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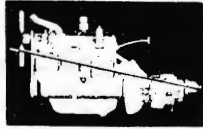
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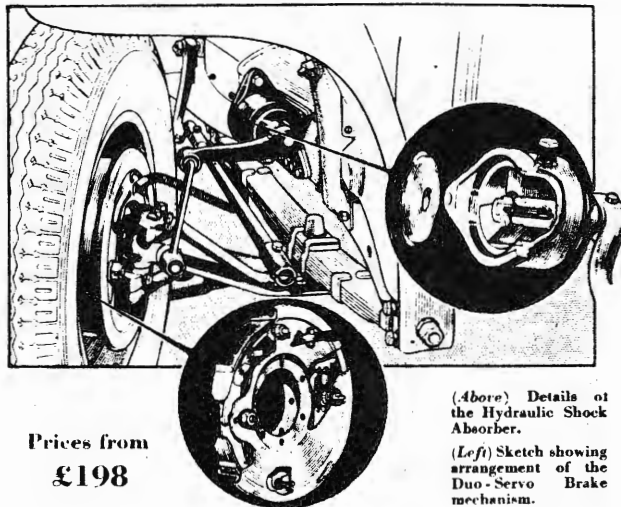


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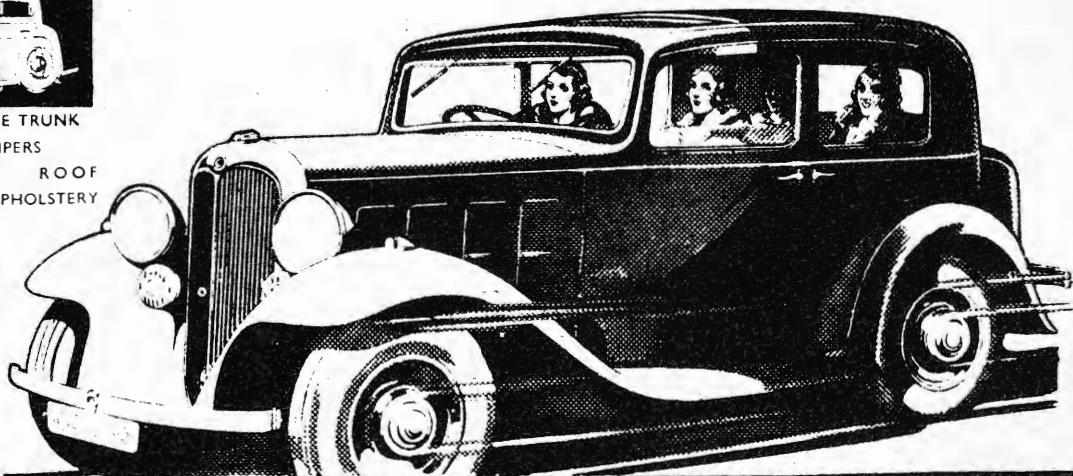
(Above) Details of the Hydraulic Shock Absorber.

(Left) Sketch showing arrangement of the Duo-Servo Brake mechanism.

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Write for Catalogue No. 19

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ISSN 0265 0630

Floating Power

Volume 14, Number 3

July, Nineteen Hundred and Eighty-Nine

FIRST, for the purists amongst you, the last issue of the magazine was the March/May issue not the June/July, but the issue numbers were correct i.e. No. 1/2. To add confusion what you are now reading is the July issue, this will be followed by September, November and January issues. Perhaps an elder statesman of the club could explain to a mere novice such as I why, the last issue of each volume appears at the beginning of the year and not at the end.

The annual rally went off quite successfully although I am slightly biased, a full report and photographs appear in the magazine. However you cannot please everyone all the time. Some people thought that the tannoy was too loud, others could not hear what was going on. One person came in a Traction but did not want to put it on show with the others — strange I thought that was the object of coming in a Traction. Never mind I think 95% were pleased with the event.

I now fully appreciate the problems of getting the magazine out on time. My typing facilities — right and left forefinger occasionally aided and abetted by other digits — are feeling the pressure. Although I would prefer articles typed, please do not let that put you off, I am more than willing to receive hand-written articles, but please make sure that I can read them.

There was an omission from the last magazine. The Club had a stand at the

NEC Classic Car Show on 29th April-1st May. There was no report or photographs in Floating Power but those of you who are members of the Citroen Car Club will have noticed the TOC stand on the front cover of the "Citroenian", our sister magazine, and another photograph inside. It is just as well someone records our events.

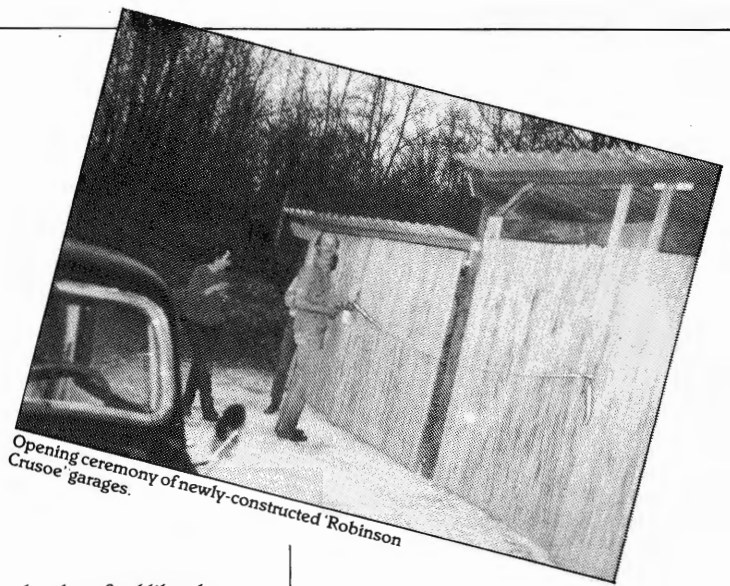
We have another article in this issue on the use of lead free petrol. I think this subject should provide copy for the magazine for some time to come because everyone has their own ideas. Personally, speaking for myself, etc. I think that for the mileage that the majority of Traction are used (yes I do realise that some are everyday transport) the savings of ten pence a gallon are unlikely to amass a fortune. Similarly the additional lead pumped into the atmosphere by using standard four star will be equally low. To act as 'agent provocateur' (have I spelt it right) those of you planning to fit a catalyst to your Traction, since this is the next piece of 'green' legislation, will have to use lead free petrol because leaded fuel will poison the catalyst and render it useless.

I started this editorial with the word first. At the time I must have been thinking of a second and a third, but I have forgotten what they were so until the next issue have a good holiday. If you go on holiday in your Traction write an article on it, it really is quite easy.

David Gardner

CARS MOVING TO FRANCE

by Rik and Jane Blote



For all of those members who read my article in the January issue of *Floating Power* and wondered how things went, here is part two; written whilst camped out in temporary accommodation waiting for contracts to complete.

After various panics caused by various parts not being available, the car was finally finished and ready for the road on December 7th. I set out with my friend Roger Coot (ex-AA patrol) on the 9th December on what must be the longest test run after full restoration (850 miles).

We set out from Towcester in Northants, at 8.30 p.m. loaded to the gunnels, exhaust barely 2 inches off the road! Everything went smoothly for the first 300 yards, then as we climbed the first hill on the A5 a curious faint knock started about once every 40 yards – odd, we thought, nothing rotates that slowly on a car. We drove on.

Halfway down the M1 the steering started to pull to the left but being dark, wet (and a little frightened) we continued to our overnight stop in South London, where we arrived at 10.30 p.m. After a few drinks and a chat, spirits rose and we retired for an early start for Dover on the Saturday.

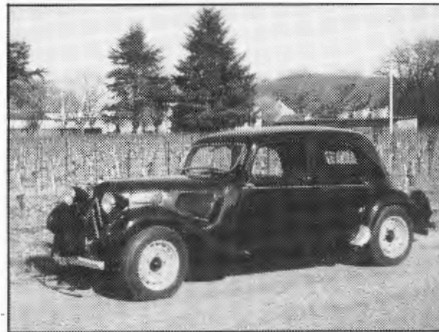
6 a.m. Saturday we set out back to the M25/M20 and M2. Remarkable amount of traffic around even that early – where on earth do they all go I wonder? Knock getting louder, steering pulling harder and the brakes now becoming odd, we reached Dover at 9 a.m. and caught the 9.30 ferry to Calais.

The ferry was absolutely ghastly!! Saturday, of course, you get all the horrible day trippers who make you ashamed of being British and the ferry companies must put out their grottiest boats to cater for them. Ugh!

On arrival in Calais we eventually completed the customs formalities and then found that we had a flat tyre right in the middle of customs! That is why the steering pulled! Changed the wheel and hey-presto no more pull – (the knock is

still there; and the brakes feel like they soon won't be though).

At St. Omer the sun was shining, the weather mild and we made a stupid decision – take the ordinary red and yellow roads and pick up the Autoroute at Chartres. Hopeless. So many towns, hold-ups, and junctions were only on the outskirts of Paris when it got dark. Then we got lost and ended up in the courtyard of the Palace of Versailles at 6.30 p.m. – I suspect the car has a mind of its own and went there to take a look! Mind you, two bonuses: it was beautiful and the traffic was only bad in the Paris area, everywhere else had been quiet.



A brief rest by the vineyards in central France.

We finally spotted signs for the Autoroute at 7 p.m. and fought our way through the traffic to a burger bar for our first meal since the previous night. We had reckoned on eating on the boat but we could not even get in the door of the restaurants.

At 8 p.m. we reached the Autoroute and the lights went out. Being expert in these matters, Roger gave each light a hefty thump and they came back on, so we drove on.

9.30 p.m. on the Autoroute the headlights went out again, one responded to a thump, but the other stayed out, filament had gone – but we had a spare (thinking of you, Peter Simper).

11.30 p.m. on the Autoroute to Tours suddenly the ammeter went to minus and the lights dimmed; a quick check with a torch showed it was not a fan belt or a wire fallen off – we needed

somewhere to do a repair where there was light. The next service area was 20 miles, there was no traffic, no street lights and no moon. There followed a terrifying 20-mile drive with no lights at all (to save the paltry 6V battery), but we made it, I am not sure how.

At first the regulator was suspected but then we discovered the dynamo field windings had gone open circuit – gloom and misery. Ever optimistic, Roger rapidly removed and stripped the dynamo and found, to our relief, that the wire had come unsoldered from the terminal post. I tried to solder it back using a screwdriver heated with two disposable lighters, but although the solder melted, without flux it would not stick. Roger trapped the wire under the post and reassembled the dynamo whilst I hopped around the car park clutching my thumb which for some reason I had mistaken for a soldering iron.

We started her up and it all worked again! Roger settled down for a well-deserved nap while we drove on, Tours passed without incident at about 1 a.m., but the knock was now very loud and the brakes took three pumps before



Climbing 'The Massiff.'

anything happened. At 2 a.m. we reached Poitiers and thick fog; we called it a day and found an hotel.



Nearly there – The Lot.

Next morning, after a leisurely breakfast, we went to the car at 10 a.m. – after all, we were on the home straight now, only four hours or so to go. Pulled the starter. Nothing. Dead, not even half a volt. It would not even go on the handle. I cursed the interior light which had a dodgy switch, unscrewed the cover and hurled the bulb into the back of the car and stamped off to the hotel for help. Thank heavens for the practical French; the cook had a set of leads in his Peugeot 104. Don't 6V Tractions start well on 12V jump leads!

On starting, the ammeter behaved oddly and Roger found the cover of the voltage regulator (metal) had dropped down, shorted and drained the battery. He fixed it while I rummaged round in the back of the car looking for the interior light, apologising to it.

The last of the journey was a piece of cake: it was daylight, we virtually had no

brakes and the knock had developed into a crashing thud that could be felt through the floor and twitched the steering.

At about midday, just outside Penigeux, Roger remarked (raising his voice over the crashing thud noises) that he thought I had probably lost a tooth on the crown wheel and another on the pinion. Every time the two met there would be a thud. "Oh" I said, thinking "Oh my God!", but there was only 60 miles to go so we drove on.

Soon after this we hit some sort of bump or hole in the road, not sure which because I did not see it, but the overloaded car took off and landed with such a crash I felt sure something had broken. Tractions certainly are strong, aren't they! All that happened was that we chipped some paint off the bonnet.

We made it to Touzac in the beautiful Lot Valley at 3 p.m. on Sunday, 11th December, needing rest, sleep and food (though not in that order) because on Tuesday we were due to do the return run in a friend's Mercedes bus (non-

stop) to collect the family, cat and what possessions we had left in England, including my old Volkswagen caravanette – but that journey is another story.

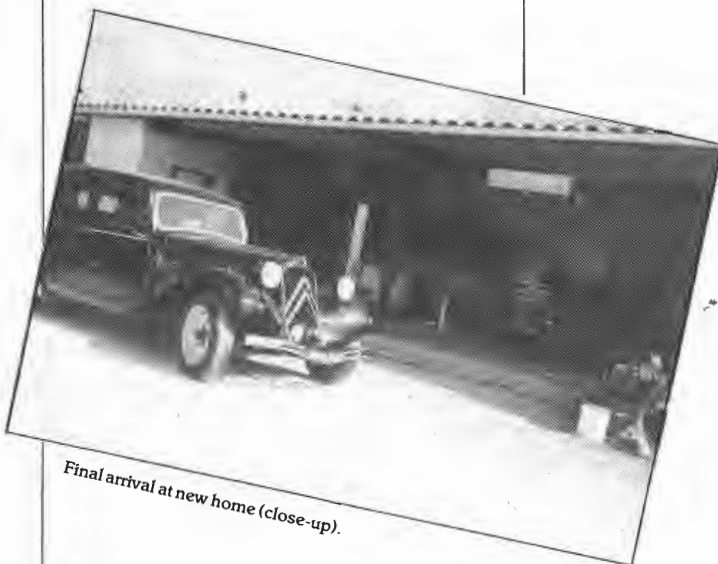
Last week – January 8th – I finished rebuilding the gearbox using spares taken from a 1952/4 Traction abandoned in the woods here 25 years ago. Roger's diagnosis was correct, what a mess it was in there! And guess what? The synchromesh out of the abandoned Traction is like new; gearchanges can now be made just like in a modern car!

People have asked me, is it all worth it, all that fuss and bother? I look around at the scenery, the weather, the people and I can say – YES.

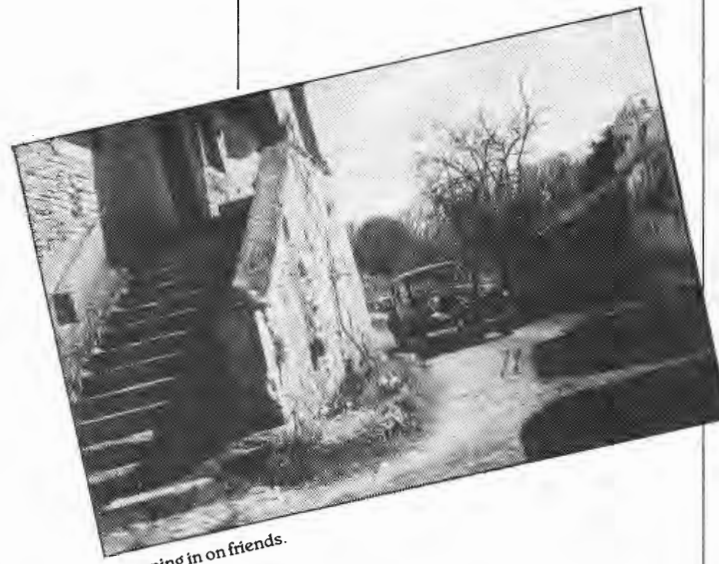
I do hope some of you will come and see us here at Camping Ch Timi – and Roger, if you are reading this, thanks again for your help, patience and companionship.



Final arrival at new home (overview).



Final arrival at new home (close-up).



Dropping in on friends.

THE ANNUAL TOC RALLY 1989

Stratford upon Avon

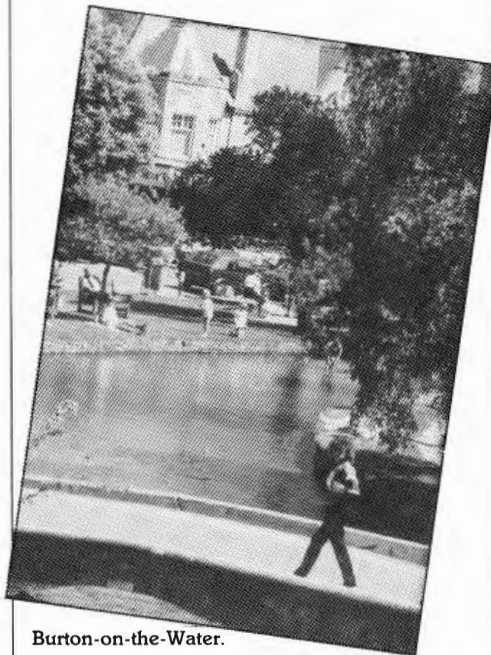
by A. Kembery

The first requirement for an enjoyable rally is good weather. Fortunately on Friday 26th May the sun was shining brightly in Stratford upon Avon, but as is usual at racecourses the wind was fairly strong. The sun continued to shine over the next two days and, surprisingly, the wind dropped steadily until on Sunday it hardly blew at all. The next requirement for a rally is plenty of cars and plenty of people. Fortunately plenty of both did arrive – exact details are provided later.

Hereafter the success of the rally depends not only on the organisation but more importantly upon the spirit with which members join in the various events. We got off to a good start with the first arrival, Mike Tennant, in the well known NOD 226, helping to erect the information tent. Martin Nicholson arrived next and immediately he had settled in, he volunteered to help pitch in wherever he might be needed. With members like this it was clear that we were in for a pretty good week-end.

By the time the gates had closed on Friday evening over a dozen camping units had arrived and settled in. The race-course did not provide the bar which had been booked, but this hardly mattered as most of the campers seems to entertain each other in their tents and caravans on a fairly quiet Friday evening.

time? This one was a respectable 30 minutes late, leaving the rally site with David Boyd's white roadster leading 13 other Tractionists. It followed a scenic route through very beautiful countryside to Burton-on-the-Water where a convenient field belonging to the Church had been reserved for the Club. This village must be one of the prettiest in the Cotswolds and boasts a number of tourist attractions, including those where lunch was taken along with small quantities of the local ale. Whilst in Bourton a Swedish Traction briefly joined the rally. This was a



Burton-on-the-Water.

carefully planned interception coincidence which brought much pleasure to the Swedes and those who met them. When the sightseeing was complete the cars made their own way back to the rally site.

By early Saturday evening over 20 camping units had booked in and almost as many day visitors had arrived. David Boyd fired up his barbecue and in no time at all had sold 100 beef burgers. Children's videos were being shown in the Falstaff Bar and outside the sun was as hot as at any time this summer.

In the evening, entertainment was provided in the Falstaff Bar where it is very difficult to generate any sort of convivial atmosphere. Two talented singers worked hard all evening but

their potential audience was engrossed in private conversations. Saturday evening is probably the best part of the weekend for relaxed chatting and any entertainer would have a thankless task in trying to prevent Tractionists from nattering.

One admirable feature of the camping was the complete absence of any noisy behaviour after 10.30 on either evening.

Sunday of course is the main day at all week-end rallies. Day visitors started to arrive at an early hour and the flow continued until after 2.00 pm. Dennis Ryland and Steve Southgate opened the Club Spares and the Club Shop for business while Eddie Davies brought the C.C.C. Club Shop along. Derek Fisher and family prepared a series of tests which measured driving and parking skills. Sadly very few cars participated which meant that many of you missed an enjoyable test of your ability to manoeuvre your Tractionists in tight spaces. There were members' spares for sale and at lunch-time David Boyd was barbecuing more beefburgers.

Most of the tractionists attending lined up on the grass, with the cars entered for the Concours d'Elegance lined up on the hard standing. This gave everyone the opportunity of seeing most of the best Tractionists in the country parked in close proximity to each other. More cars could have entered the Concours – members who have never put their car in for a Concours should note that there are a number of different classes with a handsome cup for the best first time entry. Two new cups were added to the awards this year, one presented by the Central Southern members for the best pre-war car, and the other presented by some Midland members for the best post-war English built car.

A dozen or so children set out on a treasure hunt, all of them persisting until they had discovered all the answers. Sixteen ladies and 32 men were cajoled or bullied into entering the Boules Knock-Out competitions. The timing of this event could not



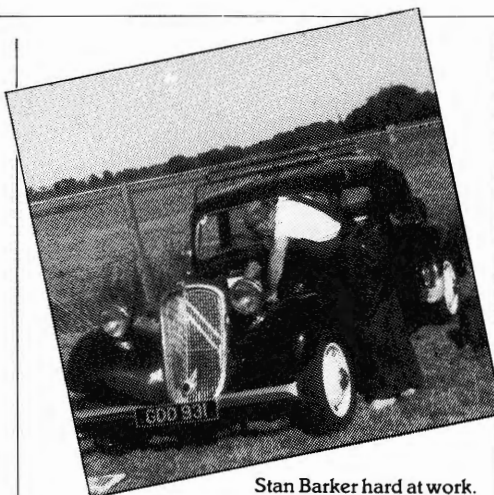
Departing for the convoy drive.

Saturday morning revealed the presence of some nocturnal arrivals and then brought in a few early risers who were in time to join the convoy drive. Has anyone ever left the starting line of a convoy drive on

have been worse. It started when most of the players wanted to eat their lunch and it approached its climax when all the players were being asked to take part in the parade. However, most of those who took part appeared to enjoy hurling boules over a bumpy patch of grass.

The parade of cars in the afternoon once again proved to be popular with the drivers and with the photographers. The enjoyment of such an occasion depends largely on the style and knowledge of the commentator. We were lucky enough to have the witty and fluent Jonathan Howard as our commentator – one of the very best! Whilst all this was going on refreshments were being provided by the Clewer family aided by Carole and David Green who also managed to sell vast quantities of raffle tickets.

I hope I have not omitted the names of any of the helpers on the rally days, if I have, the omission is solely due to my poor memory. The organising committee consisted of five members, all of whom put in a large number of hours. For the sake of completeness their names are David Boyd, David Gardner, George



Stan Barker hard at work.

Johnson, Simon Saint and Alan Kembery.

Finally a few personal observations:

Thanks to Len Drew for bringing his beautiful DS for Tractionists to appreciate.

I enjoyed meeting a number of people for the first time, especially Ben who told me a host of Lada/Skoda jokes and generally kept me entertained on Friday evening, and Marilyn and Ray whose first rally it was and who were delayed because Ray made it to the final the Boules competition. (Hope your journey home was trouble free!)

Thanks to Michael for giving me

the opportunity to ride a mountain bike for the first time.

Glad your Light 15 went home feeling better than when it arrived, Stan (again).

Congratulations to Jonathan Howard for bringing three cars to the rally and to Steve Kemp for bringing two cars, all without using trailers.

What a relief to see cars and drivers from France, Holland and Germany, after all that publicity.

The most amazing coincidence happened when Derek Fisher was stopped in Stratford upon Avon by the person who had owned his car in South Africa.

And after the rally a 'thank-you' letter from Roger Williams, the organiser of last year's rally.

Stratford once again proved to be a popular venue, the good attendance and good weather combined to produce a very enjoyable week-end.

CONCOURS D'ELEGANCE RESULTS

Rear Wheel Drive

1st J. G. Howard (C4 IX)

Pre-War Traction

1st D. K. Boyd (Lt 15 Roadster) Central Southern Section Cup

Post-War French Built Traction

1st C. Goffey (11 Legere)
Merit Cert: M. & A. Sange (15/6)
Merit Cert: J. & A. Kembery (11 Normale)

Post-War English Built Traction

1st G. Chapman (Lt 15) Midland Section Trophy
Merit Cert: P. Simper (Big 15)

Best Members Car

1st D. K. Boyd (Lt 15 Roadster) Martin Lloyd Cup

Best First Time Entry

1st C. Goffey (11 Legere) Cup

Best Overseas Entry

1st M. & A. Sange (15/6)
Merit Cert: P. Crusson (11 Legere, Splendilux)

Longest Distance Travelled

M. & A. Sange (15/6) – Berlin

DRIVING TESTS

Ladies Winner – Liz Rogers
Mens Winner – Roger Williams

BOULES KNOCK-OUT COMPETITION

Ladies Winner – Judith Kembery
Mens Winner – Grahame Thomas

STATISTICS

CARS ATTENDING

Models	
Rear Wheel	1
Light 15 and Light 12	34
Big 15	15
Big 6	8
Roadster	4
Commerciale	2
Familiale	1
	—
	65

Other Cars

Citroën	55
Non-Citroën	38
	93
	—
Grand Total	158

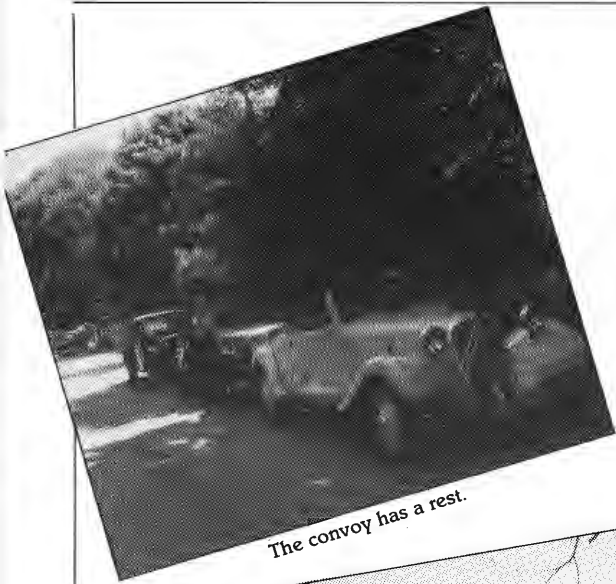
OWNERS

British	60
French	1
Dutch	2
West German	1
Swedish	1
	—
	65

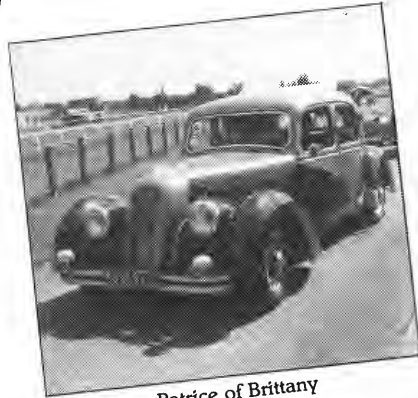
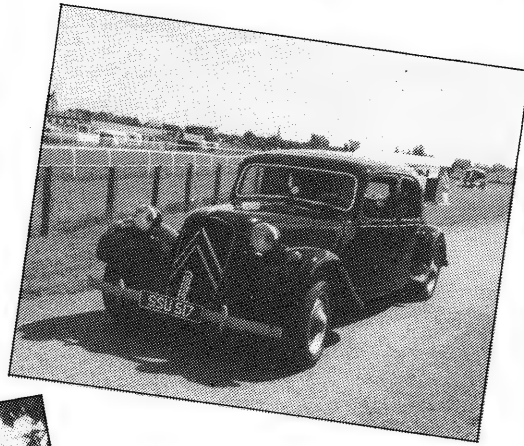
Note:

88 British owned Tractionists attended Knebworth in 1984

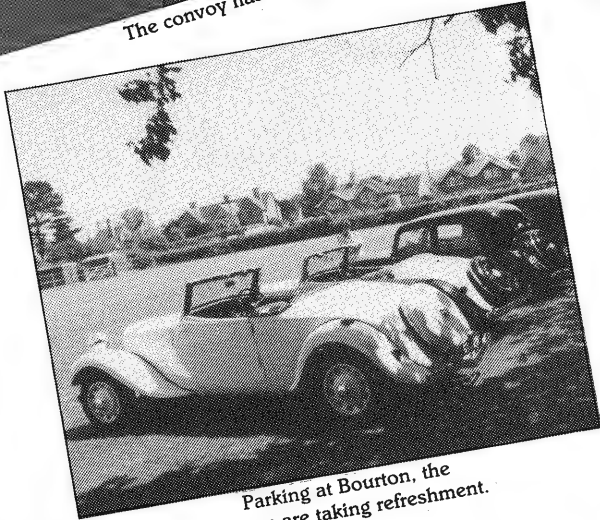
The TOC Annual



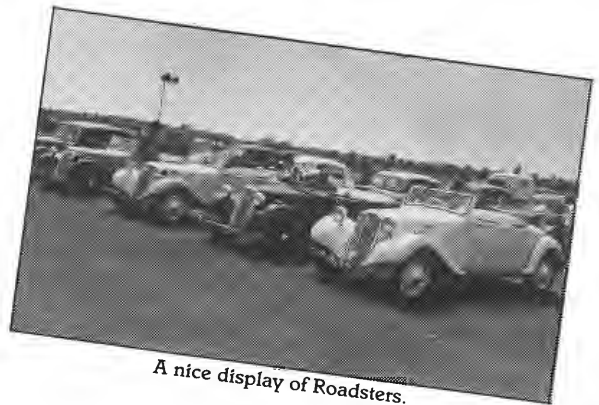
The convoy has a rest.



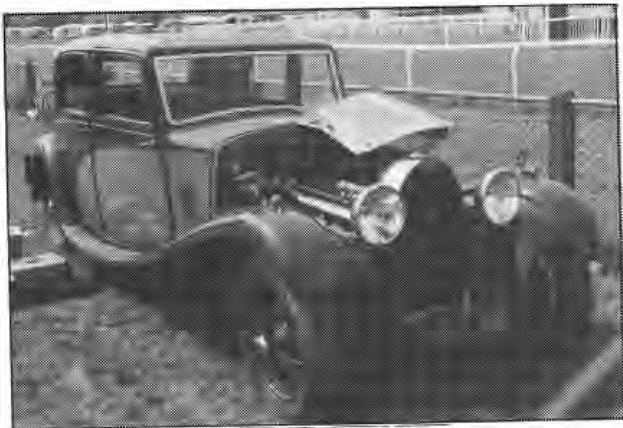
Patrice of Brittany fame.



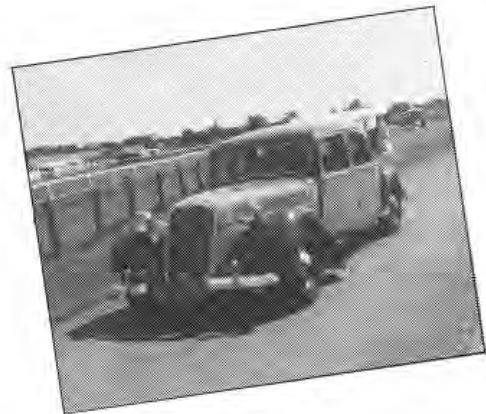
Parking at Bourton, the owners are taking refreshment.



A nice display of Roadsters.



Did this one come on the wrong weekend.

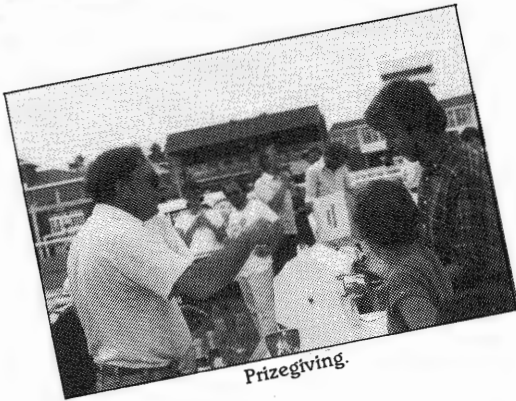


John Gillard displays his wares.

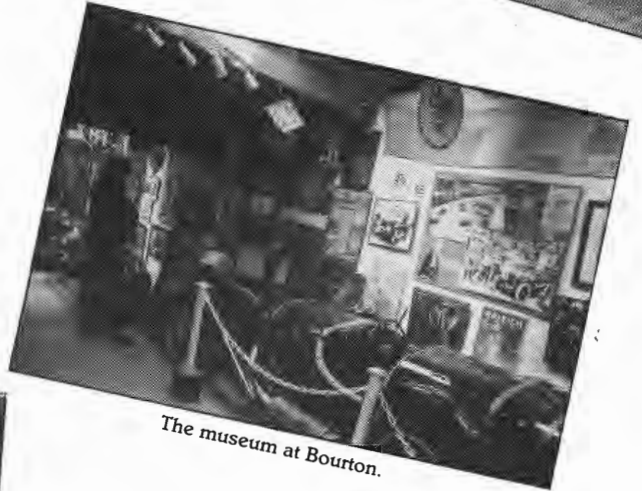


The sun was bright!

Rally in pictures



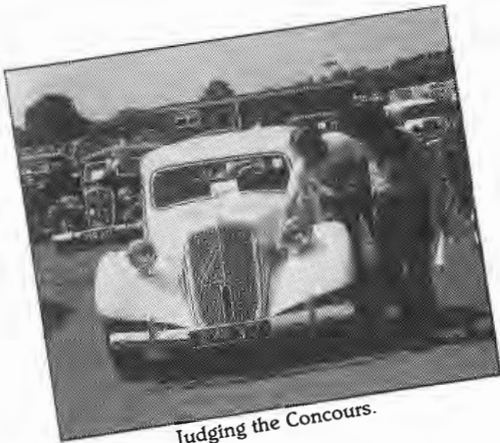
Prizegiving.



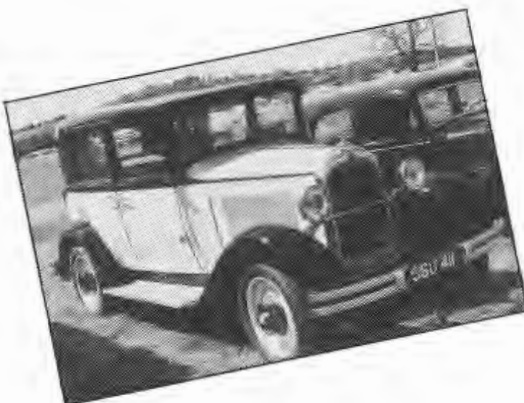
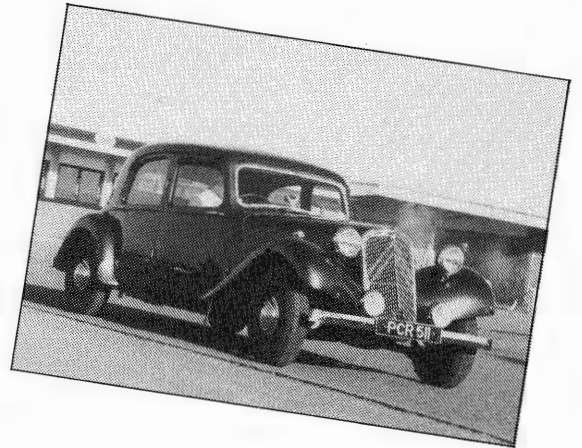
The museum at Bourton.



Discussing the Cocours.



Judging the Concours.



The Club Shop and Spares.

TURNING GREEN

No Not an article on Cross Channel Ferries but something to add further fuel (lead free of course) to the discussion of lead free petrol and its suitability for Classic Cars. The following is a reprint of an article which appeared in the Summer Newsheet of the "Federation of British Historic Vehicle Clubs".

LEADED FUEL

We are indebted to Dr. Matthew Vincent, a research scientist with one of the major oil companies and a Vintage Alvis enthusiast, for this article on the question of using unleaded fuel in older vehicles. *It may only be reproduced in full and with no amendments.*

Before deciding whether to use unleaded petrol in an older vehicle, there are two main factors for the owner to consider:

- (1) Octane requirement
- (2) Exhaust valve/seat metallurgy.

1. Octane requirement

If fuel of inadequate octane quality is used in a spark ignition engine, detonation or "pinking" will occur. This may just represent an irritating noise at low speed, but under high speed and load conditions, when it may be difficult to hear, it can cause piston damage.

Unleaded petrol (Eurograde Premium) is of 95-96 octane quality, as compared with leaded "2 star" which is 92-93 octane and leaded "4 star" which is 97-98 octane. Very recently, BP have launched a high octane unleaded petrol which is comparable in octane quality with leaded 4 star.

As a general rule, the older the car, the lower its octane requirement is likely to be. As an example, cars made in the nineteen twenties had compression ratios of about 5:1 to cope with the prevailing petrol whose quality was only about 65-70 octane. Certain pre-war supercharged cars may have higher octane requirements than would have been normal at the time, but in general, cars manufactured prior to 1960 are unlikely to encounter problems from inadequate octane quality, if operated with unleaded petrol.

"Classic cars" manufactured since 1960 tend to have higher octane requirements, because vehicle manufacturers took advantage of the better fuel quality available; 100 octane petrol was widely available for example, during the nineteen sixties. For cars of this era, the octane quality of unleaded petrol may be of greater importance, although with the availability now of high octane unleaded petrol, this potential difficulty may be overcome.

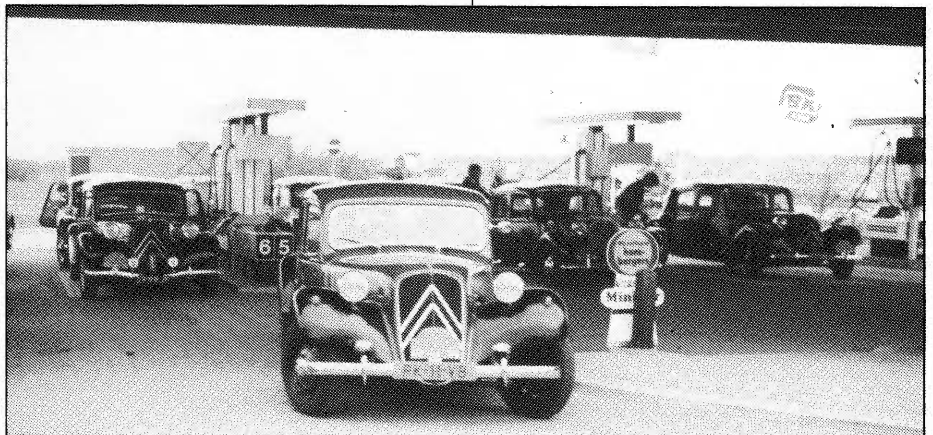
2. Exhaust valve/seat metallurgy

Care should be taken with any car, before using unleaded petrol, to check that the exhaust valve seats are compatible with this fuel. If an engine is operated continuously on unleaded petrol, valve seat erosion or "sinkage" can occur. This problem is associated with valve seats of inadequate hardness, and resistance to oxidation, at very high temperatures (ie 750°C to 850°C) which may be encountered in the exhaust valve region at higher engine speeds. In the absence of lead salts (which are deposited in the exhaust valve seat region when the engine is operated on leaded petrol), erosion of the seat can take place. Inlet valves are rarely affected, because they operate at much lower temperatures. Light alloy cylinder heads have valve seat inserts fitted, but these may not be hard enough at higher temperatures to prevent erosion. Cast iron valve seats, which will be found

corrosion resistance. A competent engine machining specialist must be entrusted with the work of fitting valve seat inserts, which is a skilled job.

With very old vehicles, of limited engine speed (eg. less than 2000 rpm) and low output, the problem of valve seat erosion may not occur at all, because exhaust valve temperatures can be low enough to prevent seat erosion from taking place, but it is important for owners and drivers to understand that there is a risk of seat erosion or sinkage occurring if unsuitable engines are operated continuously on unleaded petrol.

There is of course, an exception to every rule! Cars manufactured around 1900 or earlier which are fitted with surface carburettors, should continue to use the special narrow boiling range fuels which work best with such carburettors. These fuels are in reality industrial solvents, (two examples are known as SBP1 and SBP3), which contain no lead, but the engines in which they are used generally run very slowly, and should operate satisfactorily with these fuels.



in the majority of older vehicles, are particularly vulnerable to erosion, or sinkage. Where this happens, tappet clearances will be reduced, and the valves may be prevented from seating properly, resulting in burnt valves and poor performance. In serious cases of seat recession, the exhaust valves may become deeply pocketed, which can have expensive consequences.

The lasting solution to this problem is to fit the engine with exhaust valve seat inserts which are compatible with unleaded petrol although in some vehicles this may be expensive or difficult to achieve. However, where this modification can be carried out, it will be an effective remedy allowing long term use of unleaded petrol, with no problems from valve seat erosion. There are at least two manufacturers of valve seat inserts in the UK, (Brico Engineering of Coventry and TRW of Wednesbury) who can supply suitable valve seat inserts compatible with unleaded petrol. Brico material specifications would be XW 35 for use with "stellited" exhaust valves or XW 13 for use with plain valves. TRW can, apparently, also supply "stellited" exhaust valves which are noted for hardness and

General points

1. As leaded 2 star is withdrawn from the market, owners of older cars are frequently concerned about the use of 4 star as an alternative. There is no evidence that use of 4 star will cause any long term problems in engines which normally operate satisfactorily on 2 star. Both types of petrol contain the same amount of lead. The use of 4 star as an alternative to 2 star is greatly preferable to the use of unleaded petrol in an unsuitable engine.
2. Upper cylinder lubricants, of which there are a few proprietary brands available, will have no protective effect upon exhaust valve seats, when used with unleaded petrol, and their use cannot be regarded as a substitute for lead in petrol.
3. Proprietary fuel additives which are claimed to protect exhaust valve seats, and thus to prevent damage which might otherwise occur with unleaded petrol, are only partially effective. Whilst exhaust valve seat wear rates may be reduced, these additives are unlikely to be completely effective. Manufacturers' claims should therefore be treated with caution, as some valve seat recession may still be experienced when operating with unleaded petrol in an unsuitable engine.



Model:
LIGHT FIFTEEN SALOON
SIX CYLINDER SALOON

Maker:
CITROEN CARS LTD.
Trading Estate, Slough,
Bucks.

ALTHOUGH IT IS a Continental car in origin, the Citroen has become a common sight in this country since the maker established a British company as long ago as 1922. Here, Citroens have been assembled, with certain modifications to suit the British market ever since.

In 1934, Citroen introduced a model that was unique, in that not only was it of integral construction, but the drive was to the front wheels and the suspension was by means of torsion bars both at the front and rear. Basically, this design has remained unchanged to the present day but a policy of steady detail development has effected major improvements in many directions.

Both the "Light Fifteen" and the "Six Cylinder" have many features in common and these include overhead-valve engines with detachable wet liners, integral all-steel construction of body and chassis on the monoshell principle, torsion bar suspension—independent at the front, front-wheel drive and rack-and-pinion steering.

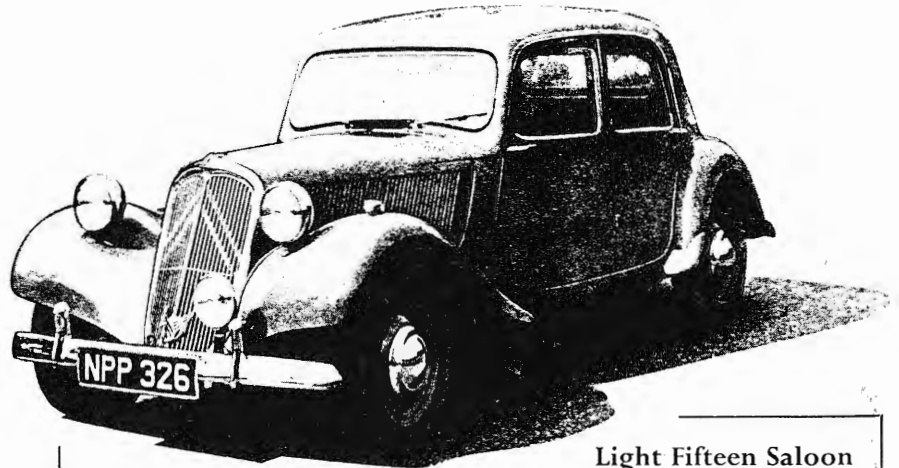
The "Light Fifteen" is powered by a four-cylinder engine of 2-litres capacity and is a four-five seater saloon offered either with or without a sliding roof. A new "Big Fifteen" is to be introduced having the same engine as the "Light Fifteen" but with a wheelbase of 10 ft. 1½ in. and track of 4 ft. 10½ in. This large wheelbase and wide track enables a very roomy body to be fitted.

The "Six Cylinder" on very similar lines but somewhat larger, offers comfortable accommodation for six people and is powered by a six-cylinder engine of just under 3-litres (2866 cc.).

Whilst there is still certain prejudice against front-wheel drive even amongst some experienced motorists, there is no doubt that the Citroen has proved this form of transmission to be thoroughly practicable and reliable. Way back in 1935 a Frenchman, Francois Lecot, set out to cover the greatest possible distance in a year on a front-wheel-drive Citroen. Based on Lyons, he would drive to Paris and back one day and to Monte Carlo and back the next, all the time under official observation. To do this meant observing the arbitrary limit of 40 m.p.h. laid down by the A.C.F. for such events and necessitated driving for 19 hours out of every 24.

Although he was 58 years old, M Lecot, kept up his programme through winter and summer for 369 days and covered a total distance of 250,000 miles—a daily average of 680. No production car can ever have been submitted to a more searching test and it was still running well at the end of the run.

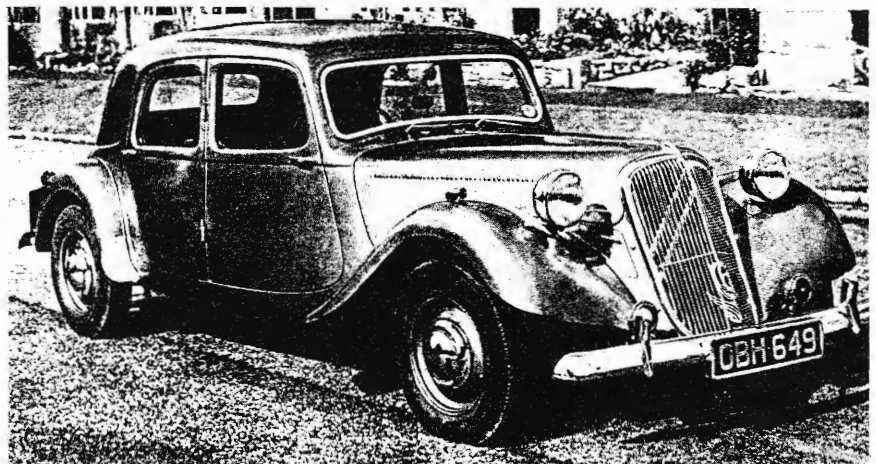
Thanks to Tony Hodgekiss for sending in the above—an extract from "British Motor Cars" published in 1952 by J. F. Speed.



Light Fifteen Saloon

Engine		Dimensions	
Cylinders	4	Wheelbase	9 ft. 6½ ins.
Capacity	1,911 cc.	Track	(front) 4 ft. 6 ins.
Bore	78 mm.		(rear) 4 ft. 5½ ins.
Stroke	100 mm.	Overall Length	14 ft. 7 ins.
Valves	Overhead	Overall Width	5 ft. 5½ ins.
Compression Ratio	6.5:1	Overall Height	5 ft. 0 ins.
Max. B.H.P.	55.7 at 4,250 r.p.m.	Tyre Size	165—400
R.A.C. Rating	15.08 h.p.	Weight Dry	2,380 lb.
Transmission		Performance	
Clutch	Single Plate	Approx. Max. Speed	75 m.p.h.
Gearbox	Three speeds fwd.	Approx. Petrol Consumption	25-30 m.p.g.
Control	On facia board	Fuel Tank Capacity	11 galls.
Overall Ratios:		Prices	
Top	4.3	Model: Saloon, fixed roof	
Second	7.3	Basic £685 plus P.T.	Total £1,067 1s. 2d.
First	13.1	Model: Saloon, sunshine roof	
Rear Axle	Spiral Bevel	Basic £695 plus P.T.	Total £1,082 12s. 3d.
Suspension			
Front and Rear	Torsion Bars		
Brakes		Lockheed Hydraulic	

Citroen Six Cylinder Saloon



Engine		Brakes	
Cylinders	6	Lockheed Hydraulic	
Capacity	2,866 cc.	Dimensions	
Bore	78 mm.	Wheelbase	10 ft. 11 ins.
Stroke	100 mm.	Track (front and rear)	4 ft. 10½ ins.
Valves	Overhead	Overall Length	15 ft. 11 ins.
Compression Ratio	6.5:1	Overall Width	5 ft. 10 ins.
Max. B.H.P.	76 at 3,800 r.p.m.	Overall Height	5 ft. 1 in.
R.A.C. Rating	22.6 h.p.	Tyre Size	185—400
Transmission		Weight Dry	2,940 lb.
Clutch	Single Plate	Performance	
Gearbox	Three speeds fwd.	Approx. Max. Speed	82 m.p.h.
Control	On facia board	Approx. Petrol Consumption	17-22 m.p.g.
Overall Ratios:		Fuel Tank Capacity	15 galls.
Top	3.87	Prices	
Second	5.62	Model: Saloon, fixed roof	
First	13.25	Basic £980 plus P.T.	Total £1,525 18s. 11d.
Rear Axle	Spiral Bevel	Model: Saloon, sunshine roof	
Suspension		Basic £992 plus P.T.	Total £1,544 12s. 3d.
Front and Rear	Torsion Bars		

OFF-TRACK(TION)

BY NICK OLSEN

THERE never seems to be enough hours in the day to fit in work, sleep, house and garden maintenance, let alone enjoyable occupations like eating drinking and other at-tractions! Car rebuilding is proceeding very slowly, but surely and interest continues which is the main thing.

A few weekends ago I took in the 'Reading Autojumble', one of a series of 'Penny Farthing Fairs'. The first of these I have ever attended I hasten to add and I came away rather disappointed. One consolation was the sight of Bert Dykshams Quinze in the car park now bearing British plates instead of the Tunisian (I think they were) ones carried previously. I bumped into Bert and a friend inside. Bert had spotted an old puller which looked as though it might fit a Traction front drum and I would be interested to know if it did. Bert beat me to the draw as it were and we chatted Traction for a while. Bert's pal whose name I forgot, sorry, used to have several Traction but was now into Delages in a big way (no pun intended). I remarked that he must be a very wealthy man and his most amusing reply with just a hint of a Dutch accent was 'I was a very wealthy man'.

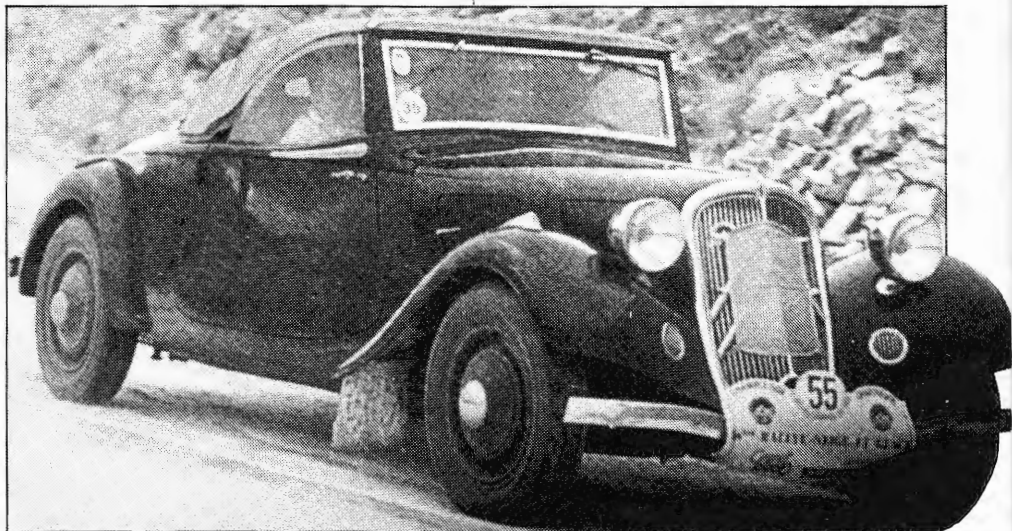
The rest of the show had little to offer unless you had a fairly new car, a motorbike or were interested in very recent memorabilia. The usual array of very cheap tools, you know, 50 piece socket set for £1.50, genuine drop forged lead, the sort you might find in car boot sales and Sunday markets.

The picture/print man there, told me he had lots of Traction pictures at home, but not to-day! I eventually bought a couple of strange looking tools that may come in useful, if not for me for my elder son who has just bought a Stag (or snag) to restore, you thought Traction bits were expensive! I did buy a small print of a Traction in a very tacky frame, more of which in a minute. Anyway the beers afterwards made up for it all.

There seems to have been a tremendous amount of Traction related



Gunther Muller from Frankfurt.



'36 Cabriolet. M. Brunet from Var in France.

material in the various motoring magazines, both here and abroad in recent months which has been well worth reading, particularly that on Peacock Engineering (I am saving hard Mick) – it is planned to repeat this article in a future issue of FP – Ed.

Others have included a Light 15 in restoring Classic Cars and a couple of Roadsters, one in a French magazine which Mike Wheals borrowed from me and when returned might be worth a reprint in FP if we are really short of copy (translated of course).

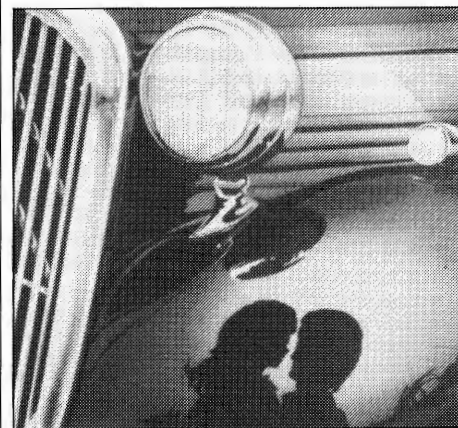
One I particularly enjoyed was a report on the 1989 Snow and Ice Rally, four days of slipping and sliding around the Alps around Grenoble. Two Traction were entered – see pictures courtesy of 'Auto Express', the motoring weekly.

A little while back in the 'Trader', a car sales magazine which appears in the Thames Valley, I and several other TOC members spotted a 1954 Light with modified engine For Sale at £1700. Some of you may know this car which seemed a bargain with MOT and tax. In reality it is just a Traction top ie part body mounted on a Cortina 'chassis' with of course all Ford running gear. I would be interested to see it, if any Club member bought it, even as a rarity, just to see how it was put together.

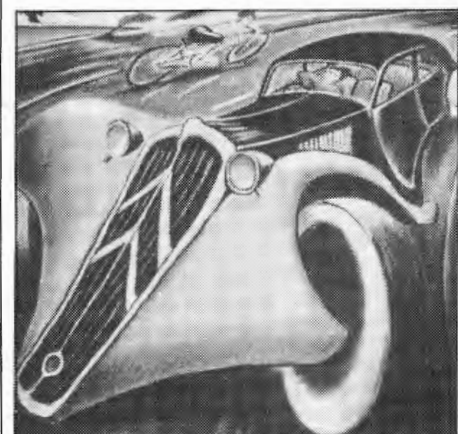
Back to the print, enclosed is a copy, less the tacky frame, together with another that the wife spotted in 'Homes and Garden', it is a rather bizarre limited edition print – anyone interested may wish to contact the artist direct, not everyone's cup of tea but a must for the total collector.

On the subject of collections, if you are a Traction model collector and have been searching for models everywhere, then worry no further. David Conway is the man to see. David, who is not a

member of TOC but is top brass in the CCC deals in models and has a huge selection of Traction as well as other Citroens. (Older members may well be aware of this info so please bear with the younger members). David's address is 152 Barkham Road, Wokingham, Berks. and maybe when I have a few more pounds to spend other than on my 1:1 scale model I will join the rest of you racing to his door.



The print – less tacky frame.



The man to contact is Paul Nicholls, The Old Barn, Holwell, Burford, Oxon.

CORRESPONDENCE

Hi Steve,

I am a retired Mechanical Engineer. My fleet of Citroens consists of 2 DS21 Sedans, one a 1970 Pallas, the other a 1972 D Special; an ID21F Safari; 1959 2CV; D/B HBR5; 1961 D/B LeMans; 1958 Panhard Convertible Coupe and the recent acquisition of a '54 11B.

I have the only 'D' series Citroen in the area. Obviously I do my own repairs and restoration and run my own 'spares' operation. I have scrapped 5 'D's in the past 13 years.

The enclosed pic is the 11B in my front yard. The bumpers were removed for rechroming, they came out like new. The river also runs through the yard on occasion, it is the Rock River. I live out in the country about 8 miles from the nearest supermarket.

The only mechanical parts needing replacement are the Cardan joints. Perhaps you know of repair kits for the 'U' joint available in the UK. If so I would appreciate information to purchase same.

Vive les Citroens.

Paul J. Fontaine
23124 1st Ave. N.
East Moline, IL 61244

They are available from the Club Spares—Ed.

Dear Sir,

I have seen your address in the Loreley book, I was also there in 1987. I am a member of the German Citroen Club CVC, I have a little problem with my Traction and I hope that a British Citroen fan can help me. I own a very early Citroen 7C Legere from April 1935. It is in nearly new condition but I cannot find in Germany the chevrons to fix behind the grille. I know that the British Traction Avant had the chevrons behind the grille until the fifties. Perhaps you can help locate some suitable chevrons in Great Britain.

I am looking forward to your answer.
Yours Fiendly,

Jurgen Walter
Hintergasse 18
6472 Altenstadt 1
Telephone 0 60 47/47 80

SHADOWFAX: alias JBL 889

O glorious Serendipity,
Chance meeting in the classified,
Pursued with keen avidity,
Our Light Fifteen, our greatest pride.

Gracing our nuptials, and four years on,
Chamaeleon changed to cream from grey,
First transport of our infant son
But then the sad years of decay.

Five years forgot by faithless hearts,
In rust and mould, and five years more
Dismembered in a hundred parts
Scattered about on Mike Poole's floor.

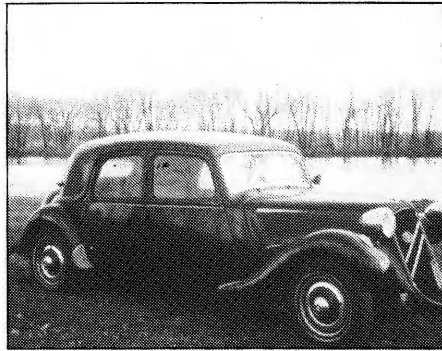
Rescued from the scrapyards grip,
Saved by Denis Rylands skill
And then the long awaited trip—
Triumphant journey home to Brill.

So let's cheer till the ceiling cracks,
The glad return of SHADOWFAX.

Joan Payne

Dear Bob,

Well here we are in France and the season is upon us (we opened last week 14/5/89). Up until the opening we worked like loonies to get the place ready hence, although I wrote this article (see elsewhere in the magazine—



Ed.) in January, it has taken till now to get the film developed!

Who says the French are not so keen on old cars, the man up the street who runs the electricity shop has a beautiful 1930's Talbot, further down the road lives a nice 50's Normale, a 50's Simca Aronde and a couple of very tidy Peugeot 202 and 203's. I have also seen an immaculate two tone (maroon and black) Commerciale which is local but I have only seen it on the road so far.

If members are interested I have also spotted three very complete and original Tractions suitable for restoration: a tatty seven (late 30's); slightly less tatty 11 Perfo (late 40's) and an 11 Normale needing only some paint work and some trimming (50's).

I think F.P. is a superb publication, far and away the best club magazine I have seen, it is worth being a member of the TOC just to get it let alone all the other benefits!

All the best

Rik and Jane Blote
Camping le Ch'Timi
La Rogue, Touzac,
46700 Puy L'Eveque,
Lot, France.

Dear Sir,

Having just become a TOC member I am anxious not to start off on the wrong foot and was rather horrified to witness my name printed in the column titled 'Aged Autos' (Floating Power Vol. 13 No. 6). To set the record straight the article in 'Old Car' mentioned here by SW was published without my full approval in an abridged form.

I was approached at last year's Malvern Classic Car Show by a representative from the as yet unlaunched 'Old Car' magazine who photographed my car. Several days later, the editor phoned me to arrange another photo session as "none of the photographers pictures had come out." At the same time he asked me to scribble a few notes about the car as a guideline from which 'Old Car' journalists, bless 'em, could write, presumably in their own words, about my Traction. Instead large chunks of my rough notes were printed verbatim together with an incredibly inaccurate column entitled "About Traction Avant."

Had I known at the time the standard at which 'Old Car' would emerge I would not have been very enthusiastic; so if any of the wincingly cliched text offended any Traction owners, particularly owners of Slough built cars, I apologise.

G. Colin Crawford,
8 York Street,
Fairview
Cheltenham
GL52 2JT

Ed. Thanks for the apology but I am sure no one took offence, we are really quite a tolerant lot but I thought it advisable to use the Editors prerogative to modify the last paragraph of your letter just in case 'Old Car' are not as tolerant as we are.

Dear Dave,

I am writing a little earlier than usual since you intimidated you were in need of copy. Never let it be said that the Scottish Section, that's even north of Manchester, does not try to help.

There has been a lot of activity so far this year and I could be at a car meet nearly every weekend. I don't go every time as I do like a little golf now and again although not much has been had this year due to the restoration of my 1931 Rolls-Royce. I hope that is not too much of a dirty name for the Floating Power? It will be another few years yet before it is 100% but it is now running quite nicely after an engine rebuild and the interior is acceptable.

The Light 15 is also undergoing a refit with a complete interior refurbish, i.e. new seats, door lining and some repainting. The brake master cylinder is also being renewed, the wrong type had been fitted before, and after all that KUA 444 will be on the rally trail again. I hope to have the Citroen at one or two charity raising events and that can't be bad.

The Glamis event has yet to take place so that report will come later. If the R-R is ready I might take that instead. Sorry Tractionists!! Don't worry though the Light 15 will for ever be cherished at North Queensferry. I also have a 1934 Austin 7 in boxes but that is another story, as is the one about two Whippet puppies we have also just acquired. Is anyone out there as mad as the writer of this letter?

The big Ingliston show was in May this year and once again KUA 444 was in the line up and once again took a lot of attention, an oldish gentleman from "Rhodesia" having had one for twelve years. It was, he said: "The only car that would 'mud plug' successfully." He was really so interested and interesting I should have had him write and article for us. We did not win any prizes this year but will try again next year. It would seem the organisers like lots of flashy additions to stands rather than people actually being allowed to go and sit in the cars and perhaps enjoy and remember past experiences, like the man from "Rhodesia" (Zimbabwe). Maybe I am out of phase with the latest show ethos. Although I do remember NOT being allowed to touch a certain white DS Estate!

I hope everyone has a good holiday this year with clement weather. My wife and I are off to Le Touquet with forty schoolchildren but still hope to find one or two Tractions.
All the best,

A. D. Hay,
"Rose Wall",
Main Road,
North Queensferry,
Fife, KY11 1HB.

P.S. I have just noticed your address AUSTIN Drive.

CLUB NEWS

ICCR in HOLLAND

John Starke in Colchester, a fellow TOC member, has made the generous offer of providing accommodation for members making their way to Holland via Harwich on the Friday morning. There are probably limits to Johns available hospitality therefore contact him as soon as possible on 0206-231241.

NORTHERN CLASSIC CAR SHOW

The above show will take place on 27th-28th August '89 at G-mex. Greater Manchester Exhibition Centre. It is being sponsored by Practical Classics and Car Restorer and is open from 10 a.m.-6 p.m. each day. Entry at the door is £4 per adult and £2 for OAP's and children. Discounts are available for club members. A booking form is available from D. Gardner by sending a stamped self-addressed envelope.

CLUB SHOP

This has now been taken over by Steve Southgate. An update of the prices has been made to the advert on the inside rear cover. It is hoped in due course to widen the range of products stocked in the shop. Details will be included in the club shop advert when the additional items are available.

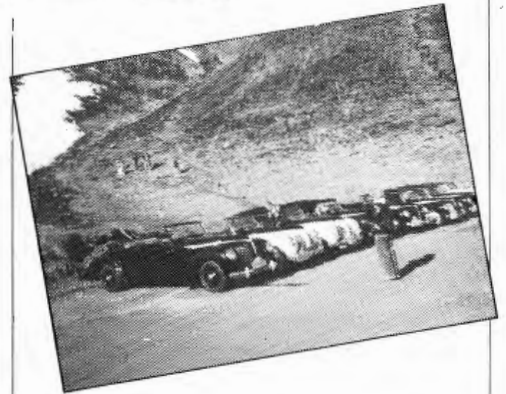
NEXT ISSUE OF MAGAZINE

Last date for articles, adverts etc. for the next issue is *Friday 8th September 1989*. At the moment we can look forward to an article on the Central Southern Tour and hopefully an article on the Tour of Brittany. Not much for a sixteen page magazine so pick thy pen and write.

Whilst on the recent Tour of Cental England (see article in the next issue). We had the opportunity of visiting an establishment called 'Pioneer Automobiles'. This company carries out restoration and sells all sorts of Classic cars. The owner kindly lent me the adjacent photograph of a gathering of Rosengarts 'somewhere in Europe'.

Have you heard the story about the TOC member who was attending a car auction one day when he discovered he had lost his wallet containing £4,000. He managed to get the auctioneer to make an announcement to all the bidders present that there was a reward for the return of the wallet. So, the auctioneer booms out in his best selling voice 'A gentleman in the room has lost his wallet containing £4,000. He offers £400 for its return' There was a silence and then a voice from the back of the hall called out 'I bid £410'.

R.W.



The errata 2 in last months issue was incorrect. The workshop manuals are available from the *Club Spares*. Sorry for the confusion.

RATES AND CONDITIONS OF ADVERTISING:

Private Adverts (classified).

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

Trade Adverts

1/8 page, £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.

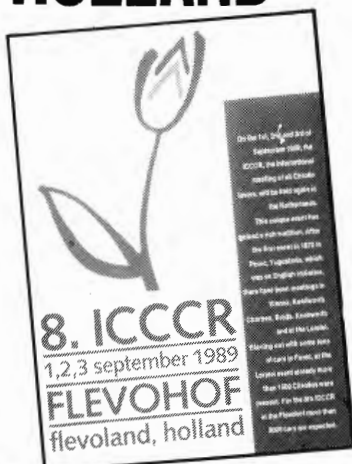
The Club reserves the right to refuse any advert which it considers unsuitable for publication.

All advertisements should be submitted to the Editor.

The TOC
Treasure Hunt!

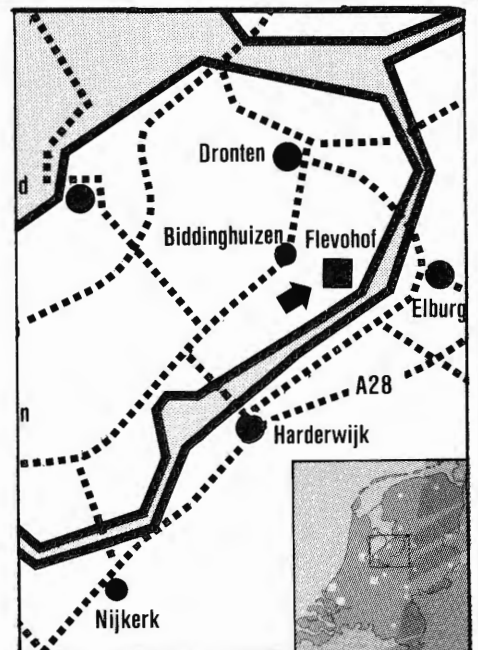
Sunday 24th September 1989
No driving involved after arrival at start point. Walking a mile or so around the alleys and courts of the city.
Carol and Alec will be at the Monument for 13.30 on the big day so join them there.
For details of pub lunch warm up send a large S.A.E. to Carol Biney, 30 Mill Street, Kingston upon Thames, Surrey KT1 2RF.
If you are too late for the post.
Tel. 01-546-7071

8TH ICCCR, HOLLAND



The eighth ICCCR will take place on 1-3 September at Flevohof, Holland. More than 2000 cars are expected.

Flevohof is a theme park close to the Zuiderzee, boasting recreation facilities for all the family. There will be a full three-day programme of events, including auctions, competitions, 2CV cross, concours and even 'car demolition for children' (we thought that was what they normally did anyway). There will be an excellent campsite, and a limited number of rented bungalows on site. A special party will be held on the Saturday night. The address of the 8th ICCCR is c/o Hoofdstraat 133, 2171BA Sassenheim, The Netherlands; telephone (0031) 25.22.13.31 (between 1900 and 2200h). Better still, contact Mike Wheals for further encouragement and you may be able to hook up with a contingent of like-minded Brit Tractionists.



Events

August 5th-6th

The Renault Owners' Club invite TOC members to their annual event at the National Tramway Museum at Crich in Derbyshire. Details from John Henderson 0623-650862

August 27th-28th

Northern Classic Car Show. Open 10 a.m.-6 p.m.

September 1st-3rd

8th ICCCR in Holland. More details of any of these events will be in the magazine where possible. If you want info please contact Mike Wheals, Silk Mill Cottage, 26 Winchester Street, Whitchurch, Hants. RG28 7AL. Further details of all events are quite liable to be at the fingertips of Social Secretary Mike Wheals - his address is Silk Mill Cottage, 26 Winchester Street, Whitchurch, Hampshire RG28 7AL.

September 23rd-24th

The Brighton Classic Car Show. Open 10 a.m.-6 p.m.

September 24th

The TOC Treasure Hunt. See ad. for details.

Classified

WANTED

Wanted

Big 15 for restoration project. Anything considered. Please contact J. D. Waller on 0298-5354 or write to 'Rosslyn', 30 White Knowle Road, Buxton, Derbyshire, SK17 9NH.

Wanted

A Traction for restoration. Ideally a Légère, complete and registered. Please contact Derek Steele, 16 Lyttelton Street, Worcester, WR1 3JN. Tel. 0905-22171.

Classified

Wanted

For 1939 11C - radiator grille, pre-war bonnet flaps, black faced kph speedo and all dashboard switches, plus any photos showing detail to assist in rebuild. Phone John Gillard (daytime) on 01-928-6613.

Wanted

For French built post-war Big 15. Set of bonnet handles. Grille chevrons. Grille aluminium inner surround. Grille top motif.

Pair of headlamps with mounts (maybe just an off-side lamp and mount will do). Please contact Clive McKeough on Saffron Walden 0799-25352.

Wanted

Parts manual for Rosalie 10, 1934. Roger Waters, 01-866-9392.

Wanted

Small boot Traction in good running order, preferably Light 15 or 11 BL, but anything considered. Please help a Tractionless TOC member! Contact Andy Cartwright on 0532-561286 (eves/weekends).

Wanted

For Small Boot Light 15. Set of Esiclean or Pilote wheels, steering wheel, heater tube, locking boot handle, toolbox. Contact Kevin Scully at High Wall Cottage, High Street, Streatley-on-Thames, Berkshire, RG8 9JB. Or phone 0491-872930 (home), 01-637-8575 ext. 213 (work).

Wanted

Enthusiast still looking for a Citroen Light 15, RHD preferred but will consider LHD in either roadworthy condition or restoration project. Phone John Cresswell on 01-560-3261.

Wanted

Citroen Traction Avant preferably with MOT. Phone A. Murdoch on Northwood 29427 after 8 p.m.

Wanted

To assist the restoration of a few Big '6's, the whereabouts of useful spares including derelict cars would be appreciated. Particular spares desperately required: 1 pair wing flitches, front wings, grille, rear suspension unit complete, (Big 15/Normale is the same), seats, dashboard with locks. a complete restorable car would be considered. Contact Steve Southgate, 11 Woodlands Ave., Walsall, WS5 3LN. Tel. 021-357-2256, or 0902-45758 (work).

Classified

Wanted

One folding seat for Familiale. CX Familiale (preferably diesel). contact Mick Boulton on 093928-254 or write to: Ivy Cottage, Grinshill Hill, Clive, Shrewsbury. SY4 3LF.

FOR SALE

For Sale

Back issues of *Floating Power*.

1977 Vol. 2 Nos. 3 and 5.

1978 Vol. 3 No. 1.

1979 Vol. 4 Nos. 1, 3, 4 and 6.

1980 Vol. 5 Nos. 1, 2, 3, 4, 5 and 6.

1981 Vol. 6 Nos. 1, 2, 4 and 6.

1982 Vol. 7 Nos. 3 and 6.

Vols. 2-5: £2 each.

Vols. 6-7: £1.50 each.

Citroën Dyane 1968 spare parts catalogue, French, good clean condition. £5.

Contact Bob Wade (see page 2 for address) or telephone 073081-3714.

A Tea Towel with a reproduction of the *Autocar*

drawing. 100% cotton. £2.00 each.

Postage 30p for one, 40p for two, postfree for more. Alec Binley, 30 Mill Street,

Kingston upon Thames, Surrey, KT1 2RF.

Or at major TOC functions.

For Sale

1938 11F, very original, rust-free, rebuilt.

1932 AC4, major part of restoration complete.

1946 Light 15, structural welding completed.

1938 Big 15, restored body shell, new chrome.

1936 Big 15 Familiale, restored body shell, needs assembly.

1954 Light 15, all MoT work done, needs finishing.

Contact John or Bryn (daytime) on 01-928-6613 (trade).

For Sale

New traction driveshafts, as manufactured by Peacock Engineering.

Fit and look like original shafts but have greater strength, are longer lasting and are

maintenance free. Now also available from Classic Restorations, Arch 124, Cornwall

Road, London, SE1. Tel. 01-928-6613.

For Sale

Two wings for Big 15 need repairing. Two doors

for a C4. Four wheels for a C4. Offers to good to

refuse to Roger Dyer on 0753-686414 (office) or

0483-223890 (home).

Classified

For Sale

1970 Volvo 144 Saloon, May 1990 MoT, 1 owner from new, 91,000 miles, runs but scruffy, Reg. No. TOC 759H £300 (watch out he is a car salesman), part exchange Big 6 considered. Phone Steve Southgate. Home 021-357-2256, work 0902-45758.

For Sale

Workshop manual and parts manual for Traction 4 cyl. Good condition. Price £25 each. Phone 0622-56052 (Maidstone).

Service

4-speed gearbox conversion complete with gear change mounted behind dash as per original. Contact Roger Williams, 35/37 Wood Lane, Beverley, North Humberside, HU17 8BS. Tel. 0482-881220.

Diary Dates

CENTRAL SOUTHERN SECTION MONTHLY MEETING

On the first Sunday of each month the Central Southern Section meets at The White Hart Hotel in Whitchurch, Hants. Whitchurch is situated half way between Winchester and Newbury just off the A34. The meetings are lunch time meetings commencing at noon. Food available.

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', Daines Green, Gains, Worcester. Tel. 54961 for directions or info.

NORTHERN SECTION MEETINGS:

4th Thursday of each month at the White Hart, Rooley Lane, Bradford at 8 p.m. Please contact Liz or Jim Rogers, 11 Wilmer Drive, Heaton, Bradford BD9 4AR. Tel. 0274 45600 for further info.

LONDON SECTION MEETINGS

All meetings last Tuesday of each month at the Sun Inn, Barnes.

Club Tools for Hire

Front hub and outer bearing puller
Deposit: £25 Hire: £2.50

Top ball breaker
Deposit: £15 Hire: £1.50

Bottom ball breaker
Deposit: £25 Hire: £2.50

Inner bearing unit
Deposit: £15 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. Person hiring fetches and returns. Prior booking ensures availability ALL AVAILABLE FROM PETER SIMPER, 215 Whitton Road, Twickenham, Middlesex TW2 7QZ.

Club Shop price list and ordering details

Greeting Cards
Pack of six £1.50

Mugs
New flaired Traction Mug £1.75

Posters
"Les Tractions" £2.00
"Traction Avant Colour" 3D £2.00
"Traction Avant" Blue/White £1.25
Magazine Covers Black/White 4 for £1
Ideal for frames Set of 20 for £4

Models
Burago Black Diecast 15 CV £6.00
Matchbox Roadster/Coupe £3.00

T-Shirts
Citroen (S, M, L, XL, white) £5.00

Sweat Shirts
Citroen (S, M, L, XL, Navy) £10.00

Badges
Metal TOC Bumper Badge £15.00
TOC Windscreen Sticker £1.00
Enamel Brooches £2.50
Blazer Badges £5.00

Back Numbers Floating Power
1 copy £2.00
2-9 £1.50
10+ £1.25

For Club Shop address see page 3. Please add 50p p&p for orders under £10.00. Make cheques payable to TOC. Overseas orders by Sterling International Money Order please.

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.

