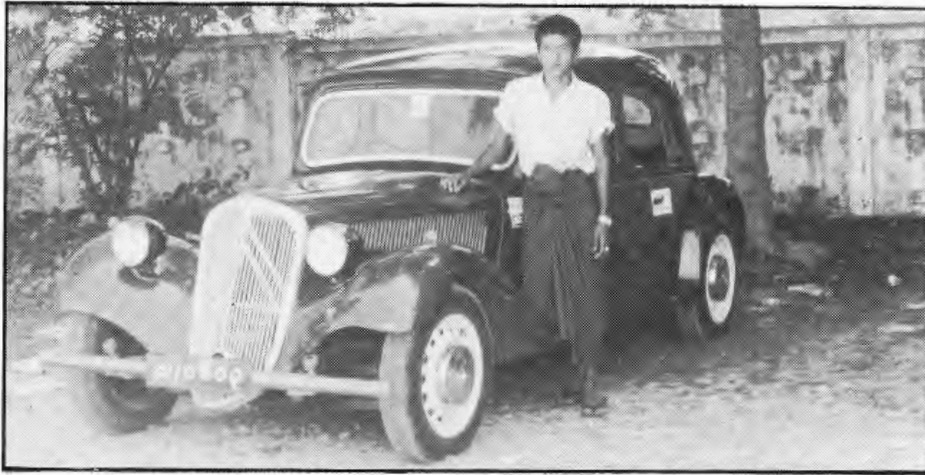




# Correspondence



Burmese Traction spotted by Julian Berry

Dear Editor,  
**Road to Mandalay**

During my recent visit to Burma – a wonderful country, and I would urge all to experience the warmth and friendliness of the people – I happened across this Traction Avant! Burma still drives on the left, a throw-back to 'Imperial Days', and so this Slough built 'taxi' was a welcome relief from the normal 'heaps' that one sees everywhere.

The enclosed photograph was taken in

Mandalay and the vehicle appears to be in very good original condition. Rust, of course, would not be a problem due to the climate in this part of the world, but note the unusual number plate and non original bumper and hub caps! I hope this is of interest, and that it is suitable for inclusion in *Floating Power!*

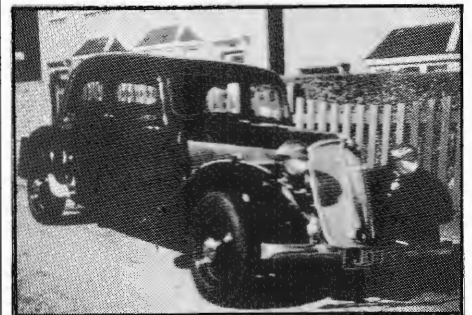
Best regards, from an enthusiastic, but amateur Traction Owner (ESV 322).

Yours faithfully,  
**Julian J. Berry**  
Hong Kong

Dear Bob,  
I enclose a photograph of 'JDD3', a 1949 Slough built Delux Light 15. The car was purchased in 1957 by Mr N. Stevens, 11 Home Farm Close, Caerleon, Gwent. (Tel. 420187), from Shirley's Garage in Chepstow and the car was previously owned by a Bank Manager in Chepstow. The car was subsequently sold in 1959 in the Newport area, and Mr Stevens would like to know if it is still about, and if so, would the present owner be prepared to sell?

If any member knows of the whereabouts of this car would they contact Mr Stevens at the above address.

Many thanks,  
**Alun Hall**  
Newport, Gwent.



JDD3 – where is it now?

Dear Bob,

Since my last letter we have had a meeting of two members of the Scottish Section of the TOC John Savelli and I had a lovely afternoon at his superb house. The reason for my visit was partly selfish as my Traction was having a dose of 'hiccups' due to a dirty carb. We finally found the fault – a hair caught in the slow running jet. This was at the third attempt as the hair did not come out with the jet, but was jammed in the seat.

John's cars are very interesting in comparison with my very standard Light 15. The coupé is the first I have had a close look at and the differences are numerous and varied. The interior is quite spartan and the dicky seat very basic. The mechanics too are very different, as I suppose most of you experts will know; the coupé has a 1628cc engine and the 15 a 1911cc lump. The steering on the coupé is by worm while the Light 15 has rack and pinion. John's Big 15 is a most comfortable and imposing vehicle and must be close to the ultimate in long distance travel.

The editor posed the question at the end of my last letter: "How did the Traction compare with my other 4½ vehicles?" Well, I think the answer in a word must be – different!

The Lanchester has cart springs, cam and lever steering, pre-selector gears with a fluid fly-wheel, a centre throttle, and power-assisted brakes. The brakes are very good, although at present are pulling slightly to the nearside. The vacuum servo is by Dewandre and for a car weighing 2 tons is a must. It works superbly and what an asset it would be in the Traction. The servo was standard in 1933, by the way. The steering is HEAVY.

My Volvo is a 122S of 1966 vintage, and although I might be slightly biased, I think 'one of the best models Volvo ever made. I would love a PV 544 but they come a bit pricey! The Volvo is tough, reliable and not so prone to rust as some cars. My car has done over 240,000 miles on the original engine and only once rebored. The faster it goes the quieter it becomes. The Volvo is one of my wife's favourites just because it is so reassuring to sit in.

The Fiat 500 is just for fun. It is not taxed at present since the previous owner had no papers for it, so the DVLC have still to be informed of the change of ownership. The wee engine is superb and seems to pull a lot more than the 18 horses it is reputed to have. The passenger's door has had a 'crunch' as has the bonnet and wings, but nothing that a few weeks tin-bashing wouldn't fix! Oh, for the time to do it!

The 1939 Singer Roadster is in 1001 pieces spread throughout the garage, house and garden and can only be described as in total need of restoration! There are no interior, top, dash, instruments, steering wheel, grill etc., and the half I do have still requires major work. There are fewer than ten 1939 Roadsters in the world, however, and I am assured it is worth doing a restoration. I wonder?

I have enclosed a photograph of the Savelli & Hay cars, which I hope you will be able to use; I also hope that my other cars are of some interest.

Wishing you and your readers a Happy Christmas and a Good New Year from North of the Border.

Yours aye,  
**Alan D. Hay**  
North Queensferry, Fife



Traction Trio: Alan's Light 15 neatly sandwiched between John Savelli's 1934 Coupé and 1954 11B Normale.

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ISSN 0265 0630

# Floating Power

Volume II, Number 6

January, Nineteen Hundred and Eighty-Seven

**L**OOKING BACK at 1986, the motoring enthusiast has indeed enjoyed a bumper year (forgive the pun) for events, with Tractionists being especially catered for at both home and abroad. From the reports that we have published on these events, a great time seemed to be had by all those who made the effort to join in and take part. If, however, you could not make it in 1986 then perhaps 1987 will be your year, as there are a number of smashing events planned evenly throughout the year and culminating in September with the 7th ICCCR meeting, which this time is being held near the banks of the Rhine at Loreley in Germany. Many members will recall the last ICCCR meeting, which was held in the grounds of Knebworth Park, and the warmth and friendliness that it engendered, coupled with enthusiasm and bonhomie oozing from Citroenists from all over the world, thus ensuring a successful event. I am sure that the meeting at Loreley will be equally exciting and successful, and is a must for all Traction owners. If, however, Germany is too far for you, then nearer home is the now annual French Brittany tour in July. Our Chairman, Roger Dyer and Social Sec. Mike Wheals took part in this event last year and their Slough-built Traction created quite a lot of interest, and we are hoping that many more members will be able to take part this year in order to promote more interest in our Club on foreign soil. Our own annual gathering will this year be held during June at Worcester in conjunction with the CCC's Summer Rally. We have held joint events with the CCC before, notably with the Midland Section at Stratford-upon-Avon, and they have always been enjoyable, friendly and well organised rallies suitable for all the family and catering for every taste. All of which should provide the spur for you to complete that long overdue restoration or repair to your vehicle so that you do not miss out on what promises to be a Traction extravaganza year par excellence!

As usual at this time of the year it is appropriate to express my thanks to all those members who have assisted me with the magazine by sending in articles and letters etc., some of whom have even become regular contributors! In thanking them, however, I do hope that many more of hither-to 'unknown' members will follow suit in 1987, and in particular I would like to receive articles describing member's cars, plus any technical articles, including hints and tips etc, and not forgetting the usual letters giving details of what's on in your area and what you have been up to!

Alternatively, is there a 'Traction' subject that we have not covered in the magazine that you would

particularly like to see published, or do you have any ideas on how you would like to see the Club progressing? We are urgently in need of fresh ideas on how to raise funds for the Club, perhaps you can help in that direction? Remember, the magazine is your link with the rest of the membership, so please use it and drop me a line soon.

'The Case of the Vanishing Traction' - I am indebted to Solihull member, Alan Kembery who recently sent me a press cutting from a December issue of the *Guardian*, reporting the theft of a Big6H Traction, the actual car used in the "Maigret" television detective series. This famous Traction, which was bequeathed to Rupert Davies's family on his death in 1976, disappeared from a barn at Pilton near Shepton Mallet where it was awaiting a full restoration. The registration number is GXU143 or 143GXU and the car sported black paintwork with grey velour upholstery. There are not that many Big6H Traction about these days and this one should surface sooner or later, unless, heaven forbid, it has been sold for scrap! So, beware if you are offered or see one for sale in the future, and check that it is not this stolen vehicle, or you could end up heavily out of pocket, especially if you start restoring it!

I hope nobody was caught out by the recent sudden spell of atrocious weather, mind, I did warn you in the last editorial, didn't I! One unavoidable casualty was our AGM of course, which was rightly called-off in the nick of time, but has since been rearranged for 27th February at the same venue. A full report of the proceedings should be ready for the next issue of FP, and I hope that many more members will be able to attend now that the weather is back to normal!

Finally, have you seen any of those stickers displayed in car windows brazenly announcing to the world and his friend how various enthusiastic groups 'do it'? What they are actually doing, I have no idea!, but for instance there is - Windsurfers do it standing up! . . . or, Skiers do it on the piste! . . . and how about, Individual Medley Swimmers do it 4 ways! . . .

Well, not to be out-done (forgive pun again), how about - TOC Members do it Avant and Arriere!

Upon reflection, in the present climate I think it best to forget that one!

Have a super motoring year,  
Bob Wade

# MAKING TRACKS in SUSSEX

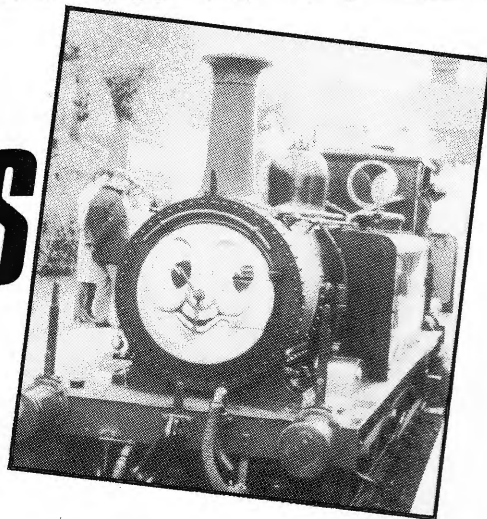
## Mark Booker on a TOC visit to the Bluebell Railway

**T**HERE ARE quite a few TOC members living in Kent and Sussex, and yet we do not have our own section. We are certainly not ignored by the TOC, as the 1985 Annual Rally was held in Chichester, and last year's 'In Search of England' Rally wound its successful way across these counties.

Also, the London Section meetings are within easy reach for most of us — even if the less courageous amongst us do not bring our Tractions into the Smoke. For all their qualities, Tractions are not the most relaxing cars to drive in dense stop-start traffic.

Nevertheless, it seemed a good idea to organise an outing for local members, and this I did with Roger Dyer's co-operation, originally intending it for mid-October — hence the choice of a lunchtime meeting point at the Anchor Inn at Barcombe Cross near Lewes, an idyllically-situated pub with garden on a stretch of the River Ouse. The theory was that it's often very fine in mid-October and nice to be able to sit out.

Unfortunately the mechanics of writing to people and more particularly the publication



date of 'Floating Power' meant that the outing had to be postponed to November 2nd, decidedly less promising weatherwise, and I waited with some trepidation to see what happened. In fact, it was pretty nasty the day before, and my spirits sank.

However, Sunday 2nd November turned out to be better than average and I set out in good time in XMC 270, my 1951 Slough Light 15, thinking to put up a few 'unofficial' signs to help people find their way from the main road. It's only when you stand right next to a road sign that you realise how large they actually are — funny how it's still so easy to miss them! The paper I had brought with me seemed miniscule when sellotaped to the signs!

While I was finishing this off, Roger turned up, and we decided that he would wait and direct cars from the A26 while I would wait at Barcombe Cross. We waited in vain, although I was passed by a blower Bentley, although I was passed by a blower Bentley in British racing green: I didn't recognise the occupants, but seeing the 'My other car is a Citroen Light 15' sticker on the petrol tank, I assumed they were something to do with us — although I couldn't understand why they were out in their runabout instead of their Traction.

There then followed an ominous silence until I was rejoined by Roger, and we proceeded up the lane to the Anchor. However, cars began to arrive, and soon there was a respectable assembly of Tractions, including John Dodson's coupé,

Peter Simper's Paris-built rhd Big 15 and an immaculate 'Diva' Ivory Big 15. We were also joined by a splendid DKW coupé, the aforementioned Bentley, and a number of other vintage cars (nothing to do with us). It was indeed fortunate that it was a fine day, as the bar was packed, a good section of our party was children, and we would have had to use the garden whether we liked it or not!

We happily swapped Traction stories and sandwiches until 2 p.m. before getting the convoy together for the brisk drive to Sheffield Park. It had to be brisk because we were late, and as ever the sight of half a dozen or so Tractions bowling along at 50 mph stirred the heart. As convoy leader I disgraced myself by misjudging just how bad a lock there is on our fine cars, and having to have more than one attempt at a T-junction! Otherwise, there were no incidents.

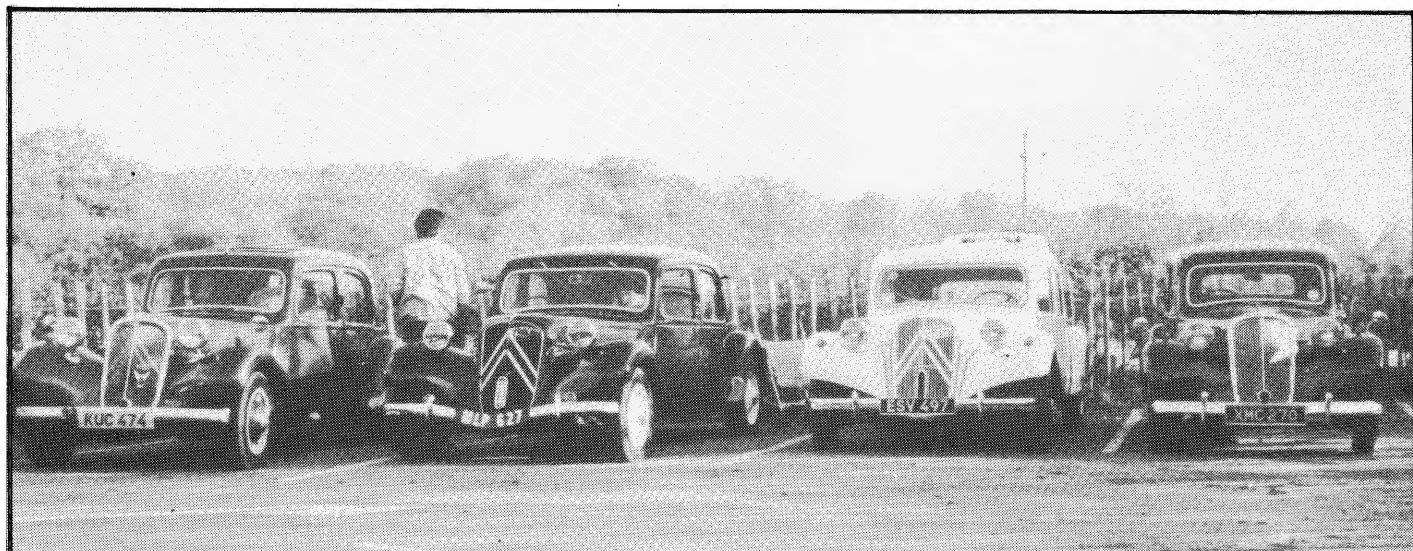
We booked ourselves in for an afternoon of nostalgia on the Bluebell Railway, where we were joined by other TOC members, catching the 2.30 from Sheffield Park to Horsted Keynes — a pleasant ride through lovely scenery in carriages with deep-buttoned wool upholstery, varnished woodwork and those leather straps for letting down the windows that used to fascinate me as a child.

There are some quite steep gradients on this line, and the smaller locomotives have to work hard to get the heavy trains up the banks. In spite of the lateness of the season, ours was packed in both directions.

After sampling the old-fashioned station buffet at Horsted Keynes and taking a few photographs, our party returned to Sheffield Park for more refreshments in the modern sit-down buffet, and a wander round the shop, engine shed and sidings. Here, a sneaking suspicion developed that one or two of us took more than a passing interest in railway hardware — and Peter Simper and Syd Griffiths disappeared without trace somewhere in the bowels of the engine shed as darkness began to fall.

We departed for home in dribs and drabs, though when I left it looked as if Peter and Syd would have to be chucked out!

An enjoyable precedent has been set, and I hope to organise a similar jaunt in the spring or early summer. Any preferences for places to visit?



Line-up of Tractions in the Bluebell Railway car park

# TRACTION ARRIERE

Reproduced by kind permission from The Autocar, 1928

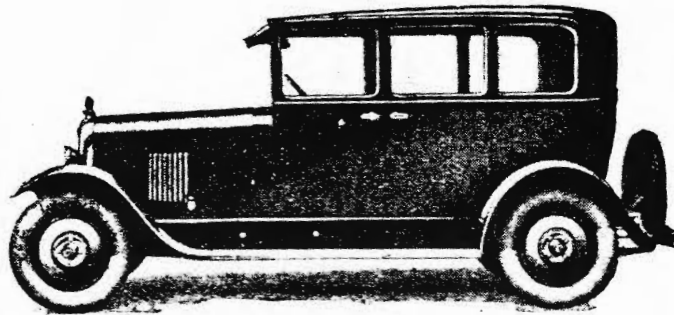
## CARE AND MAINTENANCE OF THE 12-24 H.P. CITROEN

**L**UBRICATION is not required by the dry plate clutch, but every 250 miles oil should be applied to the clutch withdrawal race and the clutch shaft front end bearing. Remove the cover plate in the clutch casing and the withdrawal race will be seen immediately below the opening. Depress the clutch pedal and turn the clutch shaft until a hole is disclosed through which oil can be introduced thence to find its way through the hollow shaft to the spigot bearing.

If clutch slip is experienced it may be due to oil having found its way on to the friction surfaces, and if this is suspected petrol should be squirted into the clutch with the engine running, the clutch pedal being moved up and down meanwhile. This should wash out the oil and no further slip should be noticed. If, however, slip still takes place, the tension of the clutch springs can be increased by turning, in a clockwise direction, the screws situated in the clutch housing. Care should be taken to give each screw an equal number of turns. At the opposite side of the gear box to the clutch pedal there is a simple adjustment by means of a screw and lock nut, which should be so set that the pedal has a slight free movement.

As far as the gear box is concerned lubrication is the only attention called for. A level filler plug is fitted on the near side of the box, and should be removed every 1,000 miles, when the car comes in from a run, as the oil is then warm and comparatively thin, and the level can more accurately be checked. If the level is one inch below the filling orifice more oil should be added up to the level of the filler and the plug replaced.

A drain plug is fitted in the bottom of the gear box, and once or twice a year, say, every 5,000 miles, the old oil may be drained off and a fresh supply given. Gargoyle Mobil-oil C is recommended, and should also be used for the rear axle and for chassis lubrication by means of the oil gun.



### Part II.—Keeping a Popular Family Car in the Best Possible Running Condition.

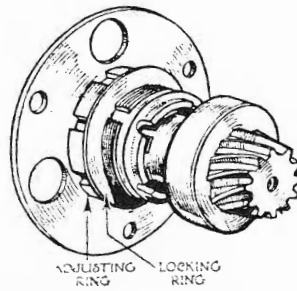
(Continued from last issue.)

This housing is screwed into the front end of the axle casing and is locked in position by a large serrated ring. By unlocking and slackening this ring the housing may be screwed in or out slightly to carry the bevel pinion further into or out of mesh as may be required.

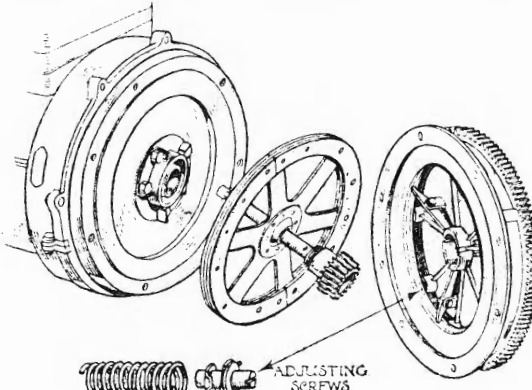
To check the meshing of the crown wheel and bevel pinion, remove the rear inspection plate carrying the oil filler plug. If sufficient adjustment cannot be obtained by altering the position of the bevel pinion only, the crown wheel can also be adjusted in the following manner. Loosen the bolt in the yoke casting supporting the differential assembly on the side facing the crown wheel. Disconnect the washer lock ring and slacken the large serrated ring which surmounts the differential bearing housing. Then, with the aid of a special spanner, tighten or slacken the housing as required.

After the correct meshing has been obtained the lock ring should be secured, the yoke casting bolt tightened, the bevel shaft housing lock ring tightened and secured, and the rear inspection plate refitted.

Lubrication of the front hub bearings is carried out by jacking up the front axle, unscrewing the wheel nuts, and removing the hub embellishers, which are only covers. The front hub caps themselves can then be removed, packed with light grease, and replaced. This should be carried out every 1,000 miles, but if the front hubs are over-lubricated grease may find its way on to



Varying the mesh of the bevel pinion with the crown wheel.



The tension of the clutch springs may be increased by means of adjusting screws in the face of the clutch housing

**Care and Maintenance of the 12-24 h.p. Citroën.**

the front brake linings and so affect the brake efficiency. The front spring shackle joints and the steering brake rod joints should be lubricated every 250 miles.

Every 500 miles the steering box ought to be replenished with oil, and at the same time the steering side rod ball joints should be lubricated. Stiffness in the steering usually arises as a result of lack of lubrication of the steering box, stub axle swivel pins, and track rod joints, so that the oiling chart instructions should be adhered to and extra attention devoted to the steering if any stiffness becomes noticeable.

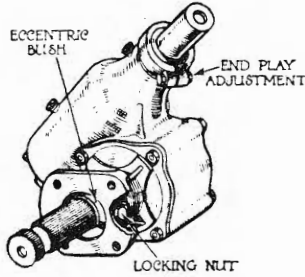
When correctly set, the front wheels should "toe-in"  $\frac{3}{16}$  in., and the steering track rod is adjustable so that correct wheel alignment may easily be retained. Ample adjustment is provided in the steering, and the drop arm on the worm wheel shaft is mounted on splines so that it may be removed and replaced in another position, thus allowing a new portion of the worm wheel to be brought into contact with the worm.

The worm wheel shaft is also provided with an eccentric bush, so that the mesh of the worm with the wheel may be varied, but this adjustment is only accessible after the steering box has been removed from the frame. Up and down play of the steering column can be taken up by loosening the split collar at the top of the steering box and turning it in a clockwise direction.

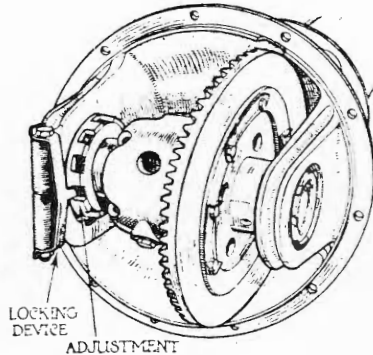
**Adjustments.**

The angle or rake of the steering column is adjustable within limits. The bolts holding the steering box to the frame are loosened and the clevis supporting the steering column to the instrument board bracket can then be screwed in or out of the bracket when the locknut has been loosened.

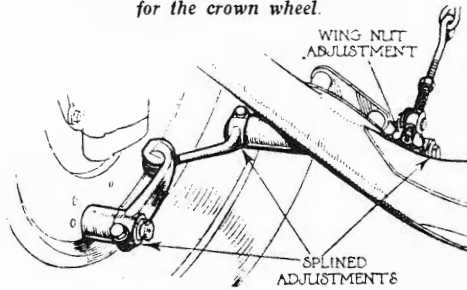
Brake adjustment should be carried out by jacking up the car so that all four wheels may revolve freely. Depress the brake pedal about one-third of its travel and adjust the front and rear wheel brake cables by means of the wing nuts, so that the brakes just commence to operate on all four



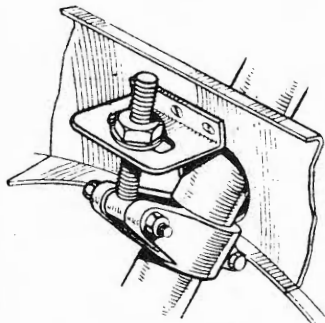
Steering adjustments



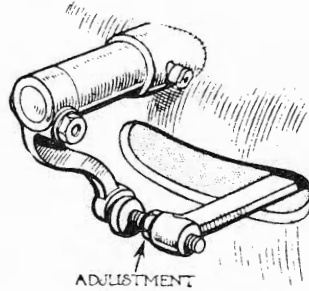
An adjustment is also provided for the crown wheel.



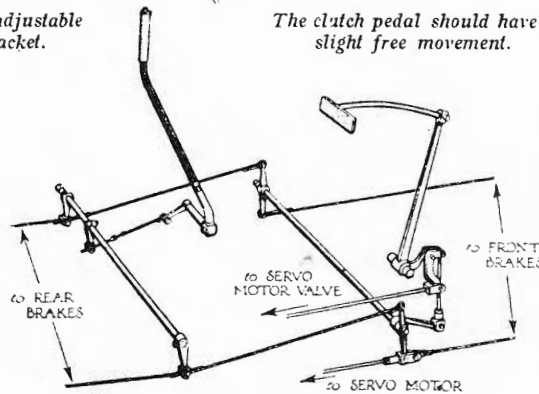
Four points of brake adjustment.



The adjustable bracket.



The clutch pedal should have a slight free movement.



How the brake gear is arranged.

wheels. Depress the pedal two-thirds of its travel, and continue to adjust the cables until all four wheels are locked.

When all the adjustment is taken up at the cable ends, further adjustment may be secured, as the arms of the brake-operating shafts are attached to the shafts by splines and pinch bolts. Slacken the bolts so that the arms may be removed and replaced in a different position, the adjustment on the cable end having first been slacked right back. An adjustment is provided for the hand brake on the cable connecting the brake lever to the cross-shaft.

On models fitted with the Westinghouse servo brake, should the brake be inclined to remain on, the rod operating the valve, which is connected to the brake pedal, may be shortened or lengthened by means of the screwed yokes on each end. No other adjustment of the servo mechanism should be attempted.

Should it be necessary to remove the front or rear brake drums, the axle should be jacked up and then the brake adjustment slackened to its fullest extent. This is important, as owing to the brake shoes being anchored separately, they are likely to become displaced, and consequently fractured, when the drum is being extracted.

**Brakes.**

Unscrew the wheel nuts and remove the wheel and hub cover, unscrew the hub cap, remove the split pin securing the axle nut, and unscrew the nut. Fix the brake drum extractor, which may be obtained from the manufacturers, by screwing it into the hub centre, then withdraw the drum from the axle by tightening the centre screw of the extractor. To remove the brake shoes the centre pin securing nuts and split pins should be removed, also the brake shoe guide.

On the instrument board is a knob controlling the two-level petrol feed from the dash tank. This knob operates two needle valves held on to their seats by springs, lifting them from their seats according to whether the main or the reserve fuel supply is in use. On lifting the bonnet and

June 22nd, 1928.

*The Autocar*

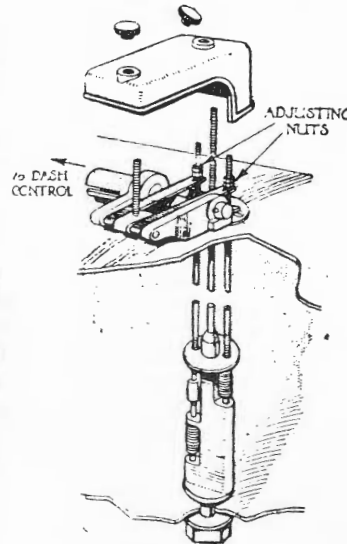
Care and Maintenance of the 12-24 h.p. Citroën.

removing the cover plate on the top of this tank fitting, the ends of the needle valve rods are disclosed, and will be seen to carry a simple adjustment, consisting of a nut and lock nut.

If the petrol cannot be turned off properly, the needle valves must be allowed to come further down on to their seats, and the two nuts should be unscrewed slightly to a new position and then secured. Conversely, if petrol does not flow to the carburetter quickly enough, it is probable that the needle valves are not lifted sufficiently clear off their seats, and in this case the two nuts should be screwed down slightly to a new position.

Shock absorbers are fitted at front and rear, and on each there are two adjustments of the nut and lock nut type. If the car pitches when a rough road surface is traversed, it can be taken that the shock absorbers may be tightened a little with advantage. The lock nuts should be loosened and the adjusting nuts given, say, half a turn and the lock nuts tightened.

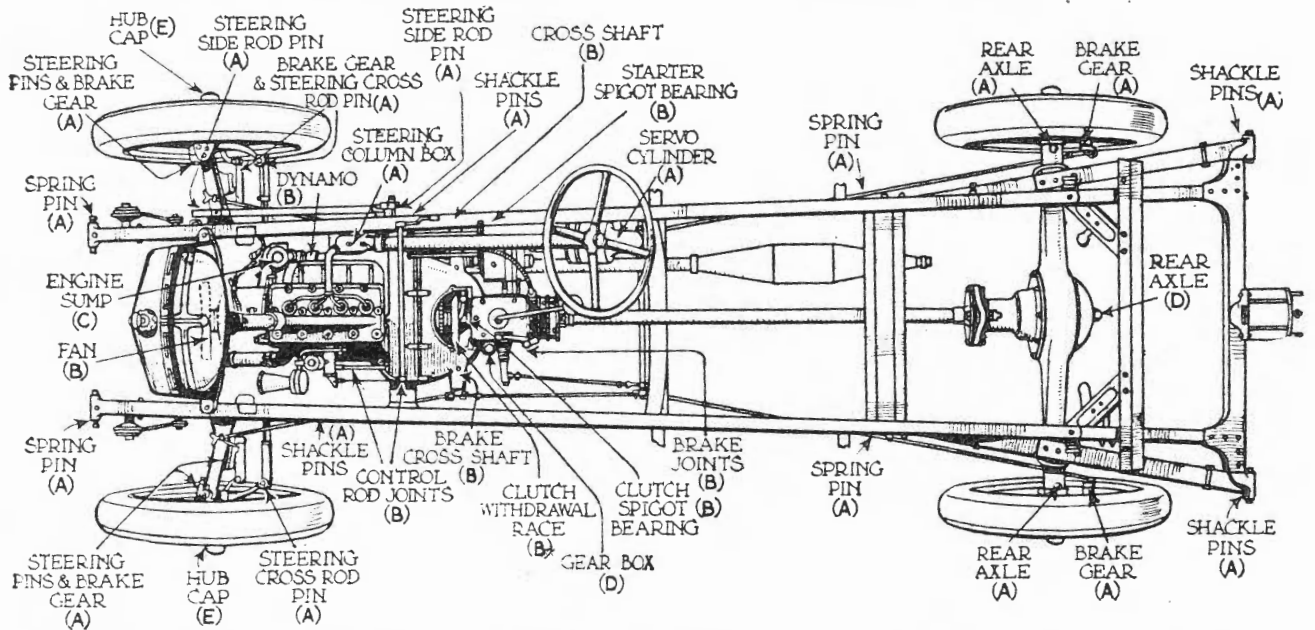
This adjustment should not, however, be overdone, as otherwise the springing may be rendered harsh. It is better to adjust the shock absorbers a little at a time until the maximum comfort is secured, rather than to tighten them too much and then have to slack them off.



The petrol tap needle valves may be adjusted if necessary.

It may, in fact, be said that no adjustment should be overdone, otherwise undue wear is likely to develop. As a case in point one may instance the brakes. Should one of these be adjusted too closely, so that the shoes actually touch the drum when the pedal or hand lever is in the off position, heat will be developed by friction as the car is driven along the road, and the expansion of the shoes will apply them with still greater force. Finally, the brake will become so hot that it is applied with sufficient force to bring the car almost to rest, and the driver will be astonished, on dismounting to look into things, to notice smoke coming from the brake drum. Naturally, the brake lining will have been worn away to some extent.

In the same way, should the steering gear adjustment be taken up too much the steering will be rendered very stiff and the pleasure of driving the car will be materially lessened. In time the stiffness will "wear off"—wear will take place. Therefore, after making any adjustment, take great care to see that the easy operation of the parts in question has not been affected. At the same time do not go to the opposite extreme and omit to take advantage of the adjustments provided whenever their use may be desirable.



Chassis lubrication diagram. Points marked (A) should receive weekly attention from the oil gun; those marked (B) weekly attention from an oil can. Crank case (C) should be drained every 1,000 miles; gear box (D) check level every 1,000 miles; back axle (D) check level every 1,000 miles.

## More glide in your Stride!

Roger Williams concludes his workshop special on his conversion to a four-speed box.

AFTER INSTALLING the engine/gearbox unit in the car as described in the last issue there is the small problem of getting the ancillaries like the gear change and clutch to walk properly AND look as if they were original fittings.

Starting with the exhaust – there are at least two types of exhaust manifold fitted to ID/DS engines depending on the age. The most common type appears to be the one which points toward the front of the car which gives very little space in which to turn the line of the exhaust through 90° to get it through the hole in the side valance panel. It is particularly tight on the narrow bodied cars. I've not found an exhaust factor that can satisfactorily bend a 50 mm dia. pipe through 90° with a centre line radius of 75 mm adjacent to a flared end. The solution was to make one up based on a malleable iron water pipe elbow which is perfectly smooth and of constant section around the bend. A flared flange is brazed into the top end and new pipe, which an exhaust factor can bend, connects to the existing pipe under the hull.

The other types of manifold points relatively directly at the hole in the valance panel and a special pipe can be made up by the local exhaust factor. These non-standard front sections are made of the thickest gauge steel available so that replacement is only necessary every 5–10 years.

The bottom hose connection from the radiator to the water pump has to follow a tortuous path around the camshaft pulley and under the dynamo as shown in Fig. 1. This can be made from odd bits of heater hose but is more satisfactorily made by brazing together a series of large diameter copper central heating elbows. The water pump on the ID/DS cylinder head is offset to the left and the original Traction fan which is mounted on the new water pump pulley has to have the tips of the blades shortened by about 20 mm on the narrow bodied cars to give clearance to the bottom hose. Cooling efficiency is unaffected. The bottom hose, on the narrow bodied cars, covers the rear wishbone grease nipple and this is replaced by one with a 45° elbow.

The top hose is made by joining the radiator end of the Traction one to a shortened ID/DS one. Push an old bit of exhaust pipe into the Traction hose and then feed the ID/DS hose over it and clamp with a jubilee clip. When connecting the water pipes make sure you can get to all the jubilee clips to tighten them with all the body panels on. I made the mistake first time of clamping the piping before installing the engine/gearbox in the car and connecting to the radiator before fitting the body panels. Needless to say there was the odd weeping joint and half the car had to be taken to bits to get at the offending joints.

And so to the gearbox linkage. The gear change mechanism is a combination of back/forward and lateral movements. In the ID19 the gear change is via a column mounted mechanism which provides the back/forward motion via a series of articulated ball cranks/rods and the lateral one with a cable. To keep the Traction looking original, the guts of the original column change mechanism is mounted horizontally behind the dash with the original gear lever cut off just behind the dash and a Traction leader welded to the stump. The layout is as shown in Fig. 2. However, this repositioning of the column change mechanism moves it further away from the gearbox and the original cable and rod are too short. Also the operating mechanism of the gearbox is forward of the radiator and on the narrow bodied cars there is no direct line between the bulk head and the gearbox without going through the radiator. It is possible to get a direct connection on the wide bodied cars but I wanted a mechanism that would fit all cars with only minor modifications necessary when changing to/from a wide to a narrow bodied car. With the column change mounted horizontally behind the dash, the cable and rod (with a small extension piece) can reach the bell housing and the solution was to provide a new linkage system from here to the gearbox operating mechanism. Fig. 3 shows a general view of an ID19 gearbox fitted with a gear linkage for a narrow bodied car with a rod operated clutch. Fig 4 shows this mechanism in more detail. Note that the connecting rod between the cable and the bell crank operating the 'across the gate'

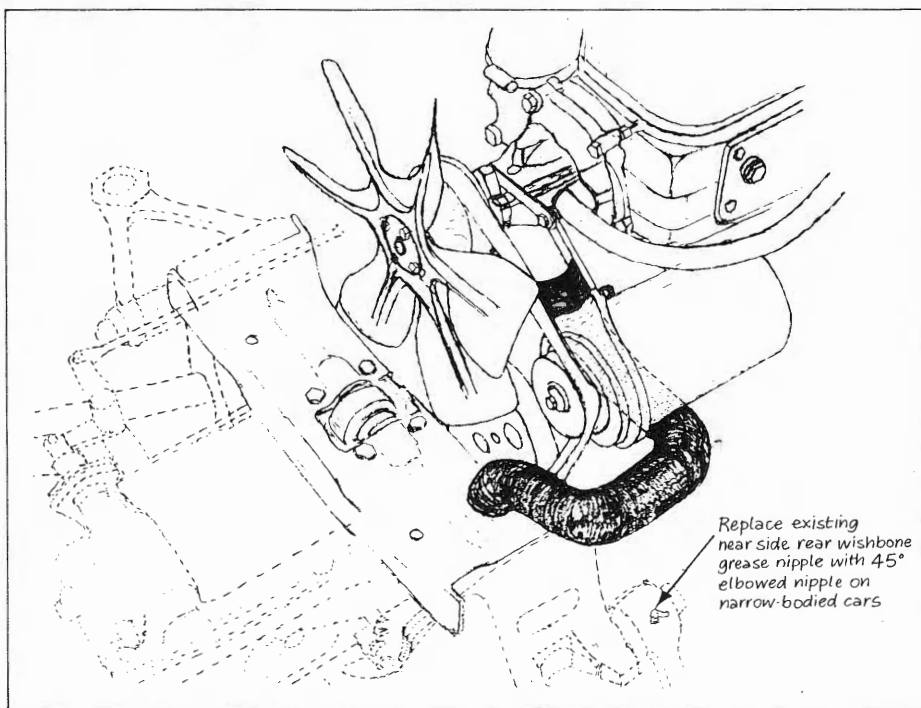


Fig. 1. Special bottom hose for the narrow-bodied cars (wide-bodied cars similar).



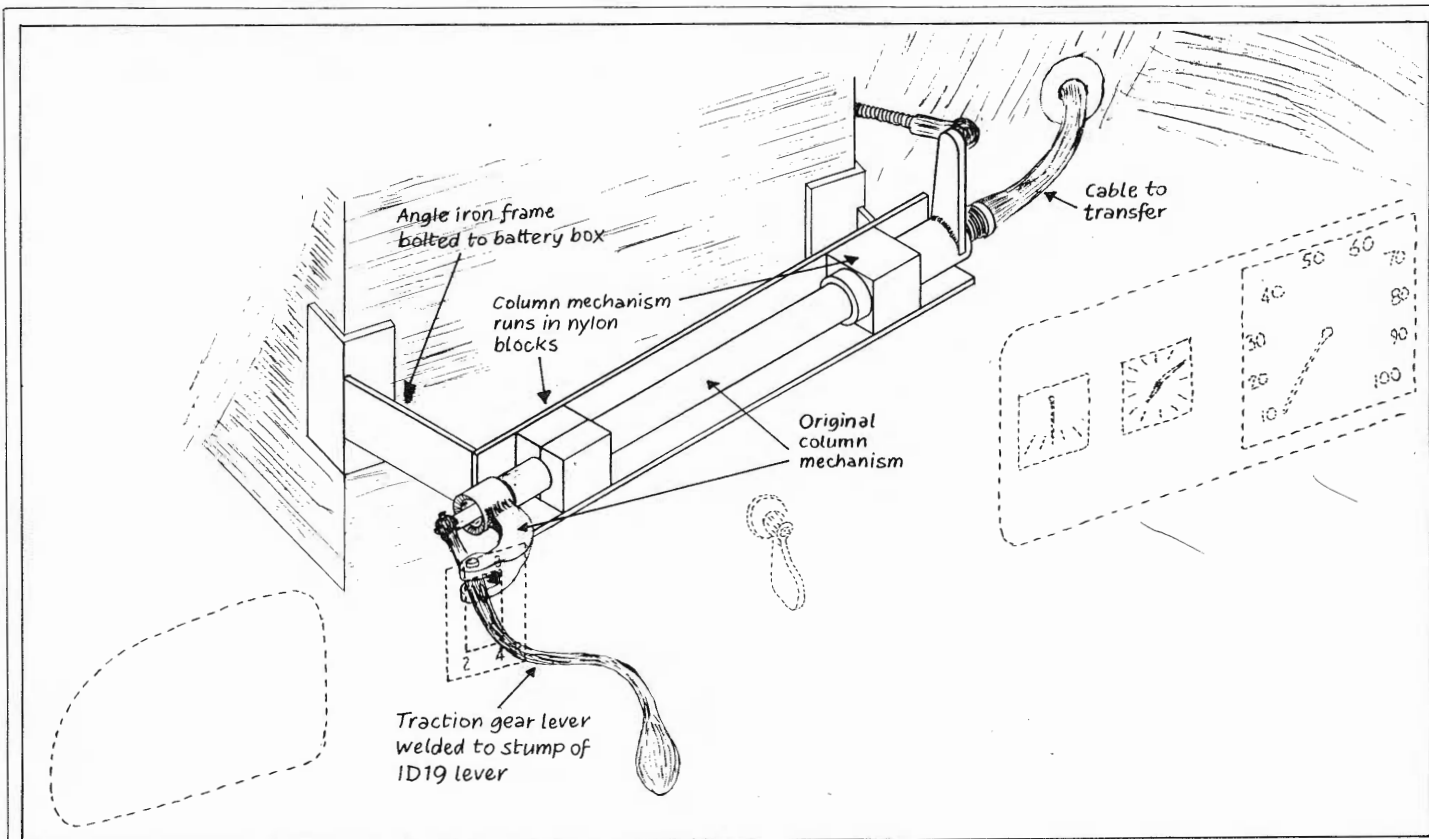


Fig. 2.

movement passes over the crossmember but under the radiator. There is enough room but only just! Unfortunately this rod passes exactly through the offside radiator mounting on the wide bodied cars. Early systems had a kink in the rod to get around this mounting but this did not prove entirely satisfactory and a modification was necessary. Tom Evans and I arrived at the same solution independently which was to take the connecting rod under the crossmember. This involved inverting the transfer mechanism, which is mounted on the bell housing, and the bell crank operating the 'across the gate' movement. Fig. 5 shows this in more detail. The individual components of the transfer mechanism and the extension of the 'across the gate' plunger are shown in exploded form in Figs. 6 & 7 respectively.

One of the problems is getting reverse gear which is engaged by pushing against a strong spring within the gearbox presumably to stop anyone slipping into reverse instead of top. In the ID19 the original gear lever gives more than a 10:1 lever arm and the push forward with the full support of the seat is easy. However, when the column mechanism is mounted horizontally behind the Traction dash with the Traction gear lever, not only is over half the lever arm advantage lost but the action is across the car. This is not so bad on the LHD cars where you can push away from yourself with the support of the seat/door. On the RHD cars you have to pull with your left hand and you tend to slide over the slippery leather seat. A couple of coils are ground off the spring to give some resistance to warn you that you are going into reverse, but not enough to develop a Charles Atlas left arm.

Finally to the clutch – the operation in the original ID19 cars was by cable which was anchored in a boss cast into the top of the bell housing. Bosses are cast for both left and right hand drive cars but only one will have been slotted and tapped. The clutch fork lever is operated by an articulated rod actuated by a bell crank and this system can

be used directly with an original compatible cable on the left hand drive cars with minor modification at the pedal end. Right hand drive cars have rod operated clutches and to retain this robust and reliable operation a new clutch lever and pivot boss, as shown in Fig 8, is made up.

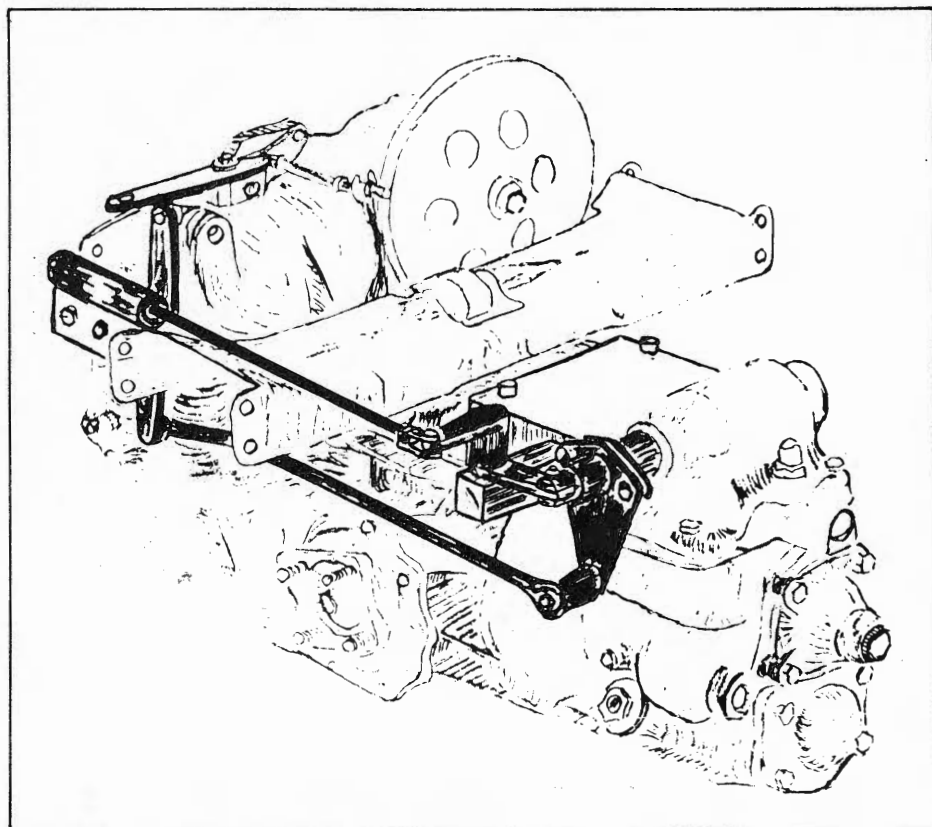


Fig. 3.

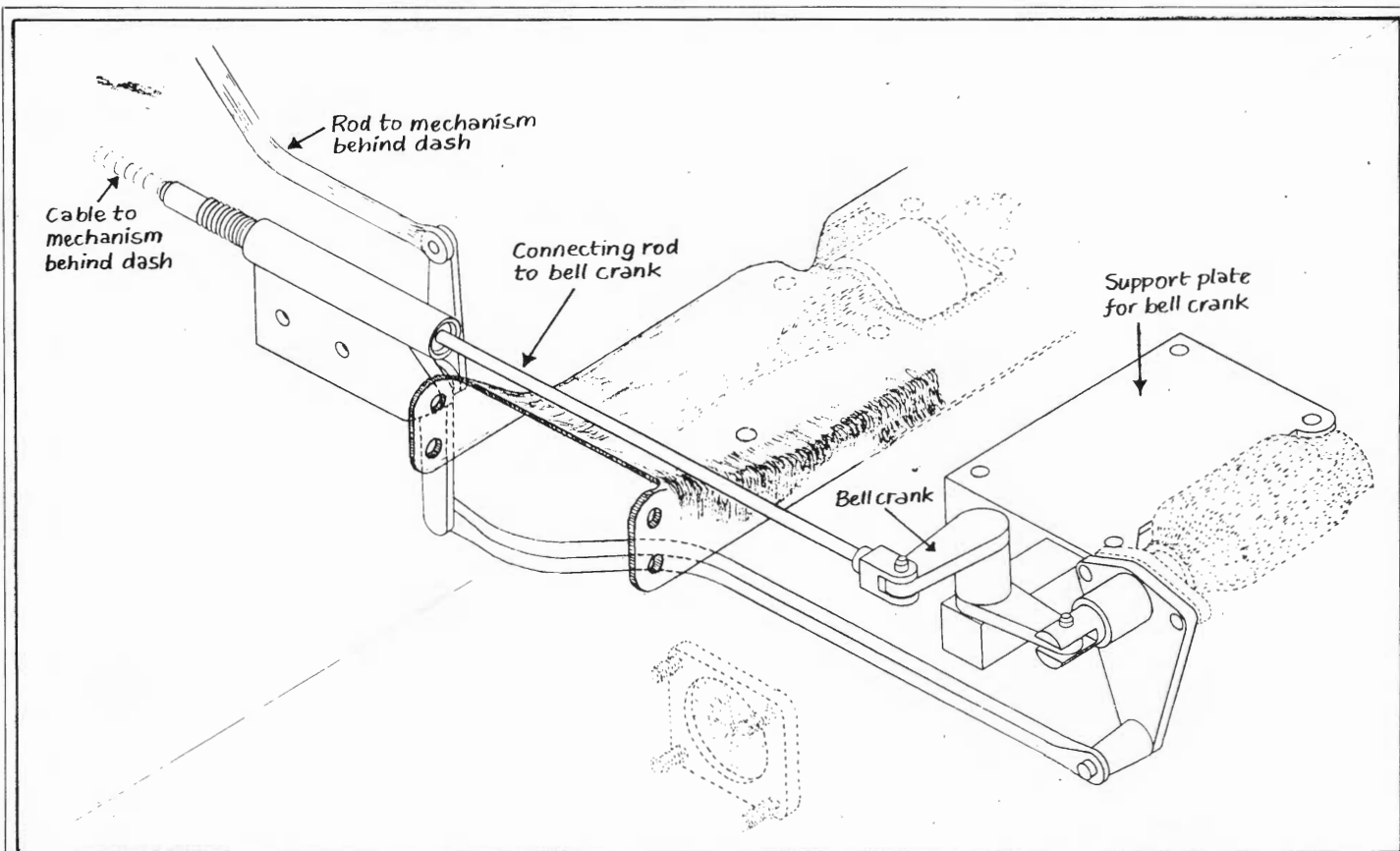


Fig. 4. Arrangement for narrow-bodied cars.

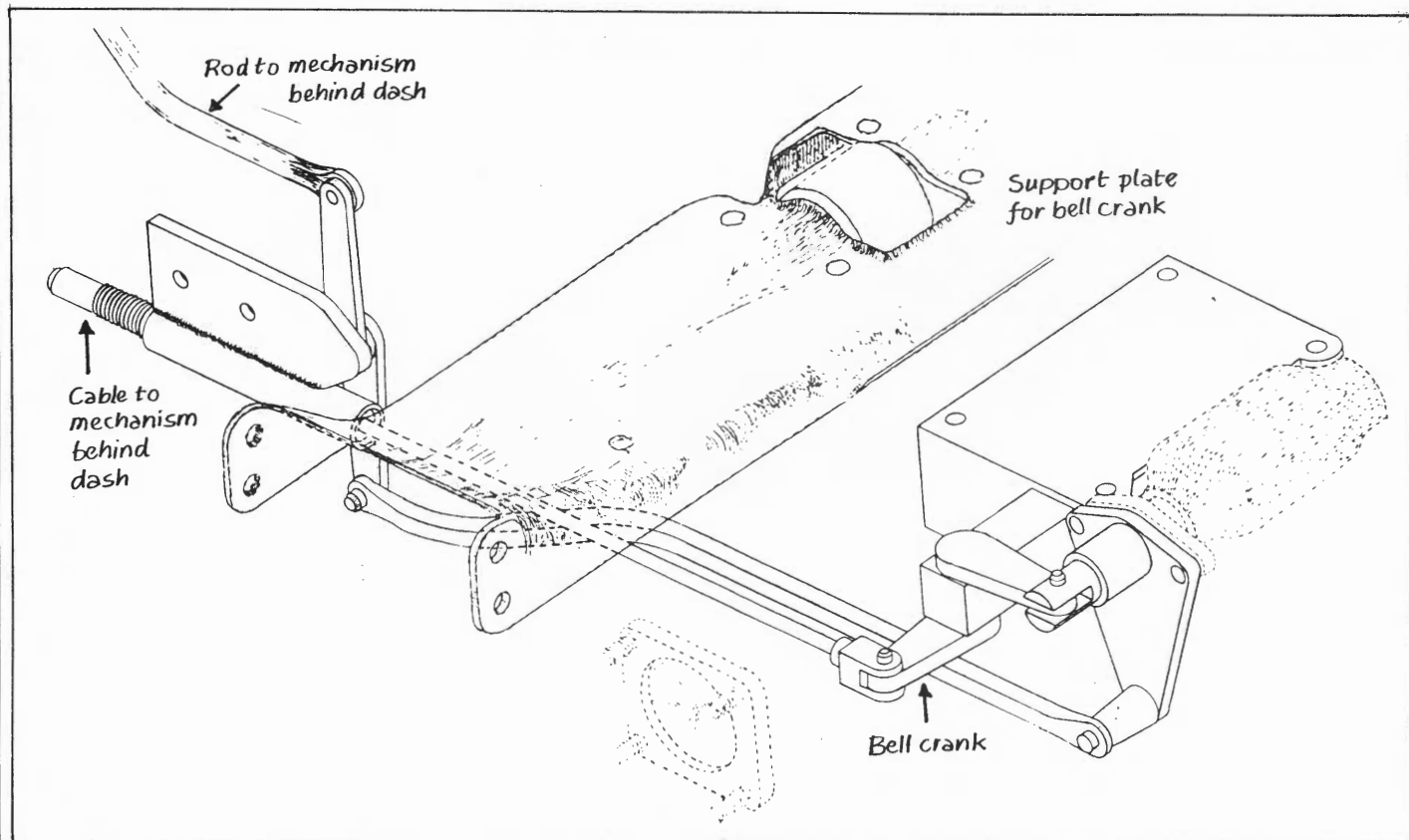


Fig. 5. Arrangement for wide-bodied cars.

Although you can get everything in, it is a bit of a squeeze on the narrow bodied cars. However, once installed and operational there is less maintenance than on a Traction and the performance and economy are in a higher league altogether.

And what of the future. The supply of early ID/DS engines/gearboxes is becoming

limited in this country and these are the only ones that will fit into the narrow bodied cars. However, it should be possible to fit the later engines, which are plentiful at the moment, into the wide bodied cars and that is my next project. The gearbox is wider and deeper and the 5-speed version does stick a long way out at the front but I am hopeful that it can be made to work.

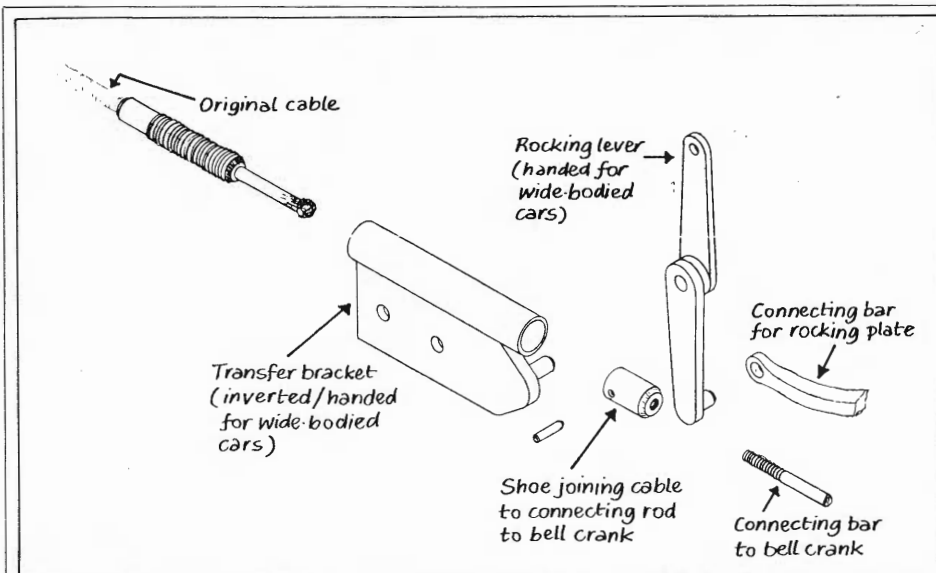


Fig. 6. Transfer mechanism for narrow-bodied cars.

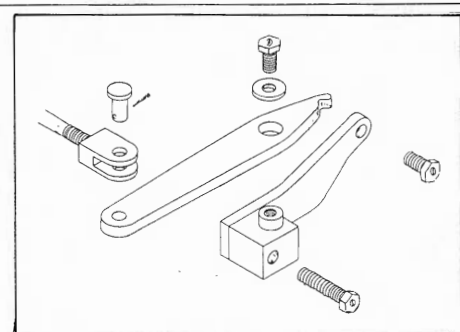


Fig. 8. New clutch lever and pivot boss for rod operated clutches.

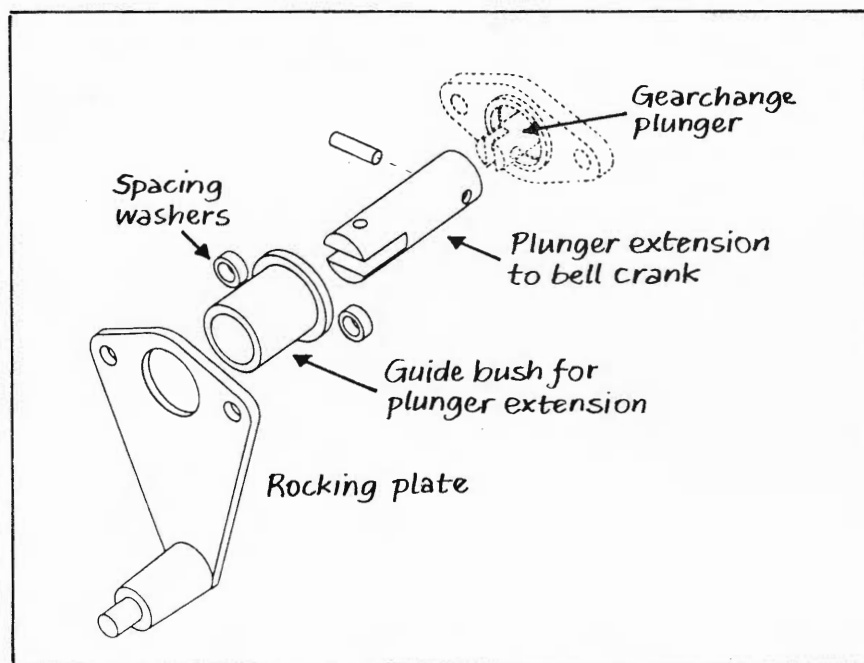


Fig. 7.

Roger has certainly given a lot of thought and hard work into the planning and development of his 4 speed gearbox conversion in recent years, and we are fortunate to be able to publish details of his work for the benefit of all members.

Many members may feel, however, that the actual task of doing the conversion themselves is beyond their ability and scope, or just as likely, they do not have the engineering equipment required!

Roger is, however, willing to undertake the conversion of members' cars at what is a very reasonable cost, considering the amount of time and work involved. For further details, Roger can be contacted at the address given in the Classified Ads. section of the magazine.

Whilst every effort is made to ensure the accuracy of the information and advice published in this magazine, neither the T.O.C. or the officers and members thereof, or the authors, accept any liability whatsoever for such information and advice.

# CLUB NEWS

## NORTHERN CHEER

RECENT ISSUES of Floating Power have suggested that there is little interest in the Club in the North of England. When I joined the Club about two years ago I was very disappointed to discover that the meetings advertised in Floating Power did not, in fact, take place. Nevertheless, owners in the North have met one another through various events and, although few in number, do not lack enthusiasm.

My family and I met many new friends whilst 'In Search of England', and we were also happy to be involved in the Northern Classic Car Show once more last autumn. That event saw three Tractions on the T.O.C. stand - Ian Hartley's Light 15, Andy Cartwright's Big 15 and our own Big 15,

'Tub'. The running of the stand was shared between those whose cars were on display, and other Tractionists who came along to help, in particular Robin Wrightson and Peter Latham.

While at the show a number of ideas for future events were discussed, which should be finalised soon.

On the fourth Thursday of every month we run a meeting of the local branch of the 2CVGB Club at the White Hart, Rooley Lane, Bradford at 8.00 pm. There are already two TOC members who regularly attend these meetings, and we should like to invite all Traction owners to come along. The meetings take the form of a social event, along with either a guest speaker, a film or slide show or a technical demonstration.

Anybody who would like any further information please telephone Liz or Jim Rogers on 0274-45600, or just turn up at one of our meetings - you will certainly be made welcome.

I cannot include details of films/guests at this stage, as our calendar is not due to be finalised until the next meeting, but details will be published in FP when known.

Jim Rogers

Thanks Jim, this is just the kind of news we have been waiting to hear. Details of your meetings and venues etc. will be listed in the 'Diary Dates' column in all future issues of FP. Do keep us posted with bulletins now that the Northern Section is back on the road, and we wish you every success with your get-togethers.

Ed.

# CLUB SPARES FOR SALE

## CLUB SECOND HAND PARTS

Below I have listed most of the second hand parts the club holds. These can be sent for from Andrea Ciantar, 43, Mill Street, Isleham, Cambs CB7 5RY. In the same manner as

ordering new parts with payment for parts and ample money to cover packing and postage. I have given a description of the quality of each item and priced it as cheap as I

can. If there's an item you need that's not listed please write to me: Peter Simper, 215, Whitton Road, Twickenham, Middlesex TW2 7QZ.

Qty	Description	No.	Condi- tion	S.S.P. each					
1	Sq inst. LT.15. Wood dash (1950)	1	Good	£5.00	1	French speedo cable	54	Fair	£2.00
1	Big boot Slough	2	Good	£10.00	1 pr	Ventilator flat	55	Fair	£0.50
1	Petrol tank LT.15-12v.	3	Fair	£5.00	1	Fags rear boxes	58	Good	£1.00 pr
1 pr	LT.15 bonnet	4a	Fair	£15.00	1	Glove compartment LT.15 French	59	Fair*	£0.50
1 pr	LT.15 bonnet	5b	Poor but OK	£10.00	6	Window winder mechanism	60	Good	£5.00
1	LT.15 complete French int. door trim set	6	Good	£10.00		Window winder mechanism	61	Good*	£5.00
1	C/r fr window surround French	7	Good	£6.00		Window winder mechanism	62	Good*	£5.00
1 pr	165x400 radial French	8	Good	£7.50 pr	1 pr	Window winder mechanism	63	Good*	£5.00
1 pr	Inner wing sides LT.15	9	Fair	£6.00 pr	1 pr	Window winder mechanism	64	Good*	£5.00
1	Offside inner wing LT.15	10	Good	£2.00	1	Window winder mechanism	65	Good*	£5.00
4	Pistons and liners	11	Poor	No value	1	Hoots 12v	66	Poor	£1.50
4	Pistons and liners	12	Fair	Poss. recon.	1 pr	Hoots 6v French	67	Fair	£1.50
4	Pistons and liners	13	Fair	Poss. recon.	1	6v coil	68	Fair	£0.50
15	Barrels	14	Fair	Poss. recon.	1	6v CV regulator	69	Condition unknown	£1.00
Set 4	Barrels and pistons	15	Fair	Poss. recon.	1	French speedo	70	Fair	£5.00
1	Sump cover	16	Fair	£4.00	1	French starter solenoid	71	Fair	unknown
1	Sump cover	17	Fair	£4.00	1 pr	French rear indicator lamps (red)	72	Good	£2.00
1	Gearbox mount plate LT.15	18	Fair	£2.00	1 pr	French indicator lamps (white)	73	Good	£0.50
1	Gearbox mount plate LT.15	19	Poor	£0.50	1	LHS rear stop tail French	74	Poor	£1.00
1 pr	Rear brake drums	20	Fair	£15.00 pair	1 pr	CV reflector headlamps	75	Poor (needs plating)	£1.00
1 pr	French LT.15 centre pillar panels	21	Fair	£4.00 pair	1	French headlamp body (complete)	77	Fair	£4.00
1 pr	Front brake drums LT.15	22	Fair	£20.00 pair	1 pr	Carrelo head lenses 08630700	78	Good	£5.00
1 pr	Front brake drums LT.15	23	Recon.	Recon. only	1 pr	French light switches	79	Good	£2.00
1 set	Barrel and pistons	24	Recon.	Recon. only	1	French light switch	80	Fair	£4.00
1 pr	Rear brake back plates	25	Poor	£4.00 pair	1	French light switch	81	Fair	£4.00
1 pr	Front brake back plates	26	Poor	£6.00 pair	1	French interior lamp	82	Good	£5.00
1 pr	Front brake back plates	27	Poor	£4.50 pair	1	Rear round number plat/s.tail	83	Poor	£1.00
1 pr	Front brake back plates	28	Fair	£12.00 pair	1 pr	Sealed beam units	84	Good	£5.00
1	French outer steering column	29	Good	£3.00	1	Slough interior lamp/no lenses	85	Fair	£1.00
1	Fan blade	30	Poor	£0.50	1	Slough big boot rear n/light cover needs re-plate	86	Sound	£1.00
1	Fan blade	31	Poor	£0.50	1	Slough indicator switch	87	Good	£5.00
1	Fuel pump guard	32	Good	£0.50	1	Unknown indicator	88	Good	£3.00
1	Fuel pump guard	33	Good	£0.50	1	Slough start solenoid	89	Fair	£0.50
1	Rocker cover (late type)	34	Good	£2.00	1	Slough wiper o/f switch	90	Fair	£0.50
	Rear engine mount, block and plate	35	Good	Sold	1	Round Slough speedo	91	Good	£8.00
1	Carb heat shield	36	Poor	£0.50	1	Slough/joint water fuel clock	92	Fair	£2.00
1	Oil breather tube	37	Good	£1.00	1	Bellhousing, French	93	Poor (cracked)	£1.00
1	LT.15 s/wheel	39	Poor (cracked)	£2.00	1	Bellhousing, English	94	Good	£6.00
1 pr	Rear 3/4 interior panels	40	Good	£3.00 pr	1	Cylinder head	95	Fair	£15.00
1 pr	Bay cylinder engine cover	43	Fair (model?)	£1.00	1	Long special head valves	100	Fair	£18.00
1	Scuttle flap	44	Good	£3.00	1	Rear window glass	101	Good	£2.00
1	Number plate back	45	Fair	£0.50	1	Window screen surround	102	Good	£6.00
1	Number plate back	46	Fair	£0.50	1	Glass windscreen surround complete	103	Good	£15.00
1	French sun visor	47	Fair	£0.50	1 set	Hepolite barrel pistons	107	Fair	£20.00
1	French dash glove door	48	Good	£2.00	1	LT.15 grille	108	Good	£35.00
1	Hub cover (Pilot?)	49	Fair/OK	£1.00	1	Chrome trim for spare cover	109	Good	£5.00
2	Front door bottom rubbers	50	Fair	£0.20 pr (for patterns)	1	1929-30 front axle and spoke wheels	110	Fair	£42.00
1	French starter cable	51	Good	£5.00					
1	Marchal wiper blade	52	Good	£1.50					
1	Wiper and blade unknown oris	53	Good	£0.50					

\*Please specify with pattern

**HELP** is still needed to run the club spares, if you think you can help in any of the following I would like to hear from you:

- Stocktaking on a regular basis.
- Selling parts at rallies.
- Strip old cars for parts.
- Getting quotation on new lines.
- Making parts.
- Van owners - taking parts to rallies.

## ITEMS STILL URGENTLY NEEDED FOR SPARES POOL.

For the club spares to run independently, cutting the price of items and availability, it must have a pool of stock to recondition. The club will give you a spares voucher for various parts (see list below). We are also in need of names of stockists that have parts or offer a good service. You can also SELL

## YOUR SECOND HAND PARTS TO THE CLUB.

Drive shaft with good taper and spline ..... £10  
Wishbones, suitable for reconditioning ..... £4  
Clutches and clutch plates ..... £5  
Brake shoes, full set per car ..... £6  
Part of brake cable ..... 50p  
(the end of the hand brake cable that hooks onto the brake shoes, please cut this part off and send to me)  
Carburettor model 32 PBIC ..... £5

## TOOL HIRE SERVICE

Front end tools for hire from CLUB SPARES  
Deposit and hire charges as follows:

Front hub and outer bearing puller  
DEPOSIT: £25.00 HIRE: £2.50

Top ball breaker  
DEPOSIT: £15.00 HIRE: £1.50

Bottom ball breaker  
DEPOSIT: £25.00 HIRE: £2.50

Inner bearing unit  
DEPOSIT: £15.00 HIRE: £1.50

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 are responsible for fetching and returning. Prior booking ensures availability.

#### ITEMS NOW IN STOCK AGAIN

Wiper Grommets for English cars 48-52 price about £2.30 each.

Grease Nipples straight about 15p each. 90% and 60% about 30p each.

#### ORDER NOW FOR TOOLS FROM HOLLAND

Exact price depends on exchange rate.

1. Brake drum puller and block (1750T and 1820T) and outer front wheel bearing puller (1819T) (£70).
2. Brake drum puller and block (1750T and 1820T) (£55).
3. Ancillaries for removal of outer front wheel bearings (£24).
4. Ancillaries for removal of differential bearings (£24).
5. Inside nut spanner (1826T) (£24).
6. Outside nut spanner (1825T) (£24).
7. Upper swivel bearing puller (1850T) (£16).
8. Locknut spanner ventilator bearing (£8).
9. Locknut spanner for drive shaft/waterpump/dynamo (1640T) (£8).
10. Setting spanner knuckle arm bearing (1870T) (£8).
11. 2 part adjusting spanner upper swivel (1852T) (£32).
12. Brake setting tool (2120T) (£8).
13. 3 part fitting/removing set for front axle (1824T) (£64).
14. Under swivel bearing puller (1851T) (£40).
15. 2 part toolset for steering (1976T) (£24).
16. Steering bearing puller (1964T) (£27).
17. Bearing spanner for gearbox (1751T) (£24).
18. Brakepad centering compass (2100T) (£43).

PLEASE DO NOT PASS ON MY PHONE NUMBER, give people my address, phone orders don't get done any faster than orders with money. Over the past two years I have spent more time working on the club spares than with my family. I will now only spend 4 hours a week. i.e. 2 hours per night for two nights a week, Tuesday and Thursday, if you want to pick up parts, this can be done any night or day of the week if convenient, but orders and money must be sent in advance.

Peter Simper

## ECHOES of SUMMER

Theo Kuil, from Lelystad, Holland has sent us these photographs he took on the 'In Search of England' Rally - unfortunately they arrived too late for the last issue (Theo tells us his printer lost his negatives for six weeks - we know the feeling!). We thought they were too good to miss, so we publish a section here.



# Events

Dear Citroën friends,

we are extremely pleased at the early response to the 7th ICCCR 1987.

Since the 1st International Citroën meeting in Europe, 1978 in Chartres (F), meetings have been held every 3 years, 1981 in Breda (NL) and 1984 in Knebworth (GB).

The German Citroën Clubs have chosen to arrange this huge International event on the Loreley Rock's near St.Goarshausen on the river Rhine, an area rich in tradition and history. This beautiful corner of Germany awaits well over 1.000 cars and other vehicles.

The site covers 20.000 qm and invites a once in a life time opportunity to experience 65 years of Citroën Automobile History in it's many forms. Not to be missed!

Although there is an organised programme it is not too restricting and allows time for everyone to renew old friendship, make new friends and contacts. The beautiful romantic landscape with it's wine hills, vineyards and bottles and enchanting castles, set on the river Rhine, creates the perfect atmosphere for all to enjoy.

A preview of the plans for this International meeting are as follows:

- Information stands of the various Citroën clubs
- International replacement, spareparts and accessories market
- Presentation of the participants cars/vehicles
- 2 CV cross
- Sightseeing trips on the Rhine
- Live music in the historical amphitheatre
- Gala Citroën evening in a marquee with music and dancing
- Camping facilities on the site
- Hotels and youthhostel in the vicinity

The Information Centre will be open 24 hours round the clock.

A book will be published about the 7th ICCCR and will contain many photographs and information etc.

Registration forms will be despatched in the New Year and we look forward to seeing you all at this wonderful event on the Loreley 1987 in jolly old Germany.

## Seventh ICCCR

If you are planning to join us at the ICCCR at Loreley in Germany on 4-6 September 1987, please contact John Gillard as soon as possible. We are trying to arrange cheaper ferry bookings, and should be able to answer your questions concerning the event.



## Tour de Belgique

The Club Belge des Anciennes Citroën advises us of an interesting event Taking place on 28th-31st May, it's to be a tour of Belgium commemorating fifteen years of the Club. Further details will be given as they are received.



London Section meetings can be unpredictable in more senses than one! Last autumn, members were treated to a true taste of floating power, in the shape of a trip on Alec Bilney's World War II DUKW. Locals at Mortlake were bemused enough by the Tractions, but the DUKW definitely made them speechless!

## RATES AND CONDITIONS OF ADVERTISING:

### Private Adverts (classified).

Members and non-members of T.O.C., buying or selling Citroën Cars or parts (pre 1957) - NO CHARGE.

### Trade Adverts

1/8 page, £30 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, £30 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

## 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.

## LONDON SECTION MEETINGS

### 31 March

Green Man, Putney Heath, Putney SW15.

### 28 April

The Sun Inn, Church Road, Barnes SW13.

## NORTHERN SECTION MEETINGS

Fourth Thursday of each month, at the White Hart, Rooley Lane, Bradford, at 8 pm. Please contact: Liz or Jim Rogers, 11 Wilmer Drive, Heaton, Bradford BD9 4AR. Telephone 0274-45600 for further information.

# Classified

## ADVERTISEMENTS

### For Sale

1952 Slough built Light 15. Good bodywork. Sliding roof. Mechanically sound. New MoT. Loads of spares. £3,500. Tel. Ray Newell on 0452-413404.

### For Sale

1951 Slough built Light 15. One family owner for over 30 years. Sound body, no rust, original sills. Good interior. Sound gearbox. Suitable for restoration. £475 or offers. Tel. Ralph Drouin on Oakhill 0749-840794.

### Wanted

Late model Light or Big 15. Must be in excellent condition. Tel. M. J. Popka on 0904-32435.

### Wanted

Rear seat squab and a set of four Hub-caps for a 1955 Paris 11B. Tel. Colin Reeves on 0425-78475.

### Wanted

14 Hole 'Easiclean' Wheels. Full set or odd ones. Tel. Editor on 073081-3714.

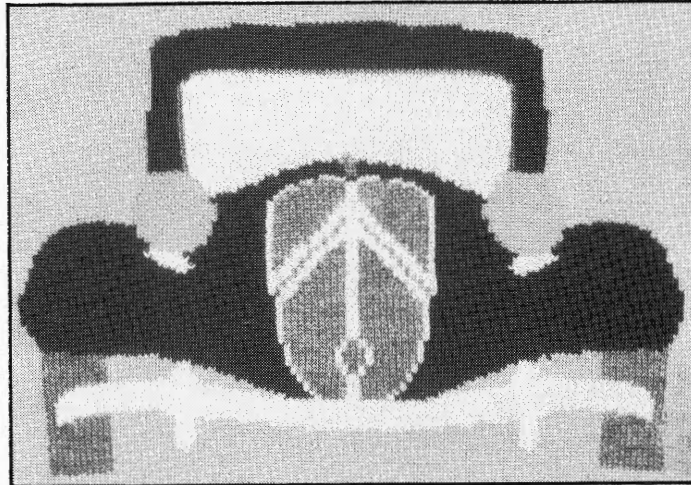
### For Sale

Traction sweaters. Crew-neck, long sleeve sweater with Traction front view on chest, approx. 14" across, in pure new wool.

State your chest size, your choice of car colour and background colour.

£60, or £65 with your registration number on right or left sleeve.

Illustration is of an actual knitted sample. Contact Terry Homewood, 3 Lanark Close, Ealing, London W5 1SN. Tel. 01-998-0224.



Sweater from Terry Homewood (see ad above).

### Wanted

Publicity catalogues for the following Slough built cars: - 2CV Pick-up - Bijou (with colour drawings on the cover) - D-Series (with blue convertible inside).

I am also interested in exchanging or buying recent and older Citroen catalogues, especially British and 'Overseas' (Americas, Africa, Australia, Asia). I can offer in exchange about 600 (mainly Dutch and French) catalogues 1960-1986.

Contact Wouter Jansen, Postbus 180, NL-3720 AD BILTHOVEN, The Netherlands.

### Service

4-Speed gearbox conversion complete with gearchange mounted behind dash as per original. See article in this issue of FP. Contact Roger Williams, 37 Wood Lane, Beverley, North Humberside HU17 8BS. Tel. 0482-881220.

### Wishbone Spindles Reconditioned

£30 pair plus p&p. Brake Drums Skimmed £20 pair plus p&p. Contact Roger Williams on 0482-881220.

### Mobile Car Service

Welding and body repairs for your Traction. Light 15 door exchange service, supply and fit. Distance no object. Contact Michael Waller, 17 Chapel Avenue, Long Stratton, Norwich, Norfolk NR15 2TE. Tel. 0508-31199.

### For Sale

1978 2CV parts. Engine, gearbox, seats, doors, wheels, chassis etc., etc. All cheap. Contact Editor on 073081-3714.

### For Sale

Odd back issues of *Floating Power*:

1977 Vol. 2 No's 3 & 5; 1978 Vol. 3 No 1; 1979 Vol. 4 No's 1, 3, 4 & 6; 1980 Vol. 5 No's 1, 2, 3, 4, 5 & 6; 1981 Vol. 6 No's 1, 2, 4 & 6; 1982 Vol. 7 No's 3 & 6. Also 1976 Vol. 1 No. 2 photocopy. Vols. 2-5 £2 ea., Vols. 6 & 7 £1 ea., Photocopy £1.50.

Citroen Dyane 1968 spare parts catalogue, French, good clean condition £5. 'Autocar' handbook 18th ed. 1945; 'Motor' repair manual 9th ed. 1947; Compact hardback editions, ideal for the Traction glovebox, £2 ea.

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