

Correspondence



Dear Mr Hedinger,

I enclose a photograph of my Six, which was the subject of a 'Two Carburettor' conversion. The conversion did make a big difference to the general performance. I wonder who owns this car now?

Yours sincerely,

Leslie Seyd,
The Stud House,
Whurst Green,
East Sussex TN32 5RE

Dear Nicholas,

Sorry I have been so long in replying to your editorial in the July Issue of Floating Power, but after my good fortune of being able to go on the Paris - Moscow - Paris run I am only just getting back to the weekly routine.

As discussed at the last A.G.M. the form the magazine is to take will not suit all the members. I feel personally it would be a shame to lose the magazine in its present form as it is nice to look back at all copies, whereas a newsletter would be read and then probably put down and lost with the

newspapers. However, I agree that finding articles for six issues a year must be difficult and keeping to publication dates so the diary is of use to members is difficult, so a compromise I feel would probably ease the situation, where two issues of Floating Power were printed a year and an information sheet giving dates of meetings etc. sent out every other month.

Kind regards,

Derek Fisher,
59 Prior Park Road, Bath

Dear Sir,

VIDEO FILM OF 6th ICCCR AT KNEBORTH 1984

I would be pleased if you could bring to the notice of your members, perhaps via your magazine, that I have produced what I think is a fairly valuable video recording of the above event. I made the film for my own satisfaction but am told, even by non Citroenists (yes, there are some in my locality!), that it is interesting and watchable generally. Accordingly I thought others may be interested in having a copy. The film runs for about an hour, and covers all three days, plenty of shots of all types of Citroens, events in the main arena, interviews with owners and coverage of the 2CV Cross racing. Most people who were there are on it somewhere, or their car is! I do not propose for this to be a profit making venture so thought that I would send copies

John Dryhurst, of John Dryhurst Motors Limited, sent us the letter below written by his 6½ year old daughter Eleanor.

to anyone who wanted one for a cost of £9.95 plus £1 p&p. I can produce copies on VHS or Beta formats. If anyone is interested they can write to me at the above address or ring Stevenage 811346. Please make cheques out to 'E. Hurrion'. Thanks very much.

Cheers,
Ant Hurrion,
47 Broom Grove, Knebworth,
Hertfordshire SG3 6BZ

Dear Bernie,

We wish to advise all our friends and fellow Citroënians of a very interesting tour that our Club will be organising next year. Please circulate this information so that anyone that may be visiting South Africa or who had planned a visit in the future, may be interested to join us on this journey.

The trip is from Johannesburg to Cape Town in a circular route and will include all possible places of interest. The route is also planned around the idea of visiting as many country members as possible. The trip is planned during March/April 1985 and at this stage we have 9 Citroëns taking part.

This would be an ideal manner in which to see South Africa and meet its people. We would be most pleased to welcome anyone interested and would ask them to contact Joyce Le Roux at the following address: P.O. Box 43, Walkerville, 1876 South Africa. Tel: (011) 946-1415.

We would like to take this opportunity to wish you and all your Club Members a very Merry Christmas and a Prosperous New Year.

Regards,
Stephen Le Roux,
Chairman

for as long as I have been alive. the Lt15's have been at our house we have got a Roadster, its a bit done up and a bit not done up. we got it from near London, when I was 3½ and James was 5.

The red one is a Light 15 and we go to the meeting in it on Sundays. we use the red light 15 the most because it is right hand drive and the black one was made in France.

When my brother and sister was born and I was born, Daddy came and brought us home from hospital in the red Light 15.

I like light 15s because they have nice colours usually, and the windscreen opens and the tax disc, flies off and the back windows open half way. The dashboard is nice because of the wood and the indicators ^(POP) go out the side when

Daddy turns the switch to turn right or left.

I will be very glad when the roadster is finished because it has got a nice boot and we sit in it and its got a seat in especially for children in the summer.

I like looking at the Light 15 magazine with my brother James.

He says he will write and say about when he went on holiday with mummy and Daddy to France in the Light 15.

Love from

Eleanor Jayne Dryhurst
age 6½

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Floating Power

Volume Nine Number Six

January, Nineteen Hundred and Eighty Five

Dear Members,

As you will have read in the November (December?) issue of Floating Power, Nick Hall, having given the best years of his life to us, now wishes to retire from the Editorship.

This issue is being edited by committee, and although I anticipate that we shall probably do the same for the March issue, I sincerely hope that some of you will respond to our plea for help in this sphere.

1984 is going to be a hard year to follow – in all respects – but I am sure that with Motor 100 and a dinner in May, our Summer Rally at Chichester in June, and at least two camping weekends (one of which will be at Stratford Racecourse), Mike Wheals will be earning his keep. Mike has taken on the unenviable task of co-ordinating our social life, allowing Allan Sibley to spend the next few years in convalescence following his superhuman efforts of the recent past.

I would like to take this opportunity of publicly thanking both Nick and Allan for all they have done for the Club, and wishing them both a happy retirement (they should be so lucky!)

I would also like to thank the membership on behalf of the Committee for their support throughout 1984 and wish you all a very happy and prosperous 1985.

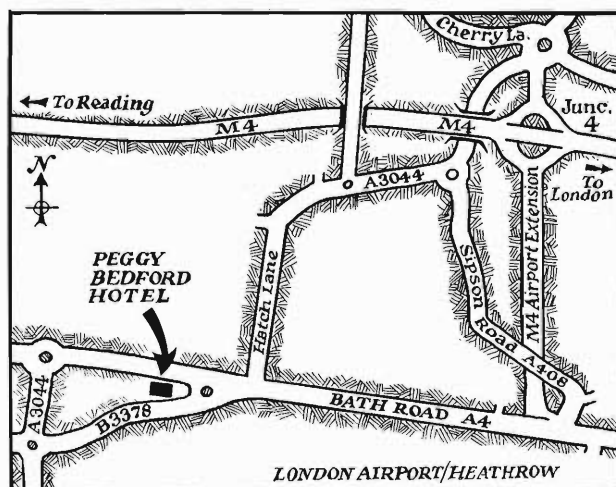
I look forward to seeing you at the AGM in February.

Bernie Shaw

AGM

Next AGM will take place at the **Peggy Bedford Hotel**, 400 Bath Road, (A4), Longford (adjacent Heathrow Airport) on **Friday 1st Feb. 1985, at 7.30 p.m.** Full bar facilities, food available.

All members: please support your club!



The SPOUSE'S TALE...



MANY ARTICLES have appeared in this allowed magazine describing in intricate detail the restoration of a Traction.

This story has no bearing whatsoever on the usual 'ins and outs' of re-building a gearbox or what type of paint is the best to use for a professional finish. This is a restoration from a wives point of view, (do I hear a groan from the men?) this is not necessarily aimed at the women in your lives although I'm sure they will identify a great deal with what is to follow, but perhaps by reading this you men will appreciate a little more what your wife/girlfriends put up with. My husband is well known to a few of you, for those of you who have not met him I'm sure you will remember him if you went to Knebworth this year, suffice to say he was the one with the black Traction and has a beard.

We decided after ten years that the time had come to start restoring the Traction and my first initiation ceremony was to be a visit to the 'Arch' also known as Classic Restorations, Waterloo (and I'm not getting paid for the advertising). The Arch for the as yet uninitiated is a cavernous, freezing cold, badly lit Traction owners dream. It appears totally disorganised and yet things appear from its depths as if by magic. On this occasion, apart from the obvious Tractionists, a strange oriental gentleman was darting from corner to corner with the latest Nikon, (it's got lots of functions) camera taking pictures of anything and everything and getting grease all over his best tourist trousers. Goodness knows how he came across this place, I think he thought he was in the dungeons at

...or, How I learnt to stop worrying and love our Traction

by Sue Allison

the Tower of London. Phil (as in husband) had disappeared meanwhile clutching his cheque book, to reappear hours later looking extremely excited and so my first ceremony was over, I retired feeling tired and cold not realising what was to come.

At 6.30 a.m. on Monday 11th April 1983 we set out to start the initial dismantling. I gallantly donned a pair of overalls three sizes too big and prepared to ruin a set of nails I had been nuturing for months. It was much worse than we had originally anticipated as the mice had been hard at work. My enthusiasm began to wane suddenly when what seemed like a family of very large black spiders began to emerge from this sad old heap, and after carrying the engine block to our car we also were

beginning to feel like sad old heaps. We returned home with everything movable and my husband spent the evening stretched out on the deep freeze, excellent cure for backache.

6.30 arrived again and we returned to collect the body, Phils Grandmother, who had been storing the car for 10 years, assured us that it would be fine after a wash.

In the week that followed we began to realise that our initial estimate of £1,000 for the restoration was perhaps a little naive as we had already spent that in the first week, (more trips to the Arch). Fortunately (some might say) I had been made redundant the Friday before we began and so the Traction fund was somewhat restored itself. Things progressed slowly, and I realised this was not an overnight job. After two days Phil would reappear from the garage with a polished distributor to add to our collection of 'bits' beginning to take over our spare bedroom. I had the idea of giving him a duster and pointing him in the direction of the furniture but somehow it didn't seem the same. Meanwhile I was attending job interviews, its amazing the difference putting old car restoration as a hobby makes on an application form. It certainly takes the discussion away from when was the last time you did any typing and onto the important things in life. This fuse only works with male interviewer however, and you have to remember to sit on the broken finger nails.

We were also beginning to meet other members of the club who would drop in to borrow tools and had heard that we had started our restoration. Thank goodness for

Company cars and free petrol. I had still only ever ridden in a Traction once before however and so was very keen when offered a ride in another owners car. It went a lot faster than I had imagined they would and left me feeling more than slightly car sick, this worried me a lot and I could imagine Phil's reaction after spending thousands on restoring the car if it only made me sick, (after all that is why he sold his boat!) Still we couldn't give up now as our Bank Manager wouldn't let us.

Summer was progressing, making trips to the Arch almost a treat as it was still like an ice-box. Money ran like water and we were beginning to feel punch-drunk, what was another £1,000 after all? Also the house was beginning to show signs of wear and tear. Black finger marks appeared on the doors as if by magic and the telephone permanently looked as though it had just had an oil change. We still made the effort to attend TOC rallies, just to suss out the opposition of course, buying the usual array of badges and T-shirts.

Not being a person of meagre endowments, shall we say, I soon realised that the T-shirts had obviously been designed by a man and a chauvanist at that, have you noticed the position of the headlights?

By now the engine was almost complete, I was sure the neighbours must think that we were building a secret weapon as it is huge and covered by dust sheets, Phil often wheeled it around on a specially designed trolley. I was assured that the really dirty jobs were now complete and I breathed a sigh of relief, wishing that I had a £1 for every time I put the lid on the Swarvega pot, I had long since given up putting it away and it now had pride of place in the kitchen.

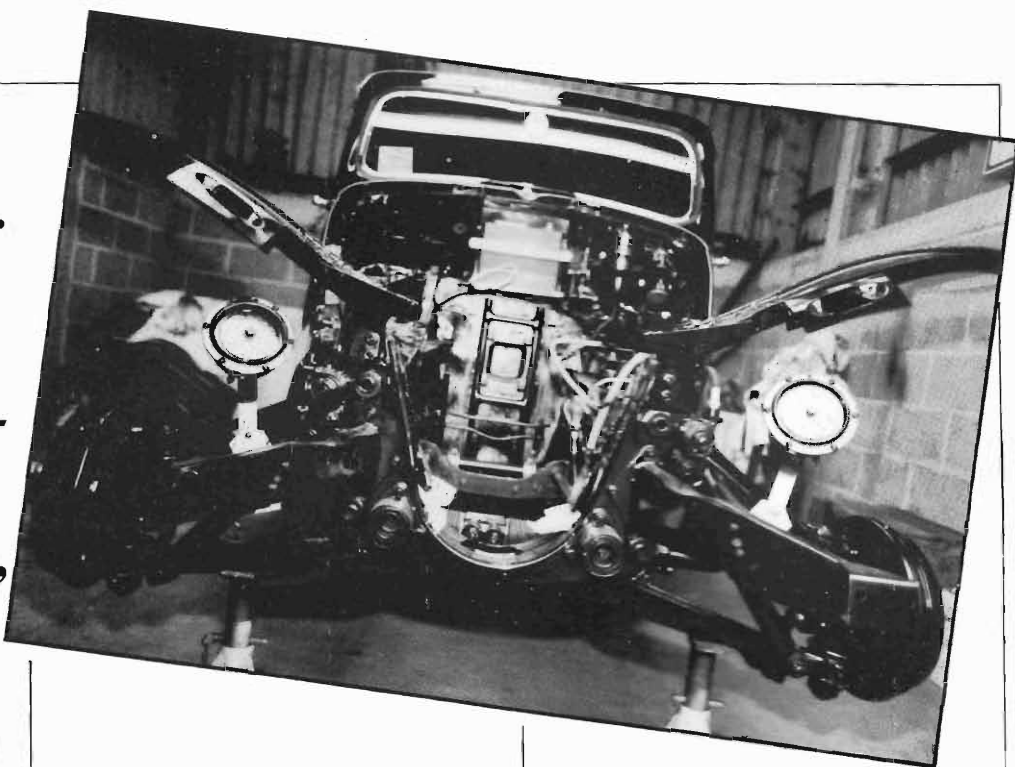
We spent a very interesting day at the Classic Car Show in Brighton propping up the Traction stand. We visited the MGB stand and were recognised by its organiser who remembered us from my 'Sprite' days, I began to feel very 'car-sick' as in reminiscent, sorry – back to Tractions.

By now work had begun on the body – more expense and I was thinking of cancelling Christmas this year. We still didn't seem to have much to show for the hours of work that had been put in, just a room full of bits and a car body which looked as if it has just been burnt out. The important thing to remember at this stage ladies, is enthusiasm. It's no good you getting disillusioned when your trying to push your husband out into the night to spend four or five hours in a freezing cold garage, the show must go on. The car was now ready to be sprayed, we had got an estimate in advance of course, which doubled in the first ten minutes after the paint sprayer had actually seen the car. Our original estimate of the restoration cost had by now gone sky high, so when planning a venture of this sort remember – think of the cost you had originally estimated and times by two, double the estimated 'out work' costs and add to the last price you thought of and then add to your original estimate for good measure. This will give you a final figure of about five times the cost you originally thought of and would probably be somewhere near the final figure.

Three months later the car was ready to collect and we set out in the pouring rain (of course) full of excitement. The



*“...it is possible
to fit other
activities in
whilst re-
storing an
old car.”*



transformation was amazing and we finally felt we were getting somewhere. Things now began to take shape rapidly as our bedroom began to empty of the boxes we had been collecting over the last 8 months. They were replaced however by newly sprayed body parts which took over the bed and most of the floor space. Friends were greatly amused at sleeping in the 'Master' bedroom while we slept on the lounge floor under the guise of 'we want to test our new air bed before we go camping this summer'.

The next major event after installing the engine (on with the overalls) was the upholstery, the results of which we were very pleased with and I'm sure it was pure coincidence that the nice man had a nervous breakdown shortly afterwards. This was also another example of rising inflation, that is to say the estimated price was nothing like the invoice we received at the end but they were very understanding and we were not pressurised into immediate payment (in no way connected with the nice man's second nervous breakdown).

The end was now in sight! Our first test

run ended in disappointment when we realised that the gearbox was not going to behave itself and panic ensued. A replacement was found and as Knebworth loomed the race was on! We had however, not reckoned with the bureaucracy of the Ministry of Transport, who did their best to stall us as long as possible and I had visions of Phil in prison for the attempted manslaughter of a government official. We did finally find a sympathetic car enthusiast and triumphantly emerged with a 1936 number.

During this time I had proudly announced that I was expecting, at last an excuse to put my feet up, no chance, I spent the evening helping to fit the tow bar, exhaust and petrol tank, a very relaxing way to start pregnancy! So don't be disheartened, it IS possible to fit other activities in whilst restoring an old car!

The day finally dawned when all we had to do was the polishing. It's a day I will

never forget, not because of the excitement but the fact that it was a boiling hot day, we were almost eaten alive by thunder flies and morning sickness was upon me with a vengeance, very memorable.

We had made it! Knebworth was upon us and it seemed like the culmination of all our dreams, and what a weekend it was. We came home with two cups and wondering if there was life after Knebworth. as the last 18 months of our lives had focused on this event, and all we had to do now was to sit back and enjoy it. You begin to wonder if this is the end or the beginning of something, as we polish our cups, wonder where we are going to find the money to repay everyone we owe (it helps to have understanding relations) and wonder if we could really afford to restore another one.



“The back's as nice as the front”. CSV 360 at Knebworth.

M

ost people concerned with the restoration or care of classic cars have, at some time or other, had components blast cleaned using one of several available methods. The particular method used on any one component is critical. On the one hand the part could be ruined and on the other, you would be paying for a far better finish than you actually need. In this article, I hope that sufficient information has been given for you to be able to select the most suitable process for your requirements.

All blast cleaning processes remove metal. Dry grit blasting using a coarse grit will remove a lot of metal; Vapour Bead blasting will remove very little. Metal removal means 'damage'. A classic case of wrong process choice often occurs with motorcycle mudguards, or indeed any thin metal panel. How often have you seen such items come back from the blast cleaners looking like lacework? It is inevitable that some holes will appear where the metal has rusted through but in most cases these panels are blasted using a coarse grit at too high a pressure. Result – even where there is good metal underneath the rust, that too is blasted away. Remember that it is much easier afterwards to restore a panel which is thin in places than one which has had good metal blasted away leaving a hole. I have listed below, the various processes in order of aggression.

1. Dry shot blasting
2. Dry grit blasting (with pressurised grit supply)
3. Dry grit blasting (with suction grit supply)
4. Dry bead blasting
5. Vapour bead blasting

1. Dry Shot Blasting

Although most people regard any blast cleaning process as shot blasting, technically 'shot' blasting refers to blasting with round steel balls. This is a very aggressive process and because of this it is totally unsuitable for the car restorer.

2. Dry Grit Blasting (with a pressurised supply)

With this method, the container of grit is actually pressurised and like shot blasting is very aggressive, but it does have its uses. It will remove heavy rust and thick paint deposits from steel both quickly and cheaply. On large areas, therefore, such as car chassis it is probably the best process to use. Remember though, that it is really only suitable on thick steel parts. The reason for this is that a firm which carries out this type of blasting would normally use a coarse grit operating at a high pressure. If this were the case then it would be all too easy to blast through a thin section such as a car wing or even to distort it because of the 'peening' effect of the grit. Moral: go to a firm who are experts in the field of blast cleaning. If you are having a chassis cleaned, remove all components which may be damaged in the process. This means such items as brake calipers, brake pipes, or wiring. Any items which cannot be removed and which may become damaged must be masked off. One layer of masking tape is NOT adequate. It requires several layers of, for example, PVC insulation tape. Finally the chassis must be completely free of grease or the rubbery type of underseal. This is because they absorb the grit and in the time it takes to blast off a blob of grease or underseal, the surrounding area will have been well and truly 'over blasted' or even blasted straight through. After any component has been grit

BLAST CLEANING TECHNIQUES

*This practical
guide has been
supplied by
R F Mann, of
Langthorpe Blasting
Services, York*

blasted, paint it as soon as possible with a good quality anti-corrosion primer. It's surprising how quickly rust will form on clean oil-free metal.

3. Dry Grit Blasting (with a suction grit supply)

Instead of being forced to the gun, it is sucked and because of this the concentration of grit at the gun is much lower. This form of grit blasting is therefore less aggressive than that described in (2) above. It can be used for removing rust and paint from most metal items without too much damage being done to the metal underneath. Again, remove any parts which may become damaged – oil seals must be either removed or well masked off. This is probably the best process for such things as suspension springs, links or any other relatively small item which is to be repainted.

4. Dry Bead Blasting

This is more of a cosmetic finish and uses glass beads instead of grit. Because the beads are spherical, they do not have a cutting action. They will therefore remove Contamination and finish surfaces without destroying critical tolerances of the parts being treated. Bead blasting is a much slower process than grit blasting and is therefore more costly. Use it on parts where the surfaces would otherwise be damaged. As a true decorative surface, I consider that it is over-rated. Although a freshly bead-blasted surface is beautifully clean and has a slight sheen, it does tend to be a 'spiky' surface and because of this, it becomes dirty quickly and is difficult to clean – as you will know if you have had any components dry bead blasted.

5. Vapour Bead Blasting

The least aggressive form of all the cleaning techniques previously described. Absolutely ideal where you do not want to damage the component. Vapour blasting uses glass beads and

compressed air, but in addition it also uses water under high pressure, the glass beads being suspended in this high pressure water/air jet. Because of this high pressure water jet, each small bead is cushioned by the water when it hits the surface being cleaned. The result is that the vapour blasting process actually smooths and polishes the surface, unlike the dry blast process which tends to roughen a surface the more it is processed. Vapour blasting is the only process I know of which will reproduce the original bright, shiny finish as seen on new aluminium castings such as cylinder heads, blocks or gearbox casings. The surface literally shines just as it did when first manufactured. Unlike dry blasting, the surface will not mark easily and when it does become dirty it can be cleaned easily because of the 'closed' texture of the surface. This 'closed' surface texture also means that the component will be far less susceptible to corrosion. For this reason it has been found that alloy wheels, when vapour blasted and lacquered will resist corrosion far better than the original polished/lacquered surface.

If you take components to be vapour blasted, it does not matter, within reason, if they are oily and greasy because de-greasing and cleaning is carried out in one operation. In addition, rust inhibitors are added to the water so that steel items will not subsequently rust. This is not a permanent rust proofing process, but will give protection for one to two weeks – long enough at least to prime the parts. Vapour blasting is the most expensive of the five processes described because it is the most time consuming to perform and because the equipment costs around six times more than for other blast cleaning processes. Roughly, if an item were to cost say, £5.00 to have it dry bead blasted, then to have it vapour blasted instead would cost around £7.00.

Description of the five different types of blasting i.e., of necessity, generalized. As an example type (2). A very fine finish indeed can be obtained with this method if a fine grade of grit is used at low pressure. Indeed, car wings can be processed like this without distortion and with minimal surface damage.

Blast cleaning plays a very important part for anyone restoring an old car or indeed any piece of equipment. Indeed, clean, rust-free metal should form the basis for any good restoration project. Chemical rust proofing agents are not extremely reliable and play an important part in neutralising rust. I would certainly advocate their use in difficult areas where it is impossible or impracticable to blast clean. My own opinion, however, is that their use should be limited only to these areas. Other items which can be removed should be blast cleaned. There is nothing quite like painting a freshly blasted, rust-free component for renewing lost enthusiasm in a restoration project when the car is just one big box of bits.

Generally a specialist blast cleaning firm will be able to advise you on the most suitable process for your requirements, but make sure that they are in fact able to offer the various different types of process – obviously if they only have one type of process then they may well give a biased opinion. A firm, however, which has several processes to offer will be able to give good unbiased advice – some of your components may require fine grit blasting, some coarse grit blasting, and some vapour blasting. I have seen a set of early Rolls Royce wheels which were blasted using a very coarse grit. – They were fit only for the scrap yard. They only cost £2.00 a wheel to have blasted . . .



Tractions at Chantilly prior to the start.

IN 1934 CITROEN announced the Traction Avant, a front-wheel drive car with a pressed steel body with integral chassis – a revolution in motor engineering. To prove its reliability, an endurance run was made by Francois Lecot from Paris to Moscow and back. On the 17th July 1984, 126 Traction owners from all over Europe met to celebrate the Fiftieth Anniversary of the Traction Avant and the remarkable run, by once again driving 7,000 miles from Paris to Moscow and back.

The 1984 run was organised by members of the Dutch Traction Owners Club Will der Hek, Peter Wilders and other unnamed assistants.

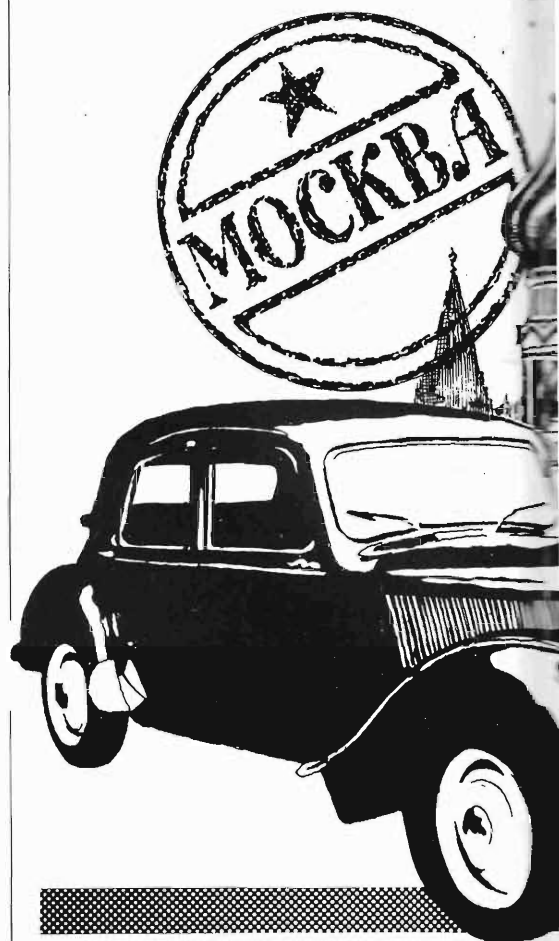
I was co-driver and navigator for Denis Ryland of Gloucester – his car is a black 1953 Slough Light Fifteen. Five other cars entered from the UK – John and Josie Waghorn with a French Commercial; Graham and Sue Brice in a Light Fifteen; Helmut, Pat and Fiona Schutz in a Light Fifteen; from Scotland, John Savelli and Donald Fraser in a 1934 Coupe; and Mrs Howie, Elena Howie and Jenny Cooper in a Light Fifteen.

We met in Newhaven on Saturday 14th July for the crossing to Dieppe, courtesy of Sealink. It was the weekend of the seamen's strike, so we were anxious to be on our way.

Our passports with the Polish visa were collected on the Wednesday and brought to Newhaven for us – we were to collect the Russian visas en route as they had not been returned to the organisers by the Russian Embassy in Holland; all this was rather worrying, as we were starting the event wondering if we would be able to enter Russia. However, all turned out well.

After a calm sea crossing, we had breakfast in a Dieppe cafe. It was a bright sunny morning, and those long straight French roads lay before us. John and Josie Waghorn were sailing to Calais Sunday morning and the Howies sailed on Monday. John Savelli and Donald Fraser headed for Paris where John's mother lives, so three cars made their way to Montjay la Tour east of Paris. We had great difficulty finding a campsite, and were eventually guided to it by a friendly resident – a good start to a 7,000 mile journey! Still, we would have maps and route books for the next part of our journey!

Cars from all over Europe were beginning to arrive, and we all started to become one group as 'Paris-Moscow-Paris' stickers were affixed to cars, and different-coloured Group Plates were bolted to the bumpers. Excitement grew as we had our final briefing on Monday evening. We were



PARIS > MOSCOW

by Derek

told the event would start at Chantilly, not the Place de la Concorde – this was a disappointment.

So the event began at Chantilly, and entered were all models of Tractions from a 1934 Coupe to a 1957 15 Six with hydraulic rear suspension. We were wished good luck by Jacqueline Citroen, daughter of Andre Citroen.

We took the autoroute to Brussels for the first night stop. A reception was held for the first hundred cars to reach Brussels in the Gold Square which is normally reserved for flower displays and coffee-drinking tourists – this time though, cars and car horns were not so tranquil. Unfortunately we were one-and-a-half hours late, so it was all over by the time we arrived!

Then it was to Amsterdam for the second night after a reception with the French and Russian ambassadors to the Netherlands, and the gift of a Traction in the shape of the three roses of Amsterdam. The roads were lined with thousands of people wishing us good luck, and the police escorted us through Holland giving us priority over other road users and traffic lights. We joined the autoroutes to Hamburg and spent the night at the racecourse, before rising at 3.45 am to catch the ferry over to the Island and Copenhagen.



The French and Russian ambassadors escorted by two BX diesels lead the convoy to Amsterdam.



SCOW > PARIS

Fisher

The campsite at Copenhagen was a reserve army barracks, and we were woken up at 0700 hrs by the camp commandant trumpeting reveille by one of the tents – this was our rest day! Time was spent servicing the cars and checking a petrol vapourising problem which had given us problems in Amsterdam, but we solved the problem. In the afternoon we had a line-up of cars on the waterfront with press and television, and John Savelli collected a bottle of Champagne for the oldest car entered.

Sunday 22nd July we were woken up at 0430 hrs by the army police siren as we had to catch the ferry for Sweden. The undulating Swedish roads lined with pine forests were a welcome change from the autoroutes of the four previous countries, and the sun was shining – prior to that, the days had been cold and windy with rain and very little sun. The night was spent at Jonkoping; again a police escort was given us into the old town to be met by crowds wishing us well. We were kindly presented with a medallion by the preservation trust to mark our visit to their town.

At this time a Swiss entrant was losing water from the engine – closer inspection revealed a cracked block, and a temporary liquid-metal repair was made, hoping the car would make Stockholm the following

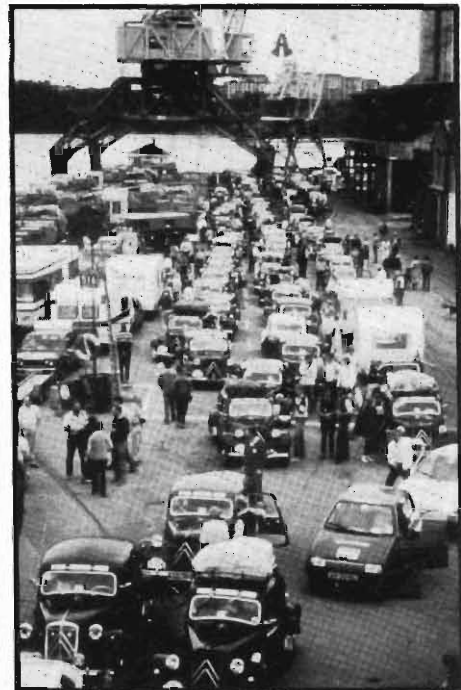
day when we had a rest day due, and the engine could be changed.

The drive to Stockholm was 154 miles on roads in top-class condition, passing through forests and small areas of cultivated land with timber buildings painted mustard-yellow and terracotta. When arriving at Stockholm, we were met by police motorcyclists and guided to our camping place, which was a sand-covered hockey pitch – and as we were bringing the rain with us, there were soon large areas of soft sand. The following rest day was spent changing the oils and servicing the car at a friendly service station. The local Citroen Training School workshop was opened to the service crews, who changed two engines and made various other repairs.

The night of July 24th we had a ferry crossing of eight hours from Stockholm to Turku, followed by a 133 mile drive to Helsinki where a French entrant lost synchromesh on second gear; he changed the gearbox overnight before entering Russia the next day.

The day came to enter the USSR. After filling in customs forms and checking visas which had been given to us in Amsterdam, we all left in small groups for the 266 miles to Leningrad. As we neared the border the road became bleaker and the area less populated; at the border we were wished good luck by the Finnish customs, and were told not to take photographs for the next thirty kilometres. We were watched part of that journey by border guards in towers, and from one-man pillboxes. The Russian customs were soon through, after emptying the car and thoroughly searching inside and underneath. We were given petrol tokens for 63 octane petrol which is regular there.

The road to Leningrad was poor compared to British roads, with chippings the size of golf balls – it was a slow journey with a police escort. On the poor road through undulating country, the slow pace and surface noise made one very sleepy; and unfortunately one driver did nod off, leaving the road and being stopped side-on



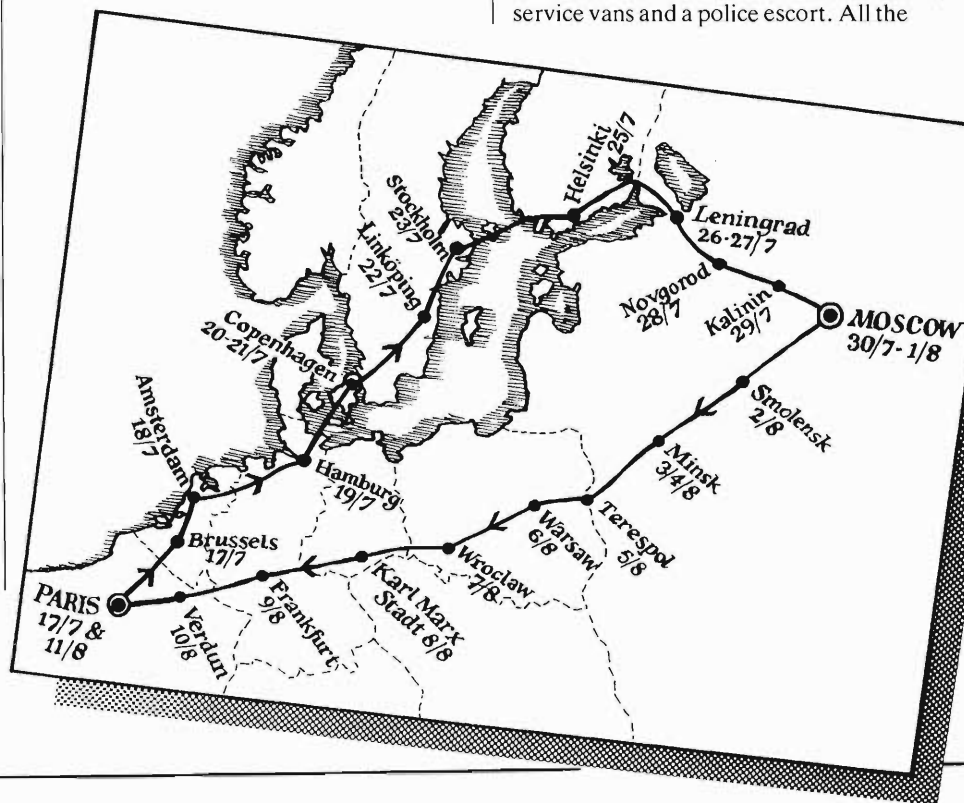
Boarding a ferry at Stockholm for Turku, Finland.

by a tree! Luckily, no-one was hurt, and the car was trailered to Leningrad and repaired the following day, when the rest of us had our guided tour of Leningrad. We also had a meeting with the Leningrad car club; it was interesting to see their cars and just how they keep them on the roads – by ingenuity!

The road to Novgorod, Kalinin and Moscow changed little from previous days, passing through forest or areas of cultivated land, and the roads were still in poor condition with no warning of roadworks on the carriageway or trenches at the edge of the road. At the side of the road there was a stopping lane of sandy earth, so when it rained (which was often on our journey) the road was awash with muddy water.

In the towns there were tramlines to contend with where the traffic practically stopped before negotiating them at an angle rarely straight-on.

We entered Moscow in a line of 126 cars, service vans and a police escort. All the





On the road between Kalinin and Moscow.



Entering Moscow.

traffic was stopped, and what was noticeable was that no-one took that much notice or gave any response to what was happening – a strange feeling after the previous countries' enthusiasm or curiosity.

The day following was spent in Moscow on a tour, or you could drive in on your own. In the evening we went to a folk dancing display given by the Ukrainian Dance Company – a truly memorable evening. We had two days in Moscow, and spent some time on the car as we still had a long way to go, being now just over half-way.

Whilst in Moscow we spent an interesting two hours with some members of the Moscow Car Club, closely supervised by the police.

The purchase of 92 or 95 octane petrol was still causing some problems at times, filling stations running out when invaded by twenty-five or more cars at a time, causing panic among the attendants. Petrol had to be paid for in Russian roubles, English pounds or tokens. The latter had to be paid for with hard currency (English, American or West German) – what's more, different states had different policies, so you can imagine the confusion!

From Moscow we headed for Poland, our first day being 200 miles to Smolensk then to Minsk (426 miles from Moscow). The following day we had to ourselves. Three cars had problems – one Light Fifteen had burnt-out pistons, on a 15 six-cylinder car the hydraulic regulator mounting had broken, and another Light Fifteen had a tooth off the differential. All three were repaired, and other cars were serviced.

The police escorted us to the Polish border at Brest; this was 240 miles on a concrete dual-carriageway. We took up both lanes heading west, 126 cars in two lanes, other traffic had to wait. Where else could you stop and block both lanes of a motorway while some got petrol and others just enjoyed the sun for half an hour?

The police had closely escorted and supervised us on our journey through Russia. At every road junction, forest track and path in the 1500 miles throughout Russia they had a policeman stopping other traffic from joining the road until all the cars had passed.

The food served throughout Russia left a lot to be desired – rarely served hot, and sometimes you were not quite sure what it was!

On the Polish border the cars were emptied and checked; the inspection pit at this customs post removed our and several others' exhaust tailpipes as cars drove off over a dip in the road.

It was more relaxing driving in Poland without the police and manned road junctions. After a long day, as we had to put our watches back two hours at the Polish border, we all enjoyed a party at Terespol, relaxing for the last six days of our journey.

We had night stops at Warsaw and Wroclaw. We had a four-and-a-half hour wait at the East German border and it was still raining; a further 262 miles' drive to

Karl Marx Stadt made it near midnight before we arrived. We had booked a meal, and although it was a half-hour walk along a wooded track, it was well worth it! We rose at 0630 hrs to another wet and misty morning.

The previous day had taken its toll on the 1934 Coupe belonging to John Savelli and it was being trailered until spares were available. Two other cars were trailered out of East Germany.

We took the E36 autobahn from Karl Marx Stadt – it is mainly constructed out of cobblestones, and was in poor condition with many of the bridges and one of the carriageways closed, and two-way traffic in the other lane. Surprisingly though, some entrants were booked for speeding, with on-the-spot fines to be paid in hard currency, or you were not allowed out at the border!

We passed into West Germany with no immediate problems, advancing forty years in time to a twentieth-century autobahn with facilities to match, and a vast collection of cars in assorted colours.

On our penultimate day we headed for Verdun in France, 219 miles on the A6 autoroute to the border. We had lunch at St Avold, and a presentation by the Mayor and a Certificate of Merit on our near-completion of our 7,000 mile journey.

At Verdun we learnt that two of the cars trailered out of East Germany would not make the finish in Paris; one had big ends gone and the other had flywheel problems, a great disappointment for them after being so near – but time was against their repair. The 1934 Coupe, however, was fitted with a new gearbox by John and two other helpers; they made the finish on traditional French roads 210 miles to the Place de la Concorde in Paris – as did 123 others (only two short of the starting number).

Champagne corks popped as groups celebrated the completion of a journey of a lifetime and two years' organisation by Will der Hek and Peter Wilders in bringing together fifteen nations for a journey through ten countries.

The police guided us through Paris to horns sounding the final farewell to friends at Chantilly, where it had all started twenty-five days previously.

Fifty years on, the Citroen Traction Avant can still be counted a reliable car.



Finish at the Place de la Concorde, Paris.

It just needs its brakes seeing to'

In the spring of 1977 I completed the renovation of a '54 Paris-built Normale. It had taken me, on and off, three years. But I was delighted to be gliding about in my supercar. She was a true country girl – sturdy and reliable, attractive and unsophisticated. Because of her I had met many people who made ownership such fun.

So it was with the laid-back confidence of one-who-has-done-it that I argued the toss with the owner of a *légère* in the automart at Beaulieu the next year. "It only needs its brakes seeing to to get it mobile," he said, "though one or two other things will have to be done fairly soon". Sure enough he demonstrated the engine running. It was comparatively tidy inside, and the bodywork showed no serious rust. I did express concern about the thick paint, clearly enamel laid on with a brush. "Done recently to protect the body while the car lay idle", I was assured.

Ah well, it did have the tasty Gregoire Suspension adaptation on the rear axle, I did want a second traction (I had dreams of owning each model type in those days), at £700 it was within my price range and, after all, it only needed its brakes seeing to.

In the spring of '79 I began work. I dismantled each brake drum in turn, cleaning and renewing where possible, the slave cylinders getting special attention. So far so good. Then followed the master cylinder. On a '39 *légère* this is located between the engine and chassis horn and it

took a deal of getting out (me being more used to the space available on a big fifteen). It quickly became obvious that the steel brakepipes around the engine bay needed renewing so I decided to remove the engine and gearbox. That way, I thought, I could also do minor work such as cleaning on them. The result was to reveal serious corrosion around both the engine and steering rack mounting points. So I had to remove the suspension cradle. More rust and signs of bodging became clear. Since lots of welding was going to be necessary anyway, I decided to complete the horrible picture there and then. Wire brushing revealed both sills like lace, the rear wheel arches more holes than metal, the boot lid and rear skirt severely weakened and the rear axle mounting points needing renewal.

Evidently the thick paint was not so much to keep the body in good condition, but to disguise that it was already in a bad condition. In the end I gave the whole lot to Andy Fenwick and said Fixit. Which he did.

However I kept the mechanicals and began work on them. Any idea of a simple clean-up disappeared when a cracked block was diagnosed. I obtained a replacement block, stripped the internals from the old one, had the necessary white metalling done, and will one day build up an as new

engine. The gearbox seemed to be OK. I can only assume the seller made a mistake there but since the car has yet to be driven I will not know for a while.

The interior I can hardly complain about since I could see what I was buying there. However both of the sprung-type front seats were cracked at the front bend so had to be stripped and welded. Once they were recovered it seemed sensible to do the back seats as well. The wooden frame for both parts needed renewing but the pocket springs were in excellent condition. The original Bedford Cord cloth finish remained, though faded and Gauloise-stained. This had been covered with a plastic material in a fine check like the tablecloths that used to be used in the cheaper cafes. There seemed no point in messing about – redo the entire interior. The door panelling fell apart in my hands but was no problem to reconstruct and copy.

It has occurred to me that the seller stitched me up!

The situation now is that I have a sort of super jigsaw puzzle. A major effort at assembly would, I fancy, achieve a going car but I cannot see the necessary month coming available in the near future. So I rather expect that that she will continue to sit on her four axle-stands in the lock-up, surrounded by spares for another year at least, while the jobs get done one by one.

Then she'll just need her brakes seeing to again to get her mobile!

Alec Bilney

Beheaded! Seen at the Arch recently, this heavily-customised Light 15 was imported from Marbella, Spain in September by Terry Vidler. Cut down from a 1948 Slough RHD saloon, the car bears the chassis number 129831. There is an additional Spanish plate on the bulkhead bearing the inscription 'D FRANCISCO BOYER & MAS Motor No. A3-03349'. The body is in two-tone maroon and silver, with a retrimmed interior of black PVC.



TRACTION ARRIERE

This article first appeared in 1923, in 'The Light Car & Cyclecar'

IN BRIEF.
Price £195.—**Tax** £8.
ENGINE : Four - cylinder water cooled 55 mm. by 90 mm., 855 c.c. R.B. magneto, Splex carburetter.
TRANSMISSION : Plate clutch, 3 speed gearbox and enclosed drive to differential.
EQUIPMENT includes 5 lamps, electric starting and horn, spare wheel, hood cover, and full kit of tools.

Excellent Road Performance of a David Amongst the Goliaths of the Automobile World.



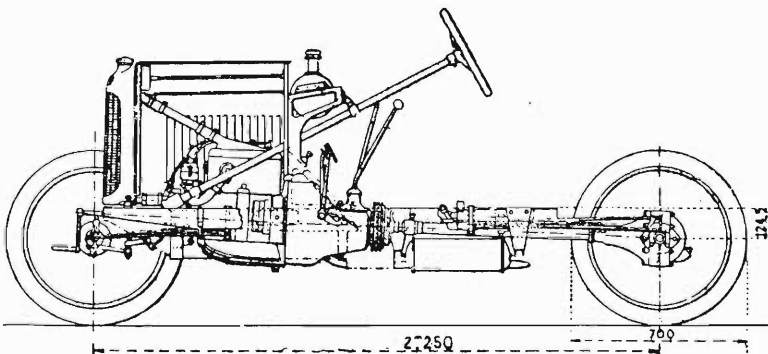
ON THE ROAD —

The upper photograph shows the 7.5 Citroën rounding the hair-pin near the summit of Ashford hill in the Peak district. Below, a snap on the St. Albans Road which shows the graceful lines of the car and the ample accommodation provided for two passengers.

WHEN the 7.5 h.p. Citroën was introduced over two years ago, the writer must plead guilty to expressing scepticism as to the abilities of an engine with such a small cubic capacity, i.e., 855 c.c., to haul with satisfaction two adults and luggage, together with a well-made chassis, comfortable touring body, and all the appurtenances thereof over give-and-take roads.

An earlier test undertaken by a member of the staff of this journal entirely dispelled such ideas, whilst a more recent run on a model boasting of detail refinement, and, what is even more important, the

The specification, with the exception, as already stated, of magneto ignition, remains practically identical with the earlier models, and comprises a four-cylinder water-cooled engine cast en bloc, with 55 mm. by 90 mm. cylinders.



AN INTERESTING CHASSIS.

This scale drawing conveys an excellent idea of the lay-out and should be compared with the sketch on the next page, which reveals how the magneto has been fitted in place of the coil ignition unit shown above.

An "Eleven" in Miniature.

The engine, single dry-plate clutch, and three-speed gearbox with central control, are in one unit, the final drive being by enclosed propeller shaft, the well-known Citroën Chevron gears, and differential.

The wheels are of the Michelin detachable type, shod with 700 mm. by 80 mm. Michelin tyres; suspension is by quarter-elliptics all round, steering is of the worm and sector irreversible pattern, whilst the foot brake operates on the transmission and the hand brake on the rear wheels. The car is equipped with dynamo lighting and electric starter, electric horn, R.B. magneto, and horizontal type Solex carburetter.

substitution of magneto for coil ignition, has shown up this diminutive car in an even more favourable light, particularly as what may be termed more than usually severe touring country, taking as a standard the route of the London-Manchester trial, was traversed.

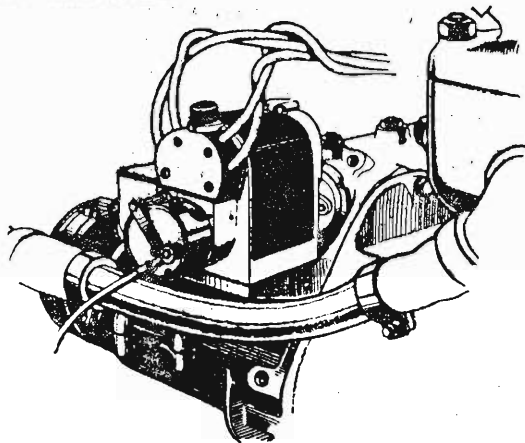
One of the most astonishing features of the 7 h.p. Citroën is that in road performance, "handling," and general appearance, it is very similar to its larger brother, the 11.4 h.p. model. More particularly does this apply to the sound when running, the all-out speed—about 45 m.p.h.—and the peculiar

THE 7.5 CITRÖEN ON TEST (contd.).

capability for hanging on to top gear on even the longest and most tiring gradients; in fact, one might very easily deceive oneself into believing that one was handling the larger car.

No better tribute could be paid to its pulling powers than to make such a statement, when it is borne in mind that the engine capacity of one is 855 c.c., with a total weight (unladen) of 10½ cwt., whilst the engine capacity of the other is 1,453 c.c., with a total weight (unladen, four-seater) of 17 cwt.

When one gets down to rock-bottom, however, it becomes evident that it is a question solely of power-weight ratio and that the manufacturers have arrived at the most satisfactory combination by very careful calculation.



The mounting of the magneto is effected by an extension bracket on the side of the timing case. Note the position of the generator on the forward end of the same casing.

To say definitely that the magneto is an improvement over the coil ignition previously fitted is possibly stretching a point, but we have no hesitation in asserting that, with the former type of ignition the car is handier.

The magneto is more foolproof, if such an advantage may be offered without implying anything of a derogatory nature to coil ignition, and is, therefore, more suited to the every-day use of the average owner-driver.

We have yet to discover any Citroën which did not give way within a few seconds to the gentle persuasion of the electric starter, even from dead cold, and the 7 h.p. model is exemplary in this respect. The gearbox—a replica on a slightly smaller scale of the larger box—is childishly easy to handle, the steering is good, and the brakes, particularly that operated by the foot on the transmission, are powerful to a degree, which imbues one with the utmost confidence either in traffic or when very hilly country has to be covered.

A Good Hill-climber.

The transmission brake on the particular model which we tested required very careful treatment, the lightest pressure of the toe alone serving to produce a velvety action, whilst, if the foot were pressed down hard on the pedal, the resulting deceleration can only be described as fierce.

On main-road hills the car is essentially a top-gear performer. As an instance, the steep rises leading out of several villages between St. Albans and Stony Stratford, not to mention the long drags encountered between them, were negotiated easily on top; in fact, only one change of gear was necessary on account of gradient until reaching the first

B38

test hill—Ashford—included in the London-Manchester.

High-powered cars might struggle over this—at any rate, until the final hair-pin—on second gear, but it can safely be said that the average car must perforce come down to first. The Citroën was not sufficiently powerful to achieve the more meritorious performance, but it went up on its lowest gear, with an ample margin of power, and was restarted successfully on the worst portion of the gradient.

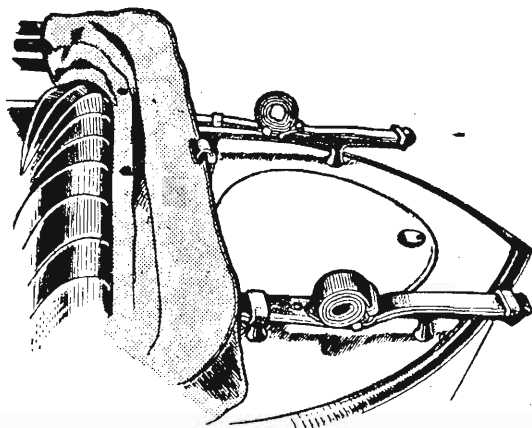
In view of the fact that such a small power unit is fitted, it is not surprising that a petrol consumption as low as 45 m.p.g. can be obtained, with a correspondingly good consumption of oil, but these points are well worth bearing in mind by those with an eye to economical motoring.

The Long-stroke "Punch."

A fact which may at first be overlooked in the engine is the relation between the bore and stroke dimensions, the latter being particularly long and accounting, no doubt, in a large measure for the undoubted "punch" of which the power unit boasts. That the small bore has a corresponding effect on the annual tax is also a point worth bearing in mind.

We have two criticisms to offer: The first centres in the shape of the seat squab, which is rounded slightly to fit the back of each passenger, and, therefore, makes it rather difficult to carry a child, for whom, otherwise, there is ample room.

The second centres in the fact that, when cornering at speed, the back of the car is inclined to dither. Perhaps it would be fairer to say that, for such an extremely lightweight vehicle, it corners remarkably well, but we think that an improvement out of all proportion to the expense involved would be effected were shock absorbers fitted, and we understand that the manufacturers are favourably considering a suggestion to this end which we have made to them direct.



Luggage carriers, to which two suit cases can comfortably be strapped, leave the locker free for tools, spares, and oddments. There is still room in the locker for spare petrol and oil.

Throughout our run of over 400 miles we had no occasion to open the toolkit. The locker at the rear, as a happy photograph in a previous issue showed, is much larger than anticipated, whilst a refinement is the fitting of luggage-carrying brackets and straps. No water at all was added to the radiator over the whole distance, and a pint of oil sufficed to replenish the sump.

The price of the two-seater model is £195, coupé £245. The car is handled by Gaston, Ltd., the Sales and Service Department being at Larden Road, Acton Vale, London, W. 3; the showrooms at 60, Piccadilly, London, W. 1.

Events



The NIGHTJAR RUN

THE NORTH HAMPSHIRE Austin Enthusiasts Group hold a treasure hunt annually. It's called the Nightjar Run, and bears little resemblance to the nice sunny afternoon events most people relate to. It's held in November at night time – and most sado-masochists find it great fun.

It was hoped that we could enter a team of four Tractions, but Bernie sold his, and Allan and Alex couldn't make it, which left only my Big 15 to represent the marque. Bernie entered his Cavalier crewed by Steve and Francis.

We arrived at the start in good time to find a collection of wierdly-dressed people and a wide-ranging variety of cars. Most competitors had entered in previous years and knew what to expect. We didn't!

We received our instructions and set out, easily overtaking an Austin Seven on the first straight.

Dave and Jane did a first-class job of map reading. Now, a six-figure map reference represents the southeast corner of a 100x100 metre square. The map references given on the run were sometimes 1/2 and 1/4s as well, so you could navigate down to an area of 25x25 metres. Somewhere within his area was the marker – and somewhere within a 25 metre radius was the clue you were looking for.

This all sounds easy until you arrive at the map reference. The only area not fully overgrown with bracken and brambles is bog. You find, after fifteen minutes' frantic searching that Dave's torch is expiring and Jane had the map upside-down and you have all been searching the wrong area. Ten minutes later you stumble over the marker – jubilation lasts only moments, Jane's torch is dying and we still haven't found the clue. (The man who described a torch as a tubular container for storing dead batteries prior to

their disposal had done the Nightjar Run before!)

Ten minutes later I call off the unsuccessful search – there are eleven more clues to find and we are far behind schedule. We met up with Bernie, Steve and Francis a few times during the evening.

At one checkpoint we were given the clues by a marshal and set out to find the code board. After about a mile of alternately walking and running, we spotted torches down to the left of us. We checked our instructions – we definitely had to go right. We went right, found the clue, and headed the mile-and-a-half at a brisk trot to the marshal, chuckling at the poor idiots who were looking in the wrong place! By this time we were rather breathless and looking forward to a nice restful drive – no such luck. We were directed to another marshal who gave us further instructions: you guessed it – after about a mile turn left to where the poor idiots were looking in the right place!

We finished, we didn't win, the car battery packed up and we had to push-start (in public – most embarrassing!) I left the engine running at one checkpoint and it boiled, we almost stuck during three-point turns in narrow, muddy country lane (no reversing lights) – but all in all it was bloody good fun, and we will be back again this year.

Some lasting memories: a trio of vintage sports cars – Vauxhall 30/98, Alvis frontwheel drive sports 1928, and a Lagonda at full chat in convoy; huge headlights, flying helmets and goggles, roofs down; Austin Sevens going where Fords fear to tread; being informed of a Traction which hasn't been on the road for years being stored at (.) – believed to be the missing V8 Roadster prototype.

M.W.

Books



Le Grand Livre de la Traction Avant by Olivier de Serres. Editions EPA, Paris. 400pp, 255mmx210mm, in French. £25.95.

Quite simply, this must be the most comprehensive book there is on Tractions. Beautifully produced and lavishly illustrated, it at the same time packs in a density of facts and information that makes it far more than an elegant coffee-table volume. Even if your French is as hesitant as mine, it's still well worth stumbling through the text with dictionary at hand – every conceivable aspect of the car is

covered, from mechanical history to the ephemeral anecdote (and even our own Sid Troon makes an appearance. More of a tome than a book, it's a must and well worth gulping and paying the price (especially if you got nothing but book tokens for Christmas).

Les Fabuleuses Tractions by Fabien Sabates. Editions EPA, Paris. 64pp, 285mmx220mm, in French. £4.95.

More of a hardback magazine than a book, this publication probably won't tell the dedicated Tractioniste much that he/she doesn't already know. But it's mainly pictures assembled as a potted history anyway, and at the price is very good value. I particularly liked the two examples of original Citroën posters reproduced as full double-page spreads – the early Traction publicity material deserves to be shown larger than it usually is. Some of the photographs used also appear in the Olivier de Serres' book – it's instructive (if totally unfair, bearing in mind the respective prices) to compare the standards of colour reproduction. Verdict: an inexpensive and entertaining addition to the library – particularly if you only had one book token for Christmas.

More of a book than a magazine, **L'Auto Classique** is an extravagantly-produced and, costly French quarterly. In French only, it boasts a high standard of photography and printing. The March 1984 issue (still available if you hunt around at the specialist shops) featured an article commemorating the anniversary of the Traction by Olivier de Serres, accompanied by a selection of evocative colour photos. Once again, some of these are duplicates of those in 'Le Grand Livre'. The same issue also features, among others, an article on the Bugatti Royale – funny how vulgar it looks compared to all those elegant Tractions!

S.W.

Rates and conditions of advertising:

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

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

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

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

Terms of acceptance

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

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

All advertisements should be submitted to the Editor.

Diary Dates

Motor 100 May 25, 26, 27.

The celebration of one hundred years of the motor car at Silverstone. The TOC will be joining the CCC and 2CVGB at Motor 100. The annual dinner will be held on the Saturday night and camping and hotel facilities will be available.

Annual Dinner

Saturday May 25, in Buckingham. Details in next issue.

Rileys at Lacock in May.

A superb day's outing for all pre-war cars. Driving tests in a beautiful setting. Cars ranging from a 1904 Benz Grand Prix car to Austin Sevens compete. If you have a pre-war Traction or RWD Citroen and would like to enter let me know. Postwar Tractions are also welcome as spectators or marshals. A lovely day out for the family. Contact Mike Wheals.

TOC Annual Rally 28, 29, 30 June.

The TOC Annual Rally will be held at the Southern Leisure Centre, Chichester, West Sussex. Excellent facilities on the site for camping and caravanning with first-class hotels and motels nearby. A wide range of interest-places to visit in the area. A full programme is being planned for this event for all members of the family, so note it in your diaries now!

Central Southern Camping Weekend.

August Bank Holiday weekend. Further details later.

Central Southern Section Sunday Socials.

Third Sunday each month until further notice, at the 'Phoenix', Hartley Whitney, 12 noon.

Midlands Section/CCC Rally. 14th-15th September.

Camping weekend at Stratford-on-Avon Racecourse inner enclosure ('83 Rally area).

Please!

More section news, plans, events and dates needed for next issue.

NORTHERN SECTION MEETINGS

1st Tuesday of each month:

9.00 p.m. at the Shoulder of Mutton, Thwaites, Keighley.

3rd Saturday of each month:

12.00 a.m. at the Black Swan, Thornton Road, Bradford.

For further details and directions contact:-

John Howard.

Telephone: Bradford 309093

LONDON SECTION MEETINGS

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

29th January, 1985

The Anchor, Bankside, Southwark, SE1.

26th February

Jack Straws Castle, North End Way, Hampstead.

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month:

at the Swan, Whittington, Worcester. 200 yards off Junction 7. M5.

January 16th

The Raven, Claines, Worcester, on A38, 3 miles north of Worcester city centre.

February 20th

The Fox and Hounds, Bredon, nr. Tewkesbury.

March 20th

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

April 17th

The Road Maker, Gorsley, nr. Newent.

May 15th

The Fleece, Bretforton, nr. Evesham.

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

Classified

For Sale

Slough built Light 15, big boot model, totally original, very low mileage of only 34,000 miles. Very good condition and sound throughout, but a few minor items needing attention. Sensible offers. A G Luthman, 26 Brockhill Road, Hythe, Kent CT21 4AE.



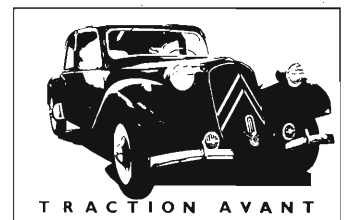
CITROËN B14G 1928

Immaculate condition, featured in Automobile Quarterly. Imported from Spain in 1974 by present owner, totally restored to original specification. Full history since new. A reliable delightful vintage saloon.

£4250 ovno Tongham, Nr Aldershot, Hants. Tel: (0252) 24647.

For Sale

1953 Light 15. Big boot model, excellent condition. Grey, 70,000 genuine miles. Owned since 1963. View or write M F Shenton, 95 The Crescent, Stockport, Cheshire SK3 85L.



For Sale

Traction poster: a high-quality full colour airbrushed illustration printed on glossy art paper (23 1/2 x 16 1/2 inches). Price £2.25 plus 25p post and packaging. Cheques or postal orders should be made payable to Lee Thomas and sent to 132 The Fairway, North Wembley, Middlesex HA0 3TQ.

For Sale

Citroen GS van 1975. No MOT - sell in one piece or will break for spares. Offers, phone Philippe Allison, 0252 878362.

For Sale

Ten 165 x 400 new Michelin X tyres. £50 each plus VAT. Phone P Cotterell, Downham Market (Norfolk) 382115.

For Sale

Traction parts from dismantled 1954 Slough Light 15; too numerous to mention. Please send SAE for list and prices to: Lee Thomas, 132 The Fairway, North Wembley, Middlesex.

Wanted

Complete manual and parts book for Citroen Light 15. Phone Bruno Guastalia 0865 56558 daytime.

Wanted

Big 15 grille. Big 15 front seats in red leather. P Simper, 215 Whitton Road, Twickenham, Middlesex TW2 7QZ.



6th ICCCR

FOUND at KNEBWORTH

- 1 CAMERA
- 1 CHILD'S JACKET
- 1 WATCH

Anyone who has lost the above items, please write to: Allan Sibley, 174c St. Ann's Road, Tottenham, London, N15 5RP, with description and sufficient postage so that these items can be returned.

Tool & Manual Hire Service:

Front end tools for hire from Syd Griffiths at Club Shop. Deposit and hire charges as follows:

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

Top ball breaker
Deposit: £10 Hire: £1.00

Bottom ball breaker
Deposit: £20 Hire: £2.00

Inner bearing nut spanner
Deposit: £5 Hire: 50p

Hires are for nominal periods of 7 days, although earlier return would be appreciated.

Deposits are refundable only on SAFE return: any damage to tools will be deducted from deposits. You fetch and return please. Prior booking ensures availability.

Workshop Manuals Hire Service

We have a full range of Traction Manuals for loan. Please send details of your car, together with a deposit cheque for £25 and separate postal order for £2.25 for postage. (Please enclose a SAE for return of your deposit).

CLUB SHOP PRICE LIST

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

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

Posters

Les Tractions £2.00
Traction Avant £1.25

T-Shirts

'Amaze Your Friends - drive Traction Avant' (white, blue, yellow or red) £2.50 each

Metal Car Badge

Blue/white - chrome finish £7.50 each

Button Badges

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

Enamel Brooches

1 1/2" long by 3/4" Light Fifteen (sm. boot pre-war). Enamel with chrome

finish dished wheels in three colours. Black (of course), Red and Green. £2.00 each
Set of the three colours £5.00

Place your orders with Syd Griffiths, 24 Hayday Road, Canning Town, London E16 4AZ.

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.

