



Correspondence

Dear Bob,

You may be interested to hear about an unusual incident (for me, at least) which happened during my drive back to College.

Having packed up in the morning, I set off across the Humber Bridge and down the A15 to Lincoln. Slow traffic and few places to overtake on a straight road with many blind hills didn't make for a very interesting journey this far, but after passing through Lincoln, the road became relatively clear and I got up a good 'head of steam'. After a while, with everything running normally, I caught up with a slower, less elegant vehicle. As I was quite heavily loaded I had to wait for a good clear spot before overtaking, and while doing so, a 'boy racer' hatchback came up behind me very quickly. Knowing that such cars normally don't have respect for their elders (and betters!), I politely waited for the driver to overtake first. Hence, I was pleasantly surprised when he flashed his lights and let me go first. However, I was more than a little perturbed when he overtook me, still flashing his lights and gesticulating energetically for me to pull over! Rapid thoughts of flat rear tyres, or maybe pieces of Traction falling off unnoticed flashed through my mind.

As I slowed down, I couldn't feel any change in handling or see anything obviously missing – maybe I'd annoyed this driver unwittingly, or possibly unconsciously insulted him? Brief thoughts of carrying on driving to avoid an irate, wronged driver bent on justice passed through, but confidence that I'd done nothing to aggrieve him made me stop behind him. Slight second thoughts arose as he leapt out and ran over, to be replaced by relief to hear the words, "I hope you don't mind me stopping you, but I've got one of these!" Apparently, I'd been spotted on the way through Lincoln and had been chased from there on (unknowingly)!

The ID engine meant that a little bit of 'toe-down' had been needed in the chase, and shows how well the Traction's handling holds out against cars 30 years its junior! The profile is obviously more preferable to the clones of today – enough to inspire a spur of the moment pursuit well down the road!

Unfortunately, I forgot to ask for a name and address; I only know that someone who has recently moved from Lincoln to Newark owns a very early Slough built Traction (1938?). Fortunately, a Club magazine was to hand, so I was able to give the name and address of Steve Reed, and I hope that he has received an application which matches the above? As my pursuer had paid £400 for tyres from Michelin, it seems that he would benefit substantially by joining the TOC.

The only other information I have is that he is trying to trace the original number plate, and has three workshop manuals in good condition with the Slough stamp on them.

From the description of his purchase, it sounds as if he made on of those mythical discoveries – a car which was stored in a dry barn for twelve years and only needed new tyres, exhaust and a valve freeing before passing the MOT.

No doubt, if he joins, he will be able to give a fuller and more accurate account.

Anyway, finals require attention, so I must stop, maybe some of the above can be used in the magazine?

Yours sincerely,

Nick Williams,
Beverley, North Humberside

Dear Steve,

Restoring Classic Cars is a new magazine concentrating more specifically than is usual on just that, the restoration of classic cars.

We want to hear about restoration projects that have already been undertaken, and those which are about to be started.

There's one important point to remember though.

Finished projects must have been thoroughly photographically documented, and they must be complete and available for further photography.

Restoring Classic Cars will be the magazine for the enthusiast who enjoys the practical aspects of restoration, wants to hear and see how others do it, and learn some of the more specialised skills that may put some owners off.

I would be grateful if you can think of any members of your club who qualify, and write to or phone, Jesse Crosse, or Chris Horton on 01-868 4499.

When you call, mention the fact that it's about a restoration project, and if you write, put "restoration" on the envelope.

Yours sincerely

Restoring Classic Cars
Jesse Crosse
Editorial Director

Dear Bob,

At last after many promises of a photo and story about our 1928 Citroen 12/24 two seater with dickey, I am able to send some details.

We bought the car in 1982 from a garage in Barnsley as the owner, who was an old car fan, had died. He had several different cars from two 1907 De-Dions to no less than three Citroens including ours. The other two Citroens were identical 1933 10hp saloons. Since we have had our car we have found out that the two-seater with dickey was designed for the British market and built at Slough. Is ours the only one left in this country? The only other B14-12/24 cars that we have heard of are saloons. Perhaps someone in the TOC can tell us even more about our car; any information is always welcome.

We have had the bodywork restored and have also rebuilt the engine, plus completed several other jobs. One item we would like to obtain is a magneto switch for the dashboard, as someone has removed the original and fitted a coil instead.

Could any member also shed some light on one other puzzle, the instrument panel. On all the literature I have obtained for this model, it has a speedo, clock, ammeter and oil gauge, whereas my car has a central speedo, no clock, plus oil gauge and ammeter. They are all Jaeger instruments and I would like to know if this is original or not? I hope this article will be useful for the magazine and I look forward to seeing it soon.

Kindest regards,
Richard Wadsworth,
Sheffield, Yorkshire

Nice to hear from you again Richard, have checked the Club Register of Cars and yours is the only B14 listed but maybe one of our members will write and tell if they know of any others? Did you ever find out what happened to the other two rwd Citroens that this chap owned as they sound quite interesting?

Ed.



Richard Wadsworth's 1928 12/24 bears the registration number YV 6269.

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Floating Power

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June/August, Nineteen Hundred and Eighty Eight

THERE IS A maxim 'Do not volunteer for anything,' but unfortunately I have not paid it much attention. I was asked if I could help out with the editorial because Bob Wade, the appointed editor, has business commitments which have curtailed the time available for 'Floating Power' work.

My name is David Gardner; I have been a member of the club for about six years. I live in Banbury and own a 1951 Slough built Light 15, the subject of a recent article – a few of you may have read it.

When I agreed to help out it was intimated that my first script would be required in September, which I thought would give me lots of time for words of wisdom. However, as evidenced by this editorial, my words were required somewhat earlier.

The two members' articles in this issue are most interesting and show the effort people are prepared to put in to become an owner of, or to save, a Traction and I am sure that they consider it time well spent. There must be other members of the club with similar experiences just waiting to be published.

The Traction Arrière technical articles continue and will hopefully prompt some members' articles. One resides not far to the west of me, and reputedly another in a local village which has an excellent hostelry.

I am sure the lubrication charts will be of use to many of you. Instead of paying the local garage a fortune to wipe a bit of grease on each grease point you can spend a small amount on a grease gun and do the job properly.

This is another good year for events. The 'Central Southern Tour' was most enjoyable but it could have done with more support, if only for the Saturday or Sunday. After all, it was in the South where the majority of the members are supposed to live.

Domestic priorities, i.e. decorating, prevented me from attending 'Le Touquet' but I am sure this event and the one above will produce some interesting articles and photographs.

Now back to thinking of some words of wisdom to provide a slightly longer editorial for the next edition.

David Gardner

MEMBERS' CARS
FUN
with
FIFI
by
Tony
van
Breugel



AT THE END of last year I joined the TOC and in his welcoming letter the Membership Secretary mentioned that you were looking forward to receiving my story on how I came to possess a Traction Avant, so I hope the following scribble will be of interest.

As it was always somewhat of a childhood fantasy of mine to own a beautiful 50s car like a Citroen Traction Avant, I decided to do something about my ambition which led me to the following events. To put the record straight, I was born in the Hague, Holland. There, in the early fifties, the only automobiles to be seen were cars such as Goggomobiles, Skodas or misplaced American cars like Oldsmobiles, Chevrolets and Studebakers, as indeed Opel Kapitans and Mercedes that the Germans had left behind.

The more discerning car buyer went for the more tasteful cars like British ones, which in those days were regarded as the best that money could buy, or indeed the beautiful Citroen Traction Avant which came to dominate the street scene.

It comes as no surprise then that this early childhood vision became a Freudian urge that drove me to 'Fife', as she was affectionately called by her previous owner.

Fifi was advertised in last November's issue of 'Classic Cars' and as the seller appeared to reside in Wrexham, so far the nearest location to the Glasgow area where I live myself, I decided to investigate the matter further. A short phone call established the fact that the seller near Wrexham actually worked and lived in the Hague, Holland (how is that for divine providence!), and he would only be around the following day.

Being, what I think, a man of action, but what my wife calls a 'twit', I decided to take the early morning train from Glasgow to Crewe, where I was to be picked up by the seller. After two hours or so we arrived at his village where I first beheld 'Fifi'. She wasn't quite what I had expected for the price asked, so we set about bargaining.

Anyway, you know what they say about the Scots and the Dutch, so can you imagine

haggling with a Dutchman who lives in Scotland? We settled for £1,000 below the asking price and Fifi, a 1951 French Citroen Legere II, was mine.

Apart from the fact that my ambition had come true I also needed Fifi to get me back to Scotland in time for Aimée's (my eldest daughter) dancing display, which was to be held in Johnstone's Town Hall at 7.30 that very night! Failure to appear at this important event would certainly result in me spending the entire festive season in the garage with Fifi, especially since my wife didn't even know I was in Wales buying a Traction Avant!

So I took receipt of the keys and proceeded to drive back to Glasgow. After some difficulty I managed to find the M6 motorway and at a steady 55 mph I went northwards. As it was late November I was soon to meet darkness round about Lancaster. When I switched on the lights, however, I found the left-hand dipped light didn't work. I then looked at the tax disc which I found was out of date! As I had no MOT or any valid insurance papers, I didn't hold much hope for my early homecoming in case the police were to stop me! However, I just carried on. Meanwhile the temperature dropped considerably as Fifi and I scaled the heights of the Lake District and the South of Scotland. My breath, which appeared to be the only source of heat, steamed up the windscreen, so I had to open it to get some vision. The left-hand dipped light only illuminated the backsides of grazing sheep along the roadside but I fortunately managed to stick behind a lorry, all the way to Glasgow. (Of course, afterwards there appeared to be a whole box of headlight bulbs in the boot!). Believe it or not, all the way there was not one policeman in sight!

So thankfully I managed to drag my 'frozen carcass' into Johnstone's Town Hall to witness the last half of my daughter's dancing display.

My family and I still live happily in Kilbarchan, near Glasgow, and we *all* love Fifi.



Although Fifi is Tony's pride and joy, his wife Gladys and daughters Aimée and Esmée prefer a more modern mode of transport.

TRACtion • ARRIERE

Citroen Cars

Blazing the Trail Around Australia

"Baby Citroen" 5013 was the first car to climb Monument Hill, Cottesloe. She at once became known to a large number of motorists, and since then her acquaintances have been growing—now they are found in the length and breadth of Australia. In the biggest Cities and in the smallest towns and villages of Australia she is so well known because, like many of her baby sisters, she has given such wonderfully consistent running.

This Car, after having travelled over 30,000 miles, was given a slight overhaul, and then off on a very gruel-

thy heart and with all thy soul and with all thy mind and love thy neighbour as thyself."

Mr. Westwood writes as follows:—
"Leaving Perth on August 4th, Mr. G. L. Davies and myself set out on one of the biggest trips ever undertaken by motor in the history of Australia. The route led through Day Dawn, Meekatharra, Nullagine, Marble Bar. It was the Madman's Track that Grady dodged last year going from Perth to Derby by boat and thus spoiling his round Australia trip—on to the coast and then up the Madman's Track, which includes the

the car pulled us through, using less than a gallon of petrol, while other cars have averaged as low as 10 miles per gallon.

At last we reached Broome, where a great deal of interest was manifested by the inhabitants at what was even at that early stage considered a remarkable performance. The Broome to Derby run was soon accomplished, and then we set off for Hall's Creek, crossing the Sandy Fitzroy River twice at Luhuigui, under our own power and then again at "Fitzroy Crossing." Here the police constable assisted us by sending a company of natives to help put us across. The men kept the rope on the ground and the women pulled, and so the Fitzroy was negotiated for the last time.

But we still had the Louisa and Margaret Rivers to cross, but "Bubsie" proved herself a little marvel, and we came through in fine style.

Hall's Creek was at last reached, and here we were informed both by the police and residents that ours was the second car overland from Perth. We entered the Northern Territory on the 22nd September, and discovered that we were absolutely the first car from Perth, and we have been the first ever since. We reached Emungalan after a very exciting trip, caused through our tubes giving out. We had to run for over 100 miles on two flat tyres, fitted first with grass, which on account of being dry soon powdered up, then we tried green leaves, and ultimately put in a fresh cow hide. This made a good "solid tyre" until friction caused it to become cooked.

At Victoria River Downs, the world's largest station, both in size and numbers, carrying approximately 170,000 cattle, we were able to patch up tubes sufficiently to continue on, passing on our way the grave of the "Fizzer," one of the characters in the book, "We of the Never Never."

Owing to tube trouble we could not motor in to Darwin, and later when we had obtained some second-hand motor cycle tubes the rain had come, and we found it impossible unless we made a delay of a week or two. This, of course, would be dangerous, as further rains might come at any time.

Leaving Emungalan on the evening of the 18th October, we journeyed to Maranboy. Most of the mining in the Northern Territory is quite dead on account of lack of capital, but given the necessary means there is a great future for the Northern Territory mining.



The Arrival at Sydney.

ling trip, a trip that had never been undertaken by any motor car, although two or three motor bikes had attempted it but had failed—therefore the honour of being the first motor vehicle from Perth to the Northern Territory, Perth to Queensland, Perth to New South Wales, Perth to Victoria, without going through South Australia, falls to the lot of "Baby Citroen" 5013 (W.A.).

Of course she met with many adventures on the way. Her owner, Mr. P. Westwood, is engaged in the good work of helping men to realise that there is something more than simply living for self: that man's duty is to "love the Lord thy God with all

Ninety-Mile Beach, a beautiful stretch of beach practically unbroken for 90 miles.

The road in some parts is very ill defined, and through slight mis-directions we found ourselves on the wrong road. This we followed for 40 miles, having to cross big sand hills and some very rough country, and on inquiry afterwards we were informed by the station people of that district that "Baby" was the first car to negotiate that particular track.

Leaving the Grange Bay, we had 27 miles of Pindan to negotiate, and as a large mob of cattle had been driven over this track a day or two before we found the going very heavy, but

You see them everywhere

Citroen Cars

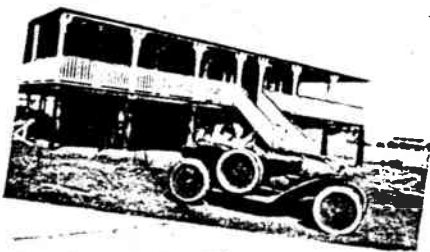
We visited the A.I.M. Hospital, and then as it was raining, we took french live as the police constable was away and camped on the verandah of the police station. Next day we visited Mataranka Station. From there we continued along a few miles until we met a cart with one white man and two black boys. This man had ptomaine poisoning and was now making for the A.I.M. Hospital as quickly as his weakened condition would allow. We offered to run him back in the car, but he said he could pull through, so giving him all the fresh fruit we had we left him.

That afternoon we saw a grave on the roadside. This on investigation proved to be the grave of the Maluka, otherwise Mr. Aeneas Gunn, of "We of the Never Never," and a couple of miles further on we passed the ruins of the old Elsey Station. Here we found great difficulty in picking up the road, but after searching for a while we found it. Soon after we passed Francis Birtles' burnt motor car, and so we knew that were on the right road. Soon we struck the O.T. track, and from there we had a good road to Daily Waters and Newcastle Waters. Here we branched east to Anthony's Lagoon, thence to Lake Nash.

Leaving Lake Nash on Thursday afternoon we crossed the border 10 minutes later, arrived Urandangie at 6 p.m., Dajarra at 1.30 a.m., Boulia at 8 a.m., and thence to Winton, which we reached that evening despite the fact that we were delayed by rain. In this manner we had negotiated 530 miles in 26 hours, which is very fair travelling for an ordinary touring car heavily loaded.

From Winton our track led down through Longreach to Roma, thence Toowoomba, where we were met by Mr. France, a very fine representative of the Citroen Cars. After a short stay we proceeded on our way to Brisbane. From Brisbane we travelled to Sydney via the Northern Rivers District, a delightful run of just on 800 miles through beautiful scenery. We visited the A.M.C. and the Avondale Industries where the Sanitorium Health Foods are made. This is just a few hours' run from Sydney which we made on Tuesday at 2 p.m.

Whilst "Baby" has been receiving treatment her owner has been recuperating in the fine holiday resort of Narrabeen.

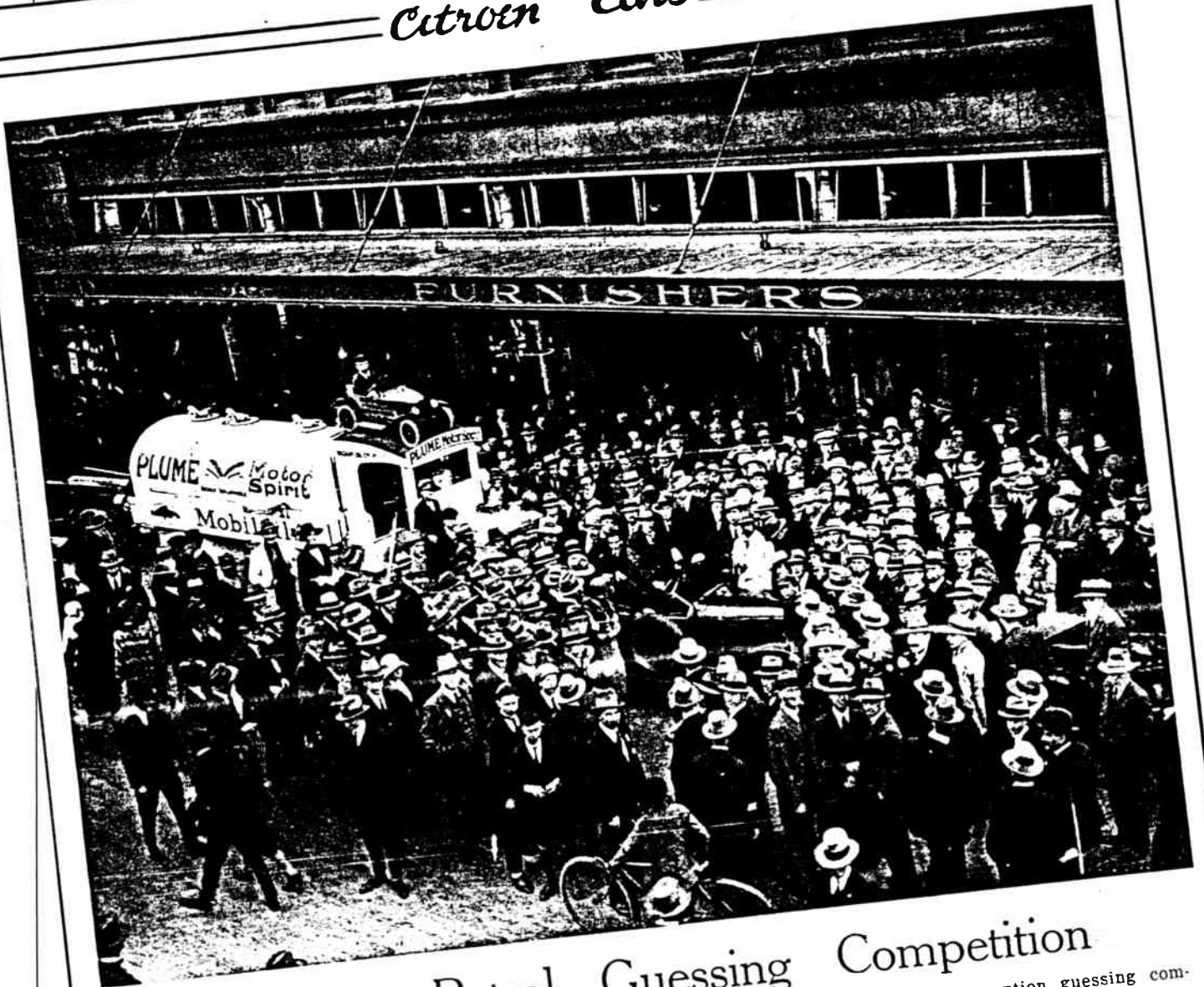


Pictures Taken on the Route.

Pictures Taken on the Route.

You see them everywhere

Citroen Cars

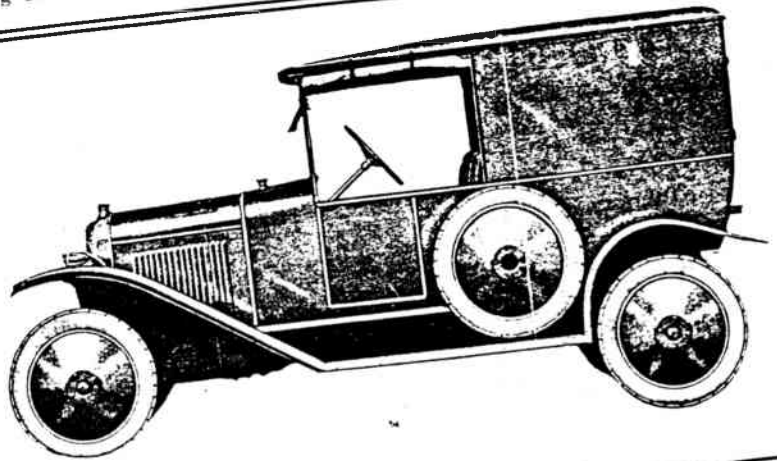


Another Petrol Guessing Competition

This very unique photograph shows the interest taken in the start of a Petrol Consumption guessing competition which was held in Adelaide recently by Messrs. Maughan Them Motor Company. Note the "Citroennette" on the roof of the big Plum Motor Spirit Petrol Waggon.

COMMERCIAL USES OF CITROEN ARE WELL EXPLOITED

The application of Citroen cars to delivery problems has proved most successful. The Citroen badge is to be seen daily on dozens of light delivery vehicles, and the well-known note of the Citroen horn is becoming as widely known as the familiar clanging of the tram gongs. Here is a typical Citroen delivery van.



You see them everywhere

Two different
views of the
Central Southern
Tour...but the
verdict is the same -
great fun!

PASTIS & APPLE CRUMBLE

by Martin Nicholson

I'D OFTEN WONDERED what it would be like – my first Traction rally, that is – but here we were, outside the ferry terminal in Portsmouth in Mike Wheals' Big 15, my wife Vicki in the back holding onto all manner of drink and myself as 'navigateur extraordinaire'. Whilst everyone in the following cars had full instructions it was much easier if they could all follow the lead car, Mike explained. I had palpitations over the thought of leading thirteen or more Tractions into someone's garden – particularly when Mike produced his diary and pointed to the map in the back. (No – to be fair, the instructions were superb).

The planned entry to see the 'Historic Ships' was immediately thwarted by the Docks Police with a cursory glance and 'You can't come in here, sir!' We tried gate via all sorts of Left Turns, On Way Streets and the like – I bet the following cars wondered where they were going. Eventually we lined up alongside HMS Victory, a fine collection of Tractions (what's the collective noun for Tractions?) and spent a most interesting hour on the 'Warrior' – the queue for the 'Victory' was long to say the least!

Mike and Roger's route to Winchester through some really beautiful countryside took rather longer than expected, with Mike's constant rear view mirror watching and 'where the hell have they got to?' alternating with 'are you sure?' when it came to the navigating. We were ok – I had really got the hang of it, having a whale of a time, even calling up the bends (took me right back to my rallying days of the 60s and 70s!). We had a most interesting halt behind a truck delivering cement to a farm on a single track road. 'Twenty bags it is, chief, and there's only me to do it!' Mike wondered if we should help – we declined; it was, after all, a glorious spring day in England, and who was rushing anyway?

A lunch break on the outskirts of Winchester broke the ice with our French

friends, four of whom had not visited our shores before. Patrice Crusson, who became 'Monsieur Pastis' with his endless supply of another form of that 'amber (or perhaps yellow) nectar', and his wife Nicole renewed old acquaintances.

After a splendid repast (the Stilton was excellent) provided by the 'White Hart' mobile, we visited the Hospital of St. Cross for a very quick tour with a guide who apparently spoke better French than most of the French, if you can follow that!

Mike and Roger's plans with Winchester police were again dashed when the parking places arranged for outside the Town Hall had disappeared. We double-parked and had the wardens going berserk on the radio – 'Tell the inspector there's twenty old French cars blocking the Broadway' – 'There's how many what?' – and so it went on.

We spent an hour or two around the town, and then a slow drive back to the White Hart in Whitchurch, the GHQ for the event. After a very liquid evening, the group split into those 'living in' and those 'living out', or rather, camping. Vicki and I unfortunately had to head for home, Vicki being due at work on Saturday to pay for a new set of tyres for WMF 342 (there's another story!) and me tiling the bathroom, there gaining valuable brownie points (why did I ever mention that expression to the French – 'You are going home to be with little girls in uniform?').

Saturday dawned early for me, tiling done by lunchtime, I sped off to Windsor with my eldest son to meet the cars in the Great Park. After waiting some time, we checked in the town centre and saw Mike with Dave Gardner. It was a most rewarding conversation that took place outside the Castle, blocking the traffic! Eventually we all gathered in the park where wine flowed etc., etc., – you know how it is (oh, and Roger's gramophone was delightful!).

At about three o'clock the organisers



The Walford Coupé and a bottle of inspiration.

decided that Oxford was not on, and everyone retired to Runnymede to sleep.

Later that evening during a most enjoyable meal, I learnt that two Tractions had turned into two CXs (Stan Baxter with driveshaft problems and Roger with no clutch – and one of the French cars was losing brake fluid. Very much later that evening Vicki and I (who had been watching the drinks!) drove a certain club member who lives in Devon and has a very nice coupe but shall be nameless, and Michel, one of the French visitors, back to the campsite. One inebriated Englishman and one Frenchman likewise worked out



banter, we pressed on through Marlborough amidst much waving and hooting to a Frogeye Sprite/MG event going in the opposite direction.

The rest of the afternoon was spent wandering around the stone circle at Avebury where we had been invited to park in the Manor grounds – well, you don't want to park with the general public, do you? A splendid afternoon, with an award-winning 'photograph of a bottle of Pernod in an appropriate setting' competition (the winner got another glass of Pernod!)

We ambled back through the rolling countryside of the Wiltshire Downs, our French visitors really seeing this part of Southern England at it's best. The return trip took us near Devizes – Mike and I were all for a diversion to see if Wadworth's Brewery was open, but a voice from the rear seat suggested otherwise! We continued homewards, stopping at the campsite – yes, all the cars – and had some tea (I know that's difficult to believe!); then another photographic competition to see who could take the best picture reflected in Dave Gardner's car's chromework!

PR work necessitated a quick drink at the camp's bar, you understand, prior to dinner at the White Hart. Another excellent meal, though some of the French were not too keen on apple crumble and custard (all the more for the Brits!) – and so to bed (eventually!).

Monday was sadly the last day, and Vicki sadly had to work again, so Mike and I headed up and moved out the cars to the Whitchurch Silk Mill which is virtually in Mike's back garden (or does he actually live in the White Hart?). Another interesting tour, bringing thoughts of: Should I buy another silk tie? No! I always seem to spill food down silk ties and ruin them (but never down your average M&S polyester, of course).

A slow drive through Stockbridge to Romsey followed for a quick shopping trip, and Roger managed to acquire some more

old 78s for his gramophone. We pressed on down into the New Forest along the 'Rhinefield Ornamental Drive', but it was just a bit early in the year to see the rhododendrons and azaleas at their best. Lunch at the Rose and Crown in Brockenhurst, one of my favourite New Forest stops, went down well with all despite our warnings to the French about strong English beer! We drove on to Bucklers Hard, where – I have to say it – Lord Montagu is charging far too much for entry, including a compulsory visit to a very poor village reconstruction, let alone the cost of going into Beaulieu itself, which luckily was not on our itinerary.

The sun, which had been with us for most of the four days now started to disappear behind dark clouds, heralding the end of our tour. We parted company with Roger and our French friends in Lyndhurst, leaving only Mike and Stan's cars to head back to Whitchurch. Stan was determined to see the tour out with a bonfire and fireworks outside Mike's house, when his engine compartment burst into flames. Luckily Mike's washing-up water doused the flames – but Stan, Gwen and Paul all left for home with a rather burnt bonnet; but it could have been much worse, of course.

To sum up, our first event we both thoroughly enjoyed. Our – and everyone's – thanks to Mike and Roger for their non-tiring efforts, and from Vicki and myself, thanks to all those Tractionists we have met over the past few months who have made us feel so welcome in the Club.

People at work, when told about the weekend, say that we seemed to spend all the time drinking and eating, and generally enjoying ourselves. That probably sums up the weekend!

Aftermath – WMF 342 was in tears when we arrived home that evening. Never mind, old girl, with a bit of luck, you'll be there next year!

Oh, that collective noun – how about 'a transcendence of Tractionists?'

that as one third of the world is Chinese, if your wife had three children, one of them would be chinese!

Sunday was soon on us, a perfect spring day, and the first stop was the old beam engine at Crofton, which used to pump water up to the highest point of the Kennet-Avon Canal system. Now fully restored, it's well worth a visit.

Lunch was spread out in a delightful woodland glade setting on the edge of Savernake Forest, and the sun continued to shine. After a couple of hours of convivial



'We got into this field — now how do we get out?'

TRACTION FLAMBE!

by Stan Barker

FRIDAY 20TH MAY we are ready for the off, as arranged by Mike Wheals, from Silk Mill Cottage, Whichurch. The clock is at 0845, as the three cars of Mike, Roger Dyer and ourselves, wife Gwen and son Paul are my passengers, leave the parking area for Portsmouth. Full sunshine and blue skies, the perfect day. Vicky & Martin Nicholson accompany Mike.

Last to leave, we turn hard right out of the car park. Bang from the front end, a quick examination shows nothing loose or hanging down. Off to catch the others on their way to the A34.

A good high speed drive has us at Portsmouth Docks at 0945. There in front of us are the three tractions of our friends from Brittany, Patrice and Nicol Crusson, Marieva and Henri, Pascal and Michel.

Greetings complete we are away round Portsmouth to meet Colin Gosling and Dave Gardner at the Victory. We park up, 8 tractions in front of HMS Victory, for all to see.

Our time for the next two hours is our own, to tour the exhibits and exhibitions. The majority of us however, choose HMS Warrior for a conducted tour with French interpreter. A most interesting tour.

12.30 sees us away to Winchester, climbing above Portsmouth for a fantastic panoramic view of town and harbour, by a scenic route through part of the Meon Valley, only half an hour behind schedule, not too bad. Alas our plans are frustrated in a very narrow country lane. A builders lorry insists on completing his unloading. We arrive 45 mins late at the hall where a Buffet lunch has been prepared for us by one of the Staff of the White Hart. Plates of cold meats, every type of salad imaginable, French bread Stilton and Brie, all followed by Apple Pie and Cream. If this is a sample of how we are to eat over the next four days, what chance is there to keep my figure. This was my first introduction to what became a way of life, Pasties, provided by Patrice. The wine donated more than generously by Mike. Wined and Dined we are away on foot for a conducted tour of Winchester Abbey. What a magnificent place, although brief, due to lack of time, the information given by the Brother who was acting as Guide, given at our request in French, for the benefit of our friends, was superb. A retired Headmaster from Madagascar, he was enthralled with the cars, as he had owned a traction whilst abroad.

Off to Winchester town centre, only to find that the reserved parking area had been removed by the Police as we were half an hour late, but thanks to the supportive Traffic Wardens we were all found parking on double yellow lines. Time to tour the town of Winchester as we pleased. A cup of tea now for us as it had started to drizzle.

17.30 hours sees us on our way to the White Hart and the camp site to prepare for Dinner at 20.00 hours.



In a glade at Avebury.

Our French friends, particularly Nicol are slightly perturbed when told the main course will be fish, but all is well, when the first plate arrived and Nicol exclaimed "Feesh and Cheeps". Nogging and Natter until late, and so to bed.

Day two dawns for me very early, before 7 a.m. I am under the car to carry out a full inspection. My subconscious worries are confirmed, the end cup and needles of one side of the outer constant velocity joint of the drive shaft are missing. Down to the friendly garage man, organised by Mike, with 2 spare shafts Mike has in his car. Pascal in the meantime has been to the doctor for a fish bone to be removed from his throat. So much for "Feesh and Cheeps"! Today we are joined by Julie and Steve Reed and children Scott and Debby.

Whilst we are at the garage the convoy are on their way to Windsor. Mike in his car and us in the GX endeavour to catch up with the others. This has not been a very good start to Day 2. Is this an omen? Some two miles up the road we catch up with the others parked at the roadside. Henri has a faulty main cylinder and has lost a lot of fluid. We continue, stopping frequently to check the fluid level and top up. First planned stop is at the viewpoint over "Watership Down". Not a rabbit in sight. At this point, Roger, who was going home to collect a replacement kit for the main cylinder, decides his clutch is too far gone to continue and departs home to collect his CX. Thus to Windsor, now well behind schedule, can anything else go wrong today?

After seeing the Castle and part of the town, we make for the Great Park for a picnic lunch. A small party is waiting for us, Jilly and John Peace with baby Tom, Martin Nicholson and his two sons and friends, and of course Roger, who has not only collected the CX and parts, but also a most efficient old wind-up record player and 78rpm records. We eat our filled rolls, chicken legs, fruit, crisps and Kit-Kat and wash it down with wine, all to the accompaniment of Dixie Land Jazz and other period recordings.

We are now running extremely late so it is decided not to proceed with the next long leg to Oxford and then back to Whichurch. A restful afternoon on the banks of the River Thames at Runnymede is decided upon. This will enable any work on Henri's car to be carried out,

although the loss of fluid is now very small. The convoy now consisting of six tractions, two CXs and one 2CV departs for the River. What a pleasant afternoon in the sun, watching the boats, listening to the music, at varying tempo's, whenever the handle is neglected, and of course finishing the wine and refreshments. All too soon it is time to depart for Base. A modified route is chosen through some of the prettiest parts of Berkshire and North Hampshire. A small diversion by myself finds the Light 15 parked outside the garage ready and waiting. The friendly garage man has saved the day, for the rest of the tour.

On arriving at the White Hart Hotel, a well known beast of the past awaits us in the car

Line-up at Crofton: Dave Gardner's Light 15 nearest camera, followed by Stan Barker's.



park. Walford Bruen plus his famous roadster have joined the party for the evening and Day 3. No longer resident in Scotland he has motored from Plymouth. Also joining us were Clive Payne and his young son Tom. They had hoped to meet us at Oxford, but due to our revised route had driven to Whitchurch in search of the convoy.

Tonight is the night of the Special Dinner. Stilton Steak, a speciality of the house, and of course, a favourite of Mike's, now I think a favourite of us all, including our French friends, some of whom had not previously sampled British food. A full house this evening, we occupy the whole of the Lord Denning Dining Room. The talk goes on well in to the night and no one is inclined to leave the tables. Clive and Tom, however, have yet to pitch their tent for the night. We volunteer to show them the way to the site, and thus for us ends Day 2, eventful but not entirely tragic, for we had enjoyed the day, even though the doubt of not completing the rest of the tour in the Light 15 was never far from our thoughts.

We awake to a sunny Sunday. Three good days in a trot, can our luck hold? One of our favourite parts of the country today. The nine tractions, one 2CV and CX thread their way through the picturesque villages of North Hampshire to Crofton, where a visit to the famous Crofton Beam Engines is planned. We park up in the field and start to make our way across to the pump house. A 10th traction joins the line, Carol and Alec Bilney have joined us for the day.

After the tour of the engine house we are away again on a route which takes us through the centre of Savernake Forest. At a quiet spot, in a sunlit glade we stop for picnic lunch. What a wonderful spread again and the hotel have again managed to find some bottles of wine.

Today we are not going to miss out by being behind schedule, after an hour's break, we are away across the plains to Avebury Rings. Here we have a parking problem, we are not the only ones to visit this famous spot on a glorious sunny Sunday. After searching around the the village, we decided to return to a car park some way outside the area. As I back into the gateway

of the main house a uniformed guide approaches the window of the car. "Traction Avant?" says he, "Pre-war, oh no Post War Light 15, I love em! why don't you all drive round to the back of the house and all park up under the trees." Thus, we are privileged to park only a short walk from the rings, house and most important for many of us, the tearooms. Two hours are spent here, soaking up the history. Mike is a mine of information on the details of the building. Surprise, surprise our French friends have found some more pasties.

Thus after what for us has been a most leisurely day, we return across the Salisbury Plain to what has become to us our home, the White Hart, whose owners Doris, Bill, family and staff have made us so welcome. If last night's meal had been the special dinner, tonight's was just as appetising and plentiful, and by 11 p.m. we personally were bushed and ready for bed, thus back to the campsite.

We awake on Monday to light drizzle. Has our luck ran out? Michel remarks, as he packs up his tent ready to go home, "Ca ne fait rien."

This last day is to start with a conducted tour of the Silk Mill, one of the oldest working mills in England. By the time we meet after breakfast the drizzle has stopped and there is a hint of sun. After a video of the processes of spinning and weaving the silk, we proceed into the mill where three girls are working the looms. Up on the floor above, the original machine is still being used to wind the spools and set up the warps and wefts. Coffee is taken by some of us in the small refreshment room. It is now time to depart for our run through the New Forest to Romsey. On the way out we are able to watch the water wheel driven by the mill stream. This is the sole source of power for the Mill.

At 11 o'clock we depart in convoy through the country lanes to Romsey. Here we are to have a short break to allow our French friends to pick up souvenirs and presents. Henri and Marieva are looking for Matchbox models of the Traction Avant. Lunchtime approaching we leave for Brockenhurst in the new Forest. The drive through the forest lanes with the sun now shining through the trees makes driving seem so restful, particularly through the Rhinefield

tree drive.

Lunch is to be taken at the Rose and Crown in Brockenhurst. The selection of food in the restaurant is superb. Hot or cold dishes with self service salad selection. The French being used to taking many small plates of individual items, as opposed to our habit of piling everything on one plate, caused somewhat of a flap for the girl in charge of the food bar, but Roger is able to sort things out, without breaking the bank. Our time is fast running out. After lunch Colin and Dave leave for home. The rest of us have one more visit to make, to Bucklers Hard and the Maritime Museum on the Beaulieu River. Having eventually parked the cars, at great expense, we tour the museum and houses along the Hard, and whilst Patrice and friends have an after lunch drink, the rest of us sit on the site of the old slips, where the old Barques were built and launched.

A final drive across the forest plain takes us to Lyndhurst and what is to be the final parting of the ways. We say Au Revoir to Patrice, Nicol, Henri, Marieva, Pascal and Michel. We have integrated very well over the four days and become very good friends. Although parting is sorrowful, we hope to meet some if not all in Le Touquet 11/12 June. Roger is to take them to Portsmouth for the evening ferry, so leaving just the two cars of Mike Wheals and ourselves.

A quick run through Winchester back to Whitchurch. On the way home petrol fumes are smelt in the car, and we have to have the windows wide open. I decide to continue and follow Mike back to his home, and will look for the cause then. We pull up outside Silk Mill Cottage. Mike suggests a cup of tea as the White Hart is not yet open for a final drink. We drive in to the parking area in front of his house, and switch off the ignition, I notice smoke coming from the front of the bonnet and get out and open the bonnet. BANG, the carburettor and inlet manifold burst into flames. I run to the boot for a spare can of water and try to douse the flames. By this time the cellulose on the top of the bonnet is aflame. Mike remembers the washing up water he left in the sink after breakfast. A quick run indoors and 2 gallons go all over the bonnet and engine and the fire is out. We all stand back to recover. What a way to finish our four-day Tour, as if the whole time had not been exciting enough, we had to have a spectacular end. We return to Mike's dining room while he puts on the kettle - tea is more than welcome. After a chat and a rest, we decide the car will be cooled down sufficiently for us to investigate.

Mike immediately finds the cause. The inlet nut on the fuel pipe to the carburettor had loosened slightly, but enough to allow petrol under pressure to run down the inlet pipe to you know where. The nut is tightened, and with fingers and legs crossed I switched on, the engine fires first time and no excess fuel is visible.

Now back to the camp site to pick up CX and Caravan. Fifty more miles to home. I am to drive the CX with caravan, and who has the nail biting trip home in the Light 15, this task falls to Gwen. I must say we stopped a couple of times to check the inlet pipe to the carburettor, but all is well.

We have had a long weekend never to be forgotten, thanks to all those who joined in and made for such good company and to the new friends we have made from both sides of the Channel, but mostly due to the hard work and hours of planning by Mike and Roger, our thanks and gratitude are extended to you for dreaming up and executing such a Tour. Dare I say, until the next time?



LUBRICATION CHART

It's a long time since we published any lubrication charts, and we hope the many new members will find these useful.

CITROEN Light Fifteen and Big Fifteen

ITEM	APPLICATION	GRADE	MILEAGE	REMARKS
<i>All capacities are refill quantities.</i>				
1	Engine (7 pints)	SHELL X-100 20/20W	Daily	Top up if necessary
2	Gearbox and Differential (3½ pints)	SHELL SPIRAX 90 EP	2,000*	Drain, flush and refill
			4,000	Check, if level low, drain, flush and refill
3	Front Suspension Control Arms	SHELL RETINAX A	12,000	Drain, flush and refill
			1,000	Gun—4 fittings
4	Steering—Swivel Pins } —Track Rods }	SHELL RETINAX A	1,000	Gun { 4 fittings 2 fittings
5	Drive Shafts	SHELL RETINAX A	1,000	Gun—4 fittings
6	Wheel Bearings	SHELL RETINAX A	12,000	Remove hubs, clean, repack, replace
7	Shock Absorbers	SHELL DONAX AI	12,000	Top up if necessary
8	Air Cleaner—Fabric Type	—	2,500**	Remove element, wash in petrol, dry, replace
	—Oil Wetted Type	SHELL X-100 20/20W	2,500**	Remove element, wash in petrol, dry, dip in oil, drain, replace
9	Water Pump—Oil Lubricated	SHELL X-100 20/20W	1,000	Oil can—1 oil cup
	—Grease Lubricated	SHELL RETINAX A	1,000	Cup—2 turns
			As required	Repack
10	Fan—Spindle Bearing } —Drive Shaft Bearing }	SHELL RETINAX A	1,000	Gun { 1 fitting 1 fitting
11	Gear Shift—Selector Lever	SHELL RETINAX A	1,000	Gun—1 fitting
12	—Linkage	SHELL X-100 20/20W	1,000	Oil can—few drops
13	Dynamo	SHELL X-100 20/20W	4,000	Remove cap, soak wick, replace
14	Distributor			
	—Automatic Timing Control } —Cam Bearing and Shaft } —Cam and Contact Breaker Pivot }	SHELL X-100 20/20W	4,000	{ Oil can—few drops Oil can—few drops Smear
15	Carburettor Linkage	SHELL X-100 20/20W	12,000	Oil can—1 or 2 drops
16	Clutch Thrust Bearing	SHELL X-100 20/20W	1,000	Oil can—few drops
17	Steering Gearbox	SHELL RETINAX A	12,000	Remove plugs, repack, replace—shop job
18	Brake Fluid Supply Tank	SPECIAL FLUID	1,000	Top up if necessary

*Initially after first 500 and 1,000.

**1,000 miles in dusty conditions.

For information on regular maintenance jobs other than lubrication, reference should be made to the manufacturer's instruction book.

SERVICE PERIOD SUMMARY

FREQUENCY	ITEMS REQUIRING ATTENTION
Daily	1
1,000 miles	3-4-5-9-10-11-12-16-18
2,000 miles	1
2,500 miles	8
4,000 miles	2-13-14
12,000 miles	2-6-7-15-17
As required	9

TYRES

	SIZE (millimetres)	PRESSURES (lb. sq. in.)	
		Front	Rear
Light Fifteen	165×400	17	20
Big Fifteen	165×400	18	22

ENGINE ADJUSTMENTS

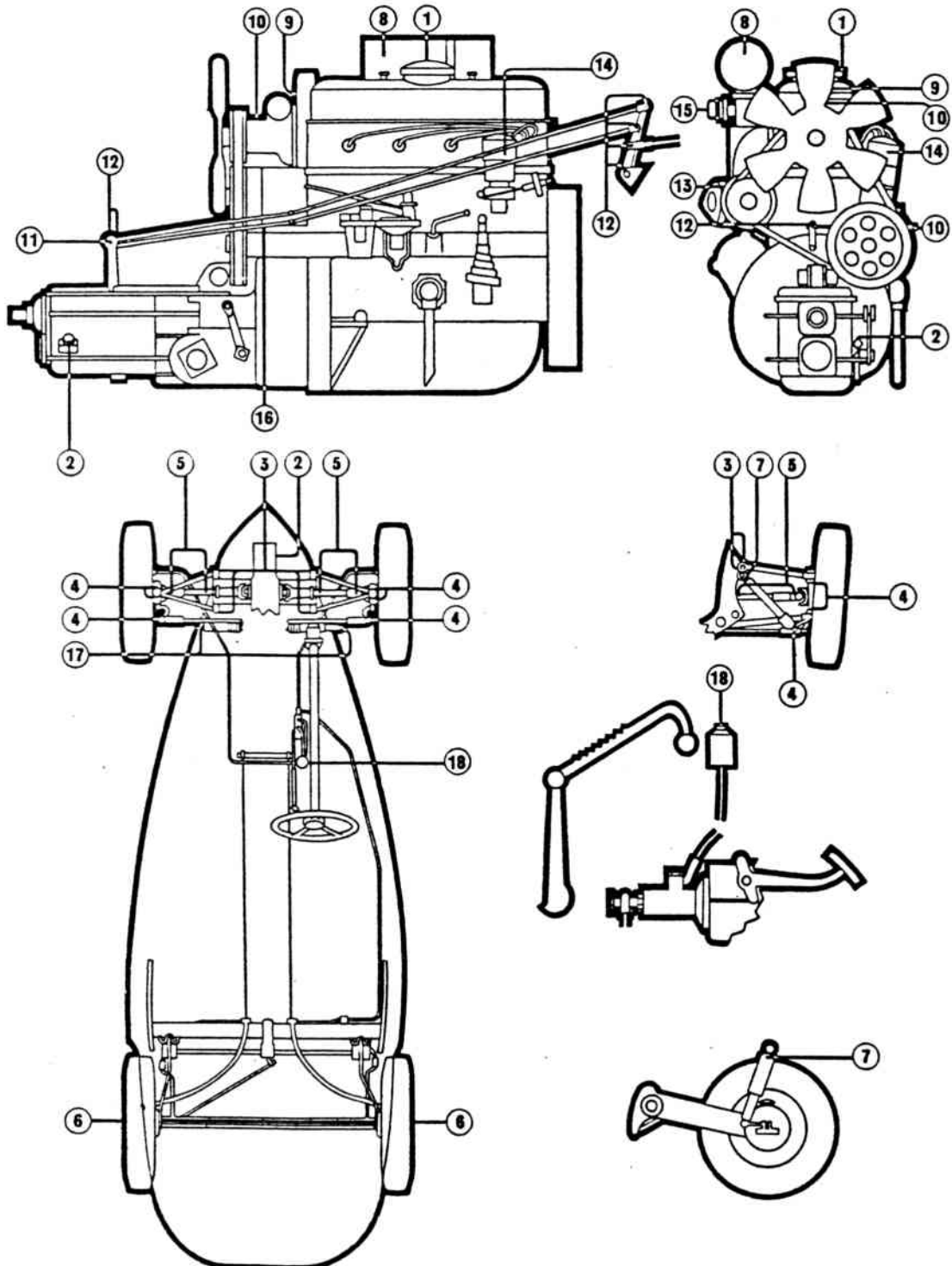
Valve Clearances—hot

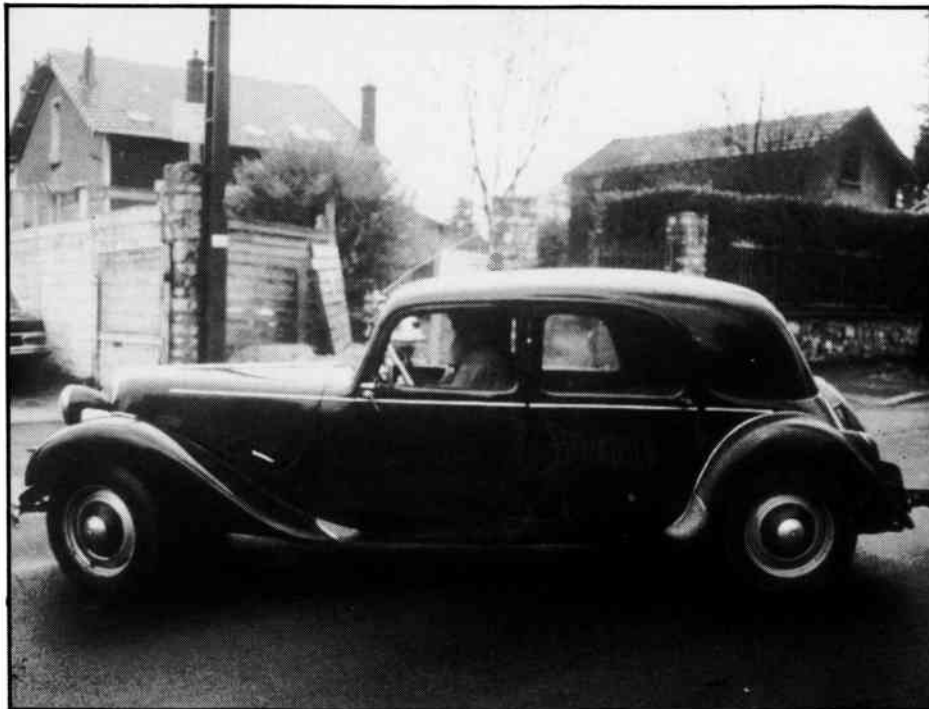
Inlet006"
Exhaust008"
Contact Breaker	
Points Gap015"
Spark Plug Gap025"—.028"

**APPROXIMATE CAPACITIES
(Imperial measure)**

Cooling System

Light Fifteen	13½ pints
Big Fifteen	14 pints
Drain taps—Bottom tank, left side cylinder block.	
Fuel Tank	11 galls.





Our Paris correspondent Rod Stribley sent us this shot of a Normale seen entering a service station close by his home. Apparently it's one of two which regularly turn up for servicing at the Citroën dealership. Note the unusual – and presumably non-original – brightwork trim continuing fore and aft of the doors and around the rear wings.

MORE NEWS from the SPARES SECTION

THERE DO SEEM to be a lot of Tractions getting done at last. Orders we are receiving, many for hundreds of pounds, are stripping our shelves regularly. It may indicate that the roads will soon be crowded with Tractions instead of lock-ups full of non-runners. Let's hope so.

Nick Hall has for sale or swap an unidentified rubber part for a pre-traction Citroën. It is bell shaped, about 5" deep and 4" diameter, with a flange at the open end. There is a 1/2 inch dia hole at the top (or is it the bottom?). The number 605145 is moulded into it. Our guess is a gear lever boot but for which car? Any offers directly to him on (0705) 470156.

Because I am changing the rear silentblobs on my '39 Legere I found a need for the tools shown on pages 69 and 72 of the manual. Lo and behold, duststridden and cobwebby, these were revealed in our lock-up. They had been unrecognised because they were unrequired, and obviously

undemanded because no-one knew of them. However this now announces that we have the minimum tools necessary to "do" the rear silentblobs, and that they will be available for hire on the same terms as tools for front-end work, in future.

Finally, I must announce my forced withdrawal from the TOC spares service. As from October I will be living too far from Twickenham and the spares lock-up for me to continue the regular visits necessary in the job.

Naturally I shall continue until then but it would be best if anyone new who is able to help out began to get involved as early as possible. Volunteers, or men pressed by their peers, should contact Peter Simper or Roger Dyer or me soon. Once you've got the hang of it, it takes about six hours a week. One good half-day or two evenings and access to a post office.

Look forward to hearing from you.

Alec Bilney

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.

Paris Motor Show visit

Dear Bob,

I thought your members might like to know that a coach is being organised by the Citroën Car Club for members and friends to visit the Paris Motor Show. Departure will be early on Saturday morning October 1st, and there will probably be pick-up points in Leeds and the Midlands if there are sufficient members from these areas. Sailing is around 0830 hours from Dover and arrival in Paris early evening. If there is the demand we will arrange a meal together on Saturday or Sunday evening, perhaps with members of French Clubs invited. The visit to the Motor Show will be on Sunday, although the coach will be at our disposal to make a tour of Paris and/or a visit to Versailles if there is a demand.

On Monday morning, a visit is planned to an interesting Citroën workshop where fibreglass 'decap' bodies are fitted, turbocharged engines and other 'goodies'. We depart from Calais with a stop at a Hypermarket en route. We should be back at Dover at 19.30 hours which will enable members in the South to be home in time for work on Tuesday. Northern members will arrive in time for work, but will have to sleep on the coach.

Cost of the coach and two nights bed and breakfast in a good class hotel will be £89 maximum per person + single room supplement.

To book, phone David Conway (0734-783533) without delay or 'cut out the middle-man' and phone direct to Titan Tours (0737-223231) who will let you know if there are many places still available.

Sincerely,
C. David Conway
Citroën Car Club

Events

AUGUST 19/20/21 ANNUAL RALLY, BEVERLEY RACECOURSE. This should be a very good event with excellent facilities available at the racecourse including dormitory accommodation, kitchens, etc. Drives around the beautiful countryside are planned with entertainment in the evenings and various activities during the day to suit all corners. Full details appear in the advertisement in this issue.

SEPTEMBER 10/11th, CAMPING WEEKEND AT STRATFORD RACECOURSE. This is the fifth year of this very successful event. Those who have been before know what to expect. Those who haven't should come and find out just how good an event can be.

END SEPTEMBER OR EARLY OCTOBER, 2nd LONDON TO PARIS TREASURE HUNT. Firm date and full info. will follow.

DECEMBER 18th, CHRISTMAS DINNER AT THE WHITE HART, WHITCHURCH. This is now an established event with a larger attendance every year. We will soon have to have a first come first served list with those who apply too late missing out on a very good occasion. Price per head approximately £7.50 for a full four course dinner. Full details shortly.

More details of any of these events will be in the magazine where possible. If you want information please contact: Mike Wheals, Silk Mill Cottages, 26 Winchester Street, Whitchurch, Hants. RG28 7AL.

Classified

For Sale

Twin side-draft Weber Carburettors and Manifold to fit ID head. Contact Jim Conlin, Gold Hill, Boulder, Colorado 80302, USA. Tel: 010-1-303-449-7775 (but remember they are 7 hours behind us!)

For Sale

4 Wheels for C4F circa 1928 with four stud fixing. Sound condition but rusty. £4 each.

For Sale:

2 Doors for C4F. Very sound with some fittings. £20 ono each or W.H.Y?

For Sale

LHD Spanish built Dyane, 1978/9. Regd. in UK, new MoT, excellent condition. Special spec. engine rebuilt. £475.

Contact: Roger Dyer on 0753-686414 (office) or 0483-223890 (home).

For Sale or Swap

I have the following parts to sell or swap, preferable swap.

For Sale	Wanted
Standard wheels	Easiclean wheels
Light 15 Front Grille	Big 15 Front Grille
12 Volt Dynamo	6 Volt Dynamo
12 Volt Starter	6 Volt Starter
Lt. 15 Front Brake Drums	Big 15 Rear Brake Drums
Lt. 15 chrome headlights	French headlight reflectors
1951 Engine	11D Engine

Also For Sale: Light 15 Driveshafts, Steering Rack, Wishbones and Spindles.
Also Wanted: One Familiale Folding Seat plus Bracket for Starting Handle. Contact Mick Boulton on 0939282254 or write to: Ivy Cottage, Grinshill Hill, Clive, Shrewsbury. SY4 3LF.

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. (Trade).

Wanted

Set of Easiclean wheels. Please telephone 01-878 5374.

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.

For Sale

1929 AC4, major part of restoration complete. 1946 Light 15, structural welding completed.

1938 Big 15, restored bodyshell, new chrome.

1936 Big 15 Familiale, restored bodyshell, needs assembly.

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

1950 Lt 15, sandblasted and primed, sound body, excellent basis for straightforward restoration.

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

For Sale

1946 Slough built black Light 15, GTJ67, excellent condition, MoT, tax, workshop manuals, tools etc; if not sold will auction to public in London. Valuation guide £5000-£10000. First TOC member with offer over £6500 will secure a private sale. Interested? Telephone Alun Hall on Newport (Gwent) 0633-65310 but hurry!

For sale

Enthusiasts Light 15, Paris built, LHD, 1949, two-tone beige/brown. Owner reluctantly selling Tel: 0869-50664 or contact E. L. Harvey, 3 Church End Cottages, Bletchington, Oxon, OX5 3DI.

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.

Garage Wanted

I would like to hire/share a lock-up garage (with electrical supply if possible). Ideally would like to share with Tractionist who similarly enjoys tinkering of a weekend. South London environs most suitable. Contact Rob Davison, 60 Deodar Road, London, SW15 2NJ. Tel: 01-870 8176.

For Sale

1939 Paris built Légère patiently restored over ten years. Will be available at and from the Beverley Rally, £5000. Alec Binney, 01-546 7071.

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 halfway 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, Glaines, 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

From May onwards, all meetings last Tuesday of each month at the Green Man, Putney Heath.

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.

Workshop Manual Loan Service

The Club has Light 15, Light 12 and Big 6 manuals for loan; please send details of your car, with name, address, work and home phone number together with a deposit

cheque for £25 made payable to the T.O.C. - this will be cashed but your deposit will be returned if the manual is sent back in a complete and good condition. Please also send a separate postal order for £2.50 for postage, made payable to A. Hodgekiss. Enclose a SAE for return of your deposit. MANUALS available from Tony Hodgekiss, 94 Oving Road, Chichester, West Sussex PO19 4EW.

Club Shop price list and ordering details

Greetings Cards
Pack of six £1.50

Mugs
Traction with Citroen logo £1.99

Framed Prints
19" x 15" Traction prints (each) £15.00
See Sept '87 mag for designs

Posters
"Les Tractions" £1.99
"Traction Avant" £1.25

Models
Burago 15CV/20 £4.99

T-Shirts
"Citroen" (10-12 years, S, M, L, XL white) £3.99
"TOC" (assorted sizes and colours) £2.50

Sweat-Shirts
"Citroen" (S, M, L, XL Navy) £7.99

Badges

Metal TOC Bumper Badge £9.99
Button Badge £0.50
Enamel Brooches £1.99
(green, white, yellow, black or red)
TOC Windscreen Sticker £0.99

Black 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.

