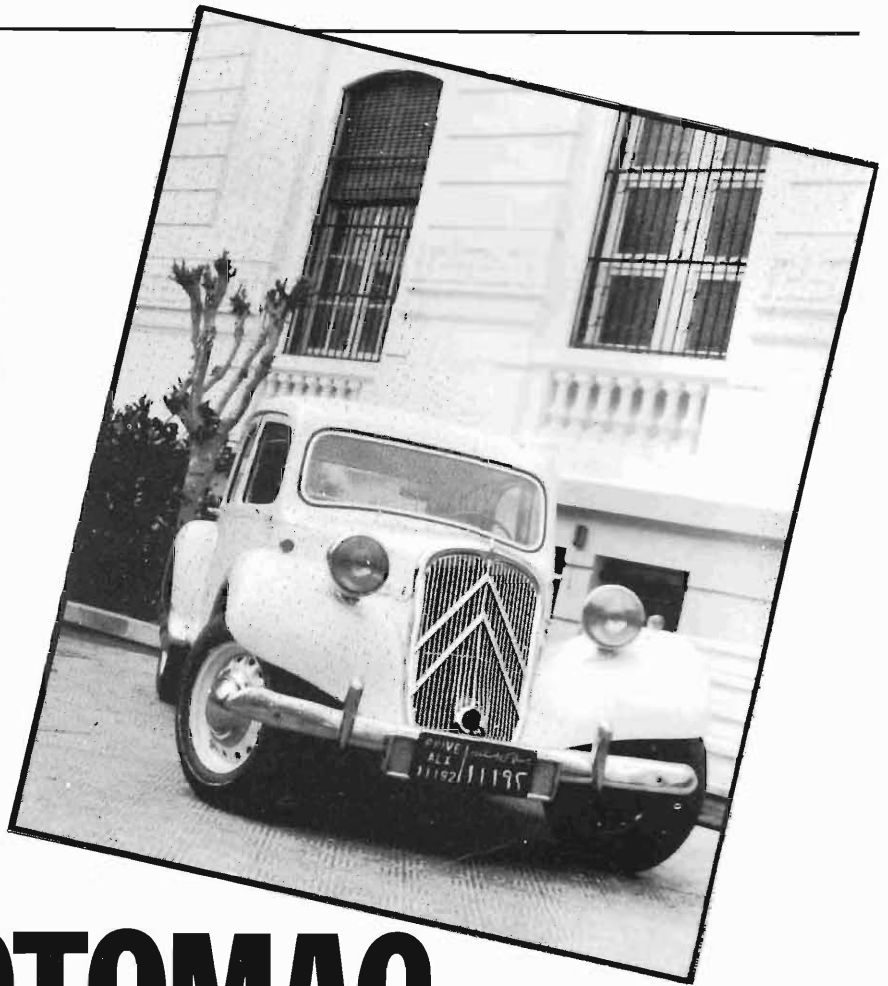
Good luck to you all, and happy tractioning.

Bernie



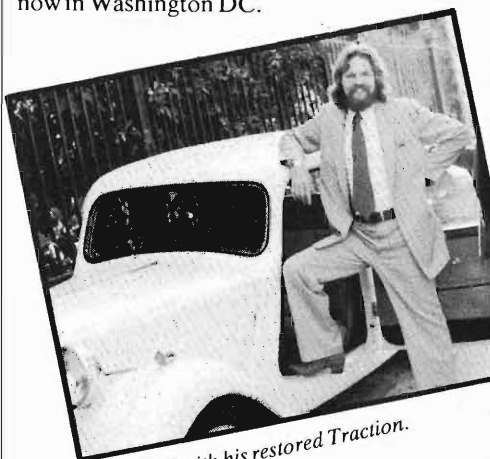
*E David Seal,
TOC member
of Virginia, USA,
tells the exotic
tale of how he
brought his
Light Fifteen
from*

NILE to POTOMAC



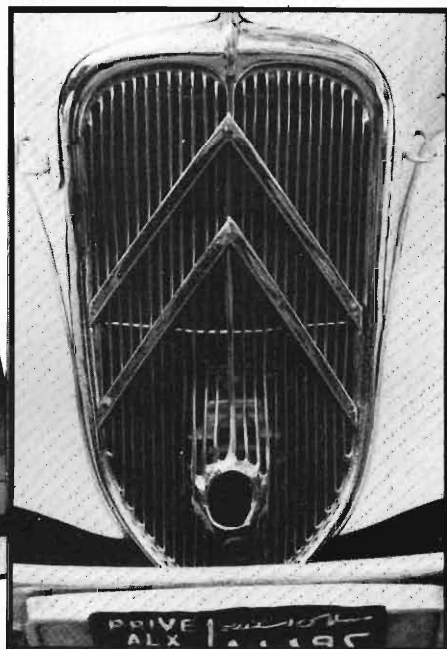
MY SLOUGH built Traction is the only one I or any of my contacts know of on the East Coast of the USA. Its standard of quality and finish is still evident and, thanks to its gentle original Egyptian owner it continues to run beautifully and to cruise the streets of America's capital city, sunroof and windscreen open to the mild Atlantic breezes.

I purchased it several years ago in Alexandria. Not long afterwards the assassination of President Sadat seemed to end my dream of getting the light fifteen out of Egypt. However, by a wonderful turn of events I managed to take it with me when I left my post as US consul in Alex and it is now in Washington DC.



David Seal with his restored Traction.

The original owner was a Mr Abdel Ghaffar who purchased it new in 1951 from a local dealership (which is opposite the Santa Lucia Restaurant where Churchill ate while in Egypt for the Cairo conference – Stalin ate there too, mind). The car was lovingly driven in the Delta everyday on agricultural roads beside the canals. It had



This grille had survived thirty years of driving in Egyptian traffic.

to be taken in by barge in the early days as there were no bridges over the various estuaries of the Nile. In 1964 Mr Ghaffar moved to Alexandria and brought his beloved Traction with him. When he finally decided to go to Mecca and live out his last days in the shadow of the Prophet Mohammed's mosque he sold the car to me for \$500, with a spare set of pistons, sleeves, valves, camshaft and cardans. Nasser Tires still made 165x400s in those days so we bought two sets. We spent \$2000 to completely redo the car and another \$1000 to get it back to the USA.

I took it out via the Adriatica Line to Venice, drove it without incident across the Po River valley to Genoa in nine hours and sent it off on a ro-ro ship to Bayonne New Jersey – a dismal place but a successful entry port for the Citroen. I then drove it, also without incident, to Washington, although one front outside bearing had just about given up the ghost by the time I pulled into my driveway.

To my surprise I found at least one other Traction Owner in the Washington area – Wayne Carey, who owns three; a 1946 BL, a 1951 BL, and a fully restored 1956 Normale, all French built. He has a complete machine shop where he has built hub-pullers and other tools, as well as parts. We obtain our spares from two local Citroen dealers; Michael Fournets in Glen Burnie, Maryland – he specialises in customising 2CVs for sale on the American

market, but also has a variety of Traction parts – and Red Dellinger in the rolling hills of Southern Pennsylvania who restores Traction. (He has recently finished the restoration of a beautiful cabriolet, which he drove to the yearly Citroen meet in Massachusetts and won a national award).

My Traction attracts a great deal of attention here as the car is not generally known in the USA. I find that besides French diplomats, it is recognised only by veterans of World War II in Europe or the Vietnam war. Since bringing the car back to the USA I have replaced the fuel pump, one cardan, all the wheel bearings, rebuilt the brakes and put new tyres on. The car then passed the State inspection requirements –

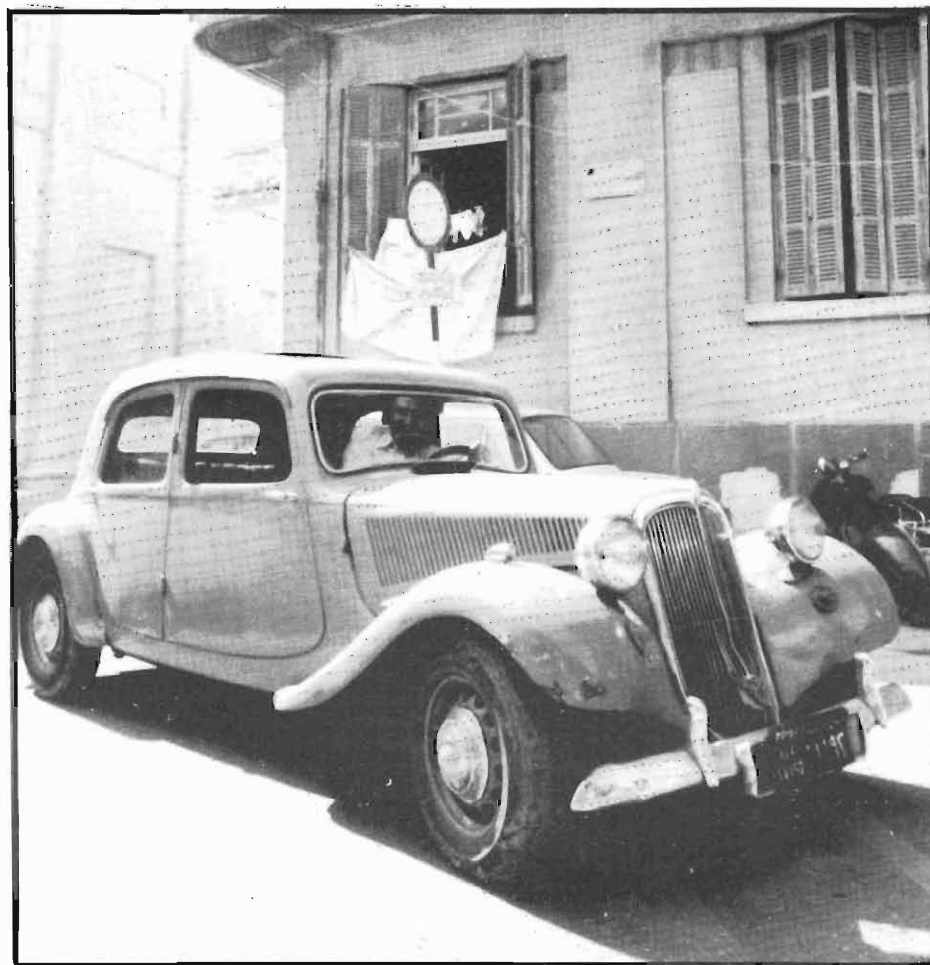
not as an antique which limits use to occasional, never night-time operation, but for normal use, allowing me to drive it daily.

I will never part with it for any reason. The man who found it for me was my bodyguard – named Moustafa, he was 6'6" of malevolence, a former frogman and veteran of two wars. He looked at more than a dozen Traction before bringing me this one, and he would hunt me down if ever I gave it up!

My happy experiences have led me to understand why, of all the makes of car in Alexandria, there were more Traction than any other old automobile; and more "tractionists passionants" than for any other car.



Above, the interior of David Seal's Traction, with upholstery in tan suede. Below, the start of it all – the car on the day of purchase (for \$500) in Alexandria, Egypt.



TECHNICAL TIPS

Replacing inner U/Js without special front end tools

A FEW MONTHS ago I was driving in Newbury when one of my Big 15's inner U/Js (cardan shafts) disintegrated, leaving me stranded at the roadside. Fortunately, members of the Riley RM Mutual Aid came to my assistance, and towed me to one of their houses where I was able to work on the car.

Now, I had a spare inner U/J but no special front end tools. It is obvious that with the engine out, the inner U/Js can be withdrawn easily, so I reckoned that if I could lift up the front of the engine/gearbox sufficiently, it would be possible to withdraw the U/J and replace it.

I removed the bonnet, radiator and grille and battery; disconnected the feed to the fuel pump and the exhaust pipe from the manifold; and removed the four long bolts from the cross member supporting the gearbox. The U/Js were also freed from the output shaft flanges. I then started jacking up the gearbox, ensuring that nothing was fouling. (An engine hoist would have been much more satisfactory). Care must also be taken to ensure that the engine does not move forward allowing the rear engine mounting block to slip out the bulkhead.

Once lifted high enough, the U/Js can be slipped off the driveshafts and replaced. The engine can then be dropped back into position, and the rest of the bits refitted and replaced. The whole operation took just over one hour, and would have taken considerably less has an engine hoist been available.

MW

PS: I have not tried this on a light 15, but can see no reason why it shouldn't work. The reason for removing the battery is because as the front of the engine is lifted, the battery is compressed by the cylinder head.



Back to normal in the January snow – Mike Wheels' Big 15.

BY SHARK *over* the MENDIPS



*It wasn't all
Knebworth
and Paris
last year.
Ralph Drouin
recalls a West
of England
journey...*

AT 9.15 AM ON a beautiful Sunday morning in June we, the Number One team for the S. W. Section of the TOC, signed on as No 170. To dissipate our pre-run nerves we indulged in a coffee at the Pineapple Inn, posed for our photographs and 'ooghedandaaghd' at a 1935 Raleigh Safety Seven – a tremendous machine with a straight thru exhaust emitting about 120 decibels. We marvelled at its occupants; hardy stalwarts they were, cheerfully ignorant of their guaranteed deafness before Weymouth.

Not yet 10 am and we were flagged away at the City Council House; followed a Morris 8 saloon; eased our way out through Bristol; overtook a Model T Ford; knocked off a Morris 8 that was weaving all over the road – and slowly at that!).

Reaching the open road the Traction's road-eating qualities were revealed, as they were fifty years ago. Although not a race, it was difficult to keep to the 25–35 mph average maintained by the gaggle of Morris 8s, Austin 7s, MGPA sports etc: consequently Citroen Presse was the order of the day!

Having read the contemporary road reports of the Traction, it was peculiar to find oneself experiencing the same feelings of rapture as the miles were consumed and other cars of a similar age appeared slow and easily passed. Time cannot alter history! What would have been the poetic thoughts of Nigel Webb on this time capsule of "man and machine in perfect harmony" ('cept for the double declutching that is!).

Nigel, unable to attend (his wife would not let him) was the unwitting victim of unforeseen circumstances, showing how the gods carelessly play with the fate of mortal man, especially TOC members.

Once we reached the open splendour of the Mendip Hills, we sailed past the mediaeval church at Chewham Mendip – a fine example of a Somerset tower built with the riches of the wool trade. After a joyous descent of swooping bends we reached the beautiful city of Wells to be greeted by

smiling and waving spectators. We crossed the Somerset Levels to Glastonbury, an area of abundant wildlife and original wetlands. Glastonbury – centre of the legends of King Arthur – was our first checkpoint, a crowded bustle of competitors, cars and spectators.

The next stage was a well selected route to Yeovil, through Compton Dundas and by-passing Somerton the ancient capital of Wessex. During this stage a number of entrants had stopped in laybys for 'elevenes' and indeed it was nice to see the competitors in costume. It was surprising how many had gone to great lengths for this enjoyable event. Somewhere in this stage we came up with a large Austin saloon that was well driven – obviously someone who felt an old car should be used now as it was meant to be. Unfortunately it stopped for refreshment at a garage at Ilchester, which is only a short distance from the Fleet Air Arm Museum at Yeovilton.

Yeovil, our second checkpoint, was reached without further event. Here we rested and had a look at other participating vehicles, which were to a very high standard. It's not every day one can see vintage Lagondas', Bentleys and Rolls-Royces on the open road. Before leaving the checkpoint we had to answer a police quiz: I regret to say none of us could agree on any answer – we are now awaiting court proceedings!

Up out of Yeovil on the Dorchester road we passed Barwick Park, the showground for the Yeovil Festival of

Transport, (also organised by the Yeovil Car Club). A good driving road to Dorchester but we were looking for somewhere to have our picnic . . . So shortly we turned off the A37 to find a suitably shaded spot, thus winning a rate rebate for the local residents, who thought they had been invaded by "diddikies". Here we wine and dined, occasionally interrupted by the oft promised but never-materialising silage tractors and trailers. "Ahh, d'ya see zem furriners, young'un?" Young'un: "Ahh, they's zat so pecu'ly dressed, old'un." Reclining with contented stomachs we felt this was the life – not for us the hustle and bustle of the modern highways.

However, remembering the refreshments were free in Weymouth we packed the lunchbasket and coolbox in the boot (yes, that's right, in the boot with a toolbox, oil and water). The sharknose now had a fit of the 'vaps' – cured by saying in a loud voice: 'I'm going to exchange it for an Escort' – success guaranteed every time.

We soon arrived at Dorchester, for our third checkpoint, – a quickie as we decided to move on to the finish. Now we come to the sad and embarrassing part of the tale, we were overtaken by a snazzy MGPA sports, which I'm glad to say I was able to glower at all the way to the finish. We descended Ridgeway Hill, scornful of the Caution Hairpin Bend – huh steep! huh no problem in a proper car.

A JAP-engined Morgan three-wheeler edged in front as we were queuing to finish, we were not envious of the noise, rattling windscreen etc.; one would have imagined the occupants had developed Parkinsons disease by Glastonbury, let alone Weymouth. The announcer said "Another



Before the start: Ralph Drouin and passengers Mrs Linda Shephard and Mrs Carolyn Drouin

Morgan three wheeler" and then raised our flagging spirits with "And now an early Citroen front wheel drive, a compliment to our French visitors; a rare sight on our British roads."

We received a plaque for completing the run, and parked the car at the Ferry terminal, then whilst wandering around we admired the brave dippers in the murky water. The reception was a lavish affair and ideal for those competitors whose hampers had fallen off and been run over by a vintage whatever. We left the reception early and needed the services of a very helpful YCC marshal to escape from the thronging masses. The last arrival at Weymouth had three minutes to spare before the event closed. Our return journey was uneventful, after a rally with a difference, whatever must it have been like to drive a traction

fifty years ago?

The Bristol to Weymouth Run is arranged by the YCC. It is a brave and very well-organised event, planned to rival the London to Brighton run but in very much more pleasant countryside. It is open to pre-1940 vehicles and is unique as a road event. The Yeovil Festival of Transport is another good weekend where Tractions are few and far between.

The Sharknose has departed to make way for a diesel BX. Citroens are in my blood; I reckon my red blood corpuscles have chevrons on them! The '51 Light Fifteen awaits full restoration – could it be a neck and neck race to beat Nigel Webb's '53 model that was "nearing completion" in a 1976 Citroenian?

Traction with kippers

Taken in Leeds in 1950 this picture shows Car No. 482 at the Briggate barrier. It was acquired from Hull as one of 42 purchased between 1942 and 1946 which became known as "Kipper Boxes". The Car following is one of seven bought from Manchester between 1946 and 1948. Between the two trams crossing from Kirkgate to Commercial Street can be seen a Traction Avant Light 15 built at Slough. The picture is reproduced by kind permission of Robert F. Mack, photographer and publisher of 'Memories of Leeds' a pictorial record of the city when we travelled by tram.

Harry C. Howard



Recollecting emotion in tranquillity, John Couche describes the escalating series of disasters that befell him whilst involved in the Traction anniversary rally in Australia...

LOOK, NO

TEETH!

THE FOLLOWING is a story about what can happen to a traction owner, who, whilst madly trying to finalise the organisation of a national rally, decides he doesn't like the second gear in his gearbox, so tears a handful of teeth off it.

The scene is set with me motoring along in Smelly, my well-known and sometimes loved 11BL, being warned by a red traffic signal to stop. The location happened to be on a rather steep slope, and when I began to let the clutch out, there came a violent shudder from the front end. A rapid depression of the clutch followed by another attempt to move forward was greeted by a sudden and very loud bang. "Oh dear, what a shame, I seem to have broken by gearbox" thought I — or words to that effect.

A pleasant roll backwards down the hill and a park off the road was the next event and then a wait to be towed home. Luckily there was not a huge lake of oil underneath the car when I rolled away, so at least the casing was still intact.

The date was Saturday 14 April, 12 days before the planned departure time for Citraction '84.

Sunday morning saw the donning of the greasy overalls and, with the aid of my brother-in-law, out came the gearbox. Surprise, surprise, the crown wheel and pinion was still intact. Maybe the clutch was the problem and not the gearbox after all — a quick inspection proved negative, so off with the gearbox cover. There it was, second gear (or at least part of it) staring me in the face — the rest lay in many pieces at the bottom of the casing.

A quick check of my spare parts collection unearthed a serviceable looking gearbox with worn crown wheel and pinion (read noisy) and two good second gears. I decided a quick swap was better with the



amount of time available, so the spare box was elected to be fitted rather than rebuild the original.

Here started a comedy of errors that I have never encountered before and hope never to encounter again.

Deciding that there was plenty of time to fit the gearbox the following weekend, I turned my attention to other matters for the next week. That was mistake number one.

The following Saturday and Sunday, now only four days from Citraction '84 were, however, almost all taken up by Army Reserve activities, so only night work could be undertaken.

Somewhere along the way, I also discovered that my water pump had stripped a woodruff key and the fan was dangling in the breeze. That problem was easily fixed with a re-built replacement supplied by Dennis Walton. Following the water pump, in went the "new" gearbox and the car was reassembled except for the bonnet.

That was mistake number two. When I filled the gearbox with oil, it came out around the output seals almost as fast as I put it in. "Oh dear", said I again, "something seems to be amiss."

To cut a long story short, the next three days and nights were filled with a frantic rush to get to the car to Ballarat.

In that time, the following occurred:

1. I discovered gaps between the bell housing and gearbox, so the gearbox was removed again, cleaned up and copious amounts of Silastic applied. An interruption by a neighbour meant that the Silastic had begun to cure before fitment of the gearbox and had to be cleaned off and a second lot applied. Of course, before this could happen, the grille, radiator, gear linkages, cross member, etc. had to be removed again and the drive shafts uncoupled.
2. The gaps were not filled to my satisfaction, so the engine and gearbox assembly was removed in-situ to see what the trouble was. It was discovered that the output seals were not round.
3. A new set of seals was fitted and more Silastic applied — looked good.

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4. As the clutch had been shuddering before, I decided to have a play with it while the gearbox was off. It had previously been set up according to the book and never worked properly, so I set it up the way I thought it should be.

5. The whole shooting match was re-assembled. Great — no oil from anywhere — time for a test drive. Mistake number three.

6. The clutch could be fully released in second and third gear without the motor stalling — obvious conclusion was that the set up was wrong.

7. Engine and gearbox again removed from the car and the assistance of Gerry Propsting enlisted to cure the clutch problem.

8. Gerry measures my settings and finds that they should have worked. A slight re-fiddle and it all goes back together again.

9. Mistake number four. I don't feel desirous of putting everything back together only to have to pull it apart again, so I decide to gently test the clutch with only the bottom radiator mounts in place.

Result — through physical exhaustion on my part, I miss something, and when the engine is started, it jams on full throttle and the brand new water pump fan merrily rips my radiator to shreds. Result — totally destroyed radiator and the clutch *still* slips.

10. A rummage through the spares again turns up my best spare radiator which is rather clogged up, but with the day now being the one before we are scheduled to



leave, in it goes with fingers crossed.

11. Ted Cross arrives on the scene and the brains trust goes to work. We decide to do a super rough last minute attempt at adjusting the clutch plate through the inspection hole and promptly do so.

12. At about 10.30 p.m. we give up and decide that Smelly is not going to Ballarat, as a test drive reveals an acceptable clutch but an incredible banging noise that could not be diagnosed.

13. Ted departs and John retires to bed a defeated and dejected man.

14. Mistake number five. After tossing and turning for about an hour and a half, the cogs in my brain go click and the notion springs to mind that we didn't re-connect the front gearbox mounts — there is hope yet!

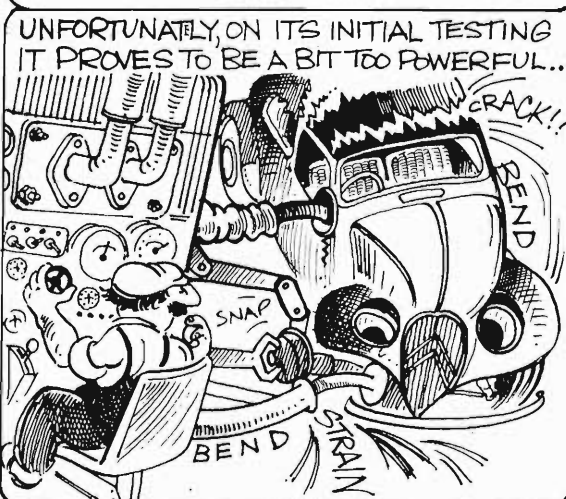
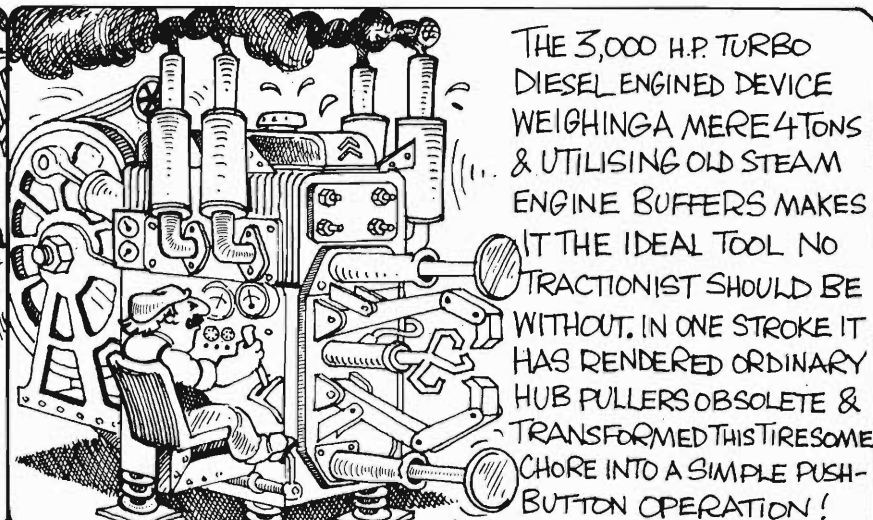
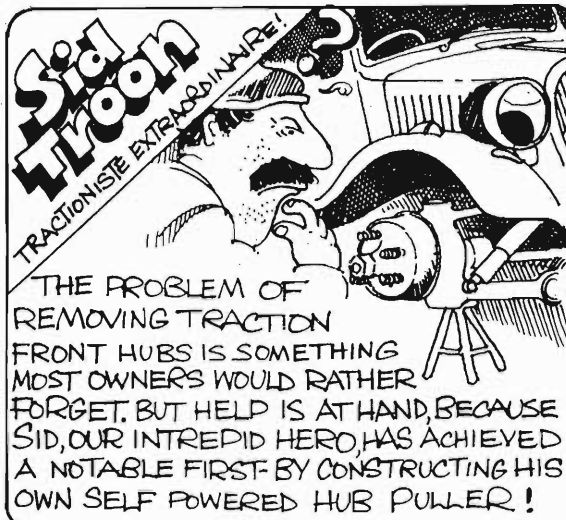
15. An early morning start on Thursday to fit the mountings and a quick trip around the court confirms that all is fair and that the Couches are taking two cars to Ballarat.

16. All that remained now was to hold the gearstick in first and second whenever they were engaged as my untried spare parts gearbox seemed to have a problem or two in that respect.

17. The trip from there on until we reached Melton was a breeze — that's where the radiator boiled for the first time. It subsequently boiled again about every five to ten kilometres all the way to Ballarat, but that is another story altogether — the main thing is that we made it — phew!

First conclusion: If you own a temperamental Citroen that has become old and stodgy in her ways, don't try to organise a national rally at the same time as convincing the car that it really will be a good weekend.

Second conclusion: It really was worth the effort to get my car to the 50th Anniversary Rally. Thanks to Dennis, Russell, Ted and Gerry for their assistance.



TRACTION ARRIERE

This article is reproduced from the Motoring Encyclopaedia and Touring Gazetteer of the British Isles, published by the Waverley Book Co. in the early 1930s.

CITROËN CARS: FROM TEN TO TWENTY H.P.

A French Car Popular in Great Britain Described and Illustrated

This article is concerned with one of those cars of Continental origin that have a considerable appeal for motorists on this side of the Channel. Works have been established in this country and the models adapted for British use. These models are here reviewed and questions of maintenance are discussed and illustrated. The care and maintenance section is due, in part, to the courtesy of "The Autocar."

Among the most popular of the lower-priced French cars is the Citroën. It has built up a reputation for trustworthiness and comfortable riding qualities which have given it sufficient popularity to enable series production to be undertaken on the largest scale, with the usual results of lower overhead charges and reduced prices.

Durability is the special feature of these cars, and it was in order to obtain exceptional wearing qualities that the all-steel body was early adopted by Citroën. This body has a very long life, and does not develop squeaks or rattles. It is also singularly free from distortion, so that doors work smoothly after long use and there is a desirable absence of draughts.

Durability was also the quality which prompted the Citroën engineers to concentrate upon the four-cylinder engine in the smaller models. The aim was not to attempt to offer special refinements but the utmost robustness that could be provided for the money. It was in order to demonstrate the durability of Citroën cars that M. Citroën undertook a duration test at the Montlhéry track near Paris.

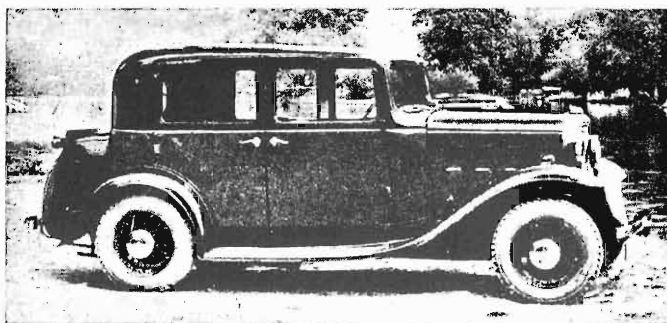
Limitation of models has been practised by the Citroën company with the object of achieving the best possible results from series production. This also facilitates service. Two models have achieved world-wide popularity, and there are three other models at present on the British market ranging from 10 h.p. to 20 h.p.

Citroën Ten. The 10 h.p. Citroën has a four-cylinder engine of 1,452 c.c. capacity. This engine is built upon classic lines. It has side valves and pump and fan cooling, and the ignition is by coil. In the standard model a three-speed gear-box is fitted with the gear lever situated centrally. Synchro-mesh engagement is provided for second and top speeds. The brakes are cable operated and the suspension is by semi-elliptic springs. This car has proved extremely popular among all classes of users. The pump and fan cooling especially are appreciated by those who use their cars for continental tours which include long, stiff climbs tending to try the cooling system to the utmost. This car may be had in a de luxe form with a four-speed gear-box; when the synchro-mesh engagement is

provided for top and third speeds. Traffic indicators are also fitted.

Citroën Light Twelve. This car has a four-cylinder engine of 1,767 c.c. capacity and is taxed at £14 a year. In most respects the engine follows the general design of that for the smaller model, but there is a down-draught carburetter. The valves are at the side and there is coil ignition and pump and fan cooling. This car may be had in a sports version with an English-built body, when a fairly high performance is obtained. The weight of the car is 23½ cwt. The fuel tank is at the rear and contains 8½ gallons. This model is also fitted with traffic indicators as standard and two-blade wind-screen wiper. In combination with the synchro-mesh gear-box is a free-wheel giving clutchless gear changes between all ratios.

A special ventilation system is employed for the standard bodies, and this car, in common with all the cars in the later Citroën range has the patented "floating power" arrangement of engine mounting.



Citroën. The 10 h.p. saloon Citroën embodies many up-to-date features in its construction and design. Note the wide doors and large windows.

This is designed to give the engine itself slight freedom of movement so that it does not transmit its tremors to the chassis frame or bodywork. The Citroën ventilation system is secured by means of a conduit opening above the dash in the position where there is usually a direct door communicating between the cockpit and the outside air. Air which streams into this opening when the car is in motion flows down the conduit and is expelled underneath the car, thus ensuring that no

draughts are admitted to the cockpit, and that there is no risk of fumes entering it.

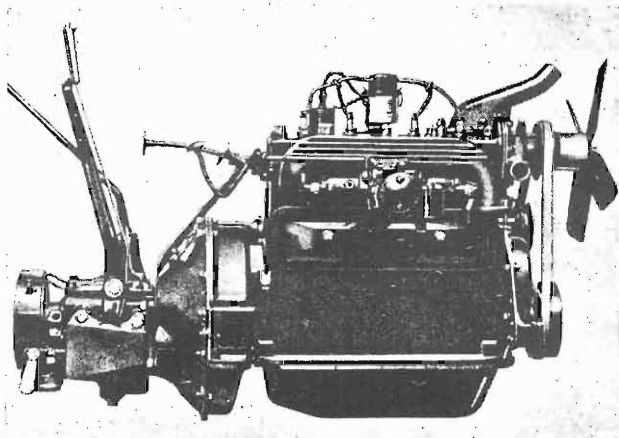
Citroën Big Twelve C4G. The Citroën "Big Twelve" has an engine of exactly the same capacity as the "Light Twelve," that is to say, of 1,767 c.c. The tax is the same, £14, and the engine follows the same general lines of design. It has side valves and coil ignition, and is cooled by pump and fan. The chassis of the "Big Twelve" also bears a close resemblance to that of the "Light Twelve." There is the four-speed gear-box with synchro-mesh engagement on third and top ratios, and there is the free-wheel which enables all changes to be made without use of the clutch pedal while the car is under way.

But the "Big Twelve" chassis is a good deal larger than the "Light Twelve," the wheel base being 9 ft. 10 in., and the track 4 ft. by 8 in. against the 8 ft. 10½ in. wheel base by 4 ft. 4½ in. track of the "Light Twelve." The weight goes up from 23½ cwt. to 26½ cwt. Consequently the performance of the "Big Twelve" is slightly lower than that of the other car, but much roomier bodies are possible with this model. It is a car in which comfort is insisted upon.

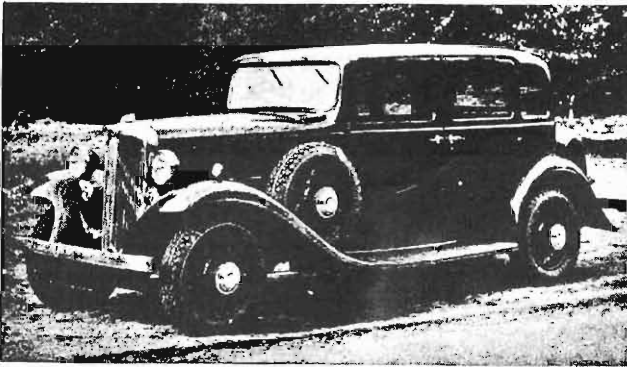
Citroën Light Twenty. Both the six-cylinder Citroën cars are of 20 h.p., and they bear a very close resemblance in the larger scale to the two "Twelves." One model is a lightened version in which the chassis weight is reduced to a minimum and the wheel base and track are kept down while the other has an altogether heavier and roomier body.

The Citroën "Light Twenty" has an engine of 2,650 c.c. capacity with a tax of £21. It may here be mentioned that the bore and stroke of all Citroën models, with the sole exception of the "Ten," are identical. The greater power of the "Twenty" relative to the "Twelve" is obtained by the addition of the two extra cylinders. The bore and stroke remain the same, that is, 75 mm. x 100 mm. The Ten horse-power Citroën has the same stroke of 100 mm., but its bore is reduced to 68 mm. This form of standardisation lends itself to great economies in design and in many stages of construction and assembly.

The "Light Twenty" has coil ignition and most other features of the same kind as the smaller models. The down-draught carburetter is fitted and there is the four-speed synchro-mesh, silent gear-box, with the free-wheel. The fuel tank of the



Citroën. Engine of the four-cylinder 13.9 h.p. C4G model, forming one unit with clutch and gear-box. It is flexibly mounted.



Citroën. Graceful and distinctive lines characterise the "Big Twelve" saloon Citroën shown here. Bodywork features and excellent suspension afford exceptional riding comfort.

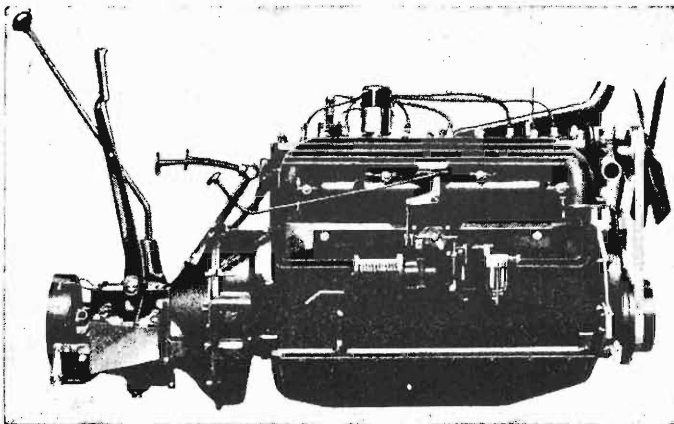
Lubrication. The gear-pump driven from the camshaft by helical gears and a vertical shaft draws oil from the base chamber and delivers it under pressure to the crankshaft main bearings. From these bearings the oil goes through the hollow webs of the crankshaft to the connecting rod bearings. Pistons, cylinders and tappets are lubricated by the oil which exudes from the connecting rod bearings. The usual precautions should be exercised in

decarbonization or draining care must be exercised to see that there is no air lock in the oil pressure gauge pipe. If the pressure gauge fails to read, the set-screw securing the pipe connecting oil pressure gauge and lubrication system should be removed. This screw is situated at the rear of the crankcase on the right of the engine. Then lubricating oil should be injected through the orifice with a syringe and the set-screw replaced. The pressure gauge should give a reading of between 25 and 35 lb. per sq. in. when the car is running at over 20 miles an hour. When idling, the reading of the pressure gauge may drop considerably below this.

The clutch withdrawal race lubrication is automatic, oil being led to it when the engine crankcase is replenished. A small tray collects the oil, and it is then conducted to the withdrawal race duct through a pipe running on the outside of the crankcase. When the engine is new the oil consumption is so small that replenishment of the base chamber is only necessary at infrequent intervals. In order to ensure that the clutch withdrawal race is not starved during this period a little oil should be poured down through the engine filler cap on the side where the pipe is connected to the filler tube.

On the left side of the gear-box there is a level filler plug which should be removed every 1,000 miles, oil being introduced up to the orifice. This must always be done when the engine and gear-box oil are warm after running. A drain plug is fitted at the bottom of the gear-box, and the oil should be replenished every 4,000 miles. The Spicer pattern universal joints at each end of

"Light Twenty" holds 13½ gallons of petrol and is situated at the rear of the car. The petrol is conveyed to the carburettor by means of a mechanical pump. The four-wheel brakes are operated by cable; there is helical bevel final drive and semi-elliptic springing. The "Light Twenty" has a wheel base of 14 ft. 5½ in., and a track of 5 ft. 4 in., and the weight is 26½ cwt. This model, as well as the "Light Twelve," can be had in a sports version with an English body.



Citroën, offside view of C6G six-cylinder engine. Note air cleaner and petrol filter. The C6F engine and chassis are very similar.

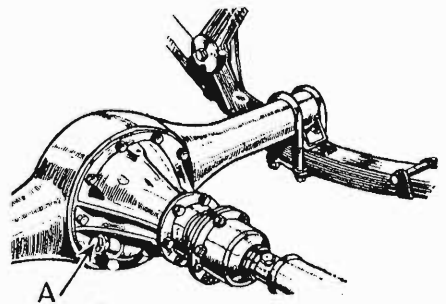
Citroën Twenty. It has already been mentioned that the engine size of this car is the same as that of the "Light Twenty," 2,650 c.c., and that the annual tax is also the same, £21. The design of the six-cylinder engine is also the same with coil ignition and flexible mounting. The main differences are in the wheel base and track, which are 15 ft. 5 in. and 5 ft. 8½ in. for the "Twenty" and the weight of the car, which is 29 cwt.

Twelve-volt electrical equipment is fitted to all Citroën cars. It will be noticed that in every detail of design and construction attention is paid to the obtaining of the highest possible degree of standardisation consistent with efficiency. A feature that is applied to all Citroën cars is the servo braking system. It is fully described in the section dealing with the care and maintenance of the type C4G, which is the name under which the "Big Twelve" is sometimes known. In models prior to 1934, C6G is the name given to the "Twenty."

CARE AND MAINTENANCE. Citroën C4G ("Big 12"). For the lubrication of the engine the pressed steel base chamber carries about one gallon of oil. This oil is replenished through a filter situated on the left side of the engine, the orifice being closed by a cap. The oil level is checked by a dip stick on the same side of the engine. Two marks will be found on this stick, representing the maximum and minimum oil levels.

draining the sump after the first 500 miles, and thenceforward after every 1,000 miles. The oil is run out through the drain plug fitted at the bottom of the sump; the operation being carried out immediately after the car has returned from a run, while the engine is still warm.

Decarbonization is recommended by the makers every 7,000 to 8,000 miles. When replenishing the oil in the sump after

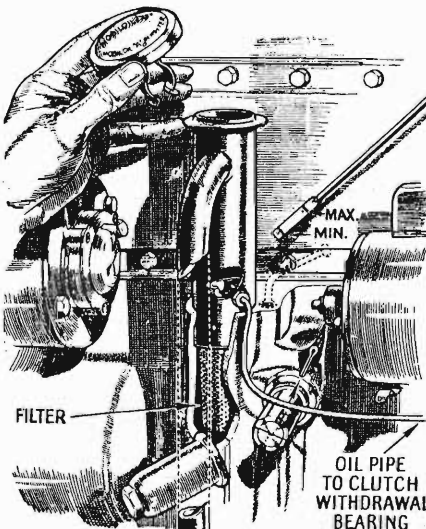


The readily accessible rear axle oil level filler plug (A) on the Citroën "Big Twelve."

the propeller shaft need lubrication every 750 miles. Lubricators are provided.

A level filler plug is fitted to the rear axle. The oil level should be inspected every 1,000 miles, and draining should be done every 4,000 miles. The screwed plug on the steering box should be removed and grease supplied every 500 miles, while the lubrication of the steering link rod and track rod ball joints should be done every 250 miles through the greasers provided. The front hub caps should be replenished with lubricant every 1,000 miles. Over-lubrication of these parts may lead to oil or grease getting on the front brake linings and so spoiling the braking. Stub axle pins should be lubricated every 250 miles.

Greasers supply the lubricant to the rear hub bearings. Grease should be supplied every 250 miles. The greasers are fitted to the rear axle casing close to the rear hub dust covers. Moving parts of the brake assembly should be lubricated every 3,000 miles. Lubrication of the cables



Citroën "Big Twelve." How oil level and pressure are maintained. Note also method of lubricating clutch withdrawal bearing when oil is poured in filter.

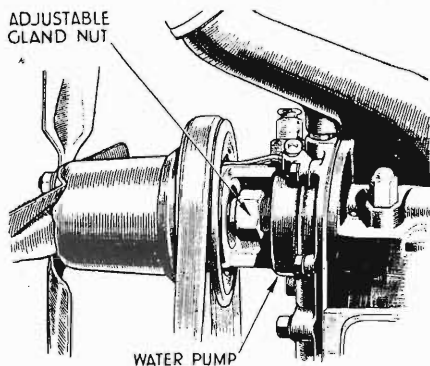
Courtesy of "The Autocar"

where they pass through the casing is emphasised by the makers as of paramount importance. Lack of lubrication at these points will adversely affect the operation of the brakes and may cause them to jam on one or more of the wheels, giving the impression that the brakes are improperly adjusted.

A few drops of thin oil may be supplied to the dynamo every 500 miles and also to the rear end of the starter. The front end of the starter has an oil-less type bearing. After about 3,000 miles running the rotary distributor brush should be removed and a few drops of thin oil put on the small felt pad beneath. This will ensure the proper working of the automatic advance and retard mechanism. The water pump shaft ball race should be lubricated every 500 miles with thin oil and the shaft bush with grease through the lubricators provided.

Valves. Valve springs can be replaced in this engine without dismantling the cylinder head. The valve cover plate is removed and the tappet assembly is dismantled. The spring can then be fitted with the aid of a valve lifter. When the engine is cold the correct clearance between valve and tappet in this model is .009 in. The inlet valves are slightly larger than the exhaust. After decarbonizing the tappet clearances should be checked. The engine is turned by the starting handle until the inlet valve on No. 1 cylinder (nearest the radiator) is closed. After the valve has closed the turning of the engine is continued a further quarter of a revolution. This will ensure that both inlet and exhaust valve tappets of this cylinder are free. The feeler gauge may then be inserted to check the amount of the clearance.

If water leaks past the water pump gland the fault can be corrected by adjusting the gland nut. This nut should be turned in a clockwise direction to tighten, and should only be turned sufficiently to correct the water leak. If it is tightened too much, belt slip is likely to take place.



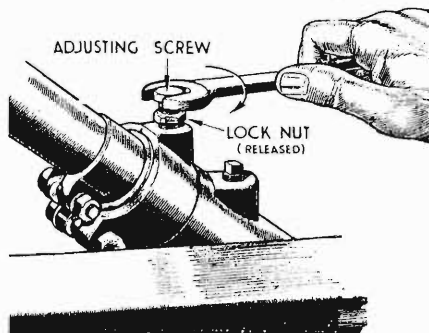
Citroën C4G or "Big Twelve." Adjustment of the gland nut remedies water leakage.

Timing. For re-timing the ignition the engine is turned until the piston of No. 1 cylinder is at the beginning of the compression stroke. On the right-hand side of the engine flywheel casing, near the oil gauge pipe connexion, is an aperture which is for the purpose of reading the markings on the flywheel. The firing-point is marked on the flywheel "ALL" over a red line. The engine is turned until this mark is parallel with the line on the engine casing, and then the nut holding the bolt which is fitted transversely at the base

of the distributor is loosened. The distributor assembly is now rotated until the contact breaker points begin to open with the distributor rotor making contact with the segment to which is attached No. 1 sparking plug wire. The firing order of the engine is 1, 3, 4, 2.

Clutch. Provided there has not been incorrect lubrication, clutch slip can usually be traced to insufficient clearance between the clutch fork lever and pedal, so that the pressure plate movement is restricted. The adjusting screw for the clutch pedal should be turned to give free movement of about $\frac{3}{8}$ in.

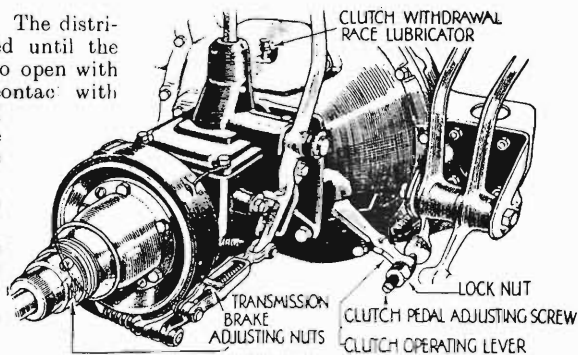
Steering. Stiffness in the steering is usually the result of insufficient lubrication of the stub axle pins and track rod and steering link joints. The toe-in of the front wheels should be $\frac{1}{8}$ in. An



Float in the worm-gear of the steering is rectified by an adjusting screw in the top of the steering box.

adjusting screw for taking up play in the worm will be found on the top of the steering box. For this work it is recommended that a spanner of not more than 6 in. in length should be used so that all possibility of damage may be avoided.

Brakes. The brakes will need adjustment when, with the pedal depressed, the distance between the pedal and the floor-board is less than $1\frac{1}{4}$ in. To adjust the brakes all four wheels must be jacked up and the adjusting screws found on the inside of the brake drums on each wheel turned in a clockwise direction, until all four wheels are locked. The screws are then undone about eight teeth on the locking spring arrangement, the teeth being felt in engagement as the screw is turned. Then the brake pedal should be depressed $2\frac{1}{2}$ in. and held there by a piece of wood, or packing piece, while the wheels are turned. The resistance to turning on each wheel should be equal. Differences should be eliminated by the adjusting screws. Finally, care should be taken to see that all four wheels are quite free when the pedal is released.

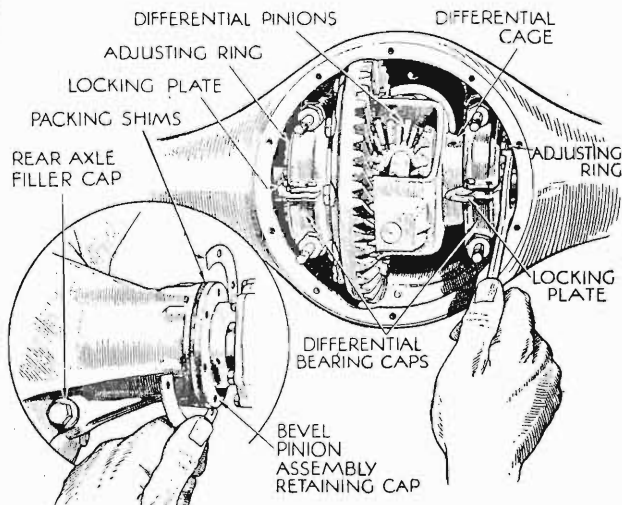


Citroën C4G, showing the adjusting nuts for transmission brake and the clutch pedal adjusting screw.

The hand brake adjustment is effected by tightening or loosening the nut fitted to the clevis rod, fixed direct to the hand brake lever, or the self-locking nut which is screwed to the transverse rod on the brake band. Wheel nuts on the right-hand side have a right-hand thread and those on the left side a left-hand thread, to resist a centrifugal unscrewing tendency.

The Citroën servo assisted brakes, in this as in other models, are worked by the pressure drop in the induction manifold. This creates a partial vacuum in a main brake operating cylinder. A system of valves causes the depression of the brake pedal, to call in the assistance of the partial vacuum in the brake operating cylinder, and to release it the foot is withdrawn from the pedal. The system is simple and effective, and it has the notable advantage of working by direct mechanical means should the servo action fail. Thus, upon the failure of the servo the driver is simply called upon to exercise more force on the pedal.

Back Axle. The rear axle in this model can be adjusted without dismantling. Packing shims position the bevel pinion in relation to its meshing with the crown wheel, and adjustment can be done by removing or adding to these shims. The crown wheel can also be adjusted by removing the cover on the differential casing. The castellated adjusting ring will be found on the right-hand side, and can be turned by the special spanner provided. This adjustment should be made with great care.



Citroën. Adjusting the final drive for wear. Shims are removed from the pinion, and further adjustment of the crown wheel is available by loosening the adjusting ring locking plates as shown.



The late Mr. Luthman's Slough Light 15 — a recent photograph.

READERS MAY remember a low-mileage Slough Light 15 advertised for sale in the last issue by A. G. Luthman. Sadly, in the mean-time, Mr. Luthman has died, and his daughter, Mrs. T. J. Cooke, has written asking for help in valuing the car for the

Executors. If any member is interested in the car, which has only done 34,000 miles and is apparently totally original, Mrs. Cooke's address is 'Brambledown', The Minnis, Stelling Minnis, near Canterbury, Kent CT4 6AG.

MUTUAL AID SCHEME

The Mutual Aid Scheme has got off to a good start, with thirteen members signed up so far. As you can see from the map, there is already a useful geographical spread—but more volunteers are needed to fill up more of those vacant squares!

Mutual Aid members so far are listed below. Bold numbers before names refer to position on map.

(1) CE Gartland
13 King George Road, Minehead, Somerset.
Tel. 0643 4292.

(2) Ian Ness
106 Manor House Road,
Newcastle-upon-Tyne.
Tel. home 0632 812559 daytime 0632 329279.

(3) Dennis Ryland
Woodholme, Friethwood, Brownshill,
Stroud, Glos.
Tel. 0453 883935.

(4) Steve Hedinger
50 Redford Road, Windsor, Berks.
Tel. 07535 52963.

(5) Mike Wheals
The Roundhouse, London Road,
Whitchurch, Hants.
Tel. 025682 3136.

(6) Louie Burke
2 Coote Cottages, Damerham,
Fordingbridge, Rockborne.
Tel. 072-53 361.

(7) Phil Allison
9 Kingfisher Drive, Yateley,
Camberley, Surrey.
Tel. 0252 878362.

(8) Tom Evans
West Cottage, Rectory Lane,
Mulbarton, Norwich.
Tel. 0508 78140

(9) Alan Jones
44 Waterford Lane, Lymington, Hants.
Tel. 0590 76365.

(10) Simon Saint
Snigs End, Danes Green, Claines,
Worcester
Tel. 0905 54961.

(11) Derek Fisher
59 Prior Park Road, Bath.
Tel. 0225 29533.

(12) Lee Thomas
132 The Fairway, North Wembley,
Middlesex.
Tel. 01-904 0436.

(13) Roger Dyer
Hill Top, Tuckey Grove, Send Marsh,
Woking, Surrey.
Tel. 0483 223890.

COSTLY SILLS

We hear from Holland that German-made sills are now available—at a cost. If you're interested—one side will set you back £350 according to our information—you could get more details by contacting R Bekema, Magazijn Postbus 380, 2300AJ Leiden, Holland.

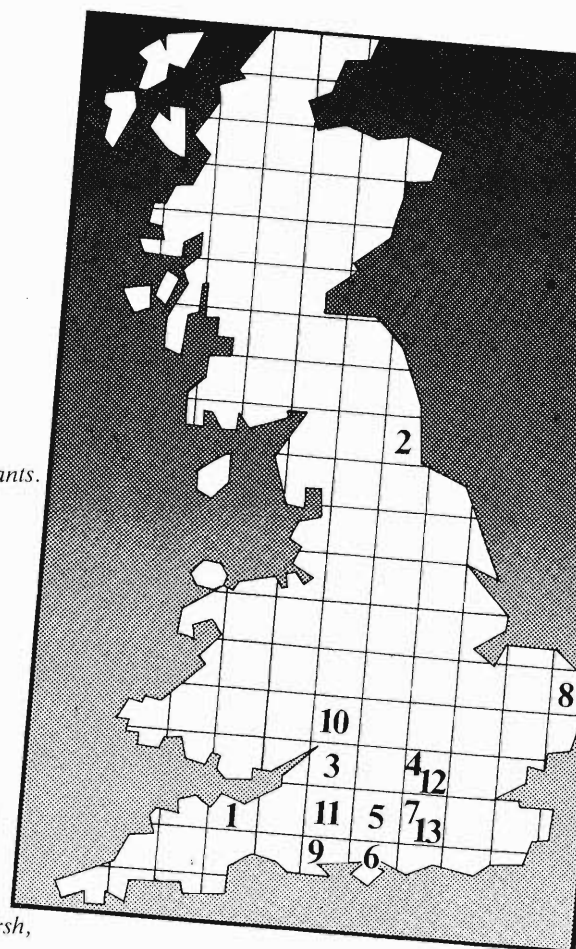
VIDEO AND PHOTOGRAPH SHOW

For those who are wondering what has happened to this event promised for early this year, we hope to have a representative selection of photographs to display at Motor 100.

The full display and videos will be on view at the annual rally in June.

TRACTIONS ON TV

A new Channel Four series on motoring, scheduled for Sunday afternoons, includes a programme on classic cars in which Traction are featured. The series is due to start in April—but watch the *T.V. Times* for more details!



Events

March 23-24

Bristol Classic Car Show
Bristol Exhibition Centre.

April 6

Alexandra Palace Autojumble
350 stalls, North London.

April 13

Cheltenham Autojumble.

April 13-14

Collectors Car Spectacular.
Show Centre, County Showground,
Stafford.

May 4-6

National Classic Motor Show
National Exhibition Centre, Birmingham.

May 12

8th Historic Vehicle Parade and Transport
Show
Dartmouth Park, Bromwich. Details -
Sandwell Recreation Dept., Hales Lane,
Smethwick, Warley, West Midlands.

May 12

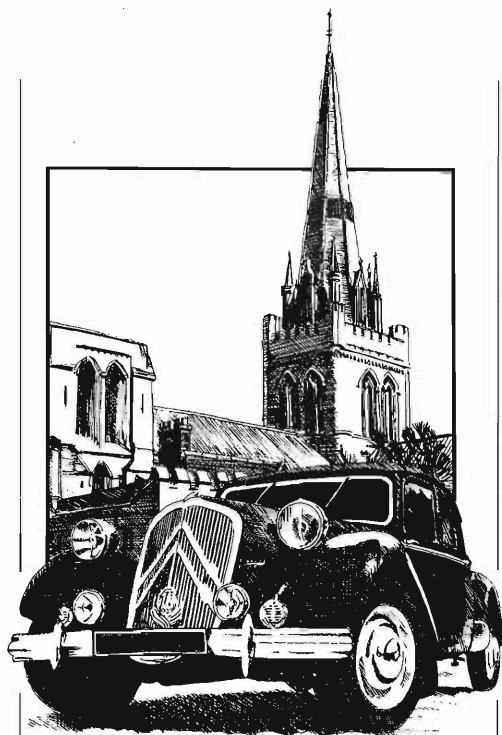
Seven Springs Pageant of Motoring
North London. Details - phone Collier St
254.

May 19

Riley Meeting at Laycock
Prewar cars of all makes compete. Let's see
some Tractions, please! Postwar
Tractionists can spectate, or better still,
marshal - which is great fun. A good day out
for the family in a beautiful setting - bring a
picnic lunch. Events start approximately
2 pm. About 2 1/2 miles south of Chippenham
on the A350 - watch out for Riley signs on
the right (west) side of the road.

May 25-27

Motor 100 and Annual Dinner
Motor 100 promises to be the biggest
motoring pageant ever held, and covers all
aspects of motoring since the early days a
hundred years ago. Cars of all ages will be
present from all over the world - including
land speed record breakers, rally and racing
cars, commercial and military vehicles.
Virtually all car clubs and manufacturers



ANNUAL RALLY CHICHESTER 1985

will be represented. Admission £5 per
person, car parking free. Venue: Silverstone
Race Circuit.

The Annual Dinner is to be held at Oscar's
Old Latin House, Market Hill,
Buckingham. The menu includes six starters
and seven main courses (venison, lobster,
partridge etc), sweets, cheese and biscuits,
coffee. All for £12.75 per head.

For those wishing to stay the night, there
are two hotels recommended in Buckingham
- The White Hart (0208 815151) and the
Swan and Castle (0208 815222).

Camping has been arranged in the land
adjoining the Lone Tree pub, 2 1/2 miles out
from Buckingham on the A421. There is a
children's play area and good food. Charge
is £1.50 per tent per night.

May 25-27

Enfield Pageant of Motoring
North London. Details - phone 0734 54438.

June 2

Belgian Grand Prix, Spa.

June 2

12th Southern Historic Transport Show
Southchurch Park, Lifstan Way, Southend-
on-Sea. Details - 38 Boyce View Drive,
Benfleet, Essex.

June 8-9

Historic Sports Car Club International
Racing Weekend, Brands Hatch.

June 14-16

Citroen Car Club Annual Rally
Towcester.

June 15-16

Le Mans (Vingt-quatre Heures du Mans).

June 16

Motorcade 85
Braemore House, nr. Fordingbridge.
Organised by Wessex Historic Preservation
Club. Details - phone 072 56334.

June 23

Worthing Classic Car Run
Organised by Mercedes-Benz Club and
Armstrong-Siddeley OC. Details from Colin
Peck on 01-521 0893.
TOC Car Team required - details to Mike
Wheels.

June 23

The Rotherham Vintage Vehicle Rally
Herringthorpe Playing Fields. Details from
Dept of Amenities & Recreation, Grove
Road, Rotherham, South Yorkshire.

June 28-30

7th TOC Annual Rally
Southern Leisure Centre. Chichester, West
Sussex.

June 30

Wings and Wheels
Bath & West Showground. Details - Roger
Alsop on 0749 4336 (after 6 pm).

July 6-7

Ardingly Historic Vehicles Spectacular
Ardingly Showground, nr. Haywards
Heath. Details - phone Borough Green
883011.

July 7

French Grand Prix, Paul Ricard.

July 11-13

Guardian South of England Motor Show
Goodwood Motor Circuit.

July 21

1985 Festival of Yesteryear and National
Classic Car Concours
Brands Hatch, Kent. Team of Club
Tractionists needed to compete in concourse.
Details - Mike Wheels.

July 27-31

6th World Meeting of 2CV Friends
Cheltenham Racecourse.

Rates and conditions of advertising:

Private adverts (classified)
Members and non-members of T.O.C.
buying or selling Citroen Cars or parts
(pre 1957) - NO CHARGE.

Trade adverts - 1/8 page - £25.00 per
insertion.

Advertisers must supply 'camera-ready'
artwork. Where this is not available, the
T.O.C. will provide it, after agreement with
the Editor, on format and cost.

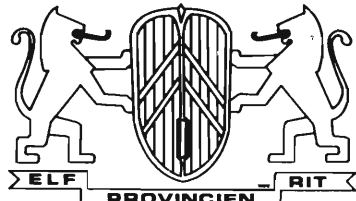
Inserts (loose) - any size up to A4 £25.00 per
issue plus handling charges, to be agreed
with Editor. Artwork as above.

Terms of acceptance

Cash with order, all cheques and money
orders will be cleared by the Club before the
acceptance of any advert.

The Club reserves the right to refuse any
advert which it considers unsuitable for
publication.

All advertisements should be submitted
to the Editor.



Will de Hek and Peter Wilders of the
Traction Avant Nederland tell us that,
undaunted after last year's epic Paris-
Moscow-Paris run, they are organising a
more modest (!) event this year. Entitled the
Elf Provincien Rit, it'll take the form of a five
day tour of all the provinces of Holland on
May 12-18. For entry form and full details,
send an international postal cheque for f75
to Will de Hek and Peter Wilders,
Frankrijklaan 3, 2034 BB Haarlem; or
phone them in Holland after 6 pm on
023-360418.

Books



Another of those glossy continental quarterlies. **Le Grandi Automobili** (this time Italian), had a Traction article in the autumn 1984 issue. Like the French 'L'Auto Classique', you'll find its around the £8 mark. I must confess that Italian defeats me, so I can't comment on the text, but there are some whimsically-translated captions in English (sample: "Traction avant... is 50 years old. It has lived them wisely because it is fully mature" - so that's what it's all about!). It's a fairly short article, and I couldn't quite understand why a complete double-page spread had been squandered on a very simple plan drawing of a cabriolet. On balance, this one's probably only for those (like myself!) who collect everything in print. There is a bonus in the shape of a short appreciation of the DS.

The **Boilerhouse Project** - the Victoria & Albert Museum's glitzy design culture palace supported by the Conran Foundation - has produced an illustrated booklet entitled **The Good Design Guide: 100 Best Ever Products**. Its nice to see, among the cars selected, the 2CV - along with the Fiat 500, the Mini, and a Porsche among others. Alas, no Traction - even though design guru Terence Conran owns one!

Of the crop of videos devoted to last year's Traction events, Ant Herrion's film of Knebworth (as advertised in the last FP) is undoubtedly the best value. It's a straight-forward, day-by-day account of the rally; and whilst there are an awful lot of those funny 2CVs and Amis in the middle of it, there's also what the media would call an in-depth interview with Laurie Turnbull featuring his Big 15, and plenty of other Tractions around.

The French have also produced a couple of videos on their events last year, and they are reputed to be of a high professional standard. At the £40 plus mark, the price is rather forbidding - and to have the tape re-recorded so you can see it on your British TV system will probably cost you another £35.

S.W.

Diary Dates

LONDON SECTION MEETINGS

Last Tuesday of each month:
all Pub Meetings start at 8 p.m.

March 26th
Goose & Firkin
Southwark Bridge Road
Southwark SE1

April 30th
Canonbury Tavern
Canonbury Place
Islington N1

May 28th
The Ship Inn
Ship Lane
Mortlake SW14

June 25th
George Inn
77 Borough High Street
Borough SE1

PLEASE NOTE!

As Floating Power still has no editor, any correspondence for publication, copy for ads, and articles or photographs should be sent to Sam Wells, 50A North Worple Way, London SW14 8PZ. Please state if you require any material returned - and enclose an SAE if possible! And if anyone is willing to take on the task of editor, please get in touch!

NORTHERN SECTION MEETINGS

1st Tuesday of each month:
9.00 p.m. at the Shoulder of Mutton, Thwaites, Keighley.

3rd Saturday of each month:
12.00 a.m. at the Black Swan, Thornton Road, Bradford.
For further details and directions contact:-
John Howard.
Telephone: Bradford 309093

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month:
at the Swan, Whittington, Worcester. 200 yards off Junction 7. M5.

March 20th
The Washford Mill, Studley, Redditch, on A435, 1/2 mile north of Studley.

April 17th
The Road Maker, Gorsley, nr. Newent.

May 15th
The Fleece, Bretforton, nr. Evesham.

Please contact Simon Saint, 'Snigs End', Danes Green, Glaines, Worcester. Tel: 54961 for directions or further information.

Classified

For Sale:
Good Scintilla distributor for Light 15. Also radiator grille and carburettor. Offers.
D Keech, 'Quantock View', Lydears St Lawrence, Taunton, Somerset TA4 3SA.

For Sale:
New 5 tyres Michelin XAS 165x400. Prefer to sell as a set at £150, or £35 each.
Derek Fisher, 59 Prior Park Road, Bath BA2 4NF. Tel. Bath 29533.

For Sale:
Parenthood forces sale of unusual 1955 Familiale. Paris built. D Series engine and gearbox, four speed conversion. Total front end rebuild completed by Classic Restorations. New drive shafts, wishbones, tyres. MOT to January 1986. Drives like a DS! £2600 or near offer.
Phone Syd 01-980 7133, ext 343 during office hours.

For Sale:
Two 165x400 Michelin X tyres. Brand new, unused. £60 each, buyer collects.
Phone Norwich 32912.

Please send copy for Classified to Sam Wells, 50a North Worple Way, London SW14 8PZ. If you include photograph(s), please send an SAE for their return.

Tool Hire Service:
Front end tools for hire from the Club Shop. Deposit and hire charges as follows:

Front hub and outer bearing puller
Deposit: £25 Hire: £2.50
Top ball breaker
Deposit: £10 Hire: £1.00
Bottom ball breaker
Deposit: £20 Hire: £2.00
Inner bearing nut spanner
Deposit: £5 Hire: 50p

Hires are for nominal periods of 7 days, although earlier return is 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 Manual Loan Service
The Club has Light 15, Light 12 and Big 6 manuals for loan; please send details of your car, with name, address, work and home phone number together with a deposit cheque for £25 made payable to the TOC - this will be cashed but your deposit will be returned if the

manual is sent back in a complete and good condition. Please also send a separate postal order for £2.50 for postage, made payable to A D Sibley. Enclose a SAE for return of your deposit. Manuals available from Allan Sibley, 174C St Anns Road, London N15 5RP.

CLUB SHOP PRICE LIST

Back Nos. of Floating Power
(subject to availability).

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

Posters
Les Tractions £2.00
Traction Avant £1.25

T-Shirts
'Amaze Your Friends - drive Traction Avant' (white, blue, yellow or red) £2.50 each

Metal Car Badge
Blue/white - chrome finish
..... £7.50 each

Button Badges
2" diameter TOC logo on yellow and Floating Power emblem on white
..... 50p each

Enamel Brooches
1 1/2" long by 3/4" Light Fifteen (sm. 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 the Club Shop (see page 2 for new arrangements).

All prices exclude post and packing. Cheques to be made payable to T.O.C.

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.



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