

*56 marques se
sont disputé
le 13^e rallye de
Monte-Carlo
Une seule
marque a osé
aligner un
Poids Lourd*

Muni d'un nouveau moteur à culbuteurs et à régime lent, par conséquent d'une consommation très réduite, ce châssis, par sa robustesse, sa simplicité et sa régularité, s'impose pour tous les gros transports. Sa charge totale dépasse 4.500 kgs, il peut en outre remorquer 4 tonnes. Sur châssis surbaissé, il peut recevoir des carrosseries d'autocars de 30 places. Sur châssis normal ou long destiné aux transports des marchandises, il peut recevoir des carrosseries de plus de 30m².

Trois

longueurs carrossables :

Châssis normal : 4 m. 220
Châssis long : 6 m. 470
Châssis surbaissé : 6 m. 900

LIVRAISON COURANT MARS

PILOTÉ PAR FRANÇOIS LECOT

UN AUTOCAR CITROËN

A EFFECTUÉ SANS AUCUNE PÉNALISATION
DE PARCOURS LE TRAJET

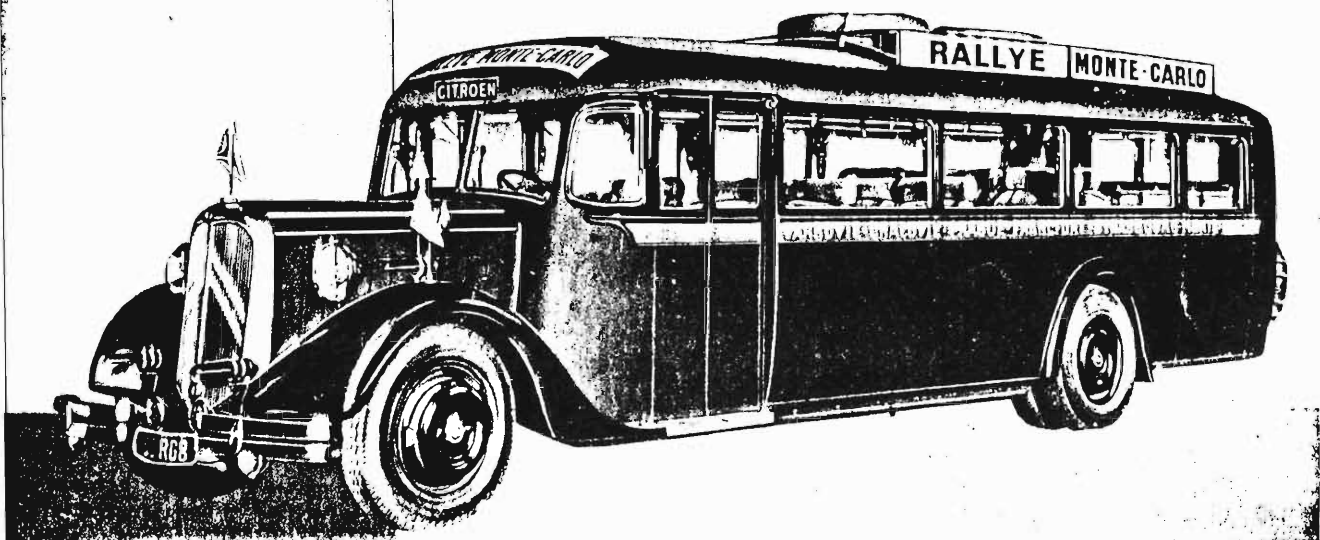
VARSOVIE - FRANCFORT - MONTE-CARLO

2.456^{KMS}

EN 59 HEURES 30

TOUS ARRÊTS COMPRIS

En satisfaisant de plus d'une façon brillante aux conditions imposées aux voitures de tourisme, plus rapides et plus maniables, l'Autocar Citroën type 45 a donné, avant d'être livré en séries, une éclatante démonstration de ses hautes qualités.



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Floating Power

Volume II, Number 3

July, Nineteen Hundred and Eighty Six

ANDRE CITROEN certainly had the right idea in 1934 when he encouraged Francois Lecot to undertake another of his famous endurance drives in one of Citroen's then new FWD cars. He knew full well that the publicity gained from such an event would be invaluable in proving to the general public the reliability, strength, comfort and performance of his new car. He knew also that the prestige that was bound to follow would ensure future sales (for 23 years, as it turned out!), and be much better by miles (groan!) than any manufacturer's brochure or advertisement.

The contribution that Lecot subsequently made to the legend of the Traction must never be underestimated, and as a tribute to his remarkable achievements we begin, in this issue of FP a series of articles devoted to the exploits of this famous man in the black beret.

Like Andre Citroen, we in the TOC now have a similar opportunity to 'display' our Tractions to the rest of the Country with the advent of the "In Search of England" rally, and as Citroen 'used' Lecot to gain publicity for the launch of the Traction, so too must we use the media to bring the Traction and the TOC to the attention of the general public. An opportunity presented itself to me recently whilst at my local photographic shop to collect prints for an article in FP. The photographer seemed to be showing a keen interest in the Traction and was asking a lot of questions, and it transpired that he was the official photographer for the local paper. He was sure my Traction would make a good article particularly with the TOC doing the 'round England' rally during the Summer, and he duly arranged for a reporter to call round and get the full story! Well, the article was featured in the local paper together with a picture of yours truly carefully posed 'working' on my Traction, and as well as promoting the Traction and the TOC I took the opportunity to enquire if any of the readers knew of any other Tractions or spares that were available in my area. Well, you never know, there may be a prototype 22 cyl. V8 gathering dust in an old barn just down the road, or a garage full of brand new engines, gearboxes and body panels that some wag was keeping for a rainy day, a mere stone's throw away! As it happened I did get one call from an old chap, retired and unfortunately laid-up following a stroke, who wanted me to call round and chat about his 1928 Morris Tourer that he is now, alas, unable to restore. Sounds interesting, but the point is it could have been a Traction (and if

it was please let it be a coupe or roadster!) and therefore even more exciting.

So, don't be coy and shy, get in touch with your local newspaper or radio station and tell them about your Traction, about the TOC, and particularly about the "In Search of England" rally - you can bet your life they will be interested and, as they say, you could also learn something to your advantage!

Talking of the "In Search of England" rally, a reminder for all members to return the rally entry forms to Social Sec. Mike Wheals as soon as possible please together with the entry fee. Response so far has apparently been quite encouraging, but still falls short of our expectations. With so many superb and roadworthy Tractions situated throughout the land this is a unique opportunity not to be missed, and we TOC members should be able to assemble a fine spectacle of glorious Tractions for the general public to enjoy and appreciate. Due to the enormous amount of work involved in organising a touring rally of this nature, it is unlikely that the exercise will be repeated in the near future, so every member should, therefore, make every effort to participate, at least as it passes your own doorstep! If you need any further information about the rally before booking then contact Mike Wheals, or any committee member, without delay. If you cannot decide on dates or venue, then at least get your entry form and entry fee in to ensure that you receive the 'Monte Carlo' style rally plaque, plus all the other 'goodies' when you do decide to join the convoy!

Finally, did you hear about the, as always, dedicated committee member who was surprisingly at a committee meeting one day, when he suddenly wakes-up from his drunken stupor, takes off his "Kiss me quick" hat, and crawls over all the other committee members to the door, where he stands, head bowed, just as a funeral procession passes by.

"I propose that was a jolly decent and profound thing to do", said the Membership Secretary raising his vast hulk and peering over the edge of the table. "I second that motion", said the Social Secretary wringing out his beard into his beer glass, and wondering what all the sudden commotion and activity was about. "Well, it was the least I could do", said the committee member still swaying slightly at the door. "She was a damn good wife to me for 30 odd years!"

Happy Tractioning,
Bob Wade

TAKING the BUS to MONTE

The strange tale of how Francois Lecot drove a T45 bus in the 1934 Monte Carlo Rally



Kindly translated from the Dutch by Wil Williams, wife of North Humberside member Roger Williams.

THIS IS A LITERAL translation of a Dutch Citroen press report about the Citroen T45 vehicle which took part in the 1934 Monte Carlo Rally, and was driven by Francois Lecot.

PLACE OF DEPARTURE

As a precautionary measure it was decided to depart from Warsaw even though 50 points would be lost by doing so as we were not departing from Bucharest, the place from which we had originally entered. Although several competitors who departed from Bucharest did arrive in Monte Carlo, I believe that we were correct not to have chosen that stage. The bridges on the section from Bucharest to Warsaw were in such a bad state of repair that we would have been forced to take special precautionary measures and, therefore, would not have been able to report in time at the check points. Two other participants who drove motor caravans have also changed their place of departure for the same reasons.

FIRST STAGE:

Depart Warsaw 21st January, 1934 23:59
Check-point Krakowitz 22nd January 07:26
Time allowance 7 hours 27 minutes
Distance 298 kms.

At 23:00 hrs we arrived at the starting point where we were greeted by the Sports Committee, the management of the Polish Citroen branch and a large number of friends. At least 300 people have come to witness our departure and exactly at 23:59

we set off. The road, weakened by the thaw, is in much worse condition than on the way there, and although we are not forced to stop at all, it still takes us 6 hrs 46 mins (on the way there it was exactly 6 hrs.)

The suspension of the vehicle was exposed to severe testing, and for three quarters of this stage one could not drive any faster than 60 kph because of the terrible condition of the roads. About 70 kms from Krakowitz we came across a competitor with a broken rear axle. We gave him a tow to the next place of habitation but he could not find any repair facilities there and, unfortunately, had to give up. An unenviable situation, at 5 am in the middle of the countryside, 20 km from the nearest settlement, and not speaking any Polish or French!

SECOND STAGE:

Depart Krakowitz 22nd January 07:27
Check-point Prague 22nd January 20:41
Time allowance 13 hours 14 minutes
Distance 490 kms.

Very cold weather, but it doesn't rain or snow. All roads are slightly icy, but because of the greater weight, our vehicle has a very decided advantage with better road holding in comparison with the lighter saloons. Without reducing speed at all we eat a meal in the vehicle concocted out of all sorts of provisions which we had bought in Warsaw, and we drank vodka which was given to us by the car club in Warsaw! During this stage two leaf springs break, but they are replaced in 8 minutes. The mechanics, and especially the two foremen, Perrand and Chauvet, deserve full praise for their work.

The road is excellent to the Czechoslovakian border. Several competitors pass us, amongst them a small two-seater which went at maximum speed but had to retire later between Strasbourg and Lyon because of a siezed driveshaft bearing.

The frontier formalities are unusually quickly settled and all our papers are stamped in both offices in only 8 minutes! Upon our departure we have 50 minutes in hand on our official time allowance, and we gain considerably more time to Prague so that we arrive 3 hours before our time. Francois Lecot goes off to a hotel to have a bath and to take a rest. The mechanics fill up

with petrol and water, check brakes, grease points etc, and then eat afterwards at the Car Club of Prague.

I am informed that the Czechoslovakian/German border has not been warned because the Car Club had decided to direct the competitors via another frontier post! Because I consider it dangerous to follow an unknown route and to risk losing the way, I succeed in having an official telegram sent to the frontier post in which it is requested to expect us. Moreover, our agent, Mr Dantzer has preceded us already by being on the spot to make sure that our instructions were executed. After this I eat quickly and at 20:20 I knock on the door of Lecot who is completely refreshed. We depart at exactly 20:41.

THIRD STAGE:

Depart Prague 22nd January 20:41
Check-point Frankfurt 23rd January 10:05
Time allowance 13 hours 24 minutes
Distance 560 kms.

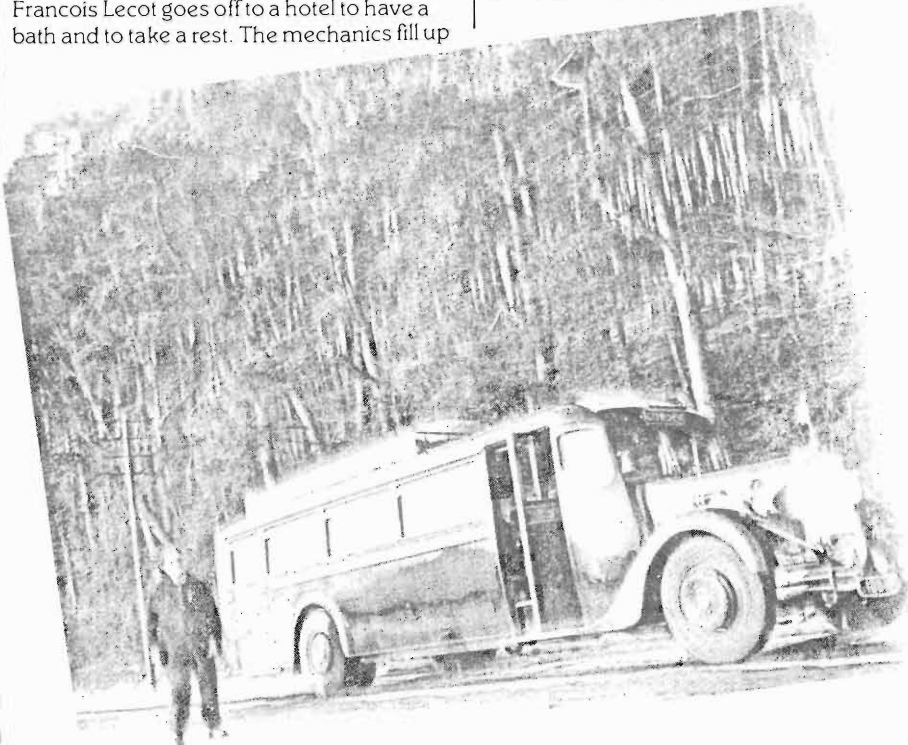
This is one of the longest and hardest stages which we have driven by night. It takes us over the small mountain roads in Saxony which are lightly iced, while all the time there is always the danger that we would lose our way. Sign posts here are in general very badly sighted and illegible! The eyelids start to burn and sleep asserts itself more and more. Lecot, however, doesn't seem to notice any tiredness!

We arrive 15 minutes before the prescribed time at the check-point in Frankfurt, which is very badly organised and where there is terrible congestion. Our log book is signed, but we do not even have time to drink the cup of coffee that is offered to us.

FOURTH STAGE:

Depart Frankfurt 23rd January 10:05
Check-point Strasbourg 23rd January 15:23
Time allowance 5 hours 18 minutes
Distance 238 kms.

The roads are good and the frontier formalities only take 10 minutes. The only difficulty is the number of small towns which are full of school children and trams! Two hours before our appointed arrival time we enter Strasbourg. The interior of the vehicle is thoroughly cleaned and the cases and crates





The just cleaned T45 together with her complete crew at the finish in Monte Carlo on 24th January, 1934. On the right, Francois Lecot and to the left of him Maurice Penaud.

with foodstuffs are again neatly stacked. We have a wash and shave, and in the meantime the vehicle is being checked over and filled up with petrol. From Strasbourg the prescribed speed is 50 kph.

FIFTH STAGE:

Depart Strasbourg 23rd January 15:23
 Check-point Lyon 24th January 00:06
 Time allowance 8 hours 43 minutes
 Distance 436 kms.

Because we have to use very hazardous roads with innumeral bends from Besancon, Lecot is most afraid of ice on the road. Fortunately, however, the temperature is not hostile to us and we try to reach the highest possible average speed, and indeed we arrive in Belfort with 35 minutes to spare. On departure, however, we notice that the bolts which hold on the silencer have vibrated loose and we lose 10 minutes through that. Moreover, we have a significant loss of time in the Jura as the length of the vehicle, 10 metres, presents serious problems on the hairpin bends. In the valleys, however, we can recoup some of our time.

In spite of the late hour we are attended to in every place by the Citroen agents who are helpful to us by showing us the shortest route through the towns. This precautionary measure, however, is superfluous as Lecot in most cases knows the local situation through and through!

At 23:52 we arrive in Lyon with very little time to fill-up with petrol and sign papers. A Technical Director of the Citroen branch at Lyon, Mr Aillond, greets us at the check-point surrounded by a large crowd of compatriots and admirers of Lecot. Despite the very little time available, we set off at exactly 00:06.

SIXTH STAGE:

Depart Lyon 24th January 00:06
 Check-point Avignon 24th January 04:35
 Time allowance 4 hours 29 minutes
 Distance 224 kms.

Although the road is very good it is difficult to get above an average speed of 50 kph. The road sides are strewn with empty wine barrels which are usually not, or at least very badly, lit. The fatigue makes itself strongly known and keeping one's eyes open becomes more and more difficult. From Lyon nearly all competitors are driving one after the other. As they pass they give us a

friendly wave and at the check-point we are received by them with full complaisance!

At 04:22 we enter Avignon. Logs are signed, we drink a cup of hot coffee and set off again at 04:35.

SEVENTH STAGE:

Depart Avignon 24th January 04:35
 Arrive Monte Carlo 24th January 10:23
 Time allowance 5 hours 48 minutes
 Distance 290 kms.

Whereas it was already difficult to maintain an average speed of 50 kph it was even more difficult to satisfy the wish of A. Citroen to arrive a quarter of an hour early in Monte Carlo so that the vehicle could be washed, and we ourselves dressed in respectable clothes! On this stretch of the rally, however, Lecot puts in a magnificent performance and we drive through towns at a speed of 70 kph, taking bends without slowing down. The road-holding of the vehicle is sensational and all competitors who see us pass look after us with awe!

From St. Raphael to Cannes across the Corniche, a distance of 39 km, over very steep and bendy roads, an average speed of 49.5 kph is maintained. I don't think that any of the rally cars even drove this section at that speed! In any case, we passed several competitors without any passing us.

As we see in advance that it will not be possible for us to change our clothes in Nice, we do it in turns in the back of the wagon while it is still going which provides an amusing spectacle! On every bend one is flung from one side to the other, cases and all, and one has to be really aerobic, but it has the advantage that everybody, bystanders as well as 'victim', wake up thoroughly! At 09:35 we enter Nice and the car washers are ready. Car and crew spruce themselves up in record time and we just have time to buy some flowers to put in the vases before we depart at 09:52. We arrive in Monte Carlo at 10:23.

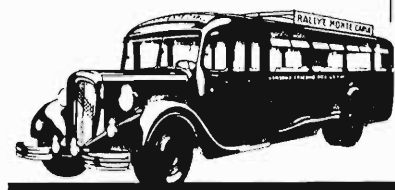
Now comes the brake and acceleration tests, but we have a long wait until 14:30 for the test. This is extremely unpleasant in our over-tired state but on the other hand we are richly rewarded by the praise we reap from the public. A large admiring crowd surrounds us and everybody wants to know what kind of journey it has been, and they just cannot believe that we made the journey under the same conditions as the sports cars! Everyone is astonished by the exterior of the vehicle which looks in showroom condition and even the officials congratulate us. The brake and acceleration tests produce very good results, better even than some of the sports cars! We can thank the exceptional brakes mainly for this.

RESULT:

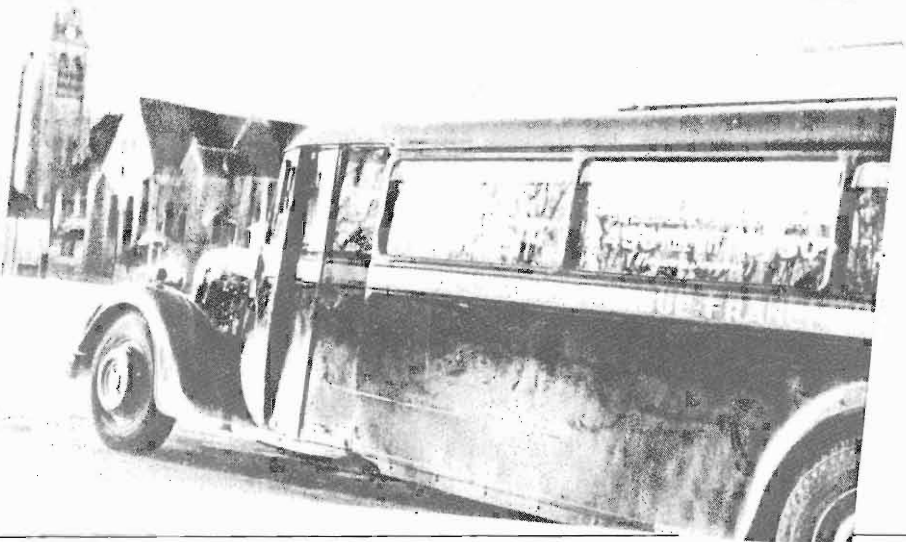
Although initially we were given three penalty points because of late entry into the arena, these were subsequently removed because at first we were not allowed into the arena because they did not believe we were official competitors of the rally!

We have thus accomplished the rally without penalties and have been officially classified in 98th position with the following points total:

Starting points	768 + 50 = 718
Acceleration @ brake test	3.28
	<hr/>
	721.28



After the successful outcome of the rally the T45 made a tour through the French countryside complete with name boards describing the achievement.



BEGINNER'S WORKSHOP

by G. Rease-Nipple

Members are invited to submit their own articles, or letters, for this column describing how to undertake repairs and maintenance to the Traction. If you have any technical enquiries, or ideas on what 'job' you would like to see, please drop me a line via the editor and I'll see what I can do.

A dip into the postbag this month and an extremely useful contribution from Cambridgeshire member André Ciantar who has ploughed through the Traction workshop manual to provide a convenient list of torque wrench settings. As André says, a copy of this list alongside you whilst you work on your Traction will save you having to read through the manual to find a particular setting, thus holding the job up.

Light 15 — TORQUE WRENCH SETTINGS

Engine	Kgm	lb Ft	Gearbox	Kgm	lb Ft
Breather pipe set screw	2.5	18	Coupling flange nut to crownwheel	10 to 12	72 to 87
Camshaft chainwheel	15	108	Crownwheel bolts	6 to 7	44 to 51
Camshaft thrust plate	1	7½	Cap (2)	2	15
Clutch attachment to flywheel	2	15	Cap, main shaft (3)	14 to 16	101 to 116
Clutch casing	3	22	Caps, flange bearing	7 to 8	51 to 58
Connecting rod bolts	3-4 max	22-28	Cap screws, front bearing	2	15
Crankshaft bearing caps	7	51	Front bearing (4)	15	109
Crankshaft chainwheel	20	140	Gearbox cover	2	15
Cylinder head	3 then 5	22 then 36	Gearbox to engine	2	15
Flywheel to crankshaft	2.5	18	Front axle		
Manifold	1	7½	Brake backplate mounting bolts	2	15
Manifold to head	2	15	Brake shoe to backplate (20)	3	22
Mounting bracket on engine	4.5	32	Hub nut	30	216
Oil feed pipe to head	2	15	Hull stud nut (5)	20	145
Oil baffle set screws	1.5	11	Outer ball race slotted nut (4)	15	108
Rocker shaft to head	1.2	9	Shock absorber	8	58
Sump bolts	1.2	9	Silica block fixing nut	4.5 to 5	32 to 36
Timing chain lubricator	1	7½	Steering arm to swivel	10	72
Timing cover bolts	1.2	9	Swivel to driveshaft (17)	10	72
Timing chain lubricator locknut	1.4	10	Upper ball joint (42)	7	51
			Cap (6)	5	36
Oil pump			(locknut)	8	58
Filter to body	1.3	10	Upper link arm slotted nut (9)	6 to 8	43 to 58
Pump body set screw	1.3	10	Rear axle		
Oil pipe to block	6	44	Brake cable sheath bracket	2	15
(locknut)	4	29	Brake backplate nuts	2	15
Oil pump to block	1.5	11	Link arm ring nut (9)	25	180
(locknut)	3	22	Shock absorber pin nut	15	108
Tubular support to body	2.5	18	Stub axle nut (31)	10	72 then slack off ¼ turn
			Cap	5 to 6	36 to 43
Water pump					
Fan mounting set screws	1.3	10			
Gland nut (29)	2	15			
(locking screw)	0.5	3½			
Pully to shaft	4	29			
Pump to cylinder head	3.5	25			
Slotted ringnut (26)	3	22			

NB 1. Numbers in brackets indicate part as shown in workshop manual drawings.

2. Kgm are as shown in manual. lb Ft settings have been rounded up to the nearest lb, usually by no more than ½lb.

3. Torque settings taken from 1938 manual.

Thanks André, nice one, and perhaps some member may take your lead and produce a similar list for the 6 cylinder models? Next, a contribution from our Scottish motoring correspondent Jack McKarr on electric horn adjustment.

LUCAS WIND-TONE HORNS

If a horn fails to sound or its performance becomes uncertain, the fault may not necessarily be in the horn. First check that the trouble is not due to such defects as a loose or broken connection in the wiring on the horn circuit, or even a discharged battery as the horns do take quite a heavy current. A short circuit in the horn wiring will cause a fuse, if fitted, to blow. In this event, examine the wiring for the fault and rectify accordingly before renewing the fuse. The poor

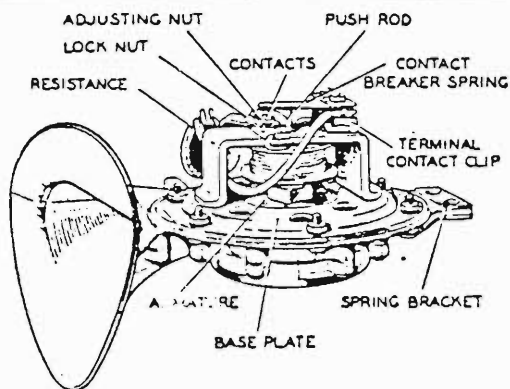
performance may also be caused by a loosening of the fixing bolts, usually on top of the gearbox on Slough Tractions. Check and tighten as necessary. If examination shows the above points to be in order, the horn may need adjustment, particularly if the unit has been in service for a long time.

Adjustment

If two horns are fitted, disconnect one whilst adjusting the other, taking care to ensure that

the supply (live) cable does not come into contact with any part of the Traction bodywork. Adjustment does not alter the pitch of the note but merely takes up wear of moving parts. While adjusting, short out the fuse (if fitted), otherwise it may blow. If a horn does not sound after making an adjustment, release the horn push instantly otherwise serious damage can occur.

Remove the domed cover from the horn being adjusted by first removing the set

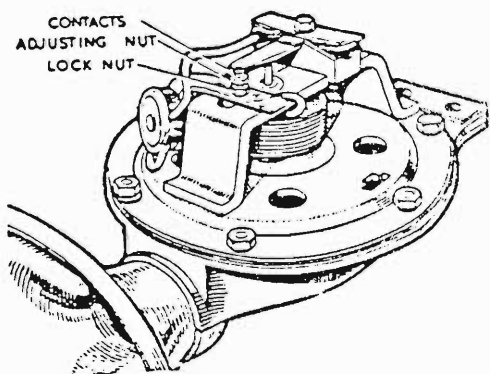


screw on top of the dome and then prising it off the horn body.

Slacken the locking nut on the fixed contact and rotate the adjusting nut in a clockwise direction until the contacts are just separated, as indicated by the horn failing to sound when the horn push is operated. Turn the adjusting nut half a turn in the opposite direction, and hold it while tightening down the locking nut.

The aim of the adjustment is to obtain the best performance with the least current. Check the current consumption with the aid of an ammeter. This must not exceed the stated figures for the following Wind-tone horns: WT28/9, 6-volt, 11 amps; WT28/9, 12-volt, 5.5 amps.

If the current is incorrect, further very fine adjustments should be made to the contact breaker until the correct current consumption is obtained. Turn the adjusting nut in a clockwise direction to decrease the current and vice versa.



LUCAS WT28/9 WIND-TONE HORN WITH COVER REMOVED

Thanks Jack, there's nothing to match that deep and mellow sound of a pair of finely tuned wind-tones, and now all members will have no excuses for dicky horns! One small additional piece of advice when testing your horns: choose the time of day carefully! Blasting away at two in the morning does nothing to engender diplomatic relations with your neighbours, and besides, it frightens the horses! Finally, from CCC member Martin Wild, a list of products that he has found to be indispensable when dealing with motor-cars.

PRODUCT	MAKER	DESCRIPTION/USES/AVAILABILITY
Araldite	Ciba-Geigy	The original two-part epoxy adhesive, very strong. Particularly suitable for glass, metals and rubber.
Black Zinc	Fosmin (English Abrasives Ltd.)	An excellent zinc-based paint that can be used as a primer or self finish giving a semi-matt black "eggshell" surface. 250ml tin or spray can. A white version—"White Zinc"—was available but I have not seen this for some time. Can be difficult to get; try better accessory shops and hypermarkets.
Chain Lubricant	Castrol	A molybdenum disulphide grease in an aerosol can. Sprays as a thin liquid but sets to a sticky clinging grease. Meant for use on motorcycle chains but ideal for any cables, linkages or bearings that are hard to get at and require something heavier than oil. From motorcycle dealers or Halfords.
Copaslip	Slip Group	A copper-based high-temperature anti-noise compound. Use on spark plug threads, brake parts, exhaust nuts, etc. Rather expensive. In tubes or tins from motor factors or good accessory shops. See also "PBC."
Decosol Car Shampoo	Decosol	A simple, "no-frills" concentrated detergent (how many of those can you find these days?) guaranteed free from waxes and silicones so no problems with smeared glass. Also available from Unipart as "Luxury Car Shampoo" at a lower price.
Firegum	Holts	White paste compound for leak-proof assembly of exhaust systems. In tubes, from Halfords and most accessory shops.
Galvafroid	Expandite	Zinc-rich cold galvanising paint. Unbeatable as a rust resisting primer or can be left as a self finish. Rather expensive but well worth it. From hardware/DIY shops.
Hylomar (now called Blue Hylomar)	Solvol (Solvane Lubricants)	Originally specified by Rolls-Royce; a clear blue non-setting jointing compound. Use with gaskets (rocker covers) or on its own on machined faces (crankcase, gearbox) and threaded joints (sump and gearbox plugs). Cleans up easily with cellulose thinners. Also available more economically from Ford and Unipart counters as "Universal Jointing Compound."
P.B.C. (PolyButyl-Cuprysil)	Solvol (K. D. Paul Products)	Anti-seize and anti-corrosive compound, protects at both high and low temperatures. Uses as for Copaslip but stays in place better due to thicker grease-like consistency. Also better for long-term lubrication of slow-moving mechanisms and considerably cheaper than Copaslip. In 1lb. tins from motor factors.
Soft Grease	—	Not a product as such but something you make yourself. In a convenient tin mix some ordinary grease (Castrol LM) with some EP90 gear oil until the consistency is that of thick treacle at room temperature. This can be applied with a brush and is much more effective than regular grease on exposed linkages and pivots (excellent for A-series suspension knife edges) as it will run into points of contact and resist drying out.
Valeting Fluid	General Motors	From Vauxhall-Opel dealers. A multi-purpose concentrated detergent cleaner. Used in varying dilutions for cleaning upholstery (cloth and vinyl) carpets and all interior trim as well as exterior bodywork.
Waxoyl	Finnigan's Speciality Paints	Everyone must know of this one by now so I won't waste any more space! It really does all they claim. Excellent stuff.

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

MEMBERS' CARS

VISIONS

OF A

LIGHT

15

by Ian Hartley

From an early age I've had a great interest in cars, especially old cars.

My father, having sustained quite nasty leg injuries from a motor-cycle accident, understandably always prevented me from purchasing a motor-cycle and I was, therefore, as most young boys used to be, (although they don't seem to be inclined the same nowadays!), very eager to be mobile. I subsequently purchased a 1930 Riley 9 for use off the road initially due to my age, and this car became the total domitating feature of my life at this time. That is to say, any time not spent driving was spent repairing, and the knowledge gained then of the workings of the combustion engine and magneto's etc, has proved invaluable over the years in my subsequent projects. These have included a Riley Kestrel, Wolseley Hornet, Mercedes 230SL, Austin A35's, Ford Prefect, Anglia and finally a 1954 Popular being my previous time-consuming, house-neglecting projects!

Now to the present time-consuming, house-neglecting project and for years and years I had seen pictures of Citroens in old war and French films etc, but had never actually seen one in the 'flesh'. I became aware that very few seemed to be on the market for sale. However, after browsing through Exchange and Mart etc. over the years, I finally saw an advert for a Slough built Light 15 and I phoned the seller, a 'Publican', to make arrangements to view the following Saturday.

I set off at 8.30 a.m., suitably armed with an enormous atlas in order to find this little village pub in the back of beyond! At 12.30 p.m. I found the Pub but found that the staff there knew nothing of my intended arrival, informing me that the 'Boss' was away for the day and would not be back before opening time that night!

Feeling very depressed having driven for 4 hours to no avail, I decided to at least have a pint and a sandwich. Shortly afterwards, however, a young man behind the bar informed me that the Citroen was around the back of the Pub, so I quickly finished my 'lunch' feeling much better and heartened by the fact that I would at least see the car.



Out of the Pub I went and around to the rear fully expecting to see a 'long, low, sleek, black Light 15' (my vision of the car from films and from the owner's description!)

In place of my vision and fantasy, I saw a short, narrow black pile of rust, at first glance fit only for the scrap yard! However, after a second walk around SVT 162, the radiator grill and front bumper stood out as being the only parts that were rust free. It became slightly attractive to me! After a third walk around the car, I thought to myself, with new wings, sills, seats and interior, it may make a pleasing car. It became very attractive to me!

The owner had assured me that it was mechanically perfect. 'She runs like a sewing machine' were his very words. I wondered if all the parts were available? Before leaving, I left a suitably low offer to purchase with my phone number, thinking that if I could get the car for this amount, I could afford to scour the earth for spares!

A week went by and the car was still being advertised for sale. I phoned thinking that another £100 and he would definitely sell. No such luck! He did say, however, that if he had not sold it within the next week, he would phone me. Another week or so went by and no call from the owner. (Notice how keen I had become to own it!). I phoned again, offered more money and at long last I became the proud owner of SVT 162.

Suitably armed with the atlas again I set off with a transporter to collect SVT 162 plus a whole host of spare parts including an engine block and tyres.

Arriving home after a long drive, I immediately moved the engine block into store and then set about unloading the car.

Whilst moving the transporter into position I did not realise that the spare engine block had been stopping the Light 15 from moving forward, and yes, you guessed it, SVT 162 moved forwards off the front bumper beyond repair and damaging the radiator grill, these being the only redeeming features of the car! Such was my introduction to the delights of owning a Light 15!

After much time and improvisation, and by improvisation I mean repairing the car the only way I could think of, as I am very much a novice on Tractions compared to many members! I expect some members would say that the front wing is not exactly original, or that the sills are out of shape slightly, but is however my first attempt, and now being a member of the TOC I realise that spares are more readily available than I first thought!

It is now nearly twelve months since I saw that 'fateful' advert, but SVT 162 is due to be launched shortly, and all without I may add, reference to the workshop manual which the owner assured me would be sent by post. I'm glad I have not had tooth-ache whilst waiting for it as it has still not arrived!

At the time of writing I have, strangely enough, still not seen another Light 15 in the flesh, but the SVT 162 now looks and feels like my vision — long, low, wide, black and sleek — a truly beautiful car.

P.S. Many thanks to Peter Simper for information and parts, and tounge in cheek, to BOC for producing extra gas during the welding of SVT 162!

THE ROUND BRITAIN RALLY NEEDS YOUR SUPPORT!

THE RALLY WAS planned to celebrate ten years of the Traction Owners Club.

A mobile rally was proposed so that each and every member would have a chance to join in. In this way no member need be left at the other end of the country, and thus having to put in enormous distances and travelling time in order to get to it.

Unfortunately, however, what has happened on previous rallies has occurred again, with a core of club members who regularly attend each year, regardless of distance or place, being the members who have booked to attend this rally!

It is possible that the 'style' of the rally has not been emphasised clearly enough.

A member can join and leave the rally whenever or where-ever they wish. That is the main aim! That you meet other members in your area.

Very few members would be able to take time from work to go round the whole route, even if they could afford the cost!

It is your rally — so take part in it!

Perhaps some members intend to join in, but will decide when the weather is more certain, etc. If you are intending to join in on an ad-hoc basis, then please let us know now. A few minutes of your time now, plus the investment to a 'tenner', will allow the

preparation of enough material and equipment.

If you do not let us know in advance, then our enjoyment will be curtailed whilst we cater for you!

It will also be cheaper to book now, as was highlighted in the last magazine.

We would like every member of the club to take part. The alternative will be a select band of members 'gliding' round the country, and yet still not meeting the bulk of Citroenists who own Tractions!

We look forward to seeing and meeting you all in 'Search of England'.

Your Rally Committee.

1976 TRACTION OWNERS CLUB TENTH ANNIVERSARY 1986 IN SEARCH OF ENGLAND

TO THE TOC RALLY A HEARTY WELCOME

LOCAL ORGANISER'S CAR :
 Car is a French Renault. Bought in January 1985 from Mrs Howie in Scotland. It was taken by previous owner on Paris Moscow Paris run so is of proven reliability. Quite a lot of gear carried at once.

SOME LOCAL INFORMATION THAT MAY BE USEFUL :

Chemists : Victor Wolfe, 123 Milton Road, Cambridge. On the 7/10 information about the local late chemist will be available at the site when convoy arrives.

Launderettes : At the rear of the village store in Waterbeach 2 miles. However there is a launderette on the Marina site.

Supermarkets : GO-UP supermarket (small) in Waterbeach village. Sainsbury's and Mace's at 100 Years Lane on the Cambridge ring road.

Garages and petrol stations :
 500 yards from Marina Park Gate

EMERGENCY CONTACT TELEPHONE NUMBERS
 Say where you are, what the trouble is, then please be patient :

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Comprehensive data sheets are included in the Rally Pack, as well as the rally plate

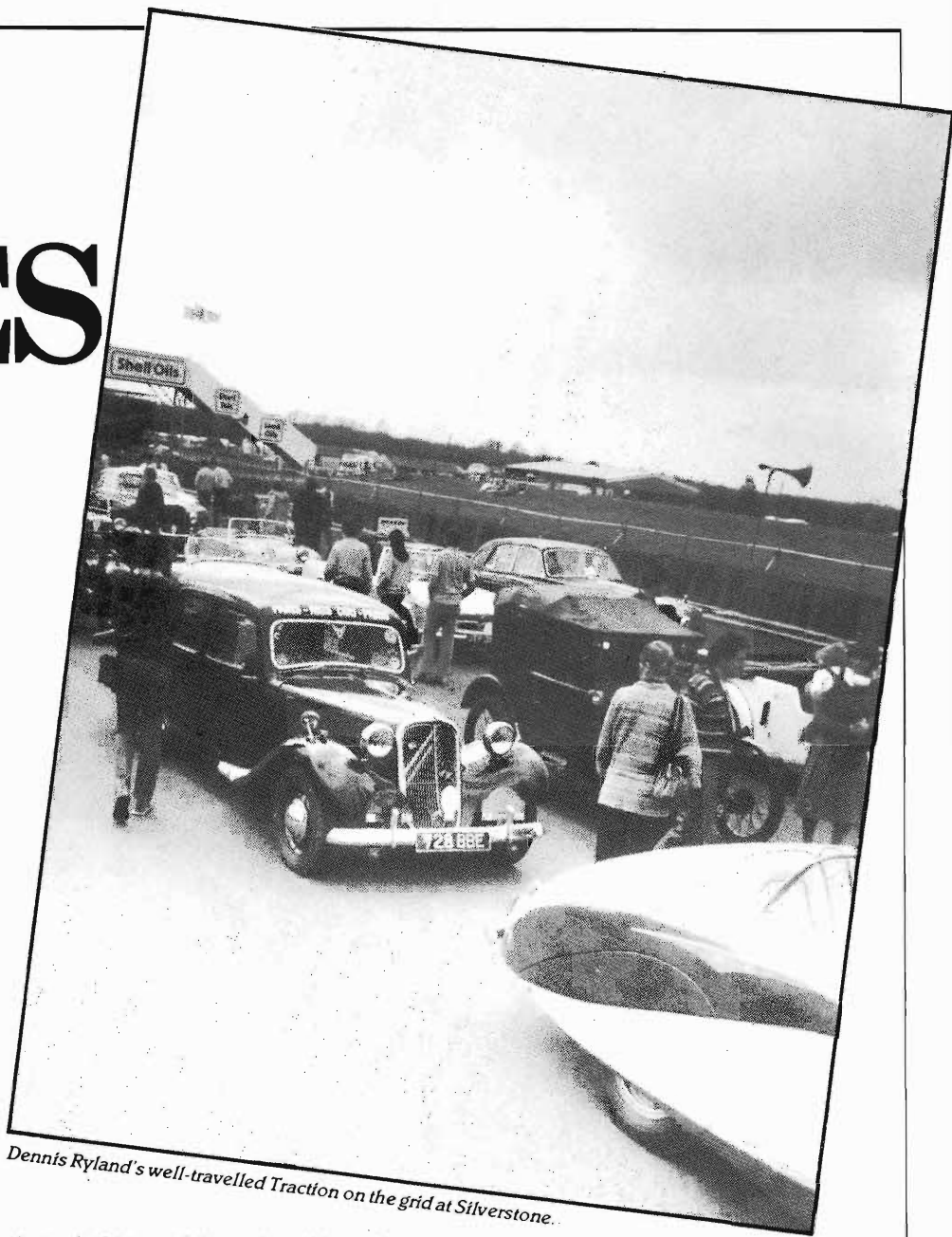
A DAY AT THE RACES

Sam Wells has an onlooker's view of a classic run

NEVER BEFORE HAS there been a run for cars of varying vintage such as this' says the Chief Executive of the RAC Motor Sports Association in the foreword to the souvenir programme of the Norwich Union/RAC Classic Car Run. And, to be fair, there's probably more truth than hyperbole in that statement.

Certainly, the idea of a Rommel-like putsch on Silverstone from three equidistant compass points – Bath, Nottingham and Epsom – was an ingenious thought. And with 150 or more vehicles starting from each embarkation zone, there was bound to be a pretty good display at the end of it all – though my cynical other self did have a sudden unkind vision of cars homing in on a central point from three different directions at the same time and all colliding into one another at a precise spot marked 'X', rather as in the closing scenes of 'The Pink Panther'.

The finale at Silverstone was to be a grand line-up of all the entrants on the track, followed by a circuit of the track itself. And in the centre of all this, there were to be a number of club stands – though it appeared



Dennis Ryland's well-travelled Traction on the grid at Silverstone.

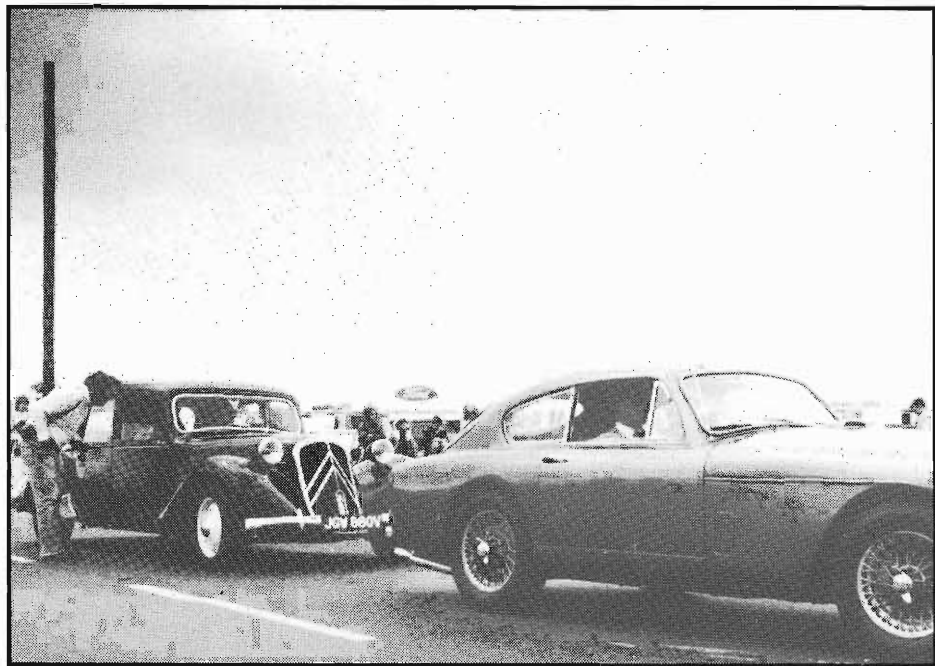
that only thirteen clubs took up this option, which seemed slightly surprising in view of the unique nature of the event.

As far as the TOC was concerned, three members participated in the run itself – Jack

Ingle, Jim Rogers and that indefatigable world-traveller Denis Ryland (he'd just returned from the Elf Provincien Rit tour of Holland – presumably, to him, the 150 or so miles of this RAC run seemed like a trip down the road to the newsagent's). The TOC also shared what was optimistically called a stand (well, it was more of a parking lot, actually) with the Peugeot and Renault people – after all, they are French cars, at least. We eventually managed to muster four Tractions on the stand – which though it doesn't sound a lot, did make quite an impressive display.

After lunchtime, the entrants on the run started to arrive in gloriously heterogeneous mixture – jukebox Vauxhalls following early perpendicular Rolls Royces, pneumatic-looking Morris Minors amid flatulent Ferraris. Mind you, there was plenty of machinery which was just downright old rather than deserving the label 'classic' (which according to my dictionary means 'of allowed excellence'). It's easy – thank goodness! – to become elitist being a Traction aficionado, but some cars seemed as though they should have been put out of their misery at birth!

Later, all the entrants to the run had a chance to lap the Silverstone circuit en



Jack Ingle arrives on the track, pursuing some exotic machinery.



Line-up of four Traction 11Bs on the club stand.

masse. TOC member Jack Ingle reported this as being hugely enjoyable, giving him the chance to cut and thrust through some very exotic cars, whose owners were understandably concerned for the safety of their expensive charges as this madman in a Traction bore down on them through the sinuous bends!

There were some criticisms of the event, which will hopefully be constructive for next year. The run was, frankly, not very well publicised considering its importance, with

the result that, though entrance for spectators was free, the general public didn't exactly turn up in droves; and the local population seemed to be bemused by the event rather than enthusiastic about it. I also felt that there could have been more club stands inside the circuit and more participation by the various car clubs. Participants generally seemed to feel, however, that the three different routes of the run had been well and imaginatively planned.

Citroen

Jack Ingle bought his Traction 11B in the French Loire Valley six years ago, and then spent a couple of years restoring the 1951 car to its former glory while Dennis Ryland's Light 15 Saloon, after being rebuilt in 1983, has really been put to the test. It took part in the Paris-Moscow-Paris 1984 Rally and then last year's 1000 Mile Tour of Holland. And, completing the line-up is the Big 15 Saloon driven by James Rogers.

Extract from souvenir programme.



Jim Rogers' car in the midst of a busy scene.

The Citroen Car Club with the Traction Owners Club.

**STRATFORD UPON AVON
AUTUMN RALLY**
at Stratford Racecourse,
13 & 14 September 1986.

Saturday

11.30 Convoy drive
12.00 Bar open

Children's races, art competition.
Driving tests.

Autojumble, trade stands.
Evening entertainment - bar, barbecue,
ceilidh.

Sunday

11.00 Driving tests

Children's races, art competition.
Parade of cars.

Display by local Fire Brigade.
Concours.

Period dress competition.
Trade stands, autojumble.
12.00-2.00 bar and barbecue.
4.00 Presentation of prizes.

Concours entrants to register by 11 am on
Sunday.

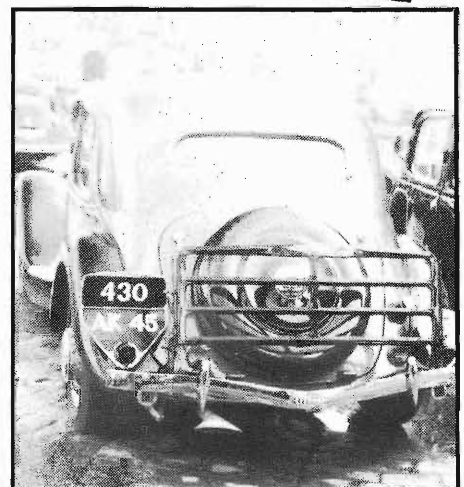
Raffle tickets on sale throughout the
weekend.

Lucky programme draw.
Members are asked to bring any spares they
have for sale.

Fees: £3.50 tents or caravans per night,
£2.00 per car for whole weekend.

PARIS»MONTE CARLO»PARIS

IN THE NEXT issue of Floating Power, we'll be featuring the first section of a two part report, written by Fred Annells, on the Paris-Monte Carlo-Paris Rally held last May to commemorate the famous feat by Francois Lecot. To whet your appetite in the meantime as a kind of automotive aperitif, we reproduce here some photos taken by Colin Gosling - though he didn't go on the Rally himself, he just happened to be in France at the right time for his path to cross that of the competitors.



CLUB NEWS

SUBSCRIPTIONS

A reminder that the annual subscription to the TOC is now overdue, and that this will be your last magazine unless you renew promptly. Please send your renewal form direct to Membership Secretary Steve Reed as soon as possible.

GET WELL SOON

Our thoughts and best wishes for a speedy recovery go out to committee member Rodney Burns, who has unfortunately spent some time recently in hospital. We all look forward to seeing you fit and well at a future meeting Rodney.

See how not driving a Traction for a while can affect your health!!

APOLOGIA

Apologies for the late receipt of the May magazine.

Having got the steering right, and the engine running smoothly, although the timing still needed adjusting occasionally, we seemed to be going nicely in the right direction when, all of a sudden, the damn chauffeur decides to leap out at the last moment for richer rewards and fame elsewhere

Thankfully, Sam Wells grabbed hold of the steering wheel before the whole unit went off the road and managed to bring it home virtually single-handed, although, understandably, a little late.

Our thanks to Sam for his unstinting effort in the face of adversity, and now that the

deserting driver has returned with his tail between his legs, we hope that there will not be any more mental lapses on his behalf!

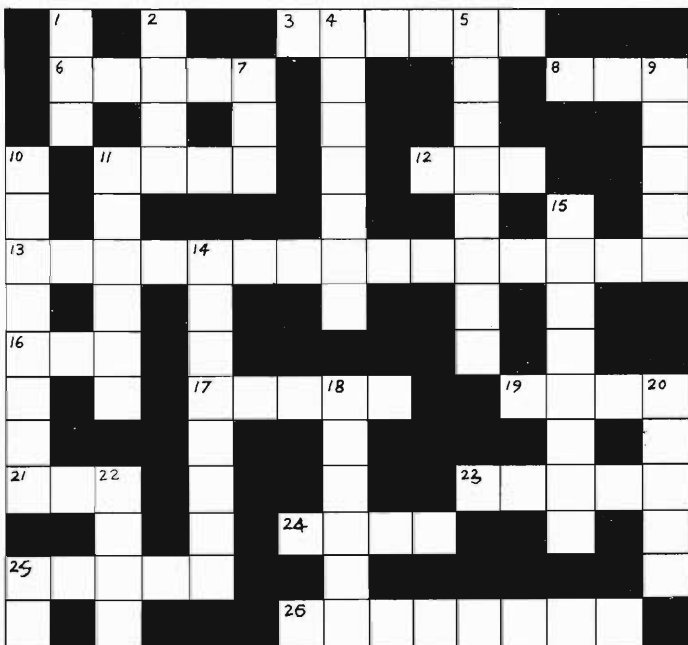
MAGAZINE ARTICLES

The desertion of our erring editor did, however, highlight a serious shortfall of material for our magazine and once again we appeal to all members to submit articles, letters, copies of old material etc., for possible inclusion in future editions. Members cannot really complain if we are unable to compile a magazine due to lack of material, so get your pens working or dig out that interesting article on the Traction that you have put away, and send them to the editor now. Remember, all material will be looked after and returned intact.

LONDON PUB MEETINGS

Pub meetings are on the last Tuesday of every month (location listed in Magazine). The principle of these meetings is for members to get to know one another, talk about their cars, i.e. troubles, rallies they have been to, to seek advice, availability of parts, and best of all in my case – pick up spares by pre-arrangement (from a member who never likes to drink alone). Please come and bring your car for us to see, if you can.

Peter Simper



In true trail-blazing mood, your magazine committee is proud to present the first ever FP Crossword. A modest prize will be forwarded to the first correct entry to be pulled out of the editor's postal sack (if you don't want to destroy the magazine, send in a photostat).

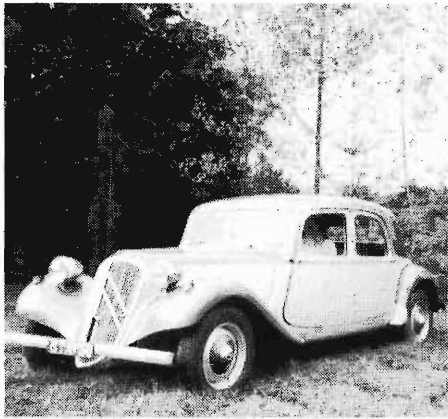
ACROSS

3. Hold tight, it might slip! (6)
6. The French were there before? (5)
8. French component supplier, abbr. (3)
11. Stationary tyre? (4)
12. The size of fifteen (3)
13. Where Citroens lead (5,5,5)
- 16, 21. This large journal's a con! (3,3)
17. A rare cut (5)
19. A lot of teeth but no bite (4)
23. French pump (5)
24. You find it in the spring (4)
25. Regal gear (5)
26. A sinking ship in your engine? (3,5)

DOWN

1. A knock on the radiator? (3)
2. Not all (4)
4. The lights of Paris (7)
5. In this you have the capacity (8)
7. Third gear (3)
9. Some have an exhausting job but others are quite fulfilling (5)
10. The French designer (8)
11. They'd have to be right to come from here (6)
14. The favourite car for osteopaths? (8)
15. Bibendum (8)
18. Female aviator in the round? (6)
20. It goes round whichever way you look at it (5)
22. Your exit hinges on this (4)
25. French horses (2)

Correspondence



Dear Sir,

I read your address in Practical Classics and would like to know if any of your members would be interested in a 1953 Traction Avant in very good condition indeed, redone by a professional on a sound basis. Nothing wrong at all mechanically, minor details to be corrected on the paintwork. I use the car every day, original seats as new (I took the seat covers off – ugly ones – myself!) Any offers for the real eye-catcher? The two-tone paintwork was proposed on the catalogue by Citroën, but nobody wanted it. Not the fashion at the time! Can be driven any distance and seen near Cherbourg. We do have ferries and the 'wine alley' in the Continent Hypermarket is not bad!

I must add that I love this car but my heart is partly in England (I teach English), and I dream of a Mark II Jag.

Amitiés

Jean Paul Morin
32 Bis Rue Mauquet
50700 Valognes
France
Phone: 010.33.40.29.65
(I do speak English)

Dear Steve,

Just to drop a line with my enclosed renewal. I still do not own a Traction at this point as they are, of course, very far and few between here in Alberta. I managed to spot one a few months back but it was in horrendous condition. I have not spoken to the owner, but when I locate him I will forward the details. I must add that I truly enjoy the club magazine. My fascination has been keen for years, but now since becoming a member of the club, it borders on obsessional!

I find it somewhat frustrating (on the outside looking in), not being able to directly involve myself in club activities. But, who knows, hopefully I will one day find myself in Great Britain for a club event!

First things first though, I must find a Traction to enjoy which at this point I can only do vicariously. That, unfortunately from this side of the Atlantic would appear to be a very difficult task. So please, until I change my status, keep up the good work.

If I can be of any help to any club member who may wish to travel to Western Canada, please have them drop me a line, they would be very welcome.

Regards,
John Johnston
18520/70 Avenue,
Edmonton
Alberta
Canada TST 2L6

Thanks for the encouragement John, nice to be appreciated by a member from a distant shore. Actually you are indirectly involving yourself in the club by merely writing in to tell of your Traction experiences – so keep up the good work yourself! Ed.

P.S. Holiday bookings for Alberta are now being taken!

Dear Bob,

I found the enclosed snippet in an old copy of Motor Sport recently. I thought the engine ran in reverse because of the '3 tier' gearbox on 6's, but I don't know any more than that. Perhaps other readers may have an answer.

Yours sincerely,
Tony Hodgekiss

Reversed Engines

Sir,

In the article Vintage Aircraft and Cars at Finmere in your Sept. issue it was mentioned that the FWD Alvis engine ran the opposite way to normal. There was another famous car with the engine running the opposite way: the Citroën FWD 15/six G (G for gauche) built from 1937 to 1946/47. At this time to the end of its production the 15/six got a clockwise turning engine and became the 15/six D (D for droit). As one could presume, neither the engine of the 15CV "Rosalie" nor the six-cylinder engine of a commercial Citroën was put the wrong way round into the front-wheel-drive car, as the exhaust of all engines was on the same side. The my knowledge nobody — the Citroën historians included — knows today why the first 15/six engine ran the wrong way. But maybe one of your readers would?

Always hopeful to find MOTOR SPORT every month in my letter-box.
Pt. Lancy, Switzerland **K. BEDDIG**



Gjertson in the Citroën does it backwards everywhere. FWD is not everything that it is cracked up to be. The intrepid driver had real problems on narrow sections such as Prickly.

Well, Tony, We did come across the pic above in an old VSCC 'Bulletin' – could it be the result of a reverse running engine? Seriously, we'd welcome comments from other readers. Ed.

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.

RATES AND CONDITIONS OF ADVERTISING:

Private Adverts (classified).

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

Trade Adverts

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

Inserts (loose)

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

Terms of acceptance

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

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

All advertisements should be submitted to the Editor.

Events

August 9-10

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

August 10

Yorkshire Historic Car Club 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.

August 23, 24, 25

Wheels 86, Blake Hall, Ongar, Essex.

August 25

Merton Concours d'Elegance, Morden Park, Surrey.

August 30

Kingswood Classic Car Show, Village Hall, Kingswood, Gloucestershire.

September 7

Historic Vehicle Rally and Auction, Holker Hall, Cark-in-Catmel, Grange-over-Sands, Cumbria.

September 10-15

Rallye Monte Carlo des Voitures Anciennes, Monte Carlo.

September 13, 14

Beaulieu Autojumble, National Motor Museum, Beaulieu, Hants.

September 21

Benson and Hedges/Classic and Sportscar Concours National Final, Syon Park, Brentford, Middlesex

Advance notice!

The 7th ICCCR will be held in Germany next year from 4th to 6th September at Loreley, a picturesque spot on the Rhine. Don't turn up this year or you'll be twelve months too early - on the other hand, don't say we didn't give you enough warning about this event! More information will follow as available.

And if anyone's lucky enough to be on the West Coast of the States during August, don't forget to drop in on the Pebble Beach Concours, Carmel, Monterey, California, on the 24th!

Classified

For Sale

Light 15 dash-board with square instruments. Can deliver to London area. Contact Michael Waller. Tel: 0508-31199.

For Sale

1953 Paris built Light 15. LHD. Black. Full history and documents. New upholstery. Front-end, gearbox rebuilt, very good bodywork. New tyres, used regularly, many new parts too numerous to list. £3,750 ono. Tel: Colin Woollard on (0481)-54250. Situated in Guernsey. Please note that Duty may be payable on importation to mainland UK.

For Sale

Trio 4 berth tent. New in 1984. Used 5 times, excellent condition. £195. Also, 4' x 3' Trailer with lid, luggage rack and cover. £225. Some other equipment also available. Tel: Hook 4321.

For Sale

Paris built 1936 7C. Total restoration completed in 1984. Concours Winner. £7,900. Tel: Hook 4321.

For Sale

Light 15 Slough built. I have used this car for my daily transport during the last 18 months and it has proved 100% reliable. 90% mechanically renewed or rebuilt. For further details: Tel: (093928)-254.

For Sale/Exchange

Light 15 Slough built breaking for spares. Exchange any parts for Big 15 or Commerciale parts. Tel: (093928)-254.

For Sale

Four part-worn-155 x 400 Michelin X tyres. £10 each ono. plus p & p. Tel: Roger Diamond on (0227)-265214 Home and (0227)-363859 Work.

For Sale

Citroen Traction-Avant 1954 Paris built IIB saloon. Completely original though requiring total restoration. Stored since importation - all import duty paid. £850. Tel: John Dryhurst on Lapworth 3185 (Midlands).

For Sale

1954 Slough built Light 15. Reg: HPN508 Rebuilt 1984. Black. Re-chromed. New carpets/headlining. Workshop manuals and service notes available. New MOT, £3,000. Contact M. Croucher on (0705)-831289.

Wanted

Cam Followers (at least two) with push rods if possible, to fit ID-DS19 pre 1966 block. Tel: Andre Ciantar on Isleham 802.

Wanted

Three hub-caps for 1952 Paris built 15 six, as per photo. Tel: F. C. Button on 0284-828563.

Service

Mobile car service, welding and body repairs for Traction. Light 15 door exchange service, supply and fit. Distance no object. Contact Michael Waller, 17 Chapel Avenue, Long Stratton, Norwich, Norfolk NR15 2TE. Tel. 0508 31 199.

WISHBONE SPINDELS

RECONDITIONED £30 pair + P&P
BRAKE DRUMS SKIMMED - £20 pair + P&P
Roger Williams, 37 Wood Lane, Beverley, North Humberside HU17 8BS
Tel: 0482-881220

4-SPEED GEARBOX

CONVERSIONS complete with gearchange mounted behind dash as per original. Contact Roger Williams, 37 Wood Lane, Beverley, North Humberside, HU17 8BS. Tel: 0482-881220.

For Sale

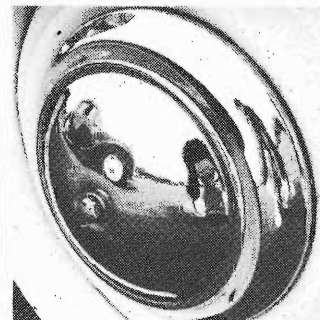
Various engine spares for B14, 1926 on, camshafts, valves, cylinder head etc., from two dismantled engines. Tel: Richard Wadsworth 0742 467806.

For Sale

Big 12 1933 (Rosalie) Slough-built RHD - breaking for spares. Mechanics/chassis good. Tel. G. Johnson 0452 617761.

Wanted

Engine or camshaft/timing gear for 10hp/8cv Roaslie, 1933. Tel: G. Johnson 0452 617761.



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

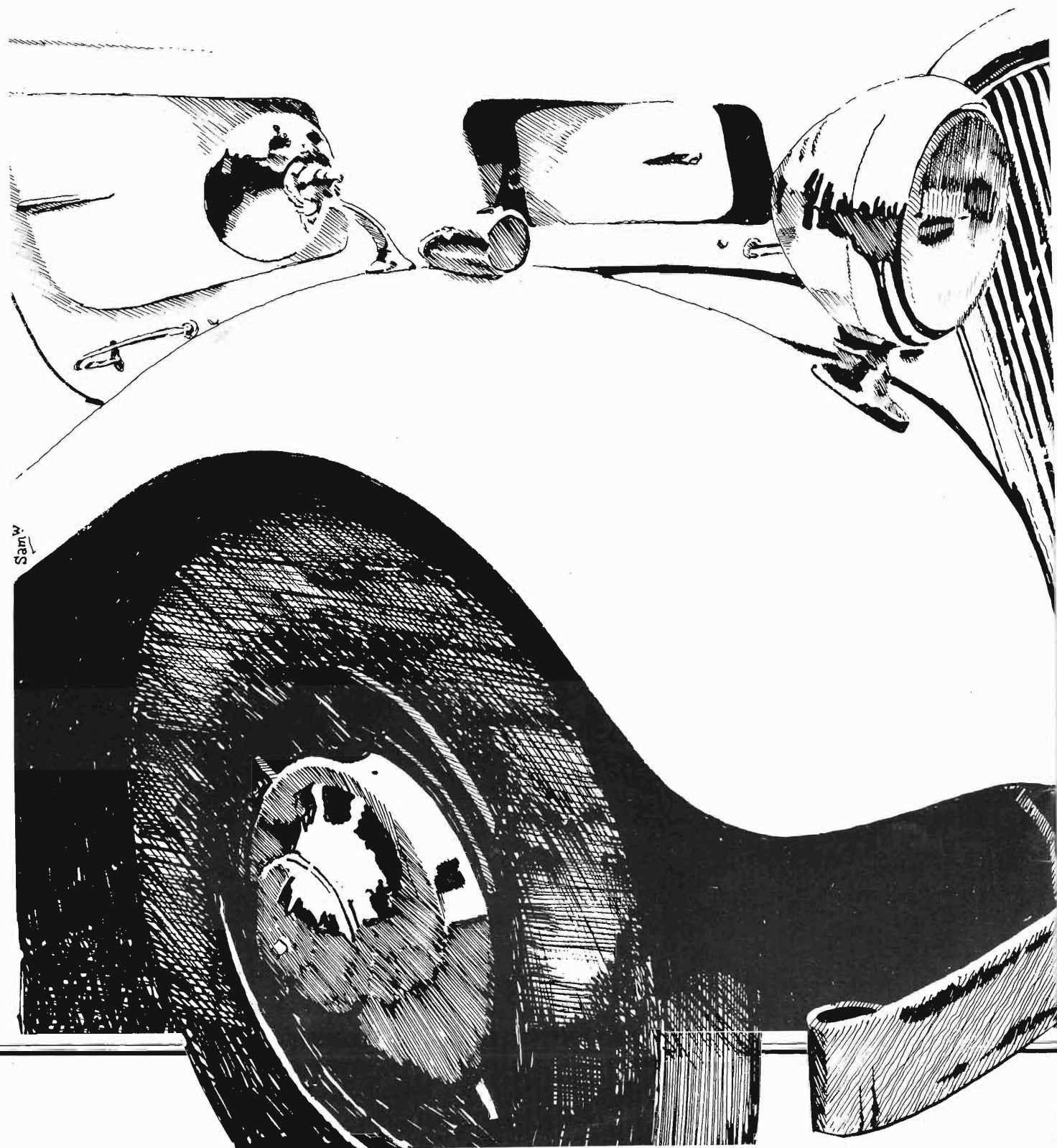
Badges
Metal TOC.....£10.00
Button.....£0.50
Enamel Brooches.....£2.00
Set of three.....£5.00
Windscreen Stickers TOC.....£1.00

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.



Sam W

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

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.

9th August

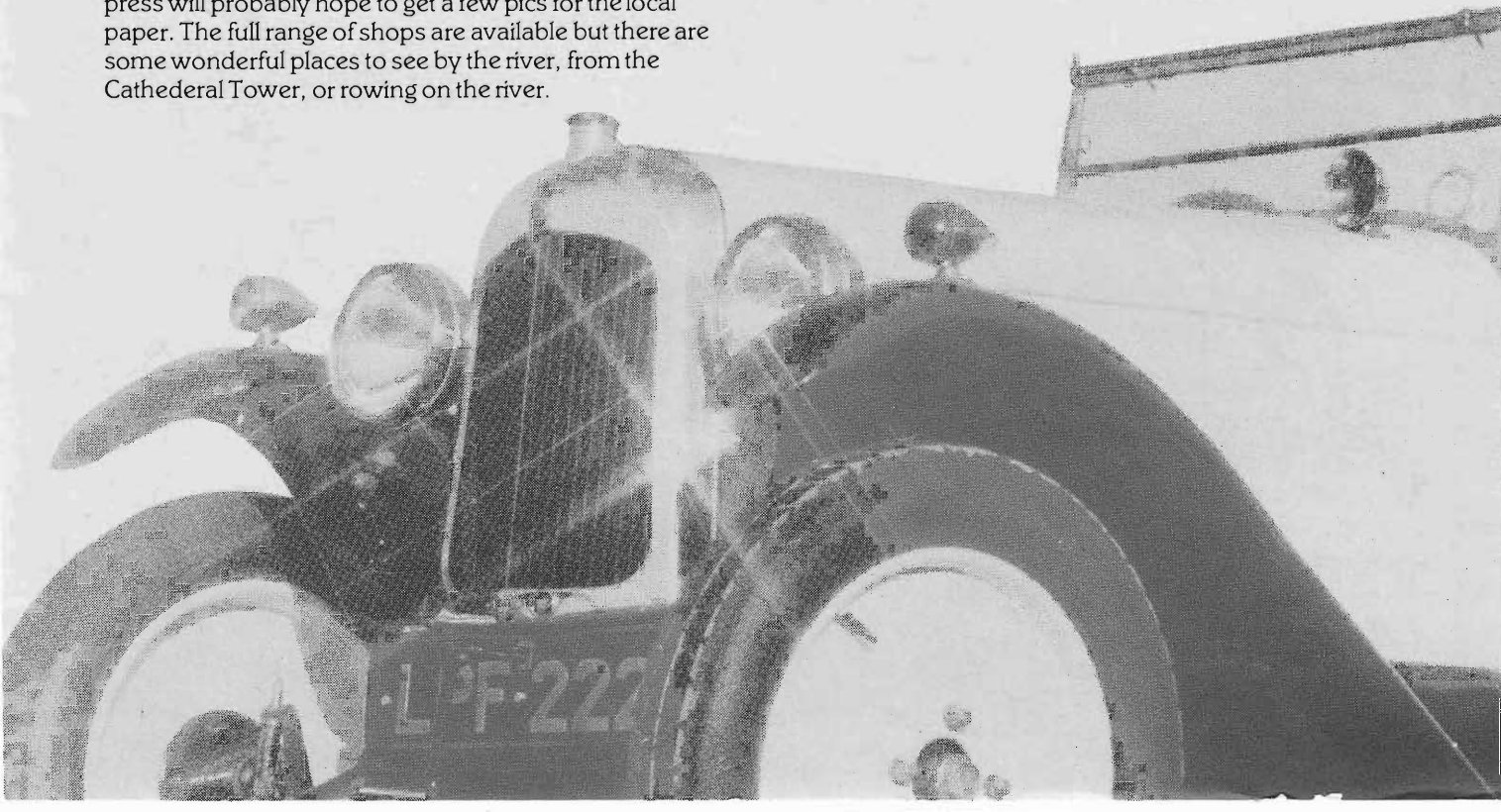
IF there is sufficient demand there will be a **mini bus** at 8.45 a.m. on Saturday for a **shopping trip** to Carrefour, the first shop open in the Metro Centre which is going to be the biggest shopping centre in Europe. I think you can buy just about anything at Carrefour!

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.



Don't forget your Barbecue & Disco tickets!

Ryton Round Table
Traction Owners Club

Ryton Round Table
Traction Owners Club
(Summer Tour 1986)

Ryton Round Table
Traction Owners Club
(Summer Tour 1986)

*This part to be
exchanged for meal*

Joint

BARBECUE & DISCO

Saturday, 9th August '86

BEDA LODGE, HOOKERGATE, HIGH SPEN
(Next to entrance to Chopwell Woods)

Bar 7.30 p.m. – 12.00 midnight **£5**



**BEDA LODGE, HOOKERGATE, HIGH SPEN
(Next to entrance to Chopwell Woods)**