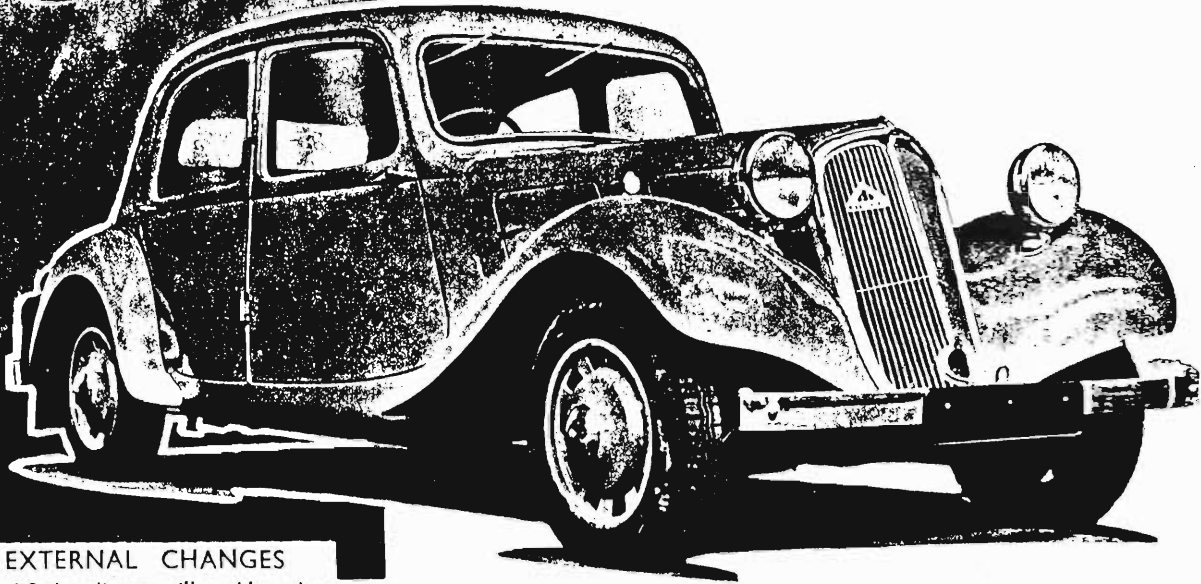
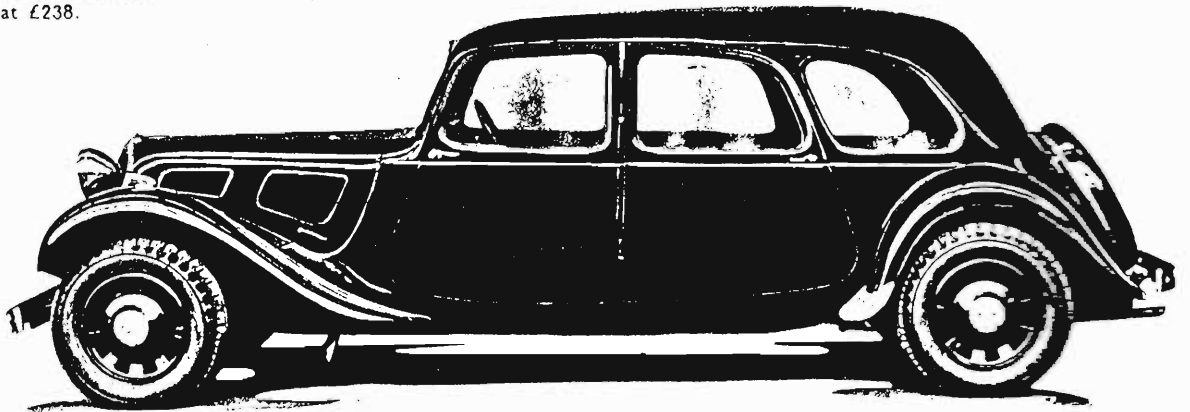


CITROËN CARS FOR 1939



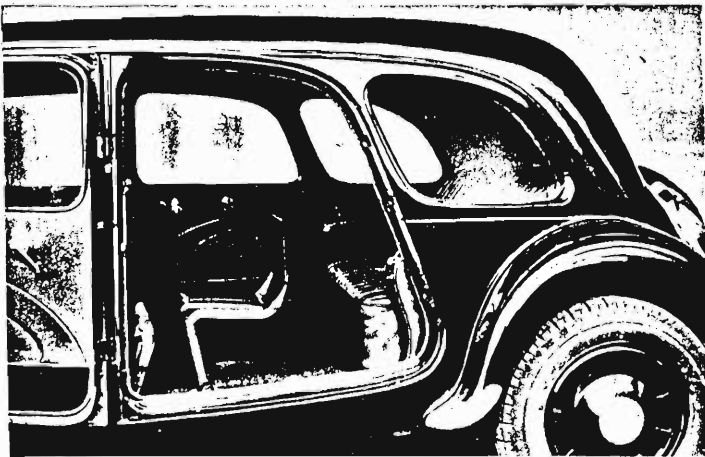
EXTERNAL CHANGES

A modified radiator grille, wider wings and a new style Michelin wheel are the main external changes affecting all models. Above is the Twelve Saloon which will sell at £238.



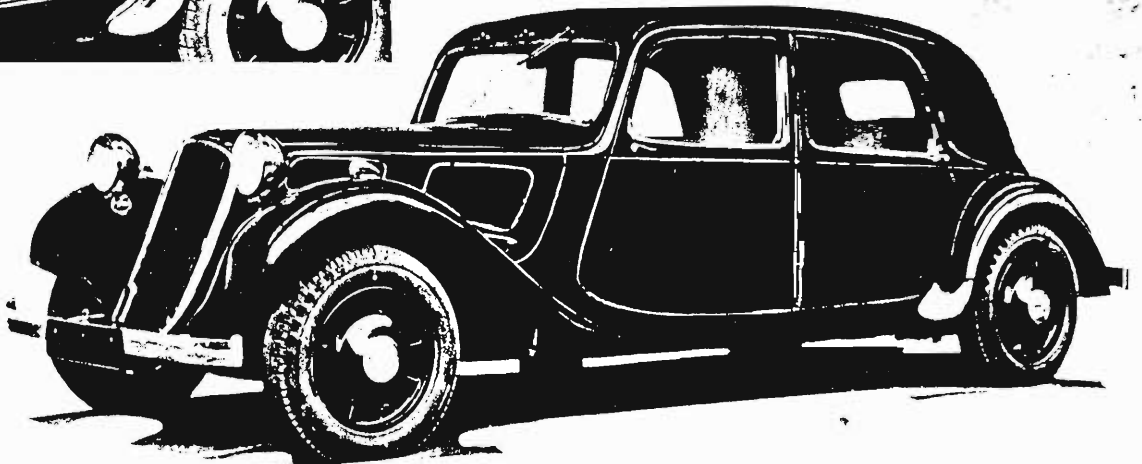
A SEVEN-SEATER

A really big car, the Citroën Big Fifteen seven-seater saloon is the only six-light model listed and it provides excellent accommodation. The occasional seats are shown on the left, one open for use and the other folded. This car costs £298.



SPACIOUS

The Big Fifteen Saloon is a 6-seater (three passengers on the rear seat and two besides the driver on the front seat) with compact overall dimensions. It is an attractive proposition at £278.



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Floating Power

Volume Ten Number Three

July, Nineteen Hundred and Eighty Five

MY TRACTION earns its keep and I use it every day for work and holidays. It is surprising, however, how many of the general public, and even some club members, think that they should not be used as such – that they should only be used occasionally, on sunny days, high days and bank holidays! It is even more surprising, and somewhat annoying, when I find myself defending my decision to use the Traction on an everyday basis! After all, what is the point of buying and then restoring a Traction at great expense and effort only to have it sitting in a lock-up and hardly being used? I believe that one of the biggest spurs to completing any repairs and restoration is not only the anticipation of enjoying the finished result, but even more, the pleasure and excitement of driving it.

It could be argued that the best way to keep a Traction healthy is to use it as often as you can. Sure, parts will wear out and cost money to replace, but in many cases the parts that wear out while you are driving the car are the same ones that will deteriorate if the car is left standing in a lock-up. A nicely restored or original Traction with a low mileage that has only had occasional use at widely-spread intervals could well be in a very much worse state 'internally' than one which has had to earn its living every day, especially if the low mileage was built-up during short trips round the block! Indeed, by using your Traction regularly you are helping to improve the spares situation which would otherwise dry-up if no call was made for them.

André Citroen designed and built his 'dream' to be used by the masses – he built it to withstand the rugged surfaces of the early French roads, and the even more rugged attentions of the lunatic French (grand prix) drivers! He built a car that is extremely tough and forgiving – a car that loves to be driven hard and reasonably fast too, but above all a car that needs to be used on a regular basis, even in modern traffic conditions, and not left to languish idly and sadly for weeks on end.

The running costs of the Traction can be compared very favourably with those of modern cars – admittedly, fuel consumption is not up to modern standards

being in the region of 26–30 mpg, but that is a small price to pay for being an enthusiast of this marvellous vehicle. If, like me, you do use your Traction every day, and it does eventually wear out completely, then at least you will be able to look back and say 'I thoroughly enjoyed that car'. Much better than to hardly ever use it except for special occasions, and to just polish it at the weekends!

Maybe you should take a critical look at your modern heap and ask yourself if *that* car is really necessary, then take a trip in your Traction and enjoy 'real' driving once again – who knows, you too may be converted to 'every day Tractioning' – or am I preaching to the converted?

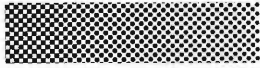
DETAILS of a new SPARES SCHEME are highlighted in this issue of FP. The scheme, which is the brain child of Humberside member Roger Williams, utilises the many 'alternative parts' that are readily available from local sources and usually at a fraction of the cost of original parts. The scheme is an ambitious attempt to provide an alternative solution to our spares availability and as such deserves to succeed. To do so, however, the scheme needs and is dependent on *your* help in providing Roger with as much information as you can about 'foreign' parts that you know will suit the Traction. Many of our 'earlier' members may be able to assist greatly with this wealth of knowledge, as they were trail-blazing in their Traction's long before the spares situation reached its present level. The sooner you reply to Roger, the sooner the spares list will be published – you never know, you may be thankful that you knew, and were able to readily obtain, a fly-wheel from a jumbo-jet for your Traction in an emergency one day!

APOLOGIES for the late receipt of the May edition of FP – this was due to 'industrial action' in our labelling department! I am pleased to report, however, that the problem has been resolved and that no further delays are envisaged in this respect.

Happy Summer Motoring (when it arrives!)
Bob Wade

Oh deary
me!

*Mike Wheels
tells the epic saga
of how he got to
Motor 100*



generator on – fanbelt – fan (yes this one actually has a fan!) – radiator – hoses – wing valances – radiator grill – it's starting to look good. Bit tight to work on the nearside,

better move it over a bit – start the engine – sounds good – I can put some water in now – fill it up – at this rate it won't even take a week to finish it!

As I walk to the drivers door I notice water on the garage floor – it's pouring out under the exhaust manifold. 'Oh dear' I said 'I couldn't have tightened down the cylinder head fully!' Switch off. drain the block. remove the tappet cover. slacken and retighten head nuts in the right order. correct torque. That didn't take long – fill up again – water still pours out! 'Oh deary

MY BIG 15 decided it did not want to go to Motor 100 – it's had lots of practice – if it does not want to go somewhere it just chews up its driveshafts, this time it was the nearside one. I wasn't too distressed this time though as my 1939 '12' was almost complete – only about one weeks work! The engine ran, albeit only for short periods without a radiator – Malcolm the trimmer was coming that weekend to fit the new head lining – a friend was collecting the last body panels from the spray shop. I whistled as I worked,



Mike Wheels' 1939 '12' arrives at Fort Nelson on the TOC Chichester Rally.

me'. I said this time with some emphasis – there is a crack along the block towards the rear of the engine about $\frac{3}{8}$ inch down from the top. As the head is tightened down the crack is opened!

There is nothing for it, the head must come off. A half hour later I'm examining the top of the block and it doesn't look too bad. I remove the three studs which bridge the crack and discover that the stud holes go well below the crack! Now, I reasoned that if I tapped the stud holes right to the bottom then drilled out the threads above the crack, when the head was tightened down it would tend to close up the crack instead of placing it under stress! Brilliant idea! It took about an hour working neatly and tidily (I didn't want metal filings in the bores!), put the head back on again and tighten. don't worry about the tappets this time, just pour the water in – and watch it come out again!!! I was just about to say 'Oh deary me' again when I realised that the water level in the header tank was going down rather faster than the leak in the block suggested it should. The removal and inspection of the dip-stick revealed where it was going!!

'Oh deary me' just didn't seem quite adequate no matter how much emphasis was put into it this time! Frantic phone calls locate and obtain a block from Fred Annells and will be collected by a friend the next day. Phil Allison turned up early next morning and towed the '12' out so that we could turn it about to make it easier to remove the engine. I had decided to build the new engine as per a '15' as I had some '15' heads, pistons and liners and I wanted to keep as much of the '12' engine as possible together in order that it could be rebuilt if possible to original specification. The engine came out quite quickly and I spent the afternoon decoking and grinding the valves on one of the '15' heads. I sorted out my three nearly-new pistons and liners and looked to find another to match. I soon discovered another set of three very good pistons and liners but the pistons were of a different make and a quick check on the scales showed a 1oz difference! A further check on other pistons reveals different makes and weights and no way can I make up a full set. I'm now beginning to feel that the fates are against me! I discover that John has some pistons and liners at the Arch and he will get them to me by 'Red Star' first thing in the morning. A friend phones, however, and offers to pick them up for me thus saving approx. £10 – the fates may not be against me after all!

The next morning things are going well and I whistle while I work, cleaning the new block thoroughly and stripping bits from the '12' engine for including in the new engine. The pistons and liners arrive and I carefully position the liners in the block, fit the head and then drop the pushrods in. The pushrods, however, don't fit – they are too long as pre-war pushrods are about $\frac{1}{4}$ inch longer than post-war!

Another friend, however, will collect the pushrods plus a core plug that I need tomorrow so I won't be held up, and I'm not too worried about time as yet as there is still about two weeks to go to Motor 100.

The next day the engine is on its side and the pistons and rods are being fitted,

crankshaft positioned by bearing shells and caps – all is going well so whistling commences. Tighten up main bearing caps – crank won't turn – whistling stops! I consult the workshop manual whilst downing a cup of tea and it appears that I have problems. I desperately try another set of bearing caps but to no avail! I next approach Peter Edwards of Classic Restorations at Whitchurch who shakes his head and picks up the phone – 'line boring job, Citroen, when can you do it?' He turns to me, 'they can collect it early this afternoon, will it be ready?' It will be I said, thinking I would now have to take it all apart again! I did and by lunchtime it was ready for collection and I put in two spare bearing caps in the hope that, with luck, it

*I regret telling
Peter that the
Traction engine
always starts
without any
trouble...and my
battery is
almost flat!*

may be possible to avoid remetalting the bearing shells.

It was now Friday afternoon on the 10th May and I had planned to get to the Riley meeting at Laylock on the 19th, but the possibility of that now seemed remote and Motor 100, which was on the 24th, now seemed too close for comfort! After two weeks work I now seemed to be further back than I was before I started!

The trimmer had done the roof lining and was finishing the repair to the door trims while I worked on the carpets, and soon the interior started to look good. I fabricated brackets for the rear number plate and tail lights, and worked my way through numerous little jobs while waiting for the engine to be returned.

On the morning of the 17th I again saw Peter who phoned the machine shop and confirmed that the block was ready. They had, apparently, set it up for line boring and had tried the different bearing caps to get the best selection, and found that with the two spare caps fitted the crank spun freely with all tolerances within the specification! It didn't need to be bored at all and I had lost a whole week! To cap it all they would

not be able to deliver it back until Monday and they would be closed the next day, Saturday, so I couldn't even collect it! It was eventually worked out that they would drop it off at Bracknell where they were delivering that afternoon and I would pick it up from there on Saturday. This I did with the kind help of Ian Clayton, an Austin 7 and TR owner and one of the Nightjar Run organisers.

By Saturday evening the engine was all assembled – I had five full days to go before Motor 100 – the car had not been on the road for 20 years and had to be MOT'd and taxed! On the Sunday morning I mated the engine and gearbox and hoisted them into the body. Peter Edwards popped in to see if I had got the block back and I think he was quite impressed to see the progress I'd made. 'If you need any help getting it started, let me know' he said. I assured him that Traction engines always start without any trouble! I didn't attempt to start it on Sunday, however, as I was missing a small jubilee clip for the petrol pipe to the carb and also the vacuum advance pipe, but by the evening it was mechanically all together. I hadn't fitted the front mudguards, bonnet and grill but that wouldn't take long and the car was booked-in for a MOT test on the following Monday afternoon.

There were now only four days to go and so Monday morning, bright and early, I belt down to the local garage, buy the clip and pipe, rush back, fit them, prime the carb, pull out the choke, switch on, push the starter – the engine spins but no sign of life! An hour later I'm beginning to feel a bit despondent. I've got sparks at the points, at the plugs, the ignition timing is right and the right leads go to the right plugs, the carburetter is full of petrol and all the jets are clean! I regret telling Peter that the Traction engine always starts without any trouble and my battery is almost flat!

Somewhat abashed I phone Peter who turned up a short time later armed with a large battery booster charger. Phil Allison also arrived at the same time to see how I was getting on, so with three of us and bags of amps we would soon get it going. Could we, Hell! All we got was a spray of petrol over the windscreen when the throttle was opened fully and the engine was being spun by the booster charge! Peter said he didn't like the look of that and promptly left!

I thought it looked quite pretty, rather like a small version of 'Old Faithful' in Yellowstone Park!

Some hours later Phil had to leave but not before we had managed to get it to fire a few times. We had changed the carb, the plugs and the distributor and only by frantically pumping the accelerator whilst turning the engine over on the starter, could it be got to fire, and it would then die in seconds!

It was becoming obvious that something was wrong – like valve timing? To alter the valve timing on a Traction you have to take the engine out – I started to take the engine out! A storm was raging inside me – no way was this b . . . y car going to defeat me, it was going to Motor 100! A storm was raging outside as well, thunder and lightning – then all the lights went out! I phoned the garage to cancel the MOT, they said they couldn't do it anyway as they had no power either!

*A storm was raging inside me - no way was this b****y car going to defeat me...'*

It was light enough to work in the garage and by the time the power came back on the engine was ready to come out. Phil returned and between us we had the engine out and the timing cover off in minutes. A quick check revealed that the timing was one tooth out on the camshaft sprocket. I took a bit of flak from Phil about sloppy workmanship and had to bite my tongue as my nerves were getting a bit frayed by then! We reset the timing and each double checked it, put the timing cover back on and dropped the engine back in, connecting up only what was necessary to get the engine to start. It wouldn't, it was worse than before, not the slightest glimmer of life!

We had some coffee and talked it over. I was convinced it was valve timing - Phil was

sure that all timing marks are in the same places and that different camshafts and crankshafts can be fitted without any problems. The workshop manual indicated that it was not possible to set the valve timing without special equipment if you didn't have timing marks! A phone call to Fred confirmed that he had never had any problems with timing marks, and that camshafts and crankshafts were indeed interchangeable. I knew I had a valve timing diagram but recalled that I had passed it to Sam Wells for inclusion in the magazine. I phoned Sam and he read the information to me, and using it we were able to check and confirm that the valve timing was out!

The storm was still raging, inside as well as out, it was getting late and Phil had to leave. I started taking the engine out again, so the lights went out again! I went out too - to the White Hart pub - there were now only three days left!

When I returned I was refreshed in body and in mind, I had done some thinking as well as drinking! The power was now back on again and I finished preparing the engine for removal and then sat down and using a protractor made up a valve timing disc for fitting to the rear of the crankshaft, together with a pointer to attach to the oil pressure switch. It was sometime after midnight before I got to bed!

Tuesday morning dawned brightly and the sun streamed into the garage at 6am as I opened the doors. By 7am the engine was out and the timing cover off again along with the tappet cover. By 7.30 the timing scale was attached to the crankshaft and correctly positioned. When the crankshaft

was turned the scale would rotate and the pointer would indicate which valve should be opening or closing. The timing was 8 or 9 teeth out!

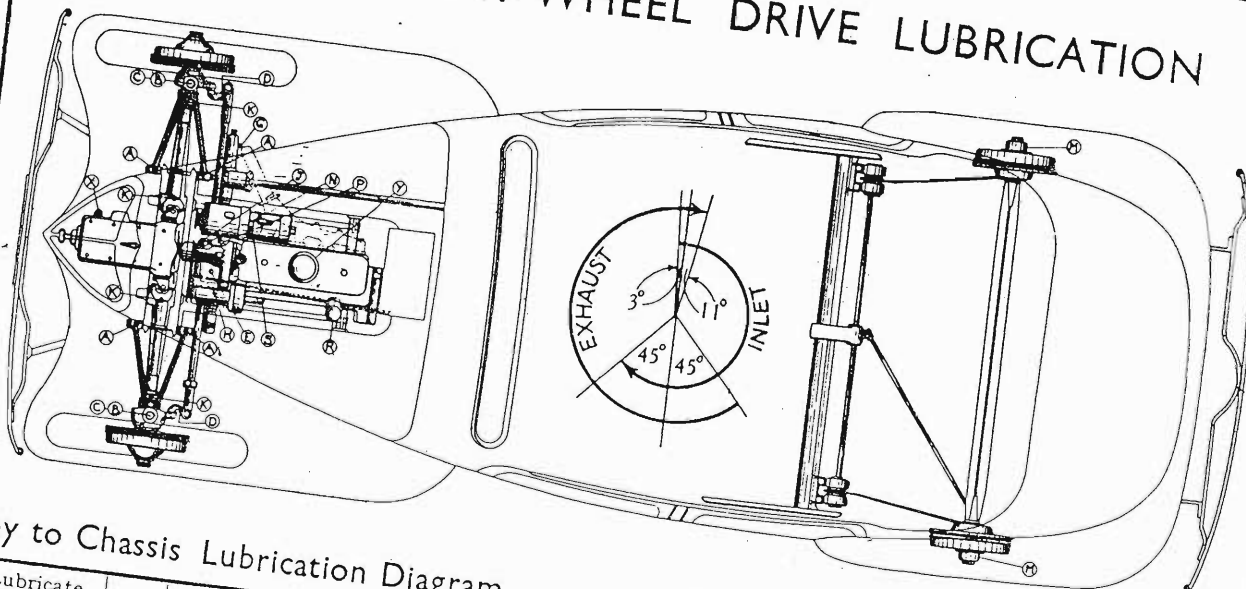
After a number of experiments I was happy that I had it right when Phil arrived. We checked again and agreed that it was now correct but Phil was not happy about the timing marks being in the wrong places and suggested that we change the camshaft sprocket for another that I had. We did this but the marks were still wrong so we changed the crankshaft sprocket as well and this corrected it. We then moved the camshaft one tooth forward and then one tooth backwards until we were positive that the timing was not only correct, but absolutely spot-on!

Phil then had to leave but it was now a simple matter to put the engine back in again. I made the minimum number of connections, primed the carb. pulled out the choke, switched on and pushed the starter - and as I told Peter. Traction engines always start without any trouble at all!!!

Well, FCV61 passed the MOT test. was taxed and eventually made it to Motor 100. It did six laps of the Silverstone circuit while still running-in and in the time since then has done over 2000 miles. the engine to date running sweeter and sweeter with every mile and not giving the least amount of trouble - I think it has finally admitted defeat now, but it did put up quite a fight!

A triumph of determination over adversity, of optimism over despair. and of restraint over not using the lump-hammer! Well done Mike, I think lesser mortals would have thrown their tools in the air and spent the whole week in the White Hart drowning their sorrows! Ed.

CITROËN FRONT-WHEEL DRIVE LUBRICATION



Key to Chassis Lubrication Diagram

Lubricate Every	Key	Part or Unit	No. of Points
Day	Y.	Engine Oil Filler	1
250 Miles	P.	Water Pump Bush	1
	E.	Clutch Thrust Race	1

Recommended Lubricants

PART OR UNIT	No. of Pts.	LUBRICANT				
		Esso	Shell	Castrol	Vacuum	
Engine	Summer	Essolube 40	Motorine C	Triple Shell Heavy	Patent Castrol XL	Mobiloil BB
	Winter	Essolube 40	Motorine C	Double Shell (Med.)	Patent Castrol AA	Mobiloil Arctic

Ignition diagram on this period lubrication chart helped get the '12' under way.

MOTOR 100



M

OTOR 100 for me started before the gates had even opened! I had been asked by Social Secretary Mike Wheals to bring my '48 Light 15 along

to exhibit on the club stand on the opening day and the journey to Silverstone had been uneventful, the car running sweetly at a steady 60mph all the way, even though both inner cardans had seen better days and would soon need replacing. I arrived at the approach to Silverstone at 08.15 to join a long queue of other exhibitors! Being one who hates to queue for anything I would normally have opted out had I been in any other situation, but here surrounded by some of the most delightful motor-cars, all of us happily pottering along to the entrance – for a moment or two, I felt as though I was

actually back in 1948!

Arriving eventually at the TOC stand, I was greeted and marshalled into position by a weary-looking but cheerful Social Secretary, who had obviously put in a lot of hard work with his small band of helpers. In fact they had done such a comprehensive job all that was left for me to do was help put up the ropes to keep the crowds at bay! I must say Mike did a marvellous job in bringing together such a fine display of various Tractions. Twelve vehicles in all including **David Boyd's** splendid **1940 Roadster**, **Philippe Allison's** superbly restored and Concours-winning **1936 7c Legere** (which incidentally is now up for sale), **Fred Annell's** **1937 Slough Coupe**, suffering apparently with fuel supply problems on the way to the Show, and

Mike's own **1939 Twelve**, on which I think he finished the engine rebuild at the entrance to Silverstone – well nearly! Creating a lot of interest, and quite right too, were **John Savelli's** **1933 Coupe** and **David Ryland's** **1953 Light 15** both of which had completed the now famous Paris/Moscow/Paris 're-run', – the Coupe being the oldest car taking part. Representing **Traction Arrière** were **Martin Lloyd's**, as always, superb **1931 C4G** and **Mike Clarke's** equally splendid **1935 B2 Tourer**. Completing the line-up were **Alec Bilney's** **1954 11D Normale**, **Alan Kembery's** **1955 Normale**, and **my own** **1948 Light 15** with finally, adding a splash of colour to the proceedings, **Alan Sibley's** red **1951 Slough Light 15** – if the Post Office had ever used Tractions, Alan, that is surely the colour

TOC marquee provide welcome shelter during the deluges.



they would have been!

A truly spectacular line-up in two rows of six forming an imaginary *Avenue des Champs-Élysées* leading to the Club Marquee with its pictorial display of Club events and activities. Also, of-course, the usual Club gewgaws, gimcracks and knick-knacks were on sale and being looked after by Mike's secret weapons – his son Nicholas and Fiona Schutz! I kid you not (if you'll forgive the pun) those two could sell ice cubes to the Eskimo's if given the chance and I'm sure the Club funds benefitted enormously by the efforts of this persuasive duo!

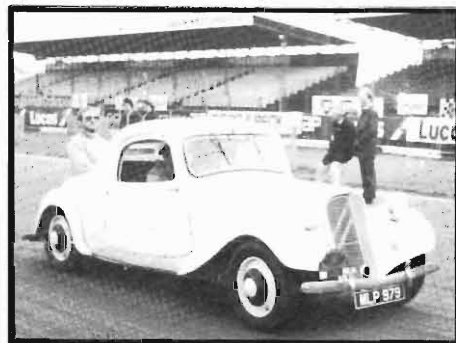
The event was billed as the largest collection of Vintage and Classic vehicles ever brought together for one event and I can well believe it. The show itself left one gasping as there was far too much to take in in one go but if I had to choose just two displays that impressed most, apart from the Tractions, of course! – then I would first plump for the 6 and a half litre supercharged **Bentley**, the car driven by Sir Henry (Tim) Birkin that won the 1929 Le Mans race and is now restored to magnificent condition. Running it a close second were the historical 'Grand-Prix' displays given by the **Aston Martin** and the **Jaguar Owners Clubs** with their cars lined-up in a Le Mans pit-style setting. Among other memorable

sights were a double avenue of opulent RR's; while the Riley and Frazer-Nash club stands had various rally, hill-climb and racing veterans; other moments of nostalgia were provided by examples of: Alvis, Bugatti, ERA, Jowett, Lagonda, Maserati, Railton, Singer and Sunbeam etc. etc. scattered over the site. It may have been the excellent picnic lunch I had surrounded by Tractions but the day is remembered as one of friendliness and bonhomie! Perhaps too, it was the liquid part that was responsible for my not getting to the one display of racing cars that I had intended to see?!

The afternoon was suddenly livened-up by the unexpected arrival of a low-flying Spitfire over the show. No! it wasn't the Triumph Owners Club trying to upstage everyone – it was an actual Supermarine Spitfire, a veteran of World War II, no doubt aware that there was a fine gathering of Citroens below as he flew directly over our stand wagging his wings in a victory salute! After several low-flying 'strafing' runs over this one-time RAF Bomber training station, the Spitfire disappeared over the horizon as fast as it had appeared.

The most exciting part of the whole proceedings as far as I was concerned was the parade of the Clubs around the racing circuit. On the first day the parade covered the marques A – F and at the appointed time this miscellany of vehicles from all ages

were ceremoniously guided out onto the circuit from the central marshalling area. First past the Grand Stands from where a running commentary was given – snatches were heard on subsequent laps and I am sure I caught the words 'Citroen' and 'Traction' on several occasions. An official pace car kept a strict speed discipline for a



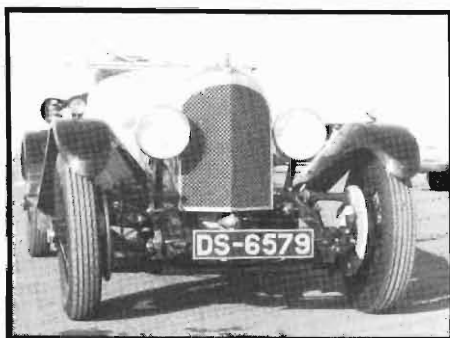
Allan Sibley takes a back seat in the parade.

full lap of the track and I fully expected it to continue to do so on further circuits as it had done for all previous track events that day. But no, at the end of the 1st lap the pace car peeled off and left this assortment of Vintage, Veteran and Classic cars to sort themselves out – and sort themselves out they did! It was like a massed start of the Klondike gold rush as everybody jockeyed for position, passed, and was passed. All generally careered round the track at what seemed a lunatic pace considering the congestion and the value of all that carefully preserved machinery! I immediately passed Steve Reed, who was in Fred Annell's Coupe and having to creep along in short jerky bursts while still suffering with fuel supply problems. Steve had a sickly grin on his face that did nothing to hide the shame of being passed by the likes of Austin 7's and three wheelers! I believe the problem eventually sorted itself out and restored some of Steve's, – and the TOC's?, dented pride. I swear I could see Alan Sibley's blood-shot eyes bulging as he tore past me at maniacal speed towards Copse Corner, his knuckles white as he wrestled his Bluemels round this right hander. His glory was short-lived, however, as sneaking up on the outside overtaking everything in sight was Alec Bilney in his Normale – amber



A precious moment of sunshine on the Aston Martin stand.

headlights on Full Beam, daring anybody to get in his way. He took myself and then Alan and our 'blind' sides in one glorious manoeuvre round Maggots Curve and then threw his Traction into Becketts in a way that even Alain Prost would have been proud of! For six glorious laps mayhem reigned, with everybody thoroughly enjoying themselves. Perhaps getting experience for the next time, I tried Stowe Corner on the outside, then centre and next cutting through close to the inside line to get past baulking cars. It was pleasing to note that of the first eight cars leading the bunch, three of them were Tractions. Proof indeed of the road-holding properties of the car, or else of the 'cavalier' attitude of its drivers, as some of those bends were decidedly deceptive! If there had been a team prize, then the TOC would have won handsomely. (How about a team for the next 'Coronation Rally' Mike?!) In the end, the pace car was forced to enter the fray again to restore some semblance of order and eventually



Imposing Bentleys were there in force.

directed the 'rabble' from the track!

All in all a super show, well worth the visit and a credit to the organisers. The purpose of the show was to celebrate and to display the **100 years of motoring** and to this end it was most successful. But looking at the various motor cars through the years, you soon realise how little it has changed in all that time. Sure, styles and shapes have changed, the machinery has been developed to be more efficient and reliable and the cars have become faster, quieter and more comfortable – yet the theory and basic practice is all very much the same! I was reminded of an article by Bryn Hughes in which he extolled the virtues of the Traction and compared it favourably with modern vehicles as a practical car to use: 'after all', he continued, 'the rest have had 50 odd years to catch up!'

A pleasant thought to leave the Motor 100 show on.

BW



Traction arrières were not missed out.

TRACITION ARRIERE

WILTING in WILTSHIRE

MR PAUL ORAM of Easterton Sands, Easterton, Devizes, Wiltshire (telephone 038 081 2770) has the remains of a 1934/5 Slough-built Rosalie type 8 or 10hp.

The car was originally owned by his father, and was last used between 1958–

1960.

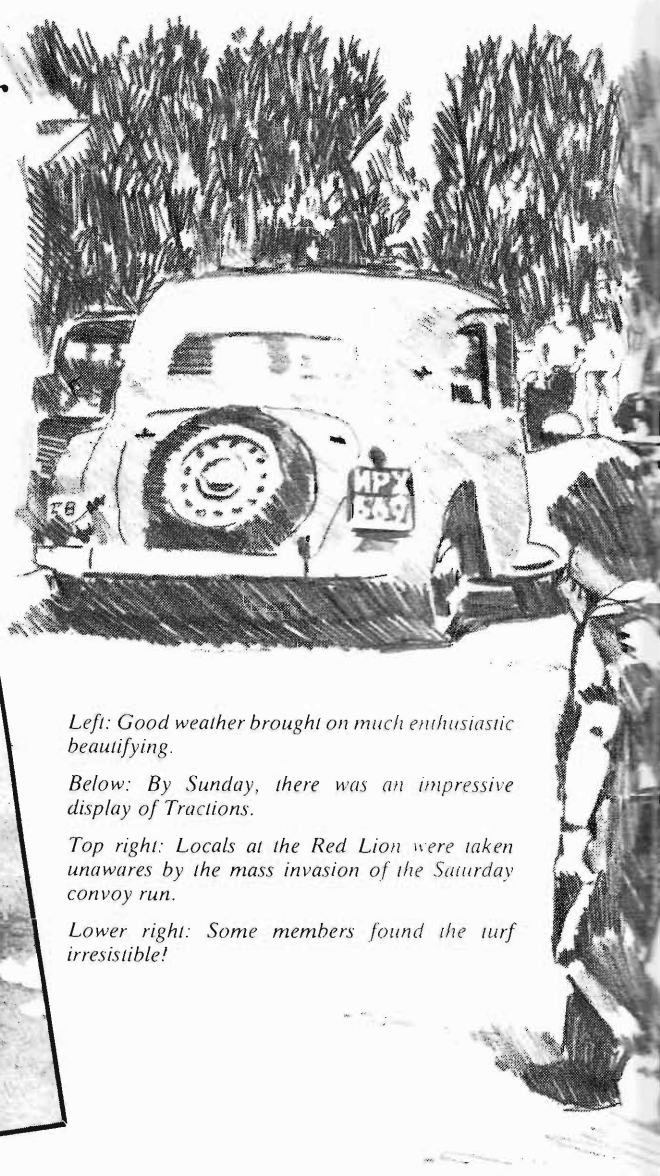
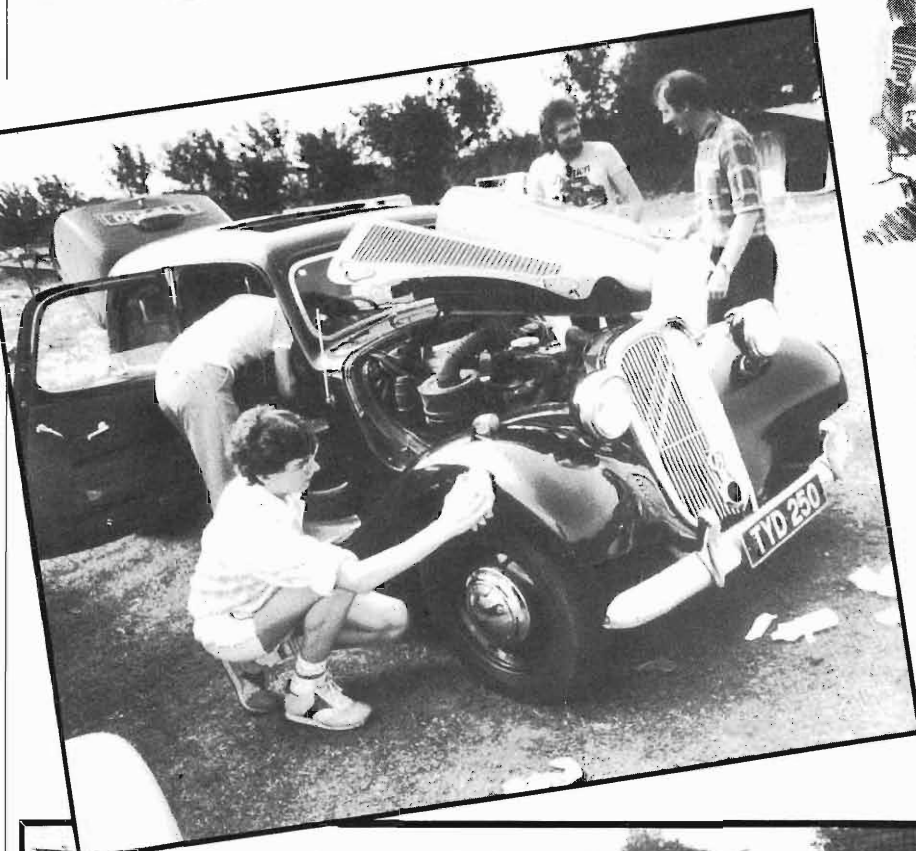
It's past restoration, but some parts are re-usable. Anyone interested should contact Paul direct. If anyone knows of others please write to Roger Dyer.



Above: The bonnet appears to have migrated from the nearest Riley!



The Annual Rally at Chichester is to be featured in detail next issue, but here's a foretaste of things to come...



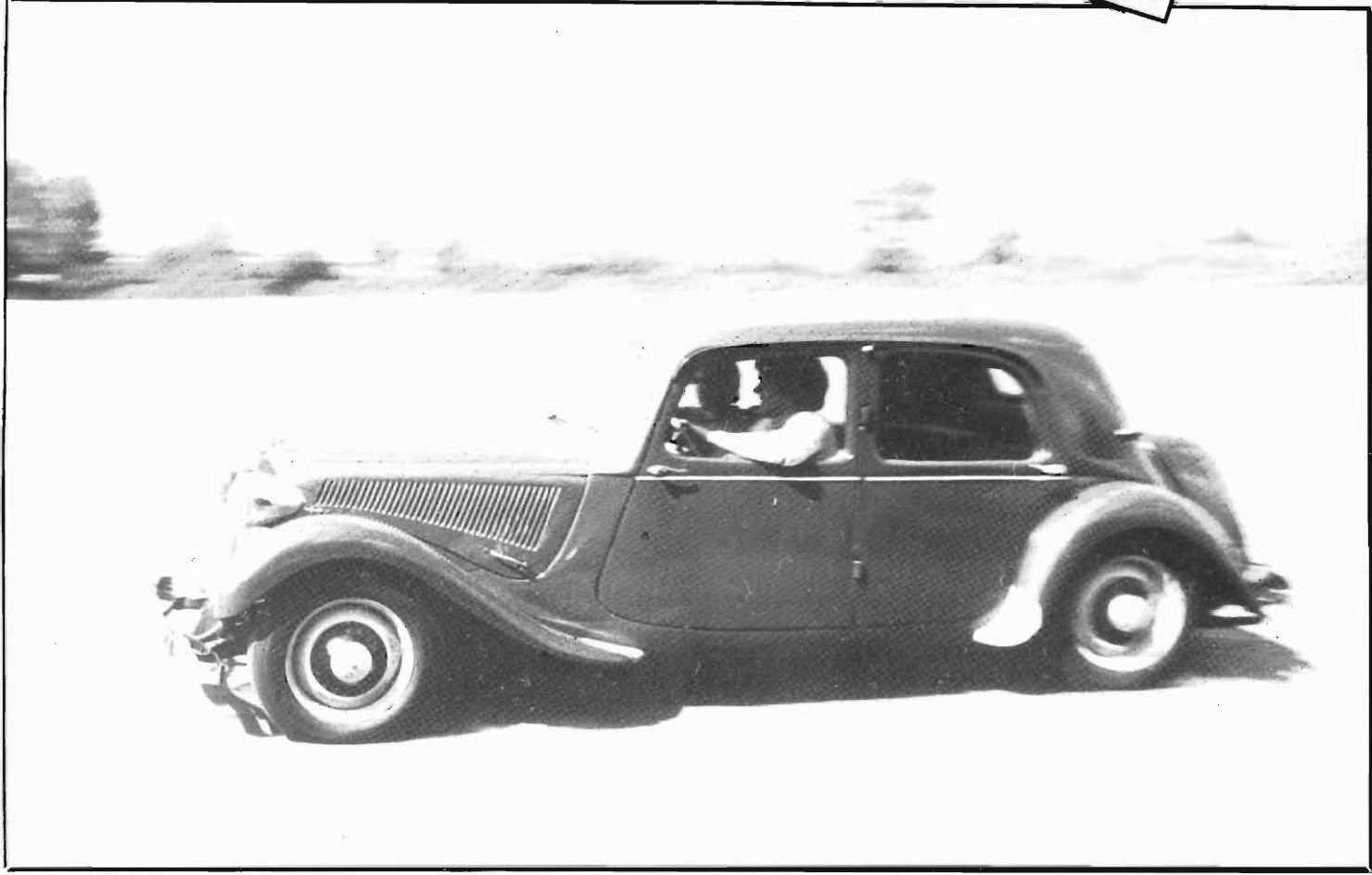
Left: Good weather brought on much enthusiastic beautifying.

Below: By Sunday, there was an impressive display of Tractions.

Top right: Locals at the Red Lion were taken unawares by the mass invasion of the Saturday convoy run.

Lower right: Some members found the turf irresistible!







MLO 219 as bought.

ON BEING TOLD there was a Light Fifteen for sale in Beverley, my first reaction was to say it couldn't be true – and the second was to go and check. Sure enough, it was there, looking rather forlorn but more or less complete, and my approach was totally impractical in that I took the family down to see if it was large enough for us all to fit in. Well, at the time of purchase there was plenty of room, but by the time I had got it on the road five years later it was a bit of a squeeze!

If I'd had any sense, I would have salvaged the mechanical bits and junked the rest, but of course I knew best and could turn the proverbial sow's ear into a silk purse. The first job was to bare the bodyshell – which resulted in half a dozen tea chests full of trim etc – and then raise it on my home-made axle stands to get underneath.

All the usual places plus a few more needed welding, and when completed the shell was grit blasted – inside as well! This caused some concern to the less liberal-minded neighbours because the grit blasting plant was rather noisy. Between the time I had arranged for the blasting and it was actually done, the compressor had lost its silencer and worn out its rings. It was only a couple of weeks after the well-publicised eruption of Mount St. Helens and it is no exaggeration to say that quite a few neighbours thought the noise, billowing clouds of diesel exhaust smoke and the gentle rain of fine grit was a second volcanic eruption in Beverley. The Local Borough Council enforcement officer called twice, and having satisfied himself that I was not conducting a business became very interested in the car and wanted to know all about the way I was restoring it. The good news about grit blasting is that you are only left with good clean metal – the bad news is

MLO 219

by
Roger Williams

that there was surprisingly little of it on my car. The wings looked like Nottingham lace after treatment, but at least the metal that was left was strong enough to weld to.

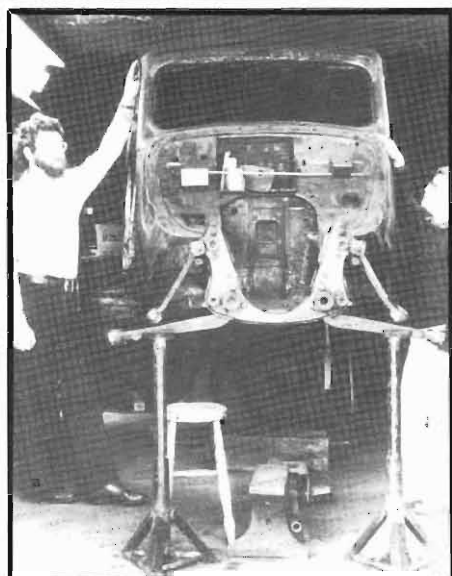
Unfortunately the garage I had rented had to be vacated as the owner was moving and resulted in a frantic month of replumbing the braking system, renovating the front axle and steering rack, skimming the brake drums and assembling to get the car mobile. It was moved to a friend's garage with a couple of days to spare, and there it rested while I thought how I could complicate matters further. The answer was obvious – fit an 1D19 engine and gearbox.

To make the task more difficult, I did the conversion remote from the car, and this resulted in my first effort being abortive because the gear linkages were just too wide to squeeze into the engine bay. In

retrospect, I can see why there are hardly any Light Fifteens with 1D19 engine/gearbox units. Undeterred, I started again and the next idea actually worked (see description in FP Vol. 8 No. 5, on which Roger is currently writing a follow-up article covering recent modifications – Ed) which allowed the engine/gearbox unit to fit in the gap and rock on the involute spring mountings.

Although I had spend hundreds of hours so far, there was still a long way to go to finish off the bodywork, wiring and interior trim. Eventually it was more or less completed and passed its MOT at the first attempt.

It is amazing how much more heat is generated when actually running the car compared with just idling in the garage. I found this to my cost on the initial run when

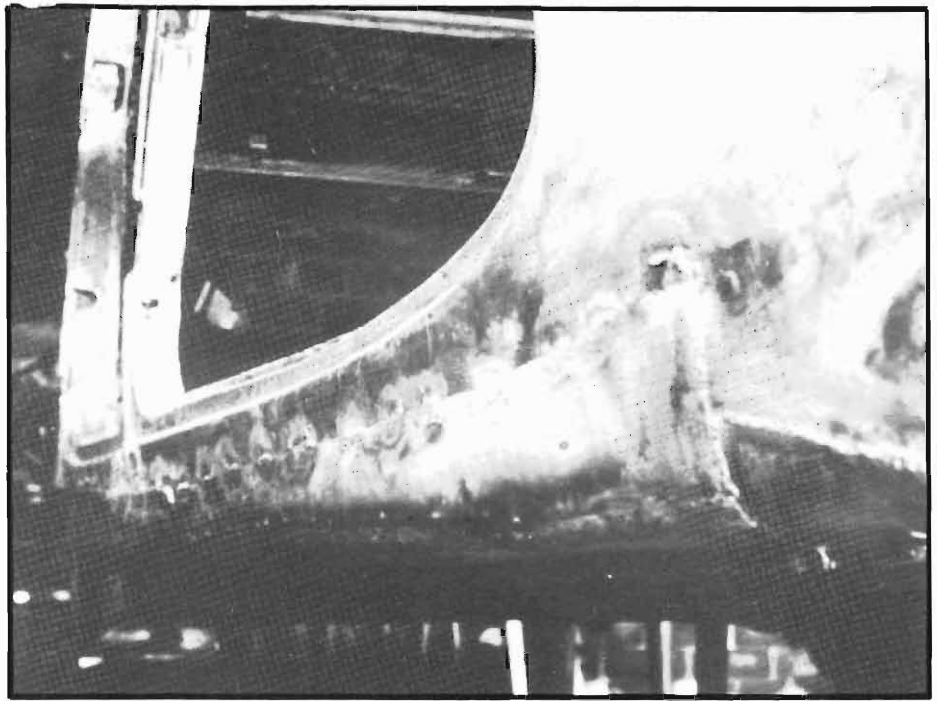


On axle stands – my son is now taller than me!

the engine boiled every three to four miles, even when running at low speeds, and a replacement radiator had to be fitted. Apart from this oversight, I'd replaced or renovated almost everything else so why not the radiator? The car ran without problems all last summer, but domestic commitments meant it could not be run throughout the year as was the original intention.

The renovation was an interesting exercise because, being the only Traction in the area, I had to figure everything out for myself and this led to the liberal use of alternative parts which whilst not from original Citroen packets did fit, and have proved satisfactory in service.

We moved house, within Beverley, a couple of years ago and the domestic jobs I put off then to get the car on the road last year are now getting more urgent. These and the completion of my garage/workshop are the number one priority – so MLO 219 will not see the open road this year – but hopefully will become an everyday car next year (I didn't specify which year!)



Some welding to the sills!



Same engine/gearbox, but variations to the bodywork!

CLUB SPARES

Peter Simper, 215 Whitton Road, Twickenham, Middlesex TW2 7QZ. Orders by post and pick-up arrangements only.

PICKING UP YOUR SPARES

If you wish to save money on packing and postage send your orders with payment and date and time you want to pick your spares up. Always give a daytime phone number just in case this date or time is inconvenient, or that we are out of stock.

Sunday Open Day – every second Sunday of each month, 11.00 to 2.00.

NEW LINES

1. Battery boxes – NORMAL £9.45 LEVY £8.20.
2. French Choke and starter cables (chromed) – NORMAL £6.30 LEVY £5.45.
3. Pilote Rims – NORMAL £6.30 LEVY £5.45.
4. Oil top caps for dynamos etc. – NORMAL 50p LEVY 40p.
5. Oil pressure cut out switches – NORMAL £2.30 LEVY £2.00.

6. Thermostats for top hose, warm your car up quickly – NORMAL £21.00 LEVY £18.90.
 7. Stainless steel silencers – NORMAL £132.20 LEVY £120.00.
Stainless steel silencers Big 15 complete – NORMAL £253.20 LEVY £230.00.
Stainless steel silencers Light 15 complete – NORMAL £247.70 LEVY £225.00.
- SUBJECT TO BEING IN STOCK

PRICE CHANGES TO PRICE LIST

- J24 – Furflex (reduced) – NORMAL 60p LEVY 50p per ft.
K1 – Radiator Hose (price per pair).
C5 – Silencer gasket – NORMAL 65p LEVY 55p (reduced).
F12 – Handle, headlamp, rubbers – NORMAL £9.35 LEVY £8.20.

ORDER IN ADVANCE FOR STRATFORD

The Club spares stock is too large to bring to rallies i.e. is in people's cars, and I cannot guarantee a van for the Stratford Rally. I will be coming to the Rally on Sunday 14th September, and will bring any spares ordered in advance. To avoid any disappointment send your orders early and please mark 'STRATFORD'.

SPARES POOL STILL VERY URGENT

I would like to thank the following people for contributing to the club's second-hand parts and pool over the past ten months – David Boyd, Steve Hedinger, Bernie Shaw, Loi Burke, David Shepherd, Derek Fisher and Lee Thomas.

A voucher will be issued for the following parts.

- Drive shaft with good taper and spline – £10.00.
 - Wishbones, suitable for reconditioning – £4.00.
 - Clutches and clutch plates – £5.00.
 - Brake Shoes, full set per car – £6.00
- or sell your second hand parts and manuals.

I will run a list of some second-hand parts in the next issue of Floating Power.

Please send any information to **Peter Simper, 215 Whitton Road, Twickenham, Middlesex TW2 7QZ.**

PLEASE NOTE: *I have reduced many items and made many more items available. If my request for parts or information does not get any response from members, I will drop down from doing the spares.*

Peter Simper



Above:
Peter Simper's Traction
gets into line with
other Classics at
Worthing.

On the ROAD to WORTHING

LONDON TO WORTHING CLASSIC CAR RUN FOR PRE-1959 CARS

*Organised by Mercedes-Benz Club
and Armstrong-Siddeley OC*



SUNDAY MORNING 23rd June, 1985, my family and I rolled out of bed and packed the car up with a day's supply of food and tools, (just in case someone needed my help!!) We drove into London to meet everybody at Hyde Park, the start of the run. Time 8.30am – parked the car and booked in. In the short time I had before the run started, I had a quick look around! there was a good selection of cars – Austin, Morris, Wolseley, Daimler, Jowett, Humber, Volkswagen, Sunbeam, Hillman, Standard, Ford, Rover, Borgward, Jaquar, and a big turnout of Mercedes and Armstrong Siddeleys, and only one Citroen, my Normale, although I do say it myself is in very good condition (and a very late entry to the run).

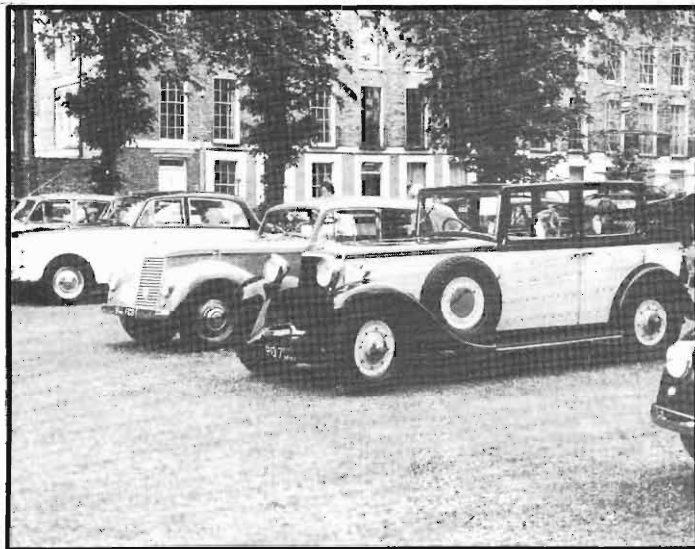
The event started ten minutes late, but the run down to Worthing was good, with

only one hold up due to roadworks. Most of the cars arrived in much the same order as they left Hyde Park; however, being such a late entry I was placed with the last ten cars out of eighty to leave. Leaving late had one advantage, the cars in front had caused some interest and we had a number of people taking pictures and waving to us on the way down to Steyne Gardens in Worthing – a centrally located park, right on the sea front.

My Citroen caused a lot of interest and many people took details of our club away with them, I don't think I've talked so much in my life before, even holding one's picnic lunch in one hand and pointing out details of the car with the other (drive shafts, torsion bars, gear lever rods, etc.), and in the end going to the Men's and slipping away to look at the other cars on display.

At 2.30pm approx 25 cars were selected to go on a Mayors run along the sea front for about two miles and back, with Police escort. I was very pleased that I was chosen to go on this and was placed about fourth. We returned to the park for about an hour. All in all, a good day and the weather remained good for the event. It would have been nice to see a couple more Traction – how about a good turn-out next year?

Peter Simper



SPARES

Can you buy them locally?

asks

Roger Williams

THE OBJECT OF a one-car club like the TOC is to encourage the ownership and use of these cars. The more reliable the cars are the more they will be used but if a breakdown occurs and spares are readily available it would encourage more people to use their cars on a regular basis.

At the moment the main source of spares is the service run voluntarily by Peter Simper for the club and whilst Peter can purchase spares in quantity at a good discount a lot if not all of this saving compared with buying from your local engineering stockists/motor factors is lost in the cost of post and packaging. Members should also take into account the many hours spent in purchasing, stocktaking, processing orders etc. etc., and it would be much fairer on Peter Simper, who has agreed to run the

club spares service in his own time to only use it when the part cannot be obtained locally.

To this end I think the club should concentrate on supplying those parts which are not readily available and provide members, annually, with a list of spares with a recognised part number, guide price and where appropriate, stockists. In addition alternative parts which do the job but are not as originally supplied would help those members who are more concerned in keeping their cars running than 100% original.

To be successful this proposal requires members to make some contribution to the list which I will co-ordinate and compile in the following format:

ITEM	PART NO.	GUIDE PRICE	SUPPLIER	COMMENTS
Ignition & Electrics				
Distributor Cap (Ducillier 47430)	Lucas DDB211 or DDB221	£1.50-£2	Motor factors	Lucas have taken over Ducillier and are packaging Ducillier parts in Lucas packets.
Rotor arm (Ducillier 47423)	Lucas DRB221	£1-£1.50	Motor factors	
Headlights-7" sealed beam units		£2-£4.50	Motor factors/ British Main Dealers	Usually on 'offer' but the same as fitted to most British cars and therefore abundant in scrapyards.
Headlights - pre-sealed beam (Slough)	Volvo part no. 241645	£15	Volvo dealers (NB Bulb holder not included in guide price)	Fits neatly into rim with W clips and looks the part but gives a very good light. Can be obtained from old Volvo 164's in scrapyards (identification on lens in ROBO 5020).
Brakes				
Wheel cylinder rubbers (1")	Girling SP1215	£3-£3.50	Motor factors	Each kit does BOTH wheels - these are for Land Rovers.
Wheel cylinder rubbers (1 1/4")	Girling SP2051	£3.75-£4.25	Motor factors	

Please send information to: Roger Williams, 37 Wood Lane, Beverley, North Humberside HU17 8BS.

Leadless fuel, catalysts & Traction

Media discussion on leadless fuel is nothing new by now, but a recent reply to a reader's query in the magazine of the Swiss Traction Avant Club will be of interest to Traction owners.

I wanted to know if

- (a) I could retrofit my Traction with a catalyst, and
 (b) If it's possible to drive it with leadless fuel.

(a) There exist different types of catalysts. The most efficient one is a 3-way type, with Lambda-sensor and exhaust feedback. It requires fuel injection and must be fitted exactly to the vehicle. Retrofitting a car not already equipped with a catalyst for other countries (e.g. USA, Japan) would cost between sFr. 6,000 and 10,000 - an impossible possibility for us Tractionists.

A less efficient catalyst reducing the noxious exhaust to 50% can be inserted instead of the front silencer. But my Traction hasn't any front silencer, and there isn't enough room available in the proximity of the engine.

The exhaust gas must have a temperature of at least 300°C for this type of catalyst to be efficient.

There are other systems in development working without a catalyst. Tests are running with modern cars, and also the first Traction will soon be equipped with one of them. Mounting should be easy as is said, the price of the system will be about sFr. 500.

It is obvious that, at present, the catalyst doesn't come into consideration for the Traction.

(b) A bit of fuel history: Before World War II, leaded fuel was unknown. Maximum octane rating was about 92, normal petrol had around 70.

After the war, octane rating rose to 75 for normal petrol in 1956. In the beginning of the fifties, lead was added.

What does that mean for our Traction? Let's have a look at the development of the engines. The first 7CVs had a compression ratio of 5.7:1. Later, with the increase of piston displacement, compression ratio also rose to 5.9:1 to 6.2:1. The first 11 CVs had a compression ratio of 5.9:1, increasing to 6.2:1 with the introduction of the "Perfo" engines. On from 1950 until May 1955 it was 6.5:1. The 11D engine had, on from 1955 until end of production, a compression ratio of 6.8:1. The 15/6s had a compression ratio of 6.2:1 until 1949, later until end of production 6.5:1.

All the Traction's engines were developed before leaded fuel became known, any of them turned faster than 4,000 rpm. Though, all conditions are given for "unleaded driving". At the moment, the unleaded fuel is slightly more expensive than the leaded one in Switzerland, but its price should be reduced in 1985.

CLUB NEWS

WHERE IS IT NOW?

Mr C R Webb got in touch with us at the Motor 100 stand and would like to know if the Light 15 that he used to own is still running. The registration number was AJV 89. Mr Webb would be pleased to hear from anyone who knows anything about this car - his address is 16 Winchester House, Bishops Walk, Aylesbury, Bucks.

AWARD-WINNING CALENDAR

Congratulations to Steve Bull and Tony Mackertich, whose magnificent Traction calendar won the top award in the category of calendar photography in the prestigious Design and Art Direction awards (second place went to the Pirelli calendar).

Particularly gratifying to see something other than cheesecake take the top award - and in black and white rather than full colour. (Incidentally, for those obsessed by the cigarette stub on the pavé in the October picture, it is a Gauloise).

Those members who missed the calendar last year might like to know that Steve Bull still has a few copies left for sale - clearly, this is going to be a collectors' piece second only to Phil Allison's Traction!

MUTUAL AID SCHEME

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, Frithwood, 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

FROM STEVE TO STEVE

Steve Reed (known to some as the club wreck collector!) has taken over the task of Membership Secretary from Steve Hedinger. Many thanks to Old Steve for all his valiant efforts over the past years, and *bonne chance* to New Steve.



LE HAVRE WEEKEND

Details have been received from L'Amicale Traction Cauchoise of an event at Le Havre - convenient for a quick weekend break in France. It's called the 'Salon Auto-Retro du Pays de Caux', and will take place on 21 and 22 September. Further details of this event can be had from Herve Le Nabour, Amicale Traction Cauchoise, Virville, 76110 Goderville, France.

CLUB SHOP BARGAIN!

The Italian model company Burago have produced a very nice 15/6 in 1/24 scale, in die-cast metal with a few plastic detail parts.

There are only one or two points that niggle - the grill hasn't enough bars to it, the tyres are oversize, and the bonnet catches aren't right. But the bonnet and front doors open, the steering really works (if your fingers are small enough!), the paint finish is very good, and it's easy to make a few improvements such as touching in the door handles with silver paint. The recommended retail price is an astonishingly low £5.95 - but the TOC Club Shop is selling them at £4.95, making it impossible not to buy one!

For Traction Arrière enthusiasts, Solido have brought out a lovely 1930 C4F truck, in the livery of Joshua Tetley's Beer (dark blue with gold lettering). It's to 1/43rd scale, and comes complete with beer barrels (but alas, no beer). Price is around the £5 mark, and the issue is limited to 7,500.

(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.

(14) Bob Wade

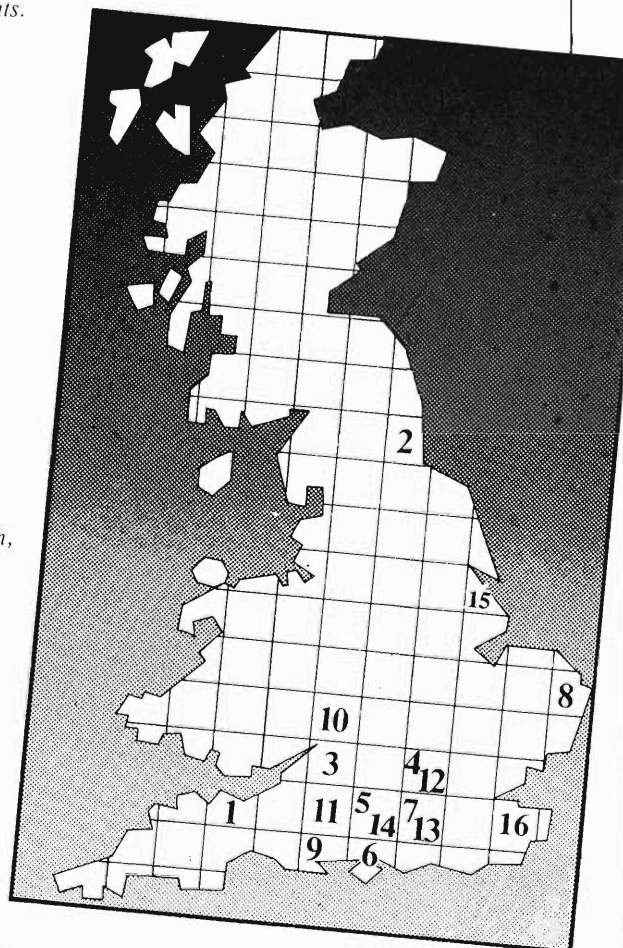
29 Goodwood Close, Midhurst, Sussex.
Tel. 073 081 3714.

(15) Roger Williams

37 Wood Lane, Beverley, North Humberside HU17 8BS.
Tel. 0482 881220.

(16) Graham & Tricia Brice,

Four Chimneys, 38 Boughton Lane, Loose, Maidstone, Kent ME15 9QW.
Tel. 0622 43368.



Correspondence

Dear Mr Hodgekiss,

I received your brochures detailing the events of the TOC Rally '85 about two weeks ago. While I was delighted to receive them, their arrival also irked me because I have received no copy of *Floating Power* as of yet.

I am a new member and I applied to the TOC for membership on the official 'orange' form on the 12/3/85. As of today, I have received NO information re acceptance of my application, or the magazine apart from your own Rally information. Obviously *You* must have been appraised of my new found membership but *I* have not! I would be obliged if you would contact the subscription department for me and advise them that I am completely in the dark about the magazine.

I hope that I can soon be looking forward to my first copy of *Floating Power*, but I shall, however, be unable to attend the TOC '85 Rally in Chichester.

Thank you for your co-operation,
Yours sincerely,

D. Thomas F. Lordan

A right old clanger dropped here! It was unfortunate that Mr Lordan's application was caught up during the recent change of committee members.

Our sincere apologies to Mr Lordan are only matched by our determination to ensure that this kind of mishap does not re-occur. We hope that your magazine was worth waiting for! Ed.

Engine

Andre Citroen
Ste Ame Paris
No. 10601246
4MP VB 78

This engine also has an '11D' cast in the cylinder head near the spark plug holes. I am restoring this car from the ground up, and have just got it running last week on an overhauled engine. The car has a sunroof, and an oil pressure gauge, temperature gauge (VDO) and a separate clock (Smiths). I hope to have this car completed by the end of this summer. I would also like to know of any parts sources that you may have in Europe, as parts are extremely hard to find in the US. Thank you for any help you can give me.

Larry A Lewis

12 Park Avenue, Poughkeepsie, New York,
USA 12603.

Once again the Northern Classic Car Show is being held at Belle Vue Exhibition Halls in Manchester on 28th and 29th September 1985. 10am to 6pm (entry £3 adults, £1 children).

I have attended the three previous shows, all of which have been most enjoyable – a vast range of vehicles from all sorts of car clubs have been shown, along with trade stands, autojumbles and auctions. This year I have arranged for the TOC to be represented and have space for two vehicles and some display material. I shall be taking 'TUB', my Slough built Big 15, but need to show another vehicle, that is if any member can do without driving their trusty Traction for two whole days!

I would be grateful, therefore, if any members who are able and willing to help

man the stand, provide a second car, or just want to turn up for a good day out, would contact me as soon as possible. Hope to see you there!

Jim Rogers,

11 Wilmer Drive, Heaton,
Bradford BD9 4AR. Tel. (0274) 45600.

Dear Editor,

In the last few months the TOC have seen a few new faces on their committee; one has turned out to be a real talent – I am, of course, talking about our new magazine designer Sam Wells.

The last two magazine covers have been real works of art, both drawn by Sam and with the magazine taking on such a high professional standard, these can only increase in value as they inevitably become collector's items!

Those who attended the Chichester Rally and took part in the raffle, will know just what a talent this man has! The first prize was an oil painting of Traction in a French street scene painted and donated free of charge by Sam. The detail and realism being that of an artist out of the Constable School. I was the very fortunate recipient of that painting, which I will always consider a real treasure. I would like to take this opportunity to thank Sam. Firstly, on my own behalf for an incredibly generous gift and secondly, on behalf of the Club for the work he has done so far.

Steve Reed

Now don't resign Sam to spare further embarrassment! I wholeheartedly endorse the sentiments expressed by Steve and eagerly await the next rendering from 'Constable' Wells. Ed.

Dear Mr Shepherd,

Please find enclosed my subscription renewal for 1985–86. Being a new member, I would like to take this opportunity to congratulate you on what I find to be a most impressive club. 'Floating Power' ranks as one of the best publications of its kind, and it is always with great pleasure that I read it from cover to cover. I would appreciate it very much if you could send me some information on the nature and quantity of back-issues available.

Looking forward to reading from the Club.

I remain yours sincerely,

Daniel Noiseux
Montreal, Canada

Dear Sirs:

I would like to know if you have provision for overseas members. I own a 1954 Traction model 11B, and would like to know if you could possibly decipher these plates as to exact year of manufacture etc:–

Body

Societe Belge des Automobiles Citroen
SA Bruxelles.
Chassis No. 3405193
Moteur No. AV 10216



Jim Rogers' 'TUB' – looking for a stablemate at Manchester.

To the Church on Time...

Not content with being involved with the Club Spares Scheme and attending committee meetings, Peter Simper also runs a wedding hire service with his brace of Tractions (where does he find the time?). Recently, house journal IPC News ran the article reproduced below.



Cap this for a hobby!

PETER Simper likes to spend his spare time driving people round the bend . . . up the road, and to the church on time!

For Peter, art co-ordinator on *Honey*, is the proud owner of two classic cars and to help them earn their keep, he dons his chauffeur cap at weekends and turns them into wedding cars.

'They add style, character, and novelty to the occasion,' said Peter. 'After all, modern Rolls-Royces are so commonplace at weddings, they've become boring!'

Peter, who has always been passionately interested in old cars, hadn't planned to become a part-time wedding chauffeur.

'It came about by accident really. One of the girls on the magazine was getting married and was having trouble finding an appropriate car for the day,' he said.

'So I volunteered my services and it was such a success that I started thinking about it as a possible way to maintain the cars.'

His fleet has grown—Peter is now the proud owner of three 1950 Citroens.

Events

July 27–31
6th World Meeting of 2CV Friends, Cheltenham Racecourse.

August 4
German Grand Prix, Nurburgring.

August 10–11
Yeovil Festival of Transport. Details: Paul Valtens, Yeovil 74861.

August 26
Selsey Carnival Village Fair—display of vehicles. Details: Dave Stringer, Stablecroft, Wellington Gardens, Selsey, West Sussex (tel. Selsey 604593).

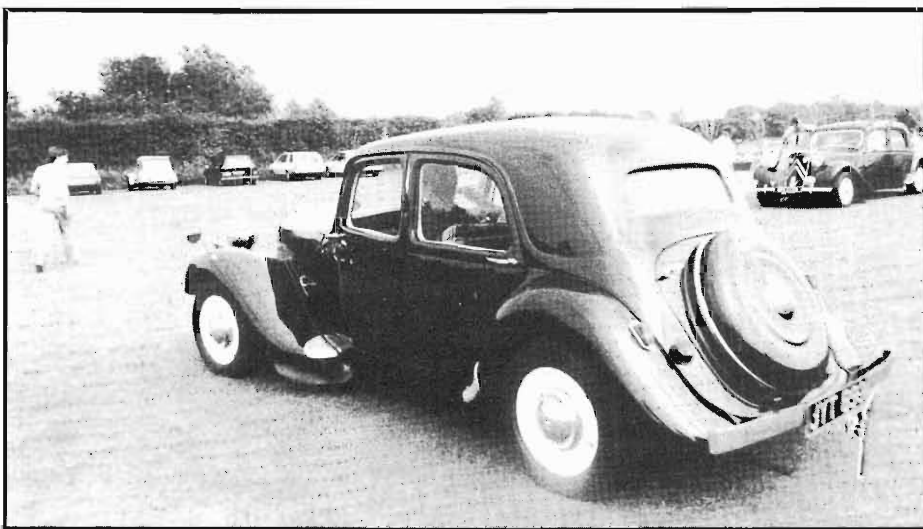
August 25
Dutch Grand Prix, Zandvoort.

September 7
Brighton Speed Trials, Brighton & Hove Motor Club. Famous speed trials over standing ¼ mile for Historic and modern vehicles.

September 15
Historic Vehicle Rally, Honser Hall, Cumbria.

October 5
Malvern Motoring Event, Three Counties Showground, Malvern. Indoor and outdoor displays, autojumble, camping etc. Details: 35 Britten Drive, Malvern, Worc. (tel. 06845 60180 eves.).

October 12
Cheltenham Autojumble.



VSCC EVENTS

Full details of the events below are available by sending an sae to the Secretary, Mr P.M.A Hull, VSCC, 121 Russell Road, Newbury, Berks RG14 5JX. Tel. Newbury (0635) 44411.

3 August Prescott Hill Climb (practice).

4 August Prescott Hill Climb.

11 August Shuttleworth visit.

25 August Cadwell Park Race Meeting.

1 September Madresfield Driving Tests.

14 September Invitation Race at Castle Combe (BRSCC).

15 September Colerne Speed Trials.

22 September Light Car & Edwardian Rally.

12 October Welsh Driving Tests & Trial.

13 October Welsh Rally.

27 October Eastern Rally.

9 November Lakeland Trial.

7 December Oxfordshire Driving Tests.

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 – ¼ 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.

Diary Dates

Classified

WEST MIDLANDS SOCIAL SECTION MEETINGS

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

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

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*

LONDON SECTION MEETINGS

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

August 27th
Jack Straws Castle
North End Way
Hampstead

September 24th
Green Man,
Putney Heath,
Putney SW15

October 29th
Canonbury Tavern,
Canonbury Place,
Islington N1

November 26th
Goose & Firkin,
Southwark Bridge Road,
Southwark SE1

December 17th
The Ship,
Wandsworth Bridge,
(south-west corner),
Wandsworth.

*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.*

For Sale—Original Mairget
Traction, 1956 15H. Phone
Tim Davies, 01-229 8427.

For Sale—Slough Light 15,
1953 rhd, big boot. Phone John
Lamb, 028375 202.

For Sale—1953 11BL, big boot,
black, lhd. Good mechanics
and bodywork, MOT May
1986, taxed October 1985.
Offers around £2,300. Phone J
Borg, 01-660 7907, 01-657 5719.

For Sale—1949/50 Slough Light
15 (small boot) completely
restored except roof lining and
carpeting. For details phone
Kingsland (056881) 379.

For Sale—Citroen 7C Traction
Avant 1936 Paris-built lhd.
Total restoration completed
1984. ICCCR, Towcester and
Chichester concours winner.
Serious enquiries only please.
£8,000. P Allison, Yateley
878362.

For Sale—Clutch release
bearings, as original. No
modification needed to
housing or dust cover. £17.25
including P&P (UK only).
Send cheque or postal order to
B Woodward, 1 Barrow Close,
Redditch, Worcs B98 0NL.

For Sale or Exchange—
Traction 11B 1947 black, small
boot. A totally French car in
excellent condition. Will
consider exchange for Light 15
Slough-built. Phone Aldershot
333633.

Free—One small boot lid and
one big boot lid, both rusty, too
good to throw out, free to
whoever collects.

For Sale—One Light 15
dashboard, good condition, for
round instruments, £5. Slough
wheels, £5 each.

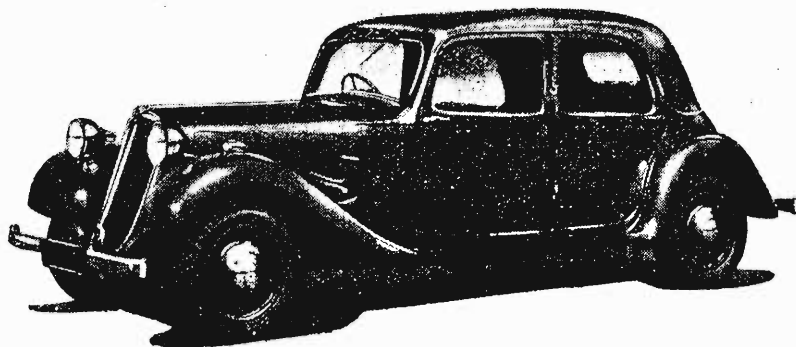
Wanted—Bluemels steering
wheel. Contact Allan Sibley,
phone (home) 01-809 0397.

To Rent—Lock-up garages,
South Tottenham, secure, 1
with electricity, £20 per
calendar month each. For
details, phone Allan Sibley—
day 01-2403616, eves. 01-809
0397.

Wishbone Spindles Repaired—
£30 per pair plus p&p. Contact
Roger Williams, 37 Wood
Lane, Beverley, North
Humberside HU17 8BS. Tel.
0482 881220.

For Sale—Onze Legere, big
boot, 1955. 11D engine,
generally sound, owned by me
since 1978. £1,750. N. Hall,
telephone 0705 (Portsmouth)
474731.

THE CARS WITH THE FOUR YEARS LEAD



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 Traction £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

1½" long by ¾" 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.**

