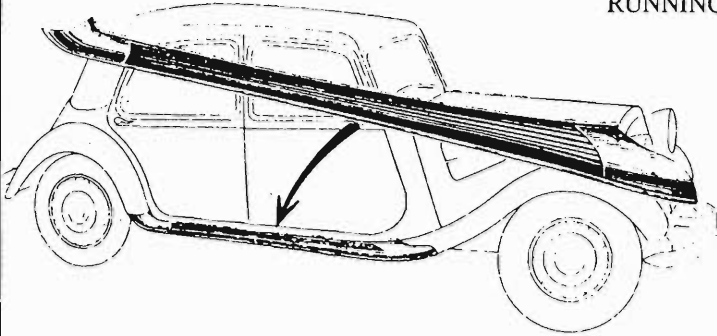


FOOTNOTE

One of the comments that the person-in-the-street always seems to be making is "those old Citroens used to have running boards, didn't they?" Well, we all know they didn't; but, as this period advertisement shows, they were available as accessories. Don't expect the Club Spares to have any in stock, though.

MARCHEPIEDS

RUNNING BOARDS



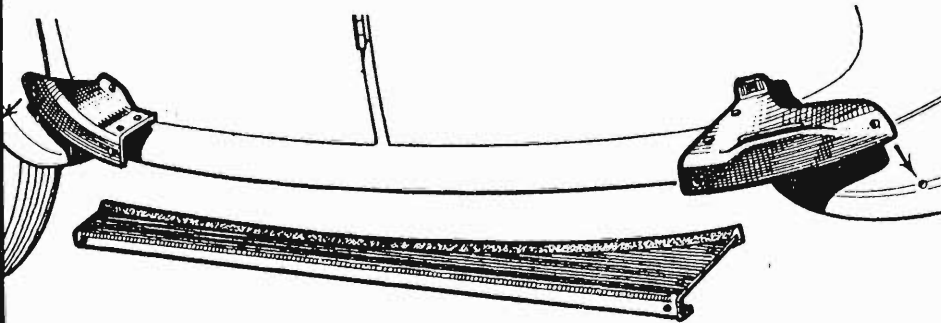
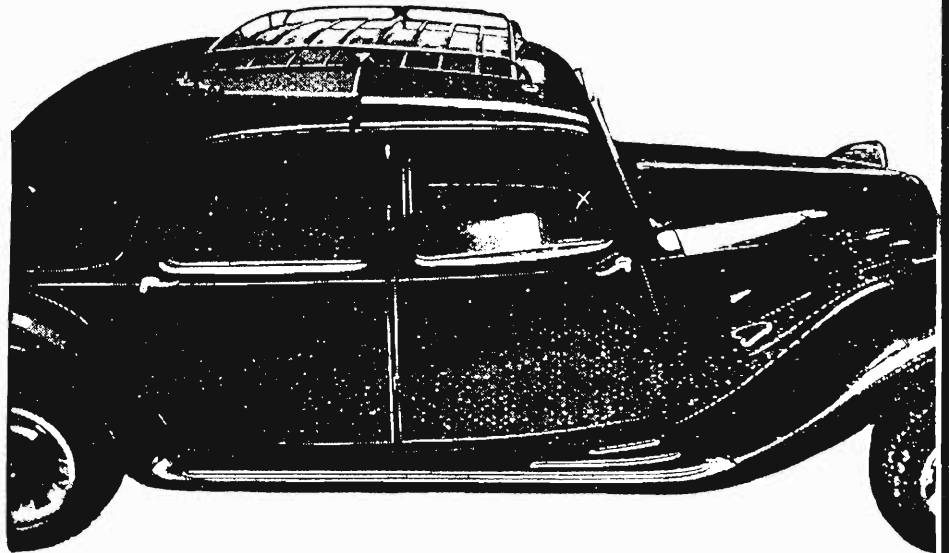
C. A. P.

Rubber-covered with heavily chrome plated brass end trims.

Please state whether
Light 12 or 15 - Big 15 - Familiale -
Roadster - before 1st Jan 1938
or Pilote type 1938-39

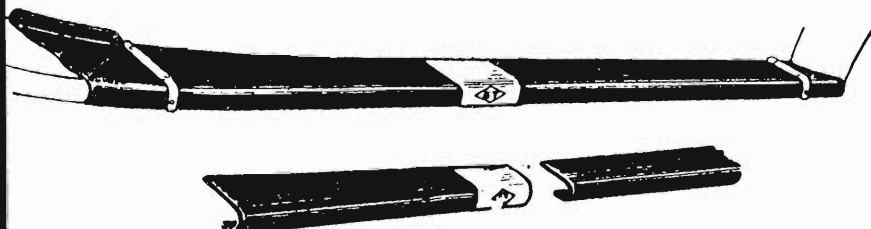
O. L. D.

Black enamelled with polished aluminium with rubber inserts.
Extra charge for different colours.
Please state model when ordering.



SPEED

With aluminium wing trims.



" E. T "

Completely Rubber covered,
fully adjustable to ensure a perfect fit.

This type is only suitable for
cars equipped with Pilote wheels.

Chairman
Roger, Dyer,
Hill Top, Tuckey Grove,
Send Marsh,
Woking, Surrey.

Treasurer
David Shepherd,
23 Longford Road,
Bognor Regis, Sussex.

Social Secretary
Mike Wheals,
The Round House,
113 London Road,
Whitchurch, Hampshire.

Membership Secretary
Steve Reed,
1 Terwick Cottage,
Rogate,
Near Petersfield,
Hampshire.

Club Spares
Peter Simper,
Alec Bilney,
215 Whitton Road,
Twickenham,
Middx TW2 7QZ.
(orders by post only)

Standing Committee
Philippe Allison,
Alec Bilney,
Rodney Burn,
John Gillard,
Tony Hodgekiss,
Steve Reed,
Graham Sage,
David Shepherd,
Peter Simper,
Bob Wade,
Sam Wells.

Club Shop
Laurie Turnbull,
21 Ravenswood Road,
Balham,
London SW12 9PN

Spares Technical Adviser
Graham Sage,
13 Senacre Lane,
Sutton Road,
Maidstone, Kent.

Eastern Area Contact
Tom and Rosie Evans,
West Cottage, Rectory Lane,
Mulbarton, Norwich

Northern Area Contact
John Howard,
4 Stainbeck Walk,
Leeds, Yorkshire.

West Midlands Area Contact
Simon Saint,
Snigs End, Danes Green,
Clains, Worcester.

Central Southern Area Contact
Mike Wheals,
The Round House,
113 London Road,
Whitchurch, Hampshire.

Typesetting and Printing
Peter Stenner,
Bailes Fastprint,
84 Claypath, Durham City.

Editor
Bob Wade,
29 Goodwood Close,
Midhurst, West Sussex.

Design
Sam Wells,
50a North Worple Way,
London SW14 8PZ.

Honorary Life Member
Fred Annells.

Floating Power

Volume II, Number Two

May, Nineteen Hundred and Eighty Six

THE USUAL cliché is, I think, 'unaccustomed as I am'. Editor Bob Wade is, at present, so heavily involved with matters concerning his work that he's had to vacate the editorial throne for this issue, so rather than leave members to be confronted by a vacant space on page three I felt bound to pen a few words myself.

The main event looming large upon the horizon is of course the Tenth Anniversary Rally 'In Search of England'. Elsewhere in this issue, Mike Wheals brings us up-to-date on the latest developments, but it is worth re-emphasising here that if you do intend to attend this event at any point at all, you should get in touch with Mike and make your 'reservation' now – even if you're not sure exactly at what point you're going to join in. This will ensure you get all the necessary information, not to mention the rally plaque, allocated for you – and it also means that the various organisers have an easier job of making the event a truly memorable one.

We're always pleased, at this time of year, to be able to welcome a number of new members to the TOC – and with this in mind, I'd like to say on the Editor's behalf that we'd welcome any articles or letters from new members (and 'old' ones, for that matter) on the subject of our favourite car. Any club magazine has to rely largely on response and involvement from members, and to put it bluntly – if ambiguously – we can't get enough of it!

Don't forget, too, the various pub and social section meetings – which get increasingly pleasant during the hopefully – warmer summer months. Apart from anything else, it's always comforting to be able to discuss the foibles of one's own Traction only to find out that other members have equally disastrous troubles.

Next issue, we look forward to welcoming Bob Wade back into the editor's seat – meanwhile, on his behalf, happy tractioning.

Sam Wells

COUNTING DRAGONS AMONGST THE FALCONS

Sam Wells spends a day with the Riley Register

A FEW SATURDAYS ago, I was in the middle of stripping the old paint off one of our Traction's inside window surrounds, when John Gillard phoned up. Most phone calls which come when I'm in the middle of something messy and unintermittible seem to be either frivolous, doom-laden or merely irritating; however, this time it was an invitation. Apparently, the Riley Register, having organised a Central London treasure hunt, had found themselves without a venue for the grand finale of the event — whereupon the Arch premises were put forward as a solution. In a spirit of reciprocal amity, the Riley Register

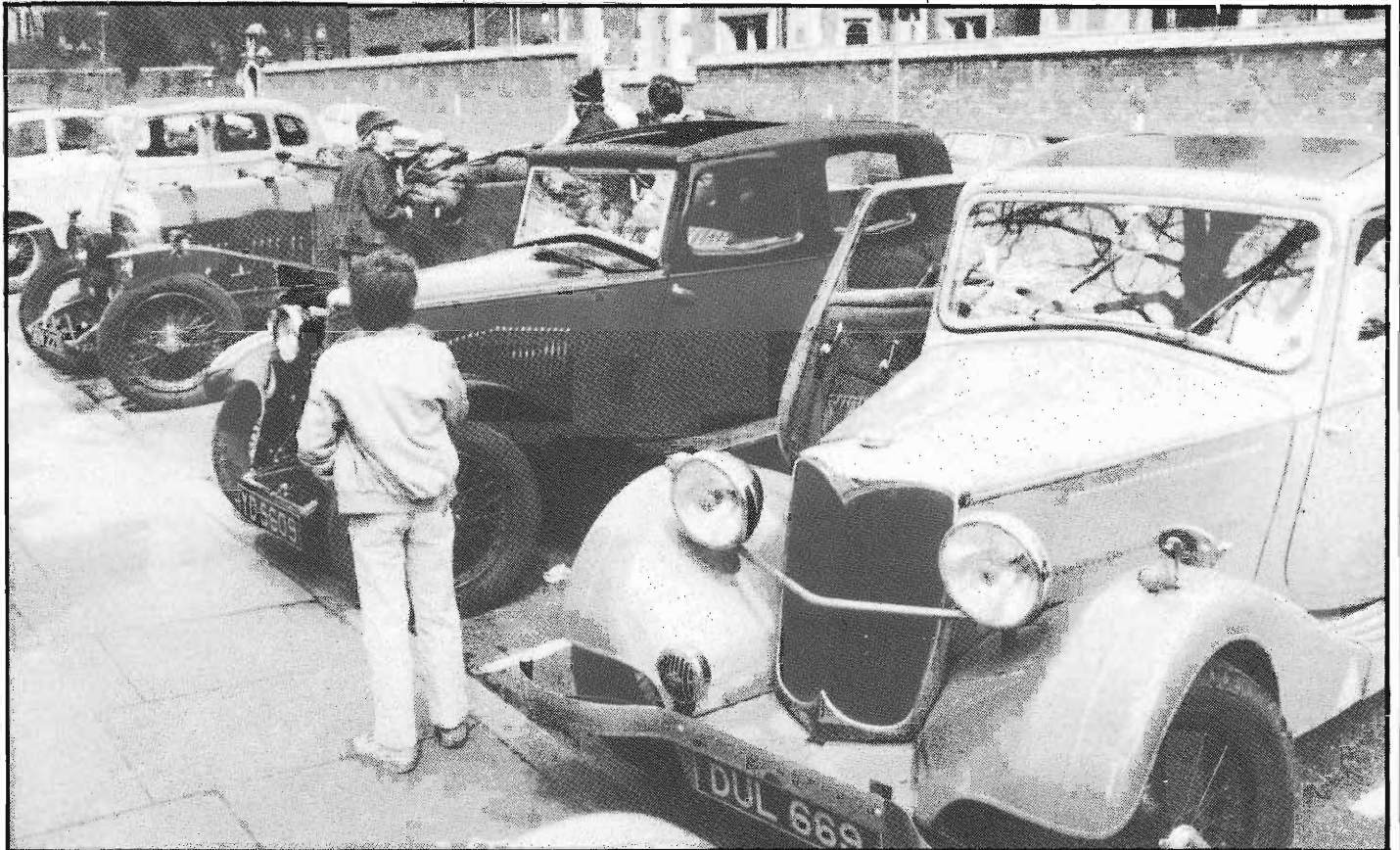
had kindly offered their hospitality to any Traction owners who'd like to take part. Since the event was for the next day, Sunday, there unfortunately wasn't much time to round up a full team of TOC rivals.

To be honest, we didn't commit ourselves fully in view of the recent rain-sodden weather — happily however, the next morning turned out to be a convincing facsimile of a fine spring day. Since the start wasn't scheduled until 1.30 p.m., the morning gave me the chance to fit the by-now repainted window frame, though I had to postpone the hitherto-planned refurbishment of the window-winding

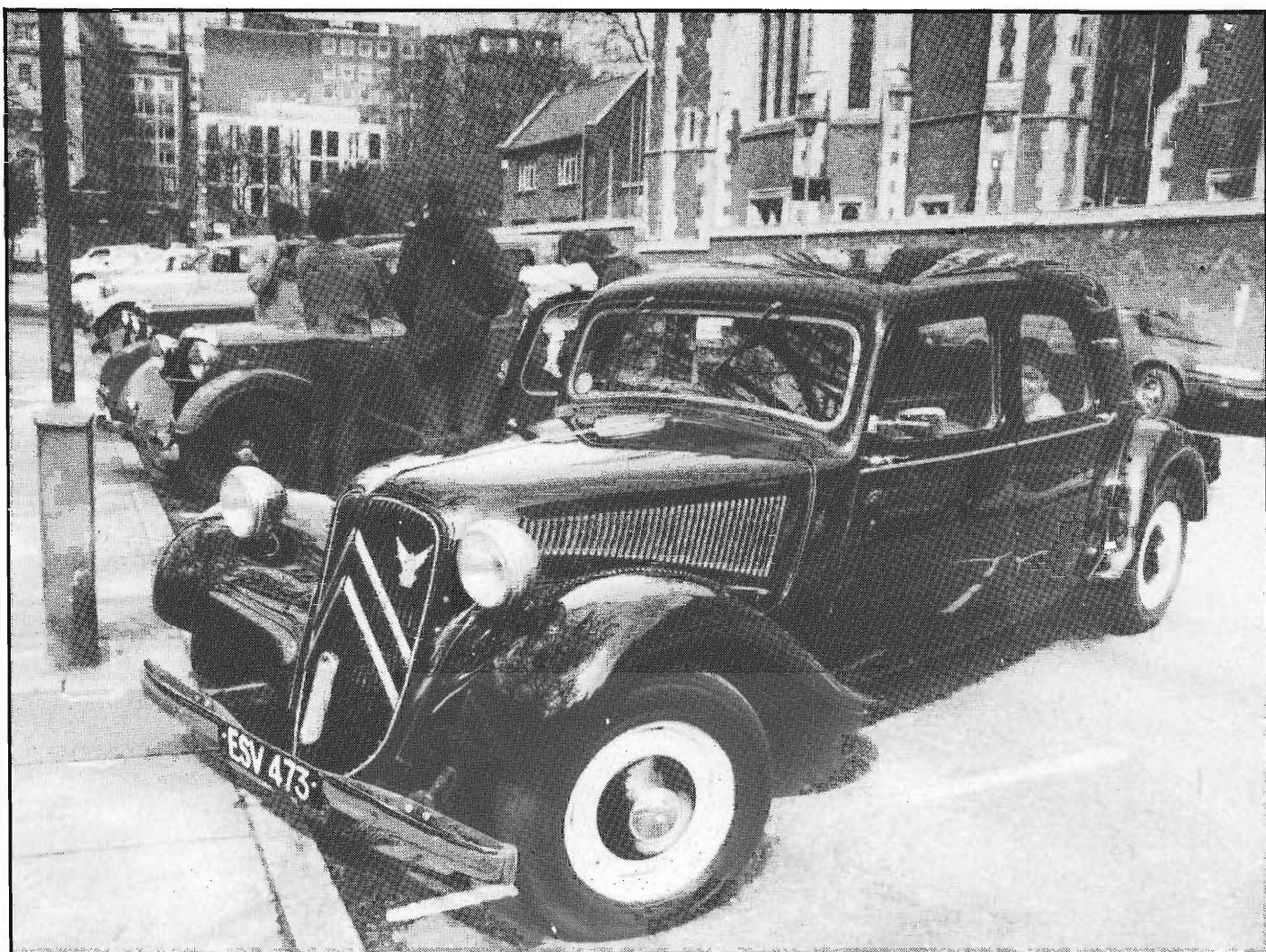
mechanism.

The meeting point for the event was Lincoln's Inn Fields — on a Sunday, bereft of barristers who'd presumably Volvoed off the Gerrards Cross for the weekend. In the furthest corner of the square, we finally came across a gaggle of ornithological Rileys — Falcons, Kestrels and the like — and we parked beside them, feeling slightly like snail-eating foreigners turning up at an English roast beef feast.

Our Normale, in fact, seemed positively huge among the spritely Rileys, though it immediately attracted a deal of interested



A Bentley dwarfs the Rileys at Lincoln's Inn Fields



attention (well, I had waxed it the day before); however, this comparison was to be short-lived, as a gargantuan green Bentley soon exploded into view, complete with archetypal straps across the bonnet, which in turn dwarfed us. After signing a form which in effect exonerated the Riley Register from any blame if, as a result of the proceedings, our car should be rent asunder or we should fall prey to any incurable maladies and hysterical nervous fits, we were given our list of questions and clues. We immediately found that our A-Z street map of London was an indispensable aid — not least because, as the introductory text to the clues ominously warned us, “the questions are not necessarily in the most convenient order”.

A surreptitious look around the host cars provided us with one immediate answer (“in which direction do Riley nearside knock-on hubs nuts tighten?”), and then it was off to nearby Covent Garden to find out the date of the old Flower Market. It was here that we started to find out that our 10-year old son Theo had rather sharper eyes for this sort of thing than we had and, in spite of the difficulty of finding anywhere large enough to park the Normale even for a few minutes, we were soon en route to our next challenge at Leadenhall Market, where we had to count the number of cast-iron dragons. By now, we were beginning to see Rileys in the distance every now and then, and by the time we reached Leadenhall Market — dash it! — there was already a Riley there.

It was here that the Traction wondered

whether all this was really necessary, and refused to start again. Since several Riley people were standing around craning their necks and counting dragons, I restrained myself for berating the car with well-learned French profanities, and instead inspected the plugs — which turned out to be oilier than a gigolo’s hairpiece; but after a quick clean of these, the car still refused to start. It seemed that the problem was down to the carburetor jets, and so, with a couple of solicitous Riley owners, looking on and my wife pat nonchalantly studying the Sunday papers, I floored the accelerator and gave it a few turns of the starter. With a copious belch, the car relented and fired up with a cloud of black smoke — and we were off to Spitalfields Market laying a smokescreen behind us as we went. I left the engine running while searching for the next clues, just in case, and then we were off down to the Embankment, where a short sprint at an illegal speed cleared the carb. Without stopping, we managed to spy out who the sphinxes were looking at (Cleopatra’s Needle), and what Wilfred was (a Thames barge). By the time we got round to what we thought was the last stop, Southwark Cathedral, we realised that we’d totally forgotten about another venue which was back over the other side of the river; but since we were now so near to the Traction’s spiritual home of the Arch, and it was now raining (with the 6 volt wipers doing their languid imitation of a Royal wave), we decided we’d have to let the side down and retire to the Arch for well-earned refreshments.

Well, there was a good spread of food and drink there, and an electric fire to warm us up. And to our amazement, and a certain amount of embarrassment since we were the only Traction intruders on the run, we actually won a prize for having done what turned out to be moderately well!

Finally, we’d like to thank the Riley Register for being so hospitable and allowing a foreigner to join their ranks for the day.

New Members

We are pleased to welcome the following new members:

A. Stephens, Norwich; **J. Waghorn**, Chaldon, Surrey; **L. Richardson**, Enfield, Middlesex; **I. Kerr**, Bromsgrove, Worcs; **P. Vincent**, East Finchley; **R. Happs**, Hoddesdon, Herts; **L. Lewis**, Ploughkeepsie, New York; **M. Waller**, Norwich; **Dr. J. Hickey**, Putney; **J. Rodway**, Mortlake; **H. Miles**, Aston Clinton; **J. Johnson Marshall**, Bristol.

And, ‘sorry to lose you’ department — **Ken Robertson** (defected to Riley!)

LETTER from AMERICA

Larry Lewis of Poughkeepsie restores a Normale - and finds some brand-new cardans in the process

IN SPITE OF the fact of being widely-spread and relatively few in numbers, American members of the TOC are certainly no less enthusiastic than their British counterparts. Membership secretary Steve Reed recently heard from new member Larry Lewis who lives in Poughkeepsie, New York. Larry is the owner of the Normale pictured here, which he has restored from what he says was a \$200 pile of absolute junk. All that remains now to be

done is to refurbish the interior, and obtain, paint and fit the hubcap spinnings. The car features the larger 6-cylinder type bumpers and large Marchal headlights, and also has a sunroof, a window-shade type radiator blind operated by a chain, a separate Smith's clock near the glovebox, and an oil pressure gauge and thermometer - both made by VDO - mounted to the left of the speedometer.

Interestingly enough, Larry came to Tractions after having owned several Mercedes. He tells us that he had for a long time a 1938 Mercedes 170-V, 'which compared to a Traction was a real antique, in that it had a wood-framed body, sidevalve engine similar to a Model A Ford, and absolutely terrible brakes'. Larry goes on to say that 'I just cannot consider that this car or the other large Mercedes types were anywhere near the best in the world at the time, yet these cars command enormous prices here in the States. Is a slow car with

bad brakes really worth a quarter of a million dollars?'

One of the problems Larry encountered while restoring his Traction was that the old UJs were no good at all, and he found that he could not match them with anything modern. He goes on: 'I found a shop specialising in driveshafts and took the whole cardan assembly to them. The same UJ size was unavailable, so I had to take the next size up, which was easily obtainable. I then had to purchase a new flange yoke and slip yoke which replaced the old parts exactly - except that the four holes on the flange had to be enlarged slightly. These are brand-new inner cardans made by Spicer, and are supposedly for other applications, not just one specific car (if I'd told them they were for a Citroen, they'd have just laughed!) These UJs will not interchange with the original yokes, so all three parts must be purchased. The new splines are really good - they took up all the play that the old ones had.'

Larry Lewis' restored and gleaming Traction



SPECIAL SUPPLEMENT

T.O.C. TOUR – NORTH EAST 7th - 10th August

WHEN the tour was first mentioned last year, Annette and I both felt we would like to host a weekend of the tour and show off some of the best bits of the North East.

I have been involved in Tractions for 18 years since I first saw one towed into the scrapyard where I had a Saturday job. It was bought by a friend for £8 and needed a new driveshaft! The same car is now in the Gillard stable waiting to be finished (it's 7 years now John!) I have owned 12 Tractions and a Cloverleaf in that time and have only parted with 9 Tractions, consequently the modern cars sleep out!

The two little boys here have been properly brought up with one of their first words being Trak-shun and James now knows the difference between Slough/Paris etc., and the finer points of setting the clutch fingers (he's 4).

Moving to our new house last August gave us, for the first time the space to keep all the cars in one place and the facilities to host what we hope is going to be a great weekend, so all we need now is 20 visiting Tractions in the field. Up to now (18.6.86) Mike only has ten booked in, so come on, please, do your bit and get booked in now, so that we can finalise the numbers near to twenty cars.



BEDA LODGE 1985



CLOVERLEAF

Photo: Sam Wells

Detailed Itinerary for the North East

7th August

THE night of the 7th August is based on RICHMOND, North Yorkshire. This is a convenient distance from Beverley, and within easy travelling distance of Durham.

Richmond is a pretty and interesting small market town. There are good walks by the river, and around the ruined castle, dating from 1071.

This is a convenient centre for those wishing to see something of the Yorkshire Dales National Park area. Time is limited however. Richmond has three museums, including a GARRISON MUSEUM, and a Georgian theatre and museum. Some time might be spent exploring these, and in getting to know the town. This will be a time to recuperate before the busy schedule of the next two days. Richmond has all of the facilities for shopping and catering which are likely to be required, but the much larger town of DARLINGTON lies nearby for those wanting it's facilities.

It is hoped to arrange a venue in a convenient pub for the evening. This will probably be the hotel connected to the camp site.

I hope everyone will enjoy the stay in beautiful and historic North Yorkshire.

David Mason

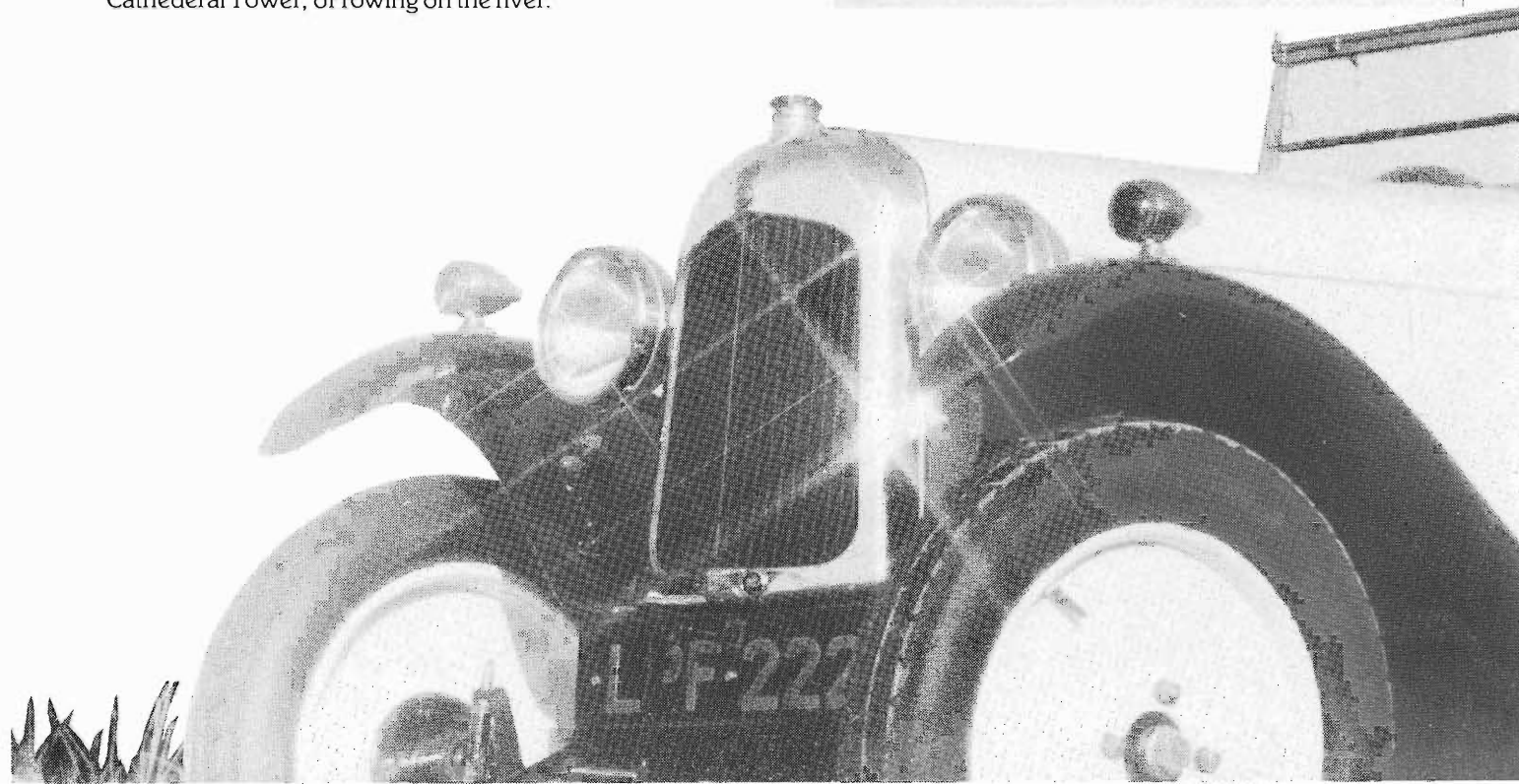
8th August

LEAVE the campsite 10.15 a.m. (10.30 a.m. latest) and drive to Durham via A1(M) and A167 to arrive in Durham at 11.30 a.m. We have an area cordoned off by the Police in Old Elvet (5 mins stroll to Market Square and Cathedral) so that we can park together and the press will probably hope to get a few pics for the local paper. The full range of shops are available but there are some wonderful places to see by the river, from the Cathedral Tower, or rowing on the river.

We aim to depart from Durham at 1.00 p.m. for a 20 minute drive to our lunch pub; 'The Shepherd & Shepherdess' at Beamish. The landlord is going to put on a Barbecue outside if the weather is suitable, otherwise there are good value bar meals inside. We leave the pub at 2.30 p.m. for a 2 minute drive to **Beamish Open Air Museum** and going there is a unique experience. Beamish has many features and lots of things to do including riding on an electric tram, visiting and going down a mine, seeing shops and houses how they were in the 20's, tea in the old tearooms, and an old funfair.

We hope to leave Beamish about 5 p.m. for a 25 minute drive to the campsite. There will be a toilet block on the site, and a shower in the flat behind the house.

On Friday evening we are having a **Bar and cold Buffet** in the house to help oil the drive shafts! Starts at 8 p.m.



1 New this year. Take the train car to a busy Town Street of the 1930's with baby storked shops. See the Doctor's Surgery and the Post Office. Enjoy a pint of ale in the Sun Inn and visit the Fishing Tackle and Park. Complete your tour with a visit to the stables to see the heavy **Draw Horses!** With Beamish's coffee house atmosphere there's something to interest everyone on this 200' area site.



2 Rowley Station - with ticket office, 1930s bus and North Eastern locomotives in the yard.

3 Beamish Hall - just the extension in the red painted hall and in beautiful parkland.

4 Foulbridge Transport Collection - a fascinating collection of 1930s and 1940s motor cars and commercial vehicles - and, of course, the famous double-deck bus that are used to take your party to the museum site.

5 Home Farm - Beamish's working farm from 1930s to 1950s and per farming the countryside.

6 Pit Cottages - a terrace built in 1930s - 1940s showing how the coalminers lived and the way they lived.

7 Beamish Colliery - a northern colliery of around 1930. Run manually (1930s) and mechanically (1940s) and the old engine house.



Beamish is open - Summer season: Easter to mid September. Every day, 10am to 5pm. Last admission 4pm.

Winter season: Mid-September to Easter. Every day (except Mondays), 10am to 5pm. Last admission 4pm.

Several areas are closed in winter. Please check in advance if you wish to visit a particular part of the Museum.

Easy to get to. Take the Chester St. Street from off the A101 and follow the 'Beamish Museum' signs along the A665 towards Stanley. From the north, we take the A66 south to Consett, then turn off through Consett and follow the 'Beamish Museum' signs through Stanley.

For information on Service and special Buses contact Northern Newcastle 0191 771 1111 or United (Middleborough) 21 31 31 or Durham 433221.

Use Rovercar (summer only) and Golf Shop.

Free Kodak camera loan service available to visitors.

Beamish, North of England Open Air Museum, Beamish Hall, Beamish, nr. Chester-le-Street, Co. Durham DH4 0HQ. Tel. Stanley 0207 211611.



9th August

IF there is sufficient demand there will be a **mini bus** at 8.45 a.m. on Saturday for a **shopping trip** to Carrefour, the first shop open in the Metro Centre which is going to be the biggest shopping centre in Europe. I think you can buy just about anything at Carrefour!

Leave Beda Lodge at 10.45 a.m. to go to the **Roman Wall at Housesteads** (30 minutes drive), 1.00 p.m. **pub for lunch** (still to be finalised). 2.30 p.m. go to **Hunday National Tractor Museum** (lots of tractors, engines, narrow gauge railway and a cafe for tea). Return to campsite for 5.30 p.m.

On Saturday evening there is a joint **Barbecue** with the local Round Table, with a marquee, disco, full bar, coke and charcoal barbecues and all food, plates, utensils etc., provided.

10th August

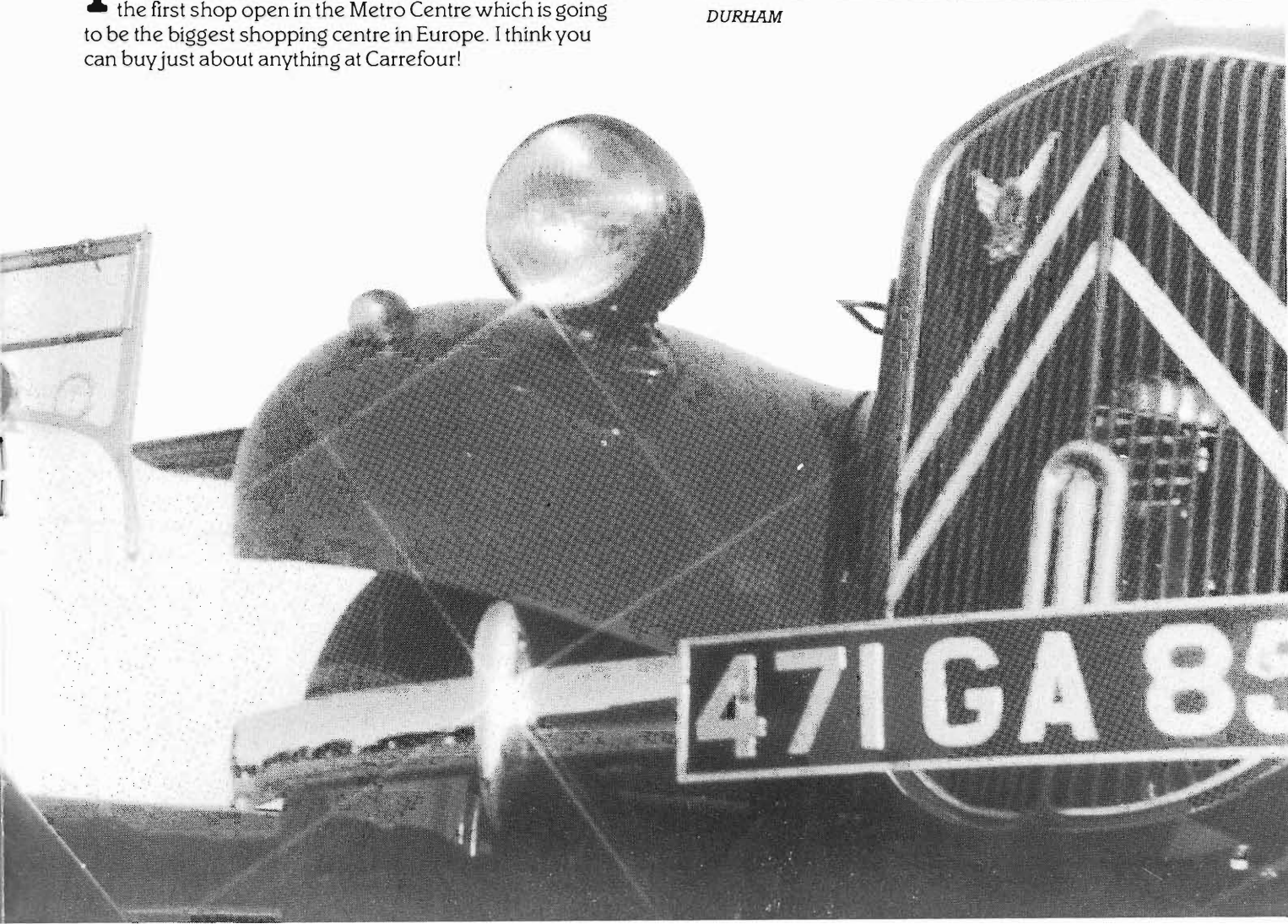
Sunday morning leave for Cumbria.

THE cost of the whole weekend including all admissions, drinks on Friday, Saturday barbecue and camping will be **£12.50 per head**. I would like to collect this on Friday lunchtime if possible.

Finally Annette and I hope you have a great weekend and remember the North East as a significant part of the tour.



DURHAM



LIST OF CAMPSITES TO BE USED DURING T.O.C. SUMMER RALLY 1986

Initial start will be from the carpark of Citroen UK Ltd., Mill Street, Slough (near station). Exact time still to be confirmed but expected to be about noon on 2nd August.

Evenings 2nd and 3rd August

Area organiser: Hubert Holt

Campsite: Landbeach Marina Park, Ely Road, Waterbeach, Cambs., CB5 9PG (4 miles north of Cambridge, on A10). Emergency contact telephone number: 0223-860019.

Evening of 4th August

Area organiser: Peter Cotterell

Campsite: Woodlakes camping and caravan park, Holme Road, Stow Bridge, Kings Lynn, Norfolk PE34 3PX (2 miles north of Market Downham, on minor road). Emergency contact telephone number: before 1800 ring 0366-382115 after 1800 use 0366-388235.

Evenings of 5th and 6th August

Area organiser: Roger Williams

Campsite: Beverley Racecourse, York Road, Beverley, North Humberside (1 mile west of Beverley, on A1035). Emergency contact telephone number: 0482-881220.

Evening of 7th August

Area organiser: David Mason

Campsite: Scotch Corner Caravan Park, Scotch Corner, Richmond, North Yorkshire (just west of Scotch Corner roundabout, off A1). Emergency contact telephone number: 0325-52172.

Evenings of 8th and 9th August

Area organiser: Peter Stenner

Campsite: Beda Lodge, High Spen, Rowlands Gill, Tyne and Wear (2 miles west of Rowlands Gill, on A6315). Emergency contact telephone number: 0207-544476.

Evening of 10th August

Area organiser: Bob Cuppage

Campsite: Scotgate Caravan Park, Braithwaite, Keswick, Cumbria, TH12 5TF (1½ miles west of Keswick, on A66). Emergency contact telephone number: 0596-73077 until 1630 thence 0966-33391.

Evening of 11th August

Area organiser: Bob Cuppage

Campsite: Park Coppice Caravan Club Ltd., Coniston, Cumbria, LA21 8AU (1½ miles south of Coniston, on A593). Emergency contact telephone number: 0596-73077 up to 1630, after 1630 use 0966-33391.

Evening of 12th August

Area organiser: Jim and Liz Rogers

Campsite: Beacon Fell View Caravan Park, 110 Higher Road, Longridge, Nr. Preston, Lancs. (1 mile north east of Longridge, off B2569, 5 miles north east of Preston). Emergency contact telephone number: (0535) 36781.

Evenings of 13th and 14th August

Area organiser: Mick Boulton

Campsite: The Green Caravan Park, Wentnor, Bishops Castle, Shropshire (3 miles west of Church Stretton, on minor road). Emergency contact telephone number: up to midday 093928-254, after midday 058861-605.

Evenings of 15th and 16th August

Area organiser: Ray Newell

Campsite: The Red Lion, Wainlodes Hill, Norton, Gloucester (7 miles south of Tewkesbury, turn west off A38 at Kings Head Pub). Emergency contact telephone number (0452) 413404.

Evenings of 17th and 18th August

Area organiser: Derek Fisher

Campsite: Newton Mill Touring centre, Bath, Avon. (Just west of bath, at Twerton, between A36 and B3110). Emergency contact telephone number: 0225-29533 or 0225-333909.

Evenings of 19th, 20th and 21st August

Area organiser: Ted Gartland

Campsite: Warren Farm, Watchet, Somerset (2 miles west of Watchet, on B3191). Emergency contact telephone number: 0643-4292.

Evenings of 22nd and 23rd August

Area organiser: Nigel Webb

Campsite: Wick Farm, Wick, Glastonbury, Somerset (2 miles east of Glastonbury, just north of A361). Emergency contact telephone number: 0458-31821.

Evenings of 24th and 25th August

Area organiser: Louie Burke

Campsite: Ocknell Campsite, Stoney Cross, Cadnam, Hants. (At Stoney Cross, just north of A31). Emergency contact telephone number: 072-53-361.

Evenings of 26th and 27th August

Area organiser: Alan Foulkes-Jones

Campsite: Rope Hill Farm, Rope Hill, Boldre, Lymington, Hants. (2 miles north of Lymington, on A337). Emergency contact telephone number: 0590-683432 up to 1800 0590-77672 after 1800.

Evening of 28th August

Area organiser: Mike Wheals

Campsite: Littlecote House, Near Hungerford, Berks. (1½ miles west of Hungerford, signposted from A419). Emergency contact telephone number: 0488-82509/82170.

Evening of 29th August

Area organiser: Tony Hodgekiss

Campsite: Southern Leisure Centre, Vinnetrov Road, Chichester, Sussex. (Just south of Chichester, off A27 bypass). Emergency contact telephone number: 0243-781040 or 0243-787715.

Evening of 30th August

Area organiser: Graham Brice

Campsite: Woodlands Caravan Services, Tenterden Road, Biddenden, Kent. (1½ miles north of Tenterden, on A262). Emergency contact telephone number: 0580-291216.
Morning of the 31st WE ALL GO HOME !

Emergency telephone numbers are only to be used on the day preceding the night that a campsite is to be used. They are meant as a last resort, if you are stranded by the side of the road. They are often private homes or business premises. Say where you are, what the problem is, and how you can be contacted. Then please be patient.



10th Anniversary Tour Rally

IMPORTANT

To those members who intend joining the 'In Search of England' Rally, but have not as yet sent in application forms, please note that:

1. Members who return their entry forms are given rally numbers and have the best allocated sites – members joining on the day of arrival will have to take what's left!
2. Some sites are filling up fast. If you book now, we can if necessary increase our site area to accommodate you. If you arrive on the day, without booking, there may be no room for you.
3. If you cannot at this stage be sure of the precise start and finish you wish to make, an approximation of the area you'd like to participate in will suffice to ensure you a place.

4. Rally packs are prepared for each entrant dependent on their stated starting and finishing points. These packs take time to prepare. If you will take the few minutes of your time to complete the application form and send it in, we can do the preparation before the rally. Since it is not fair to expect the organisers to sacrifice the limited free time they have to enjoy the rally in order to make up packs on the day, you will be given the basic kit only if you join on the day.

5. We have to order the rally plates, maps etc in advance. The earlier you send in your application, the more accurately we can estimate the numbers required – which means less wastage and lower costs. We feel that these extra costs should be borne by those who delay or do not send in the applications. Therefore it is our intention to charge £12.50 for entries posted after July 9 and £15 for entry on arrival at sites.

Update

Amongst the various special treats in store, are Victorian lake steamer trips in the Lake District, charabanc trips to and from pubs in the Shrewsbury area, jousting knights near Hungerford, visits to Hadrian's Wall, and the opportunity to partake of the Wayfarers' Dole (one of the oldest charities in England).

Remember, you can start and end anywhere along the route, or pick up the route at weekends only if you wish – all for your £10. All members will receive a full list of camp site addresses and dates, and emergency numbers so that they can at all times be in touch with other rally members.

This is designed to be a super holiday for all the family, and all tastes and ages will be catered for.

Mike Wheals

ON THE RIGHT LINES

SINCE I BECAME the usually proud, and only sometimes embarrassed, owner of a Normale last November, I've had occasion to sample a number of products which may not be news to seasoned members but which newer members may find interesting.

Some items, like **WD40**, are really too obvious to mention – though, as an aside, I try to buy this brand rather than other similar products mainly because I find its smell more pleasant and less medicinal.

I have to thank Phil Allison for introducing me to **Son of a Gun**, which is a spray-on, polish-off rubber, plastic and vinyl cleaner. If it's good enough for Phil's 7C, I reckoned it was good enough for our Normale. And sure enough, it's as effective as its name is wince-making. Much better than the old-style tyre paint, which needs care in application to avoid the appearance of a careless infant having dribbled licorice over the wheels, Son of a Gun is a thin, semi-transparent liquid which, when wiped off with a soft cloth, both gives a sheen and restores the full blackness of tyres. I've also found it useful for the rubber windscreen surround, bakelite on the interior of the car, the rubber floor mat – and, what's more, for restoring our rubber hi-fi turntable mat to an as-new condition.

Rust, of course, is a perennial problem – the mechanical equivalent of weeds in the garden; and I find rust prevention no more exciting than weeding. Probably everyone has a different favourite answer – recently I've been trying out **Loctite Rust Remedy**; this is the one advertised on TV by one of the amphibious Triumph Heralds. It works by neutralising the rust into an inert black compound about fifteen minutes after application, whereupon one can apply primer, paint or whatever. It does seem to work well, though one has to be sure to remove all loose rust first with a wire brush or wet-and-dry; however, the true test of efficacy is to see what happens after six months or so.

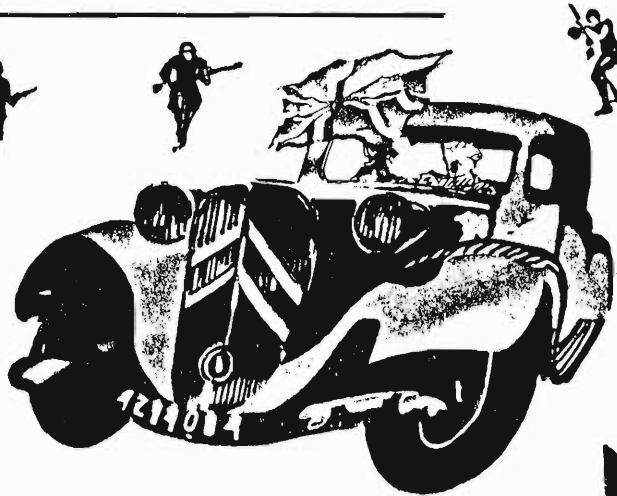
Another useful product, which I came across in our local hardware store, is **Dew Coming Aquarium Sealer**. The scuttle vent on the Normale was in danger of turning the car into an aquarium, but this transparent silicone sealer seems to be as effective in keeping the water out as it presumably is in keeping water in.

Misting-up of the inside of the windscreen during winter months (and most months seem to be winter ones these days) is no doubt a familiar problem. There is a number of products aimed at preventing this – I've

been using something called **Crystal Blue**, which may sound like a country-and-western singer but is in fact a gel that one squeezes a couple of drops of on a cloth and then spreads over the inside of the windscreen. Though it can leave a slightly smeared effect, it's a definite improvement over hasty wiping with the palm of the hand between gear changes. However, I was recently reading an account by Chuck Yeager, the American test pilot, of the first flights of the experimental Bell rocket plane. During their attempts to break the sound barrier, they had serious problems with the windshield icing up on the inside, which was effectively cured by wiping undiluted shampoo over the glass – Yeager claims it worked better than subsequent products specifically designed for the job. Well, I'm not attempting to break any speed records in our Traction, but it still might be worth a try.

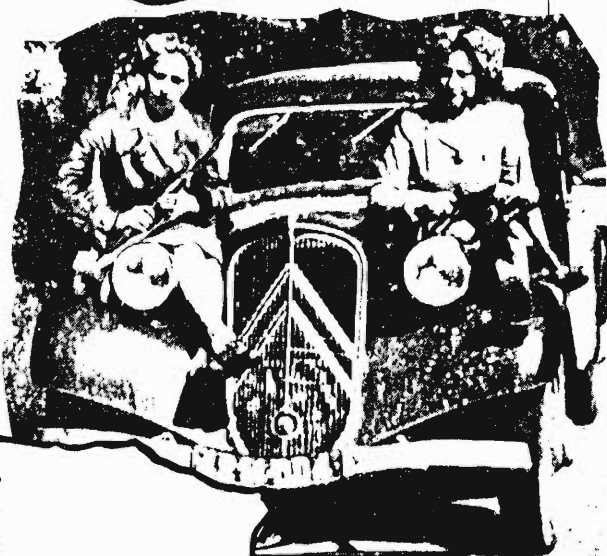
As a final note, I should add firstly, that unfortunately I have no financial interest in any of the products mentioned, and secondly, that neither I nor the TOC take any responsibility if any of these items turn your Traction into a heap of putrescent jelly! And if anyone else has any interesting products to bring to members' notice, please let Floating Power know.

Sam Wells



'THAT' DRUG DANGER

Foraging in his local library, Roger Dyer's attention was caught by the dust-jacket of a book portraying a Union Jack-bedecked Traction being pursued by jack-booted militia. It turned out to be the story of a definitely larger-than-life character, Colonel Sir James Hutchison. We're uncertain whether the book, published by the Standard Press of Montrose, is still in print, though it's doubtful. But it's clearly worth keeping an eye out for, not least for its number of fascinating contemporary photographs.



Armed with Bren guns, Odile and Valentine arrived ahead of a column of American armoured vehicles to free their home town of Chitry from the Germans.

That Drug Danger

Col. Sir James Hutchison Bt. D.S.O.

With 29 illustrations and two maps

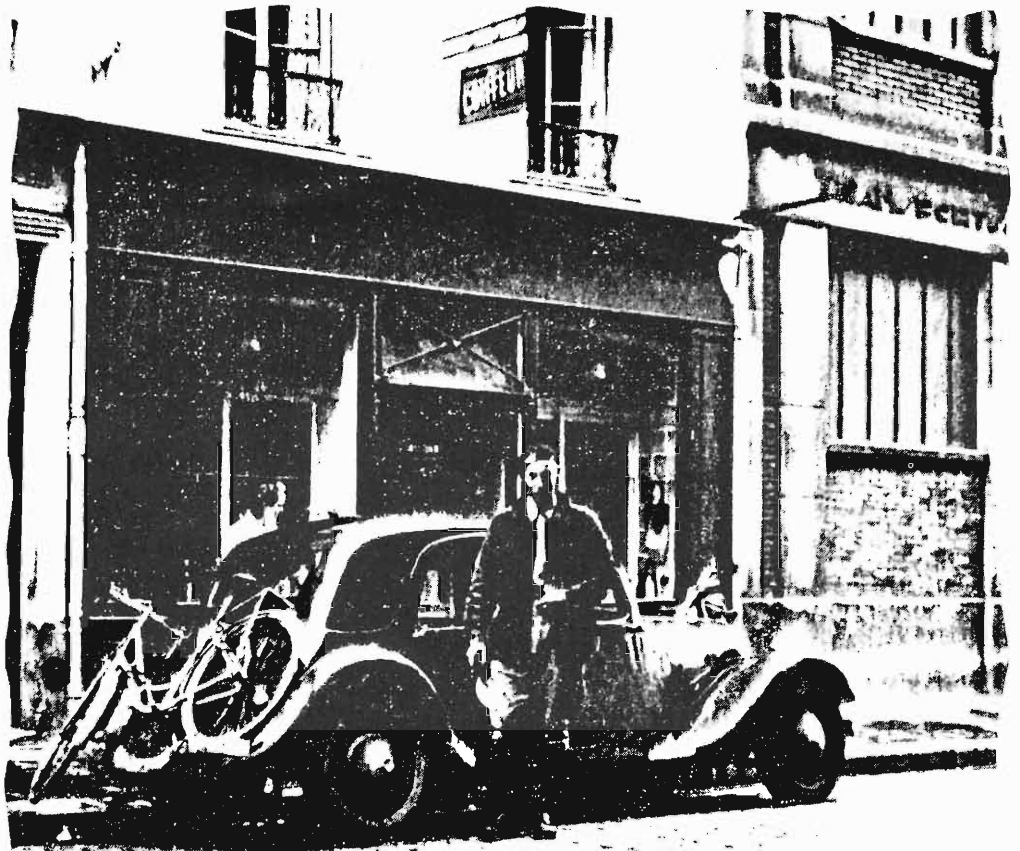
ISBN 0 900871 31 8

EARLY IN June 1944, when the Allied invasion fleet was advancing across the English Channel, the hundreds of aircraft overhead included a lone Stirling bomber. It flew on, deep into the heart of Occupied France, to drop the author into the heavily wooded maquis country far behind the enemy lines. His adventures there earned him the Croix de Guerre and the Legion of Honour. They have also made him a legend in France for the past thirty years as "the Scarlet Pimpernel of the Maquis".

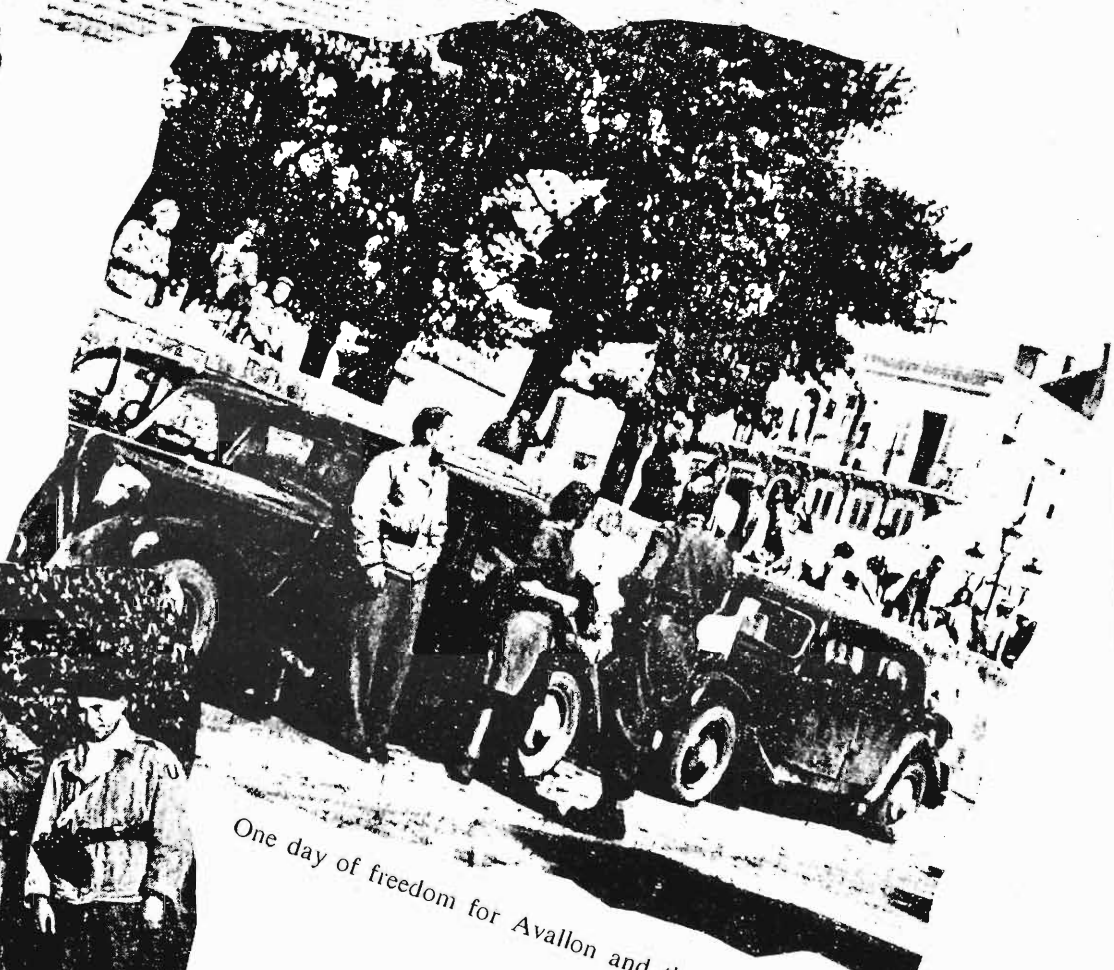
Until now the true story of those exciting times has never been told. Even before Colonel Hutchison left Britain, he was already on the Nazi black list as one of the "butchers of Baker Street". The Gestapo, however, was unlikely to discover that. He was not allowed to go until he had been given extensive plastic surgery which permanently changed his whole appearance.

"THAT DRUG DANGER" contains graphic descriptions of his life with the maquis, when he shared their discomforts and dangers, as they harried the retreating Germans with ever-increasing success. He was known to his friends in the maquis as "Colonel Hastings". But he was well known also to many others, as he travelled around behind the enemy lines in his colonel's uniform in a little Citroen car which proudly displayed the Union Jack that girls of the maquis had made for him. Once he tried to capture Marshal Petain from an escort of hundreds of German troops. The Marshal escaped but his precision-built German camera did not. Its excellent photographs give an added bonus to this memorable story of courage and high adventure.





"So we added another
maquisard with his pedal
bicycle tied to the
back of the car."
(The Union Jack can
be seen on the bonnet.)



One day of freedom for Avallon and then it paid in blood.

"One day a full-blown Marquis turned up and told me that he was the liaison officer for the Communist resistance in the area."

Beside the Marquis de Champeau is Duncan Guthrie. The car, with its Union Jack on the bonnet, is the author's.

Review

The Coys Complete Collectors and Investors Car Value Guide (1986/87 Edition)
288pp, 297mm x 210mm, illustrated.
£4.50.

This publication – described as ‘a unique supplement of auction results 1965-85’ – is published under the auspices of the well-known auction house of Coys. It consists of an alphabetical listing of over 400 marques of ‘classic’ cars – from A.B.C. to Le Zebre (whoever either of them is!) Estimated values are given for all models, with the rather curious rider that ‘examples originally owned by celebrities . . . reach the highest prices’; personally, I have never understood why this should be so, since I really can’t get too concerned about who used to own my car, as long as I own it now.

The section on Citroen is alphabetically sandwiched between the Commerce (USA 1924), described here as ‘an unlikely make to find as very few were made, of only one type’, and the French Clement (1899–1922) of which it is said here, without any attempt to spare any feelings, that ‘Clements . . . have never been chosen to represent France and have never been really successful in racing? Happily, however, Citroens area

lavished with rather more praise – the Traction in particular being described as nothing less than ‘fabulous’.

As to prices, valuation of Tractions is continuously bracketed as £5,000–£10,000, with the exception of the six-cylinder models which are reckoned to be £7,000–£12,000. Of course, how realistic prices are at any given time really just depends on how badly someone wants to buy the seller’s particular car – that may sound simplistic, but there’s no way of actually proving that a 30-year-old vehicle is or isn’t worth a particular sum. On an entirely prejudiced note, however, I couldn’t find any other car as interesting as the Traction for so reasonable an estimated value!

All in all this is a fascinating publication to browse through – my only irritation was its more than fair share of spelling hiccups which really should have been corrected – there’s no real excuse, for instance, for spelling ‘Bugatti’ as ‘Buggatti’, even if it is buried in the text!

The Car Value Guide is currently available at most of the larger newsagents, and is published by Dalton Watson.

S.W.

RATES AND CONDITIONS OF ADVERTISING:

Private Adverts (classified).

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

Trade Adverts

1/8 page, £30 per insertion. Advertisers must supply ‘camera-ready’ artwork. Where this is not available, the T.O.C. will provide it, after agreement with the Editor, on format and cost.

Inserts (loose)

Any size up to A4, £30 per issue plus handling charges, to be agreed with Editor. Artwork as above.

Terms of acceptance

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

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

All advertisements should be submitted to the Editor.

MUTUAL AID SCHEME

Mutual Aid members so far are listed below. Bold numbers before names refer to position on map.

- (1) Ted Gartland, 13 King George Road, Minehead, Somerset.
Tel. 0643 4292.
- (2) Ian Ness, 106 Manor House Road, Newcastle upon Tyne.
Tel. home 0632 812559 daytime 0632 329279.
- (3) Dennis Ryland, Woodholme, Frithwood, Brownhill, Stroud, Glos.
Tel. 0453 883935.
- (4) Steve Hedinger, 50 Redford Road, Windsor, Berks.
Tel. 07535 52963.
- (5) Mike Wheals, The Roundhouse, London Road, Whitchurch, Hants.
Tel. 025682 3136.
- (6) Louie Burke, 2 Coote Cottages, Damerham, Fordingbridge, Rockborne.
Tel. 072-53361.
- (7) Phil Allison, 26 Carleton Close, Hook, Basingstoke, Hants RG27 9ND.
Tel. Reading 591686.
- (8) Tom Evans, West Cottage, Rectory Lane, Mulbarton, Norwich.
Tel. 0508 78140.
- (9) Alan Jones, 44 Waterford Lane, Lymington, Hants.
Tel. 0590 76365.

(10) Simon Saint, Snigs End, Danes Green, Claines, Worcester.
Tel. 0905 54961.

(11) Derek Fisher, 59 Prior Park Road, Bath.
Tel. 0225 29533.

(12) Lee Thomas, 132 The Fairway, North Wembley, Middlesex.
Tel. 01-9040436.

(13) Roger Dyer, Hill Top, Tuckey Grove, Send Marsh, Woking, Surrey.
Tel. 0483 223890.

(14) Bob Wade, 29 Goodwood Close, Midhurst, Sussex.
Tel. 073 081 3714.

(15) Roger Williams, 37 Wood Lane, Beverley, North Humberside HU17 8BS.
Tel. 0482 881220.

(16) Graham & Tricia Brice, Four Chimneys, 38 Boughton Lane, Loose, Maidstone, Kent ME15 9QW.
Tel. 0622 43368.

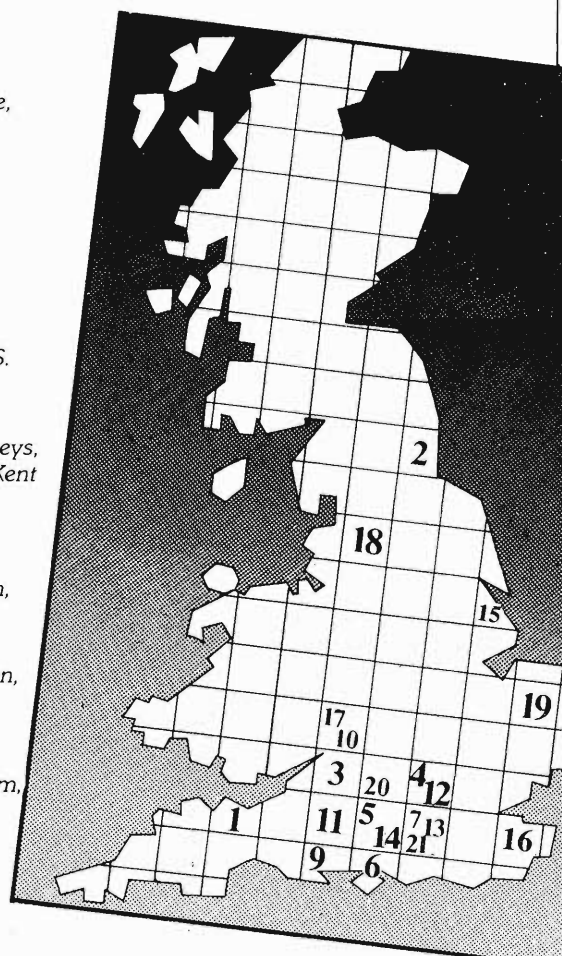
(17) Mike Stacey, Gorsehill, Abbey Farm, Colin Lane, Broadway, Worcs.

(18) Jim Rogers, 11 Wilmer Drive, Heaton, Bradford, West Yorkshire.
Tel. 0274 45600.

(19) Andre Ciantar, 43 Mill Street, Isleham, Cambs.
Tel. 063 878610.

(20) Dave Hackett, 64 Park Lane, Chippenham, Wilts SN15 1LN.

(21) Steve Reed, 1 Terwick Cottage, Rogate, near Petersfield, Hants.
Tel. 073080 792.



Events

June 29

Bromley Pageant of Motoring, Norman Park, Bromley, Kent.

July 5-6

Southern Counties Historic Vehicles Preservation Trust Spectacular, Ardingly Showground, Near Haywards Heath, Sussex.

July 6

Benson & Hedges/Classic and Sports Car Concours, Cathedral Close, Coventry.

July 11-13

Citroen Car Club Midlands Section Camping Weekend, Braceland Camp Site, Forest of Dean. Contact Simon Saint for further information on Worcester (0905) 54961.

July 12-13

Eastern Counties Transport Show, Suffolk Showground, Ipswich.

July 13

Beaulieu Action Day - A Celebration of the 1960's, National Motor Museum, Hants.

July 20

Wakefield Autojumble, Top Farm Agricultural Museum, Wakefield, Yorks.

August 2-3

Classic Car Rally, RAF Woodvale, near Southport, Lancs.

August 9-10

Yeovil Festival of Transport, Barwick Park, Yeovil, Somerset.

August 10

Yorkshire Historic Car Club Annual Rally, Calder Holmes Park, Hebden Bridge, Yorks.

August 10

Popham Wings and Wheels Day, Popham Air Centre, Winchester, Hants.

August 23-25

Town and Country Festival, Royal Showground, Stoneleigh, Near Kenilworth, Warks.

Diary Dates

WEST MIDLANDS SOCIAL SECTION MEETINGS

1st Wednesday of each month:

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

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

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. Tel. Bradford 309093.

LONDON SECTION MEETINGS

Owing to the 'In Search of England' Rally, the August pub meeting will be held on September 2nd.

September 2nd

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

October 28th

The Anchor, Bankside, Southwark SE1.

Correspondence

Dear Bob,

After reading the report of the AGM, I can now realise what I missed through my unintentional (see last issue of FP!) absence. I felt I'd particularly like to make a purely personal comment on the ever-thorny issue of subscription increases. It seems to me that the proposed £1 increase - representing as it does something like 0.27p per day annually - was not at all unreasonable. Since we are one of the smaller car clubs, we are bound to ensure that we charge an adequate subscription fee - in simple terms, a club with only 300 members in almost forced to charge more per capita than a club with 1,500 members, since costs do not diminish (or rise!) in direct proportion to members. And whilst it may appear that, at times, there is a robustly healthy amount in the club account, we surely need to be aware of the fact that, as the years go by, there will be the need for greater expense on the provision of spares to keep our cars running.

In fact, I'd stick my neck out and say that, if you compare TOC subscription fees with an AA subscription, it's remarkably good value - and quite possibly (bearing in mind the Mutual Aid Scheme) of more practical use.

I suppose I should make it clear that all of this is my own personal view and nothing to do with an 'official' committee view - and undoubtedly other members may well have differing views. But it is obviously a matter which will have to be brought up again in the near future, and it would be interesting to know of other members' thoughts on this.

Best wishes,
Sam Wells

Club Tools for Hire

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: £0.50

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. D. Sibley. Enclose a S.A.E. for return of your deposit. Manuals available from Allan Sibley, 174C St. Ann's Road, London N15 5RP.

Club Shop Price List

Models

Burago 15CV/20.....£4.95

Back No's Floating Power

1 copy.....£2.00
2-9.....£1.50
10+.....£1.25

Posters

Les Tractions.....£2.00
Traction Avant.....£1.25

T-Shirts

New style 'Citroen'.....£3.75
Amaze your friends.....£2.50
TOC.....£2.50

Sweat Shirts

New style 'Citroen'.....£7.75
Assorted 'ICCCR'.....£4.00

Badges

Metal TOC.....£10.00
Button.....£0.50
Enamel Brooches.....£2.00
Set of three.....£5.00
Windscreen Stickers TOC.....£1.00

Place your orders with the Club Shop (see page 2 for new arrangements).

All prices exclude post and packing. Cheques to be made payable to T.O.C.

SPARES SCHEME: When ordering spares, please send remittance with order, using current spares list prices. Any extra will be invoiced at time of despatch of your order.

FOREIGN MEMBERS: Please note that an International Money Order is required with overseas orders, payable in Sterling for full amount after any bank charges have been deducted.

Classified

For Sale

Front N/S Big 6 wing, reasonable condition, slightly rusted, in red primer, £60. Also pair of French (front and rear) Legère bumpers, pre-war, unusual section with central indent rib, possibly suit pre-Traction model, very rusty, £30. Contact Ms. Liz Moyes, 91 Clissold Crescent, Stoke Newington, London N16. Phone (work) 01-242 6103, (home) 01-254 8596.

For Sale

Citroen Light 15 breaking for spares - all parts available, most bodywork good. Also Citroen Light 15 for sale, mostly rebuilt and refurbished - for sale owing to purchase of Commerciale, £2,200. Phone 093928 254.



Sam W.

PROJEC TEURS
CIBY

13057-RJ7

PROJEC TEURS
CIBY

PROJEC TEURS
CIBY
MONTE CARLO PARIS

GAULOISES
CAPORAL



20 CIGARETTES