

Nov 88



Strong turnout of Tractions at the CCC's Stratford rally.

Dear Bob,

I am sorry I have been so long in writing a letter from Scotland but things have been rather hectic up here. Not only in the Traction field but unfortunately at school as well.

The Glamis weekend has come and gone again and was as usual hugely successful. My Traction was the only one there I think, so I did manage to keep the flag flying, and even although the car is not concours it looked quite good and caused not a little chat. Everyone seemed to have had one at sometime or other, or knew someone who had.

The Glamis show is the biggest in Scotland and seems to get bigger every year. If only they would shut down the steam organ for a few hours; we always seem to be parked next to it! It must be about time the Club entered a few cars and made the Scottish trip. There is always a couple of beds at North Queensferry for a night or two.

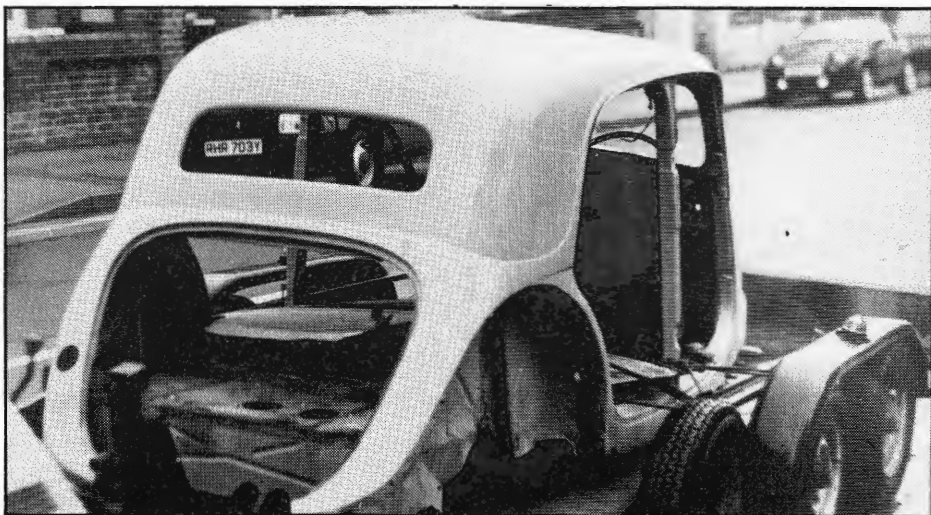
The other big car show at the Ingliston Show Ground near Edinburgh has also taken place and again the Traction was on display. The Fife Car Club had eight cars and four bikes at the show, ranging from a 1923 Rolls-Royce to a 1963 Isetta bubble car, and all different. This show is sponsored and includes a classic car auction but there were no Citroens for sale, not even a Traction Arrière, although Cloverleafs are very popular up here.

Club member Mike Hyatt from Glasgow came to visit last week and has just had his Traction painted in beautiful black, and it is superb. The engine is getting a bit noisy now so Mike was over to talk about the possibility of a rebuild. We didn't come to any firm conclusion as Mike uses his car every day and nothing was actually falling off.

The enclosed photo is the sequel to the last letter I wrote about John Savelli's Citroen and MG. A mutual friend rebuilt John's MG, a 1951 TD by the way, not a PB. My earlier mistake would take too long to explain, suffice it to say at least three PAs and PBs are involved! John is now working in France and has taken his Big 15 with him. The rebuilt MG was driven to France by my friend and his wife to have a holiday with John. While in France the crankshaft on the MG broke, hence the picture. The Big 15 proved to be capable of towing the MG, trailer, both families and dogs home, much to everyone's relief since car transportation in France is very expensive.



Dog Tania at Le Mans (with Mary Stewart, John Savelli and Dorothy).



Michael Wood's 1949 Light 15 prepares for the body shop.

I think that is the end of my ramblings for the present except that I had a phone call from a new member from Aberdeen who is rebuilding a Traction, his name is Mark Ward. One day I hope to arrange a Scottish Traction Day so if anyone is interested would they please get in touch with me and I will try to work something out. <sup>27</sup>

Yours aye,  
Alan Hay,  
North Queensferry,  
Scotland

Dear Editor,

I thought it was about time that I contributed something to your excellent magazine. I enclose some extracts from 'Autocar' reviewing Tractions and hope they may be of use.

Dear Bob,

I enclose a few photographs showing the Traction interest at the recent CCC Stratford-upon-Avon rally. As usual we had a very good turnout of Tractions, some 25 cars, and the organisers would like to thank all TOC members who supported the event. Next year, as well as the CCC's autumn rally at Stratford, the TOC's annual rally will be held there on the 27th and 28th May, 1989 which is the Whitsun Bank Holiday, so Traction owners will have the chance to turn out in even greater numbers . . . our target is 100 Tractions!

With best wishes,  
Simon Saint,  
Worcester

I also enclose a photo of the current state of my car, a 1949 Light 15 (EJG 79) ready for the trip to the body-shop for restoration. There is a long way to go yet but I'll report on the build-up of EJG 79 when it is completed (or if!)

Yours,  
Michael Wood,  
Southampton

Thanks for the Traction 'Autocar' reports, Mike, which have never been used in FP before but are now in this issue. Best of luck with the rebuild of EJG 79 which I'm sure you will complete, especially when you see the list of forthcoming events for next year, and we would be delighted to receive reports of your progress on the restoration.

Ed.

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# Floating Power

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**I** START THIS EDITORIAL with an early warning, but there is no need to hide or reach for your wallet or purse. It concerns next year's annual rally which is due to be held towards the end of May at Stratford race course. It is probably known to a large number of members as the venue for the Autumn rally which is run in conjunction with the CCC.

The early warning is to give those members with cars off the road or nearing completion a target date for returning them to the open road.

There were 25 Traction at this year's Autumn rally and the organising committee for next year's annual rally are aiming to attract 100 Traction from home and abroad. An ambitious target but one which is achievable with a little support. No member has an excuse not to attend; the advance warning enables you to plan the annual holiday or decorating to avoid the rally; the site is geographically centrally located; you have enough time to refurbish/repair/polish your Traction.

It is good to see all the reports on the Beverley rally. Those who were unable to attend can still get a flavour of what went on and perhaps turn up next year. There should be some photographs of the Stratford rally in this issue and hopefully a written report in the next issue. Keep the reports coming, even if they are only local events – it is interesting to know what members do with their Traction.

It has been another good year for events; the Southern Tour, Brittany, Le Touquet, the Annual Rally, the Autumn Rally and others which I have probably overlooked. I think that it would be fair to say that only a minority of the membership takes advantage of some of the 'home' events. A great deal of time and effort is put in by the organisers of the events, and a small turnout can be disheartening and does not encourage

the organisation of future events. Obviously attending rallies is not compulsory as part of the membership, but it is a good way of meeting people, discussing problems and having an enjoyable break at the same time.

However, perhaps rallies are not what the membership wants. I am sure the social secretary would welcome views on the subject. Write to the magazine – write an article on what you the member want from the club.

We are now entering the quiet period with respect to rallies, but do not forget the local monthly meetings around the country. It would be nice to see some new faces. I usually go to the local Midland venue just outside Worcester. The same small group of people is always there. New faces with new projects to discuss would be welcome. I am sure that this is probably the case in other areas.

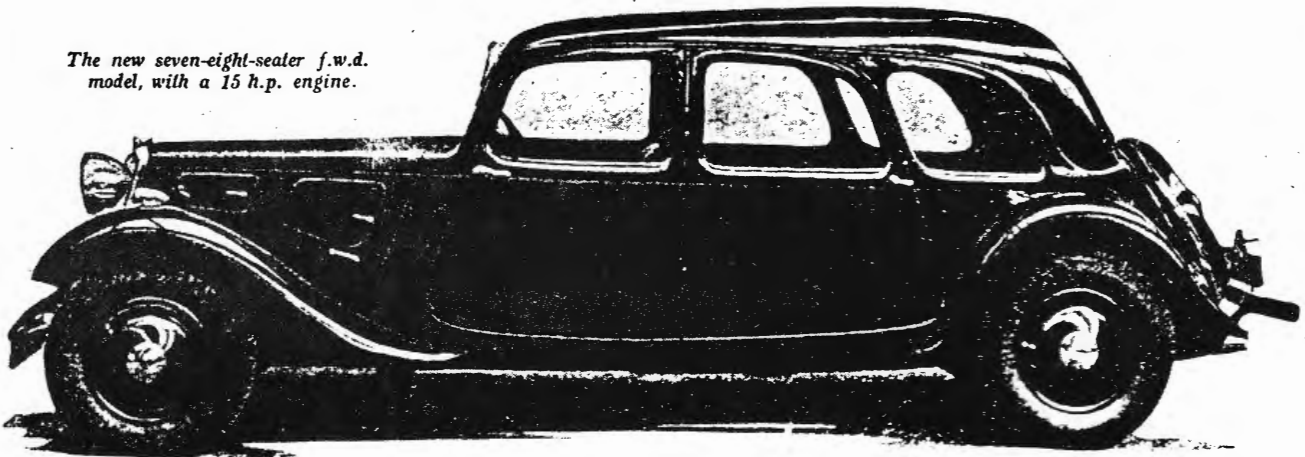
So far I have mentioned two things to occupy your spare time; preparing the car for next year and writing an article for the magazine; now a third – Christmas. We are rapidly approaching the festive season, do be careful with the celebrations. Traction bodywork is expensive to repair!

I have it on good authority, but please confirm with the organisers, that the two annual lunches are again being organised by Messrs Wheals and Gillard at Whitchurch and Camden Lock respectively. Hopefully details appear elsewhere in the magazine. Apologies to members North of Watford. I am sure there are some lunches or dinners being organised in other areas, but unfortunately I have not been informed of them.

It remains for me to wish you all on behalf of myself and the committee best wishes, health and happiness for Christmas and the New Year.

David Gardner

The new seven-eight-seater f.w.d. model, with a 15 h.p. engine.



## MORE F.W.D. CITROËNS

*Successful Front Wheel Drive Super Modern Twelve Followed by a Sports Twelve and a Super Modern Fifteen to Supplement the Range*

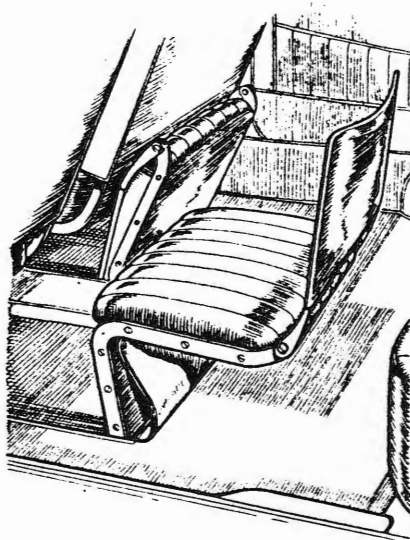
THAT the front wheel drive Citroën which was introduced last year has already proved to be a success is indicated by the fact that two additional models are now being introduced, both having front wheel drive as well as the chassis-less construction and torsion-bar suspension used on the existing model. These two new cars are a Sports Twelve saloon and a model termed the Super Modern Fifteen, both direct developments of the present f.w.d. car, the Super Modern Twelve.

The Super Modern Twelve, by way of refreshing recollections, is the four-cylinder model with an engine of 1,625 c.c., carrying a very pleasingly streamlined body, which was described in *The Autocar* of September 28th last, whilst a Road Test report dealing with the car's behaviour in a variety of conditions, including tests on well-known West Country hills, was published in *The Autocar* of February 1st this year.

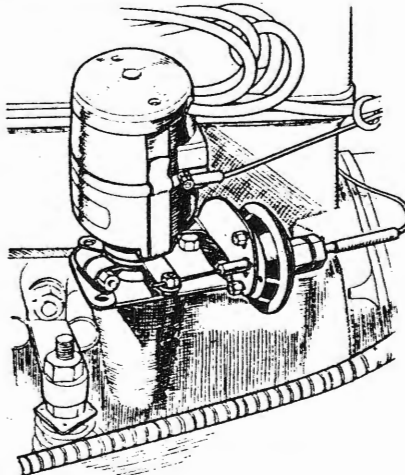
### Performance and Seating Space

The new cars which are now being described supplement the Super Modern Twelve, and each is aimed to have an individual appeal—in the one case performance, and in the other seating accommodation of an unusual nature. The Sports Twelve follows in overall dimensions and in the shape and size of body the present front wheel drive Twelve, but has a larger engine of 78 by 100 mm., 1,911 c.c., rated at 15.08 h.p. and taxed at £11 5s. The new engine is on similar lines to the existing Twelve, being a four-cylinder push-rod-operated overhead-valve unit flexibly mounted in the frame, and driving through a clutch, gear box, and crown wheel which are ahead of the crankshaft nose, to live shafts passing to the front wheels.

Certain changes and improvements which have been embodied in the Twelve itself since this first appeared are found also in the new Sports Twelve and the Fifteen, some consisting of details, such as the moving of the oil filler cap to a very convenient position in the cover for the overhead valve gear instead of being



Folding occasional seats give the extra accommodation in the seven-seater model.



Suction-operated ignition control on the new Sports Twelve and the Fifteen.

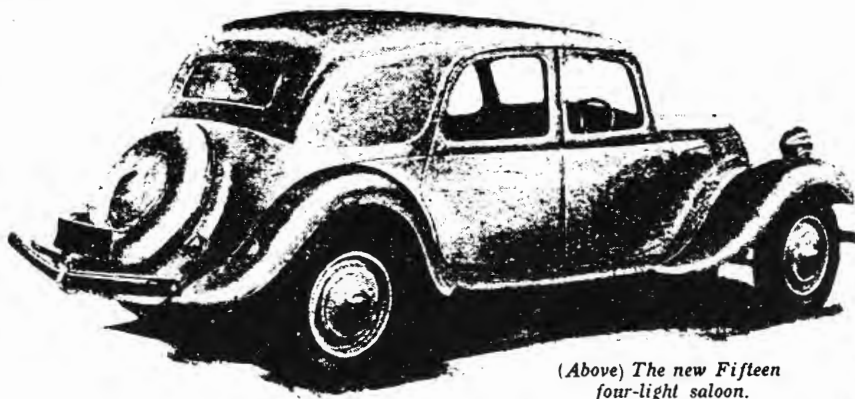
placed at the side of the crank case, and the mounting of the radiator block on the front of the "frame" instead of on the power unit assembly, relative movement between engine and radiator being taken up by moulded rubber water hose connections. There is a distinctly interesting alteration as regards the construction of the rear end of the steel shell which forms the frame, and around which the body is built. A stout tubular member at the tail of the shell is now used to support the rear torsion bars; two radius arms forming a triangulated construction assist in positioning the rear axle, which simply carries the wheels.

One has to remember that there is no frame as such, and that no normal axles are used, neither are there leaf nor coil springs for the suspension of the road wheels. These are carried by swinging levers acting against the torsional resistance or elasticity of steel rods which give the springing effect, and, it can be emphasised, a very remarkable springing effect, for the car is extremely comfortable besides being steady in its cornering.

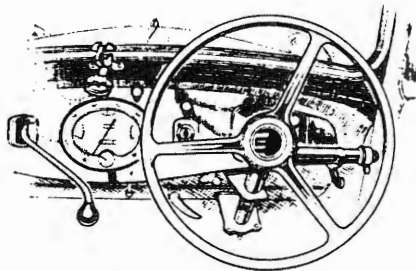
### Economical Gain in Power

The use of a larger engine approaching two litres in size naturally gives more power, 48 b.h.p. being developed by this larger unit as against 38 b.h.p. in the case of the smaller, but it is not ultra-tuned, or anything like that, for such practices are against the policy of the Citroën firm. The added power and therefore acceleration which some people may care to have are provided by the increased size of the engine, involving, incidentally, a rise of but £2 in the annual tax, and, it is stated from preliminary experience of the larger model, practically no variation in petrol consumption.

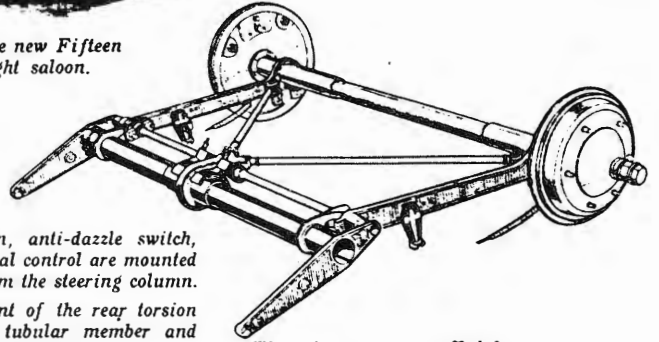
The compression ratio has been kept distinctly reasonable, and is not appreciably higher than that of the existing model, the figure being 5.81 to 1, and the final drive gear ratios are 4.38 on top, 7.32 on second, and 13.18 to 1 on first gear.



(Above) The new Fifteen four-light saloon.



(Left) Horn button, anti-dazzle switch, and the traffic signal control are mounted on an extension from the steering column.



(Right) Arrangement of the rear torsion bars, carried by a tubular member and brackets bolted to the "frame."

The ordinary Twelve remains available for those who want the smaller engine, and, it can be said, is intended to form the bulk of the sales of the front wheel drive model. The price of the new Sports Twelve saloon is £285, that of the existing version being £250.

Then the Super Modern Fifteen, the other new car, is aimed to meet the requirements of those who are interested more especially in seating accommodation, and for this a similar four-cylinder 1,911 c.c. overhead-valve engine is used, but the wheelbase is 10ft. 1½in. and the track 4ft. 8in., against 9ft. 6½in. and 4ft. 4in. on the other model, so that a bigger body can be fitted giving ample accommodation for five. The price of this model is £315, and in appearance it is similar to the Twelve, since it is a four-light style of body, though with the two models seen side by side there is an appreciable difference apparent in the overall dimensions.

Then there is another form of the Fifteen, utilising a full 4ft. 8in. track, but having a wheelbase of 10ft. 9in., and this carries a six-light body which is of such size that occasional seats are fitted in the rear compartment, and the car thus becomes a seven-seater, even an eight-seater on occasion.

With a useful size of engine of marked liveliness due to its design, and embodying the modern but not at all extremist coachwork on lines resembling those of the smaller cars, this will be a model to appeal strongly to buyers who want maximum accommodation with a power unit that is reasonably taxed and economical as regards fuel consumption.

The occasional seats are of a folding type; their occupants face forward in the car. With the seats in use adequate room is left for the legs of the main seat passengers. The provision of such extra seats is facilitated very considerably by the absolutely flat floor which results from the design of the car, since, of course, there is no drive shaft passing back to the rear wheels, and no need for a tunnel or foot wells. With the 4ft. 8in.

track the width in both compartments is ample for three occupants, though actually separate front seats are fitted.

As will be seen from the illustration, this six-light body is on the same general lines and still embodies, as the others do, a luggage compartment in the tail. The price of this seven-eight-seater saloon is £345.

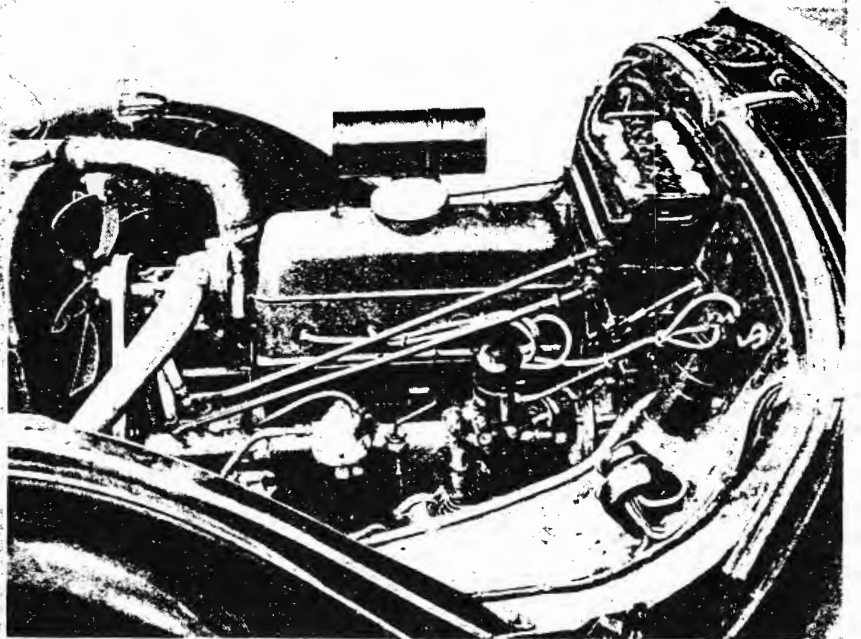
In general arrangements both the new Sports Twelve saloon and the Fifteens are the same as the existing model, with a three-speed gear box controlled by a lever projecting through the instrument board, which proves convenient in use. There is synchromesh between top and second. The hand-brake is of

a twist-and-pull type placed under the scuttle in an accessible position, leaving the front compartment free from obstructions, and the equipment is of a practical and complete nature, with twin-blade screenwipers, direction indicators, centre folding arm-rest for the back seat, sliding panel in the roof, and, externally, bumpers and twin filler caps for the rear fuel tank. A feature of the new Sports Twelve saloon is the fitting of wire wheels, steel disc wheels being used on the other models.

It was possible recently to publish in

*The Autocar* an official statement reassuring the motoring public, following certain rumours, that production at the Citroën Paris works has been resumed, whilst the Slough factory, at which the cars sold by Citroën Cars, Ltd., are produced, has never been in danger of coming to a standstill.

Also, the normal models, that is, the Ten—produced from British components—the Big Twelve, and the Light Twenty, are not by any means displaced by the more recent front wheel drive models. The Ten in particular is a popular car, for it is a sound, straightforward design, roomy in the body and very well equipped, made still more attractive by an announcement this week that the price of the four-door saloon has been reduced from £225 to £198.



Engine of the new Citroën Super Modern Fifteen, an overhead-valve unit of 1,911 c.c.

# ALEC BILNEY MAKES A FRENCH EXIT

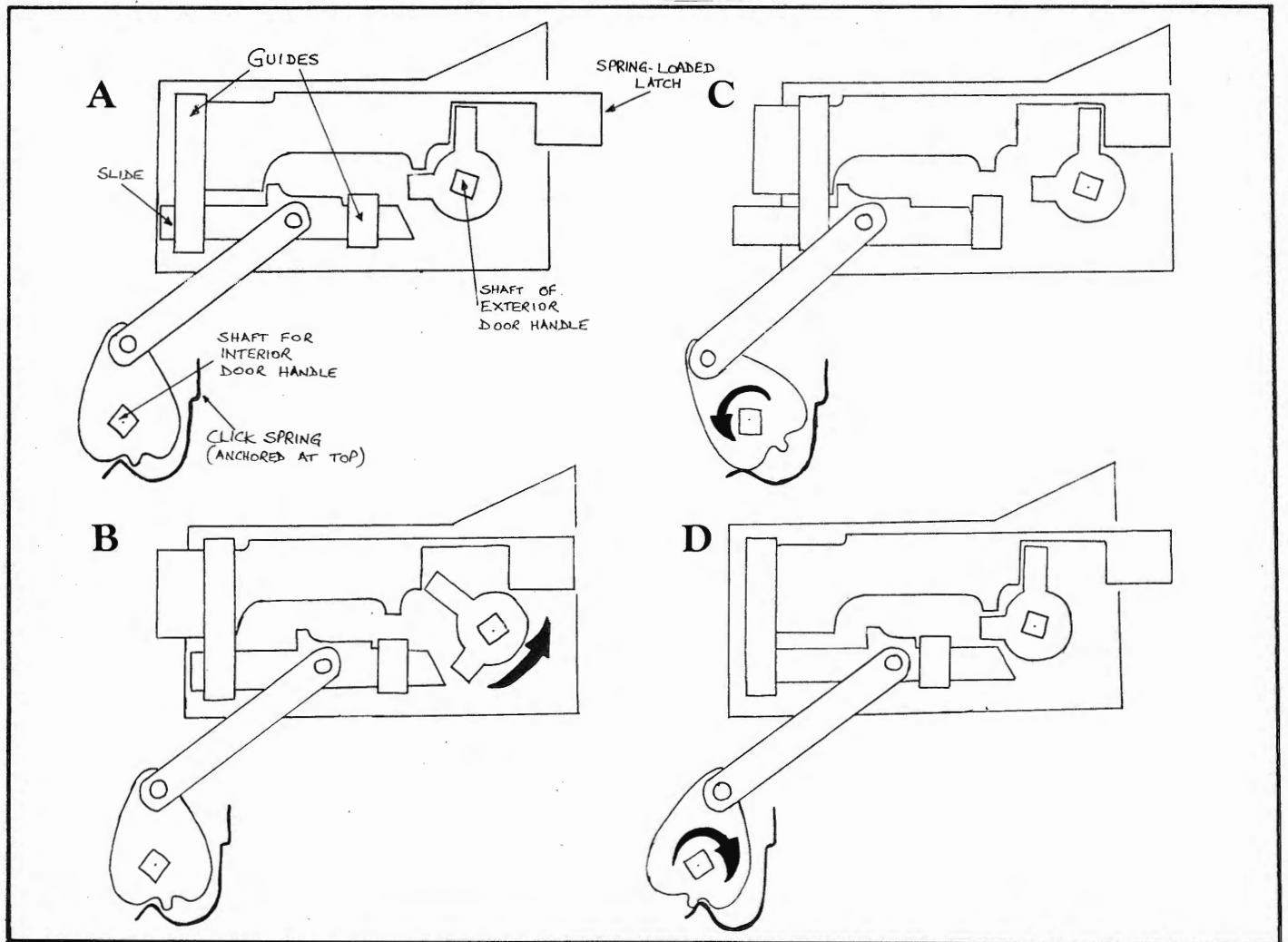


Diagram A shows the lock at rest. Diagram B: outside handle operated (internal handle remains at rest). Diagram C: internal handle operated (external handle remains at rest). Diagram D: internal handle locked.

DOOR HANDLES on French Tractions have the peculiarity that the door key unlocks the front passenger's door. If driving the car alone you have to shuffle across the front seats to get behind the steering wheel, and shuffle back again to get out, after flicking the lock on the driver's internal door handle.

I solved this problem on my Normale by fitting another locking handle on the left so that entry was possible from either side; and was lucky enough to get a key barrel of identical serial number.

However, while approaching completion of my Légère recently I wanted to retain the original ability to lock three doors from inside but allow access directly to the driver's seat. So I investigated further and here pass on what I found out.

Primarily, that it can be done.

I was relieved to learn that all the latch mechanisms are the same, although they are left and right handed to suit the door opening. Drawings A, B, C and D show the workings in simple form. The difference on the key-lock door is the lack of a spring on the internal handle shaft, and extra metal left on the slide to prevent it doing its secondary task.

To alter the passenger's door so that it locks from inside is simplicity itself, assuming you are firm but accurate. You will have to dismantle both doors at once, so keep the parts separate. In the part that has the shaft for the internal handle there is a strong spring in click-lock

doors but not in key-lock doors. So take the one from the left door mechanism and put it in the right door mechanism. That sounds simple but it entails firstly careful observation and making yourself a drawing that you understand. Then open up the lugs that hold things together, make the changeover and re-assemble the two mechanisms.

So far so good. Now for the latches. The slides, alas, are not interchangeable. The key-lock side has extra metal left on at position shown (Diagram E) which must be filed away to allow it to move further and lock the exterior handle. Again I carefully undid the lugs which held the end guides on, dismantled the minimum possible, filed away the required amount, proved the system to my satisfaction and re-assembled the lot. Once fitted to the door I was very pleased indeed. The whole system worked perfectly.

However, on the driver's door latch I now had to create metal to ensure the slide does not ever accidentally block the lock. You can of course simply hope for the best, but I do not fancy being locked out of my own car. So I cut a piece of metal as shown to interfere as per Diagram F.

Then I drilled this and the lock backplate, tapped them and secured them together permanently, rivetting the screw over to make sure.

Since the spring on the internal handle part has already been removed to fit the right door,

so the whole can now be re-assembled to the driver's door and – hey presto! – you have a car which is logical instead of French.

There is one small drawback I ought to mention, though you may have seen it anyway. You must buy two new outside door handles. If you refit the originals on the opposite sides, either they will be upside down or back to front. But Club Spares to the rescue... items J21A and J27A will do the trick.

Everyone knows how key barrels fit, don't they? Or is that another article?

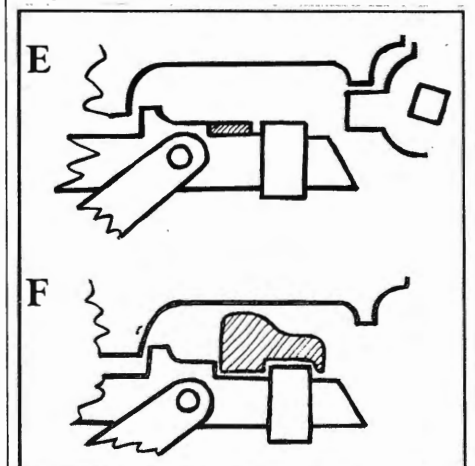


Diagram E shows shoulder of slide to file away in new click lock. Diagram F: sturdy piece of metal to block slide in new key lock.

The Annual Rally meant that, for Colin Gosling,

## Put on the Map

**A**LEC CLIFTON-TAYLOR CHOSE Beverley as one of the historic English towns to be featured in his BBC-TV series several years ago; I remember being struck by the wealth of architectural gems that he unearthed during the programme. For me, his outspoken views and deep knowledge of his subject made absorbing television. The years passed and Beverley slipped into the back of my mind, only to be plucked from those dark recesses at this year's AGM when Roger Williams proposed Beverley as the venue for the 1988 TOC Annual Rally. I knew I had to go and see the town for myself!

It is certainly an impressive place, full of narrow streets, market squares, and distinguished mediaeval and Georgian buildings, dominated by the fine c13th century minster. I arrived mid-morning on the Saturday of the Rally from Leicester, having driven up through Newark, Lincoln and Brigg on the A46 and A15, before crossing into Yorkshire on the Humber Bridge. It was a trouble-free and pleasant run. I discovered Roger and other Tractionists at the Minster coming back down to earth having just scaled the North (or was it the South?) Tower. They were all clearly ready for some sustenance, which we found in abundance at the Pipe and Glass pub just outside Beverley (definitely worth the detour). As we ate, Carol and Alec Bilney arrived in their Traction – we were now an assembly of some 15 cars or so.

Refreshed by welcome food, drink and conviviality, we set off in convoy at a cracking pace on a two-hour drive through what have to be some of the most attractive parts of South Yorkshire – a route carefully researched and led by Roger himself, with full supporting cast of maps and instructions. Thank goodness there was a stop half-way!

Back at the Race Course, or back in town, our time was our own, for sightseeing, shopping or relaxation, before Saturday evening's entertainment at Nellie's (aka The White Horse Inn) which kicked off at 7.30 p.m. Live entertainment, in fact, for the whole family provided by a local folk group with buffet supper in a private room once used for political debating. It was fun and an acknowledged success.

Not surprisingly, 10 o'clock the next morning saw very little Traction activity in Saturday Market (cordoned off for our use), until the first handful of cars began appearing



Impressive line-up of Tractionists in Beverley Market Square.



Passers-by young and old enjoyed Tractionists.

at about 10.30 a.m. and were lined up on one side. Soon the driving tests were being set up and the Club shop was about to open. A few local inhabitants appeared, then more, having heard or read about the events scheduled for the day. A sense of curiosity was abroad. Cameramen from the *Yorkshire Post*, *Beverley Guardian* and *Hull Daily Mail* were busy taking photographs. A camera team from Yorkshire Television arrived. We paraded around the Market Place en Traction for their benefit. Things really started to pick up momentum. Intrepid drivers were trying their luck on the driving tests; sales at the Club shop flourished, and the Concours judging began. One o'clock came all too quickly and time for lunch in the pub opposite.

And so, on to the afternoon's events – the prize-giving and the raffle, with the Deputy Mayor officiating. It was already 4.00 p.m. and the end of another annual rally. Twenty-two Tractions had participated, coming from near and far. The moment for everyone to

exchange farewells and begin making a start for home, but not without reflecting on the strenuous efforts of Roger Williams and family. The PR coverage, both newspaper and TV, had been first-rate. Yorkshire TV had a one-minute 'spot' on the rally that evening, followed by a three-minute 'feature' the next evening. Some of the press stories are reproduced with this article. However, appreciative thanks are due to Roger for all the effort and time put into the organisation of the event on behalf of TOC members. To volunteer, as he did, was only the beginning of many months of preparation and organisation to ensure a successful and rewarding weekend.

For 1989, it has been confirmed that the TOC Annual Rally will be held in Stratford during the last weekend of May (27th/28th). Three stalwart Midlanders have volunteered to organize it – David Boyd, Simon Saint and Alan Kembery. Let's mark the dates in our 1989 diaries before that weekend fills up with conflicting demands on our time. See you there!

**Reaction from the press was enthusiastic – examples (right) are culled from Yorkshire Post, Hull Daily Mail and Beverley Guardian. Local hacks were not, however, always accurate in their reporting!**



Local building society office put on Traction window display.

## 'Maigret cars' the Market Place

**"LES TRACCTIONS"** come to Beverley Market Place on Sunday. At approximately 11am, 20 classic Citroën cars, known affectionately as the "Maigret" models, will be on parade and engaged in friendly games and competitions.

Roger Williams, local organiser and member of the Traction Owners' Club says that Beverlonians and visitors will be able to witness a special occasion.

The owners live so far apart they get together only rarely and this meeting will attract members from as far apart as Scotland and Devon.

Dating from 1935 to 1956, the Light 15's and Big 15's as they are known to the experts, will include the first production front-wheel drive models.

It is hoped that two special cars will turn up. One is believed to have been owned by the son of

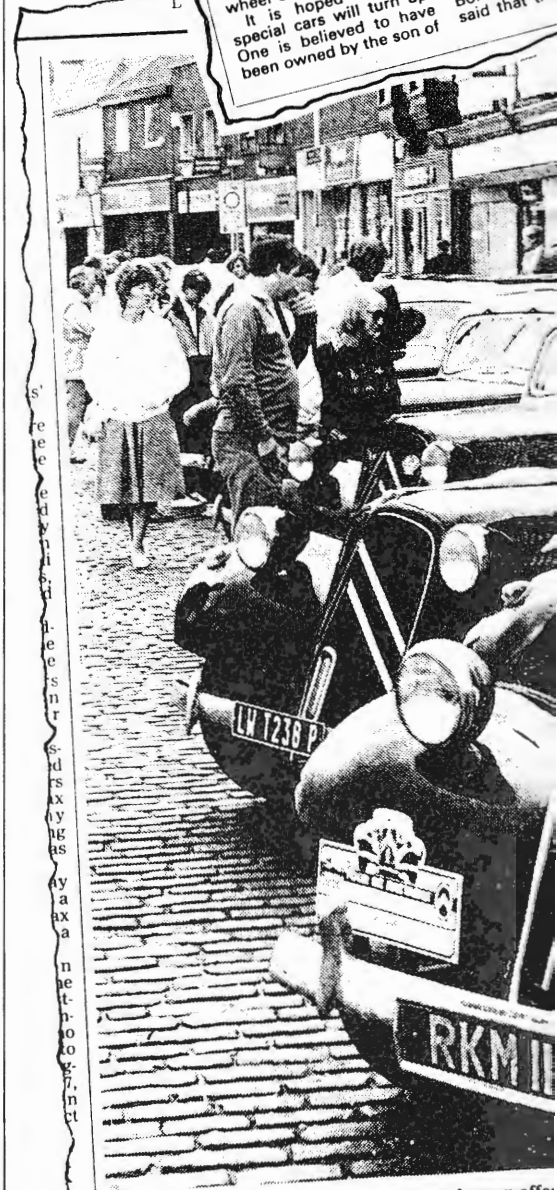
Rupert Davies, who played Maigret, the famous detective in the long-running television series.

The other is owned by endurance driver Dennis Ryland, who drove it on a London-Paris-Moscow rally in 1984, a production run for the 50th anniversary of the original trip.

On this latest occasion special permission was granted for Citroëns from all over the world to travel through Iron Curtain countries and come on Moscow.

Club members arrive in Beverley tomorrow. A road run will be held, taking the Humber Bridge and take place on Saturday.

Events on Sunday at 11am and the Mayor, Coun. will present trophies at 12.30. Ray Granger, Borough's Town Clerk said that the



**FRENCH CLASSICS:** Twenty Citroën cars known as 'Maigret' cars, which date from 1935 to 1956, were given their name after the popular TV series, Maigret.



# rs' in Place

been lucky in attracting the meeting. "Formerly, it was a very private affair. I felt an event like this could be enjoyed by our visitors and residents and we were fortunate in getting the club to change their minds."

The event is jointly sponsored by the council as part of its tourist and events development programme.

OVER 300,000 cars are stolen each year. Many are taken by joy-riders and abandoned once they run out of petrol. Older cars are particularly at risk because they don't have integral steering locks. Whenever you leave your car, make sure it's locked and the windows are shut. Don't leave valuable items in the car if you can take them with you - if you can't lock them out of sight in the boot.



affectionately as the Maigret Models on show in part of a rally by the Traction Owners Club. The their nickname after one of them was featured in

## Classic cars with the Maigret touch

TWENTY "cop" cars with a special touch of class went on parade in Beverley, to the delight of motor enthusiasts and detective story fans.

The classic Citroën cars are known affectionately as Maigrets since one of them was featured in the TV crime series.

### Rally

They went on show yesterday in the Market Place in a rally organised by the Traction Owners Club. The cars, dated from 1935

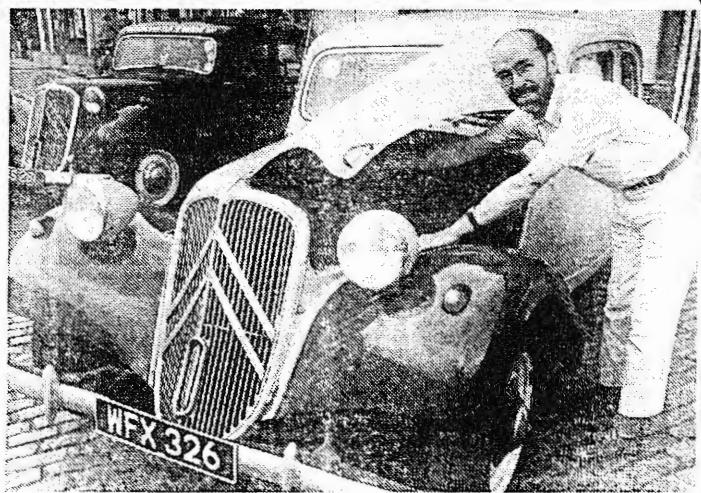
to 1956, were driven in by owners from as far afield as Scotland and Devon.

The vehicles were earlier put through their paces in a road run around the Humber Bridge area.

### Rare

Mr Roger Williams, local organiser and member of the Traction Owners Club, said the event was a rare occasion because the owners live so far apart that they seldom get together.

Picture by DAVE BARKER



Mr Colin Gosling at work on his Citroën Big 15 during the rally at Beverley.

# Cult cars on display

LES Traction, the Citroën that will forever be associated with Parisian detective Maigret in the BBC television series of the sixties, will be on parade in Beverley on Sunday.

Some 20 of the classic cars, driven by members of the Traction Owners Club, from Scotland and Devon, will be in the Humber side market town for a day of fun and frolic.

Dating from 1935 to 1956, the Light 15s and Big 15s as they are known to the experts, will include the first production front-wheel drive models.

It is hoped that two very special cars will turn up. One believed to have been owned by the son of Rupert Davies, who played Maigret, the famous French detective in the long-running TV series, and the other, owned by Dennis Ryland, was driven on the 1984 London-Paris-Moscow endurance rally.

Club members will arrive in Beverley tomorrow and a road run within the borough, taking in the Humber Bridge, will take place on Saturday.

On Sunday from 11am there will be a series of friendly games and competitions in Saturday Market and Deputy Mayor Coun Eric Gray will present the winners with their trophies.

Moscow rally in 1984, a reproduced run for the 50th anniversary of the original run.

On this latest occasion, special permission was granted for Citroëns from all over the world to travel through Iron Curtain countries and converge on Moscow.

Club members will arrive in Beverley tomorrow. A road run within the borough, taking in the Humber Bridge area, will take place on Saturday.

Events on Sunday start at 11 am and the Deputy Mayor

will present winners' trophies at 12.30 pm.

Ray Grange, Beverley Borough's tourist officer, said the council had been lucky in attracting the meeting.

"Formerly it was a very private affair. I felt an event like this could be enjoyed by our visitors and residents and we were fortunate in getting the club to change their minds."

The event is jointly sponsored by the council as part of its tourist and events development programme.

Car enthusiasts had a treat in Beverley at the weekend when 20 classic cars known affectionately as the "Maigret" models went on parade in the town centre.

The classic Citroën cars, dating from 1935 to 1959, were christened Maigrets after one was used by the famous French detective in the long-running TV series.

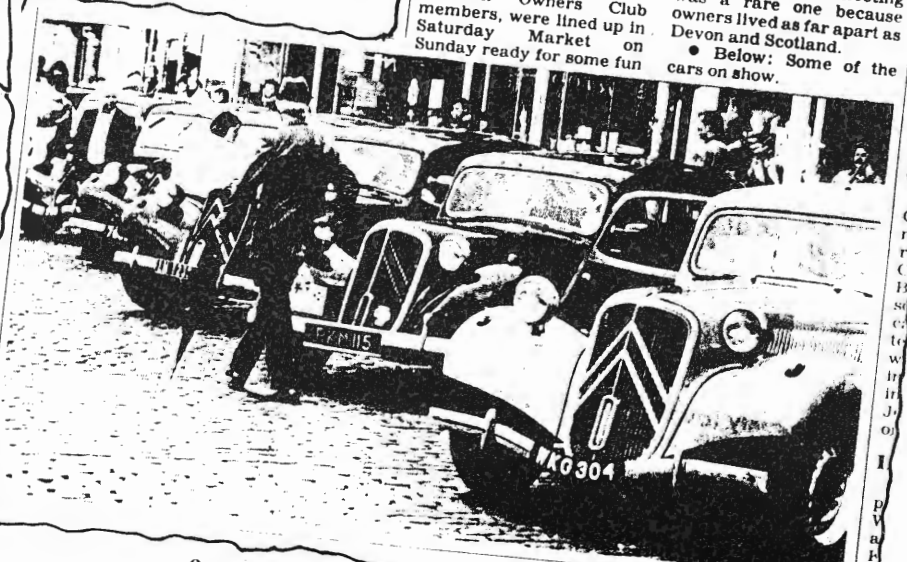
About 20, all belonging to Traction Owners Club members, were lined up in Saturday Market on Sunday ready for some fun

driving events after a road run around the Humber Bridge area the previous day.

Deputy Mayor Coun Eric Gray presented trophies to the winners after himself having a go at one of the driving competitions.

Organiser and club member Mr Roger Williams, of Wood Lane, Beverley, said the meeting was a rare one because owners lived as far apart as Devon and Scotland.

Below: Some of the cars on show.



Dodging the showers,  
Andy Cartwright gives a

## Personal View

**H**OPES WERE NOT high for a fine camping weekend, as five minutes after removing the Traction from the garage it started to pour down!

However, the car was packed and Lynn and I set off on our long drive to Beverley (65 miles or so). We arrived at the racecourse early evening in fine weather and duly pitched the tent before joining the other arrivals at the Rose and Crown for an evening of conversation and liquid sustenance. Come closing time and people dispersed to various hotels, tents, or the stable lads' dormitories at the Racecourse.

Saturday dawned, and it was a reasonably early start for those who wished to take the opportunity of a guided tour round the magnificent Beverley Minster, led by the Head Verger. After a brief history lesson and a look round the 'ground floor', we were then offered the opportunity of a mountaineering expedition up the many flights of stone spiral staircases to see the fascinating roof spaces, the bell towers, the huge mechanical clock, and the wonderful views of Beverley and beyond from the parapets of the Minster. All in all, a very different and most interesting way of visiting an ecclesiastical building.

After the Minster visit, it was back to the Racecourse to join the late risers and the new arrivals before setting off in a convoy drive through the brief downpour to the village of South Dalton for lunch at the Pipe and Glass. After lunch and mutual appreciation of a good line-up of Tractions, it was back to



On the convoy run to South Dalton.

Beverley for a stroll around and a taste of one of the famous local ice-creams (whose name I've forgotten!).

Saturday evening was spent in a delightful hostelry called The White Horse (Nellies to the locals)—gas-lit and full of atmosphere. We had the upstairs to ourselves, where we enjoyed a good buffet and a barn dance, which went down well with all ages.

Sunday morning, and a date in Beverley Market Square, which was closed to 'normal' cars, the Tractions being prominently on display. Yorkshire Television cameras were much in evidence, and the driving tests and the twenty or so line-up of Tractions was truly a spectacle for the general public, who showed a great deal of interest in the goings-on in the square.

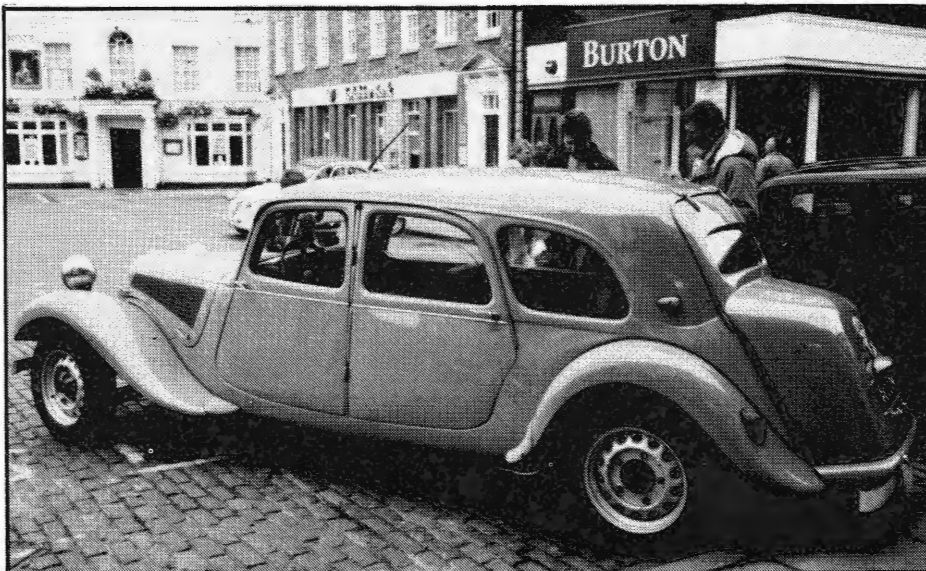
We ended up for lunch in the Kings Head, which was also the venue for the eventual concours prize giving, earlier prizes for driving tests etc. having been presented in the square by none other than the Mayor of Beverley.

Sunday afternoon, and people began to drift away, some having much further to drive than ourselves. We arrived home to be told by a neighbour "I've just seen your lot on the television"!

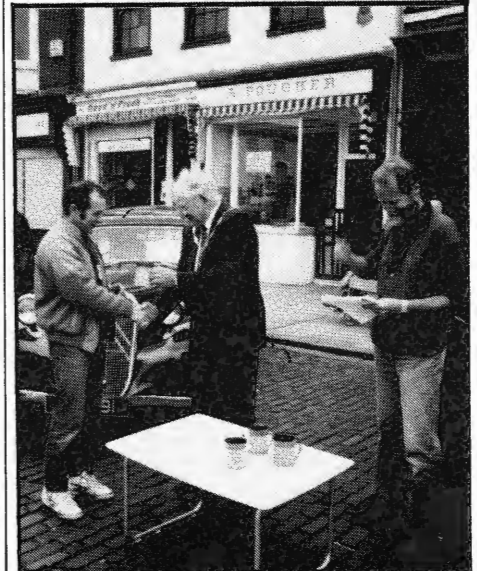
All in all, an extremely enjoyable and well organised weekend; it was good to meet new members as well as seeing old faces.

Many thanks to Roger Williams and his family who had obviously put in much time and effort to ensure the success of the event.

Photo Andy Cartwright



Mick Bolton's beautiful Commeriale.



Alec Bilney announces the prizes.

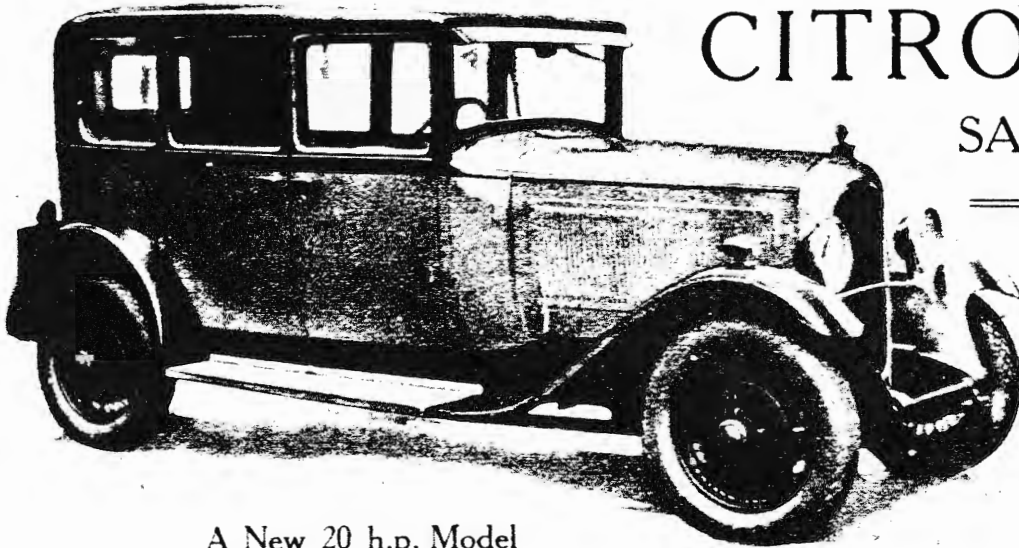
Photo Mick Popka

Photo Andy Cartwright

Reproduced by kind permission  
from 'The Motor,' February 1929

Road Tests Showing Principal  
Characteristics.

## THE SIX-CYLINDER CITROËN SALOON.



Handsome and pleasing lines characterize the six-cylinder Citroën saloon. Wire wheels are included in the ordinary specification.

A New 20 h.p. Model  
of Good Performance Selling as a Saloon at £295.

THE Citroën "Six," the exclusive description of which created quite a sensation when first published in *The Motor* last September, might justly be termed a cosmopolitan type of car. Designed in France, it underwent prolonged tests last year in Switzerland and on the Montlhéry racing track, whilst those responsible for its production were evidently determined that it should have the top gear performance and powerful engine for which American cars are usually notable. Consequently, its performance on the road suggests the American car in acceleration

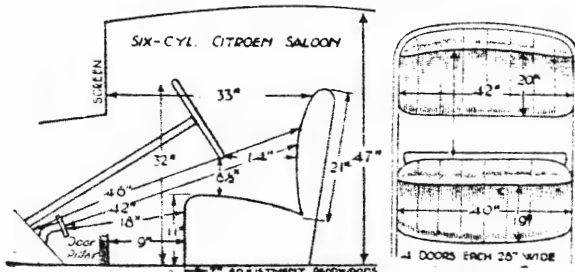
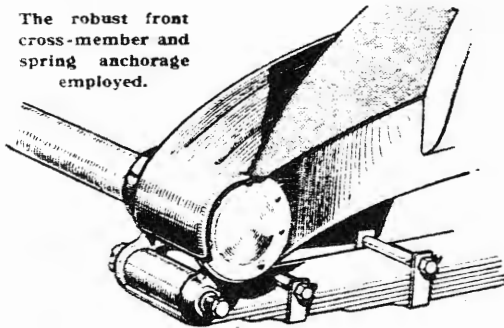
and the French car in general handling and in the transmission system. To complete this happy mingling of nationalities the car is, of course, assembled and, indeed, now largely made at the Citroën works at Slough, Buckinghamshire.

It will be recalled that the layout is on orthodox lines with a very sturdy chassis frame, well braced, carrying a six-cylinder side-valve engine of 2½ litres capacity, a three-forward-speed gearbox and a bevel-driven back axle. The braking system is simple and sound in design and the driver's effort is assisted by a Westinghouse suction-type servo motor. The general lines of the car are handsome and pleasing and the four-

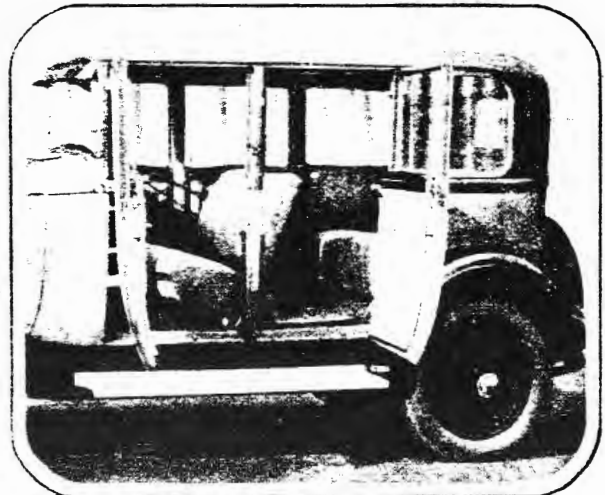
door saloon illustrated, with six windows and complete equipment, represents wonderful value at the price of £295.

Our test was carried out under the wintry conditions which ruled last week, but we were lucky in having dry roads, whilst the radiator muff ensured that the power unit should reach a reasonable working temperature. Needless to say, with a 20 h.p. six-cylinder engine under the bonnet and a car of moderate weight, the get-away on the top gear ratio of 4½ to 1 is very good, 30 m.p.h. being reached from 10 m.p.h. in less than 11 seconds. If the throttle is then kept wide open 60 m.p.h. is reached in a further 40 seconds and the maximum speed of about 63 m.p.h. can be

The robust front cross-member and spring anchorage employed.



Generous seating accommodation is provided.

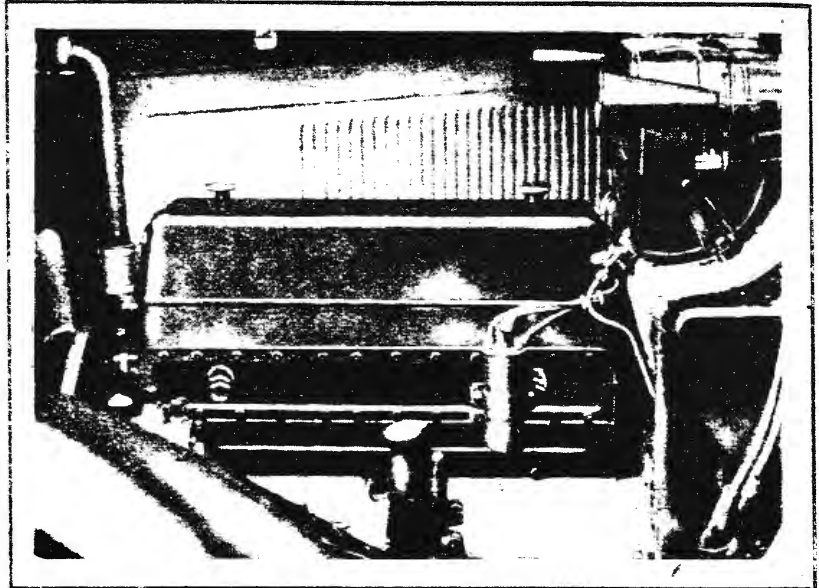


A view of the interior; easy entry and egress are permitted by the wide doors. An all-steel construction is employed.

## THE SIX-CYLINDER CITROEN SALOON.— Contd.

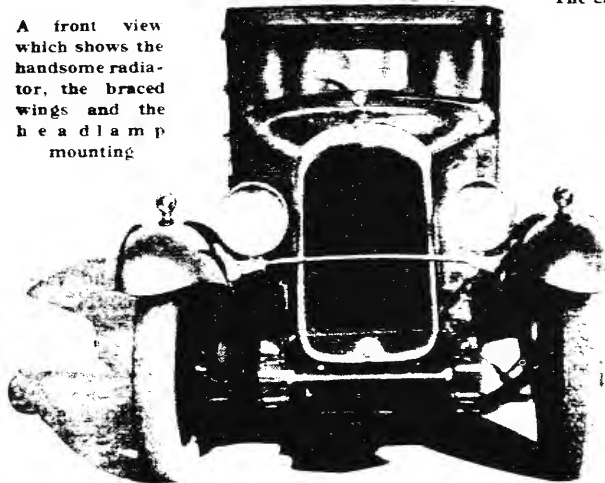
attained, starting from a crawl, in under a minute, as indicated on the graph reproduced.

A top gear performance of this kind makes for easy driving, and indeed, owing to the size of the engine and the relatively high top gear ratio, a cruising speed of 50 m.p.h. to 55 m.p.h. can be kept up without fatigue and with always a reserve of power in hand sufficient to allow main-road hills to be taken without appreciable loss of velocity. At these speeds there is a slight roughness discernible which could probably be traced to some slight vibration in the transmission picked



The clean side-valve engine; note the cover which encloses the plugs and the accessible oil filler and dipstick.

A front view which shows the handsome radiator, the braced wings and the headlamp mounting

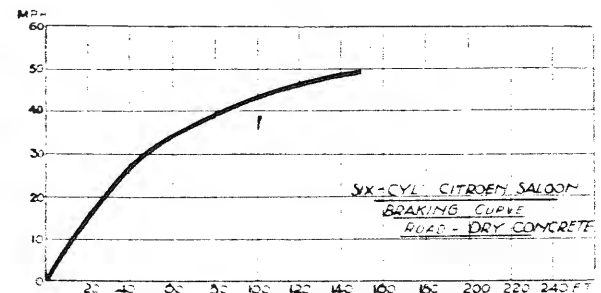
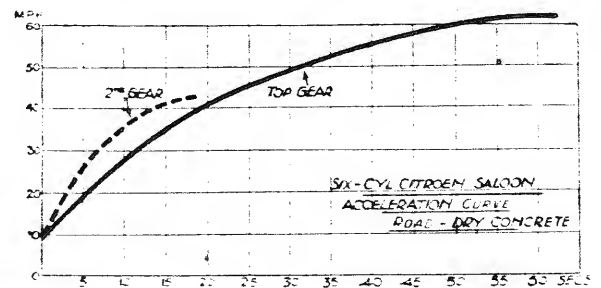


up by the bodywork, but this is not sufficiently noticeable to be troublesome. On the other hand, at any speed up to 45 m.p.h. on top the car slips along in a quiet and refined manner at half throttle or less.

The gearbox provides three forward speeds and on the second-gear ratio of 8.9 to 1 the car leaps away in a very convincing fashion. By using this gear solely, 40 m.p.h. can be reached from a standstill in about 20 seconds. Here a criticism must be recorded, however, as we found the gearbox to be somewhat noisy on all the indirect ratios at anything but low speeds. The model tested had covered about 3,500 miles, incidentally, and was not tuned in any way.

As regards hill-climbing, the top-gear performance is what one would expect, considering the good acceleration obtained on the level. Thus Brockley Hill, Middlesex, was easily climbed on top, with a clear run and two up, 45 m.p.h. being reached on the lower stretches and the speed

(Right) Graphs showing the results obtained by braking and acceleration tests.



dropping to just under 30 m.p.h. at the summit. It takes a very stiff hill to bring the car down to second, on which gear quite a steep slope can be climbed at 30 m.p.h. to 35 m.p.h. Gear changing, incidentally, is a simple matter, requiring, of course, double declutching "down" (unless the speed is fairly low), and a slight pause in neutral when changing up. The central gear lever is easy to reach and the clutch is unusually light in action.

### Braking Tests.

The brakes, tested on the level at various speeds, gave figures which are recorded in a graph, and while these are not phenomenal, they are well up to the average standard; furthermore, they can be obtained with a light pressure on the pedal

owing to the action of the suction servo motor. Curiously enough, the stopping distances are relatively better at the higher speeds.

We also tested the brakes with the engine switched off and the gear lever in neutral so as to cut out the action of the servo motor, and found that although, of course, the foot pressure required was considerably greater under these conditions, quite a useful degree of retardation could readily be obtained—a marked improvement upon some cars in which the braking effect in these circumstances is well-nigh negligible. The hand lever applies rear brakes only and is quite effective, but in our opinion could be improved were the lever itself to be made longer and of sturdier proportions.

The steering is quite steady, and gives reasonably light control with-

## THE SIX-CYLINDER CITROËN SALOON.—Contd.

out undue wheel movement, but it is rather lifeless; that is to say, it does not give the driver the impression that he can actually feel the movement of the wheels on the road, neither is there any self-centring action. We noticed, however, that when manoeuvring at low speeds the pressure required on the steering wheel does not become any greater, so that the car is easy to handle in traffic. Here again, of course, crowded conditions lead the driver to appreciate the excellence of the top-gear performance. Another good point is that the turning circle, which has shown an unfortunate tendency to become larger and larger in many cases, has been kept to a moderate diameter in this new Citroën.

The suspension is very good indeed, giving safe and comfortable riding over really rough surfaces without undue bounce. It consists of tyres of large section (29 ins. by 5.25 ins.) and semi-elliptic springs damped by special Citroën frictional shock absorbers fore and aft. The car holds the road quite well and has that steady feeling which induces confidence.

The layout of the controls and the glass-covered instrument panel follow closely the arrangement employed on the previous 12-24 h.p.

**CAR TESTED:** Six-cylinder Citroën saloon. Price £295.

**ENGINE:** Six in line. Side valves. Bore, 72 mm.; stroke, 100 mm.; capacity, 2,442 c.c. Tax £20.

**TRANSMISSION:** Disc clutch; three-forward speed gearbox with central control; spiral bevel final drive.

**SPEEDS ON GEARS:** Top (4.8 to 1), 63 m.p.h.; 2nd (8.9 to 1), 43 m.p.h.; bottom gear ratio, 15.3 to 1.

**BRAKES:** Pedal-operated; f.w.b. with servo motor; hand lever controls, rear brakes.

**PETROL:** 12-gallon rear tank, and a 2-gallon vacuum tank on dash. Consumption, 19 m.p.g. approx.

**SUSPENSION:** Semi-elliptic springs and shock absorbers fore and aft.

**TURNING CIRCLES:** Left, 44 ft.; right, 42 ft.

**DIMENSIONS:** Wheelbase, 9 ft. 9½ ins.; track, 4 ft. 4 ins.; overall length, 13 ft. 4½ ins.; width, 5 ft. 4 ins.; height, 6 ft. 1 in.

**WEIGHT:** As tested, with two up, 29 cwt.

CITROËN CARS LTD.,  
Brook Green, Hammersmith,  
London W.

model, with four fittings resembling organ stops which operate respectively the strangler, hand throttle, starter motor and coil-ignition switch. When the last-named button is pushed in a hidden light, illuminating the dials, is put into circuit (in addition to the ignition)

and forms an automatic warning to the driver, preventing him from inadvertently leaving the ignition switched on. The driving position, incidentally, is comfortable, with good visibility, and the rear compartment affords equally generous seating conditions.

The equipment, in addition to the instruments, includes the usual drop windows and winders in the doors, a windscreen wiper, a particularly penetrating electric horn and the knurled ring above the steering column, for operating all the lights, which was such a useful and practical feature of the 12-24 h.p. car. Without moving his hands the driver can turn the ring from one position to another with his thumb, so obtaining the use of side lamps only, side lamps plus one dipped headlamp, or all lamps together.

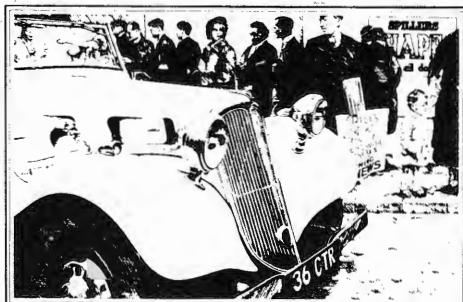
Summing up, this new Citroën is sure to have a wide appeal as its performance is very creditable, and is such as must meet the requirements of a large class of owner-driver, whilst its price is unusually low even for these days of exceptional motorcar values. The tax is, of course, somewhat heavy, but, after all, an additional four or five pounds per annum represents a small expense compared with the total cost of running a car.

# CLUB SHOP

READY OR NOT, Christmas is nearly upon us — if you're looking for something different to send to far-flung friends and relatives, remember the high quality greetings cards that are available from the Club Shop. In packs of six, each card is a miniature of one of the recent FP covers, with the inside blank for your own message. Price only £1.50 plus 50p p&p per order.

A new addition to the Club Shop offerings are blazer badges at £4.50 each. These have the same motif as the popular bumper badges, and are trimmed in silver and gold piping on a navy blue backing — just the thing for more formal events such as the AGM.

The above are available now from the Club Shop — address as on page 3.



# CLUB NEWS

## WORKSHOP MANUAL LOAN SERVICE

For a number of years the Club has loaned out original Citroen workshop manuals, and the small but steady demand has shown the value of this service.

In practice, the service is cumbersome to administer and the manuals, now well over 30 years old, are getting rather fragile.

For the last year or so we have offered a high quality reproduction Lt15 manual and parts list through the spares scheme, and the first batch of these have nearly all gone.

We could have replaced our originals by these copies, but concluded that any true enthusiast would like their own copy and consider it an essential reference, rather than wait for one from the loan service.

Ultimately, it is better value than a member committing £25 deposit and spending up to £4 on postage just to loan one.

As a result we shall discontinue the loan service, as from this magazine. Copies of 4-cyl. and 6-cyl. workshop manuals, and 4-cyl parts lists will be available in future from Jon Peace at the Club Shop, or at events. The price for any of these will be £23 each + £2.50 p&p (UK). The reproduction Lt15 Driver's Handbook is still available at spares list prices from Jon also.

At present, we have no 6-cyl parts list available to copy from, so would be grateful to any member who can loan us one.

Similarly, if any member has other books or manuals which may be of interest for the Club to copy, for loan or sale, I would be pleased to hear from them. For instance, I believe there was a body construction/repair manual available, but I have never seen one. Is there one out there?

Tony Hodgekiss

## BEVERLEY BLUES

Although the Beverley rally was enormous fun and a great credit to Roger Williams (to whom our heartfelt thanks), I must admit to some disappointment at the poor showing of my Light 15 in the originality section of the Concours. The car, of course, is in original form down to the last nut and bolt and is, in fact, a unique prototype with many features that never went into production at Slough as they were considered far too advanced for their day (1947).

Among these refinements should be mentioned —

*Citroen 'Nocrode'* composite steel and brass hull, with particular attention paid to the vulnerable sill and underbody parts.

*Citroen 'Nuodor'* vinyl seats, for discerning motorists who cannot stand the smell of real hide.

*Citroen 'Eesicleen'* wood and hardboard trim.

*Citroen 'Nafdriv'* dashboard, with inoperative clock replaced by inoperative temperature gauge for peace of mind when hill climbing.

*Citroen Annells* go-faster aluminium rocker box cover.

*Speciale sports engine* with splined accessory drive and blanking plate over camshaft lobe for optional pencil sharpener (this option was, of course, never made commercially available).

*Sports asymmetric drive line* (10mm nearside coupling; 8mm offside).

*Citroen 'Idlecharge'* magic one-wire alternator.

*Citroen mini-battery* to provide ample storage space for extra tools in over-large battery box.

*Citroen Transit* corrosion-proof brake fluid reservoir.

*Citroen Zephyr* handbrake with ratchet that works.

*Citroen 1800* elegant plastic-and-chrome combination switch with headlight flash for greeting other tractions that can't respond in kind.

I can only think that the failure of my car to receive its due accolade for originality results from either —

1. My replacement of the original air horns, which played the Eton Boating Song, with the more discrete Windtones now fitted, although I did take the trouble to pick these out in the pillar-box red of the originals.

2. Sheer covetousness and jealousy on the part of the adjudicators.

Nevertheless, this was a fine day out and it was marvellous to meet up with cars from as far away as London and Wales. We even got ourselves on local telly.

John Fell

## 1989 TOC ANNUAL RALLY STRATFORD-UPON-AVON 27 TO 28 MAY, 1989

Now that the venue and date have been decided for the 1989 Annual Rally there is no longer any excuse for any member not to attend. The location is central England, the date early summer, the organisation is by the experienced Midland TOC members and promises to be one of the best Traction gatherings ever.

You the member have now been informed well in advance of this mega-meet and you can now mark the date in your diaries confident that you can, nay, will attend.

If you have any queries concerning the rally then contact social sec. Mike Wheals immediately.

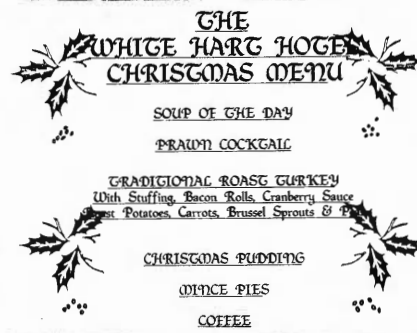
Looking forward to seeing you at Stratford.  
B.W.

## LONDON REVELS

Members within reach of the capital will be excited to learn that the traditional January celebration of all things Citroen will take place on the 14th — the venue is the well-loved Les Routiers at Camden Lock (or, to our Scots expats, Camden Loch). All bookings and enquiries as to the succulence of the menu to feastmeister John Gillard.

## HARTY FARE

Mike Wheals' gastronomic gala at the White Hart, Whitchurch, promises to be the usual mix of good food, good company, and good cars. By now, like others at this time of year, you might find there's no room left at the inn — but if you can get a place at the groaning table, you won't regret it. Contact Mike Wheals, Silk Mill Cottage, 26 Winchester Street, Whitchurch, Hants — telephone 0256 896876.



## 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.

# Events

**DECEMBER 18th**, Christmas Dinner at the White Hart, Whitchurch. This is now an established event with a larger attendance every year. We will soon have to have a first come first served list with those who apply too late missing out on a very good occasion. Price per head £8.50 for a full four course dinner, 12 noon for 1 p.m. Dinner. Full details in advert.

## 1989

**JANUARY 14**, the annual London Section dinner will be held at the usual venue of Les Routiers, Camden Lock, on Saturday 14 January. A wonderful time will be had by all: bookings and queries to John Gillard on 01-928 6613.

**APRIL/MAY**, Classic Car Show at the NEC Birmingham.

**MAY 4th to 7th**, 2nd Tour of Belgium. This is an excellent tour as those of you who went on the first tour or read the write up will appreciate. No full information as yet but a date to bear in mind.

**MAY 26th to 28th**, Annual Rally at Stratford Racecourse. This is one of the most popular venues and because of its central position is usually well attended, further information will follow.

**JUNE 16th to 19th**, 2nd Tour of Central Southern England. We are hoping for sponsorship on this event which will make it even better value than the 1st Tour. Full information to follow.

**JULY 4th**, Tour of Brittany. Everyone who went last year is planning to go on this one so places will be hard to get. Book early.

**JULY/AUGUST**. Date still to be confirmed. The 40th Anniversary rally of the CCC, the TOC and 2CVGB, are invited. Venue Billing Aquadrome near Northampton.

**SEPTEMBER**, 1st to 3rd, 8th ICCCR in Holland. More details of any of these events will be in the magazine where possible. If you want info., please contact Mike Wheels, Silk Mill Cottage, 26 Winchester Street, Whitchurch, Hants. RG28 7AL.

# Classified

## For Sale

From the Editor's bookshelf: 'Renault' by Saint Loup, published 1957 by the Bodley Head (includes chapters on the rivalry between Citroen and Renault) £4.50; 'Famous Motor Races' by Rodney Walker-Ley, MBC 1965 d/w £3; 'How to Watch Motor Racing' by Stirling Moss, 1976, £3; 'Rallying' by Stuart Turner, 1966, d/w, £1 — or lot for £10 incl. postage. Contact Bob Wade (see page 3 for address).

## Wanted

Traction for restoration — ideally Légère, complete and registered. Please contact D Steele, 16 Lyttelton St., Worcester WR1 3JN, tel. 0905 22171.

## Wanted

On loan, 6 cyl. spare parts manual for use by the TOC to obtain photostats for reproduction manuals. Please send to Membership Sec, Steve Reed (address, see page 3).

## Wanted

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

## For sale

Standard wheels.  
Light 15 Front Grill.  
12 volt dynamo.  
12 volt starter.  
Lt. 15 front brake drums  
Lt. 15 chrome headlights.  
1951 engine.

## Wanted

Easiclean wheels.  
Big 15 front grill.  
6 volt dynamo.  
6 volt starter.  
Big 15 rear brake drums.  
French headlight reflectors.  
11D engine.  
Also for sale: Light 15 driveshafts, steering rack, wishbones and spindles.  
Also wanted: one Familiale folding seat plus bracket for starting handle. Contact Mick Boulton on 093928-254 or write to: Ivy Cottage, Grinshill Hill, Clive, Shrewsbury. SY4 3LF.

## For sale

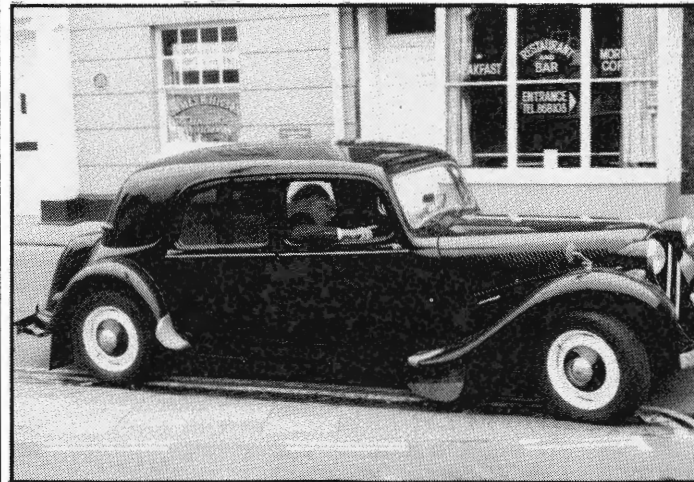
New Traction driveshafts, as manufactured by Peacock engineering. Fit and look like original shafts but have greater strength, are longer lasting and are maintenance free. Now also available from Classic Restorations, Arch 124, Cornwall Road, London SE1 Tel: 01-9286613 (trade).

## For sale or swap

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

## Service

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



The Mayor of Beverley points the way whilst being given a taste of Tractioning during this summer's rally. (Photo Mike Popka).

## For sale

2 door for C4F. Very sound with some fittings. £20 ono each or why?

## For sale

Lhd Spanish built Dyane, 1978/9. Regd. in UK, new MoT, excellent condition. Special spec. Engine rebuilt. £375.  
Contact: Roger Dyer on 0753-686414 (office) or 0483-223890 (home)

## Wanted

Set of Easiclean wheels. Please Telephone 01-8785374

## Wanted

For 1939 11C — radiator grill, pre-war bonnet flaps, black faced KPH speedo and all dashboard switches, plus any photos showing detail to assist in rebuild. Phone John Gillard (daytime) on 01-9286613.

## For sale

1938 11F, very original, rust/free, rebuilt. 1932 AC4, major part of restoration complete.  
1946 Light 15, structural welding completed.  
1938 Big 15, restored bodyshe'll, new chrome.  
1936 big 15 Familiale, restored bodyshe'll, needs assembly.  
1954 Light 15, all MoT work done, needs finishing.  
Contact John or Bryn (daytime) on 01-9286613 (trade).

## For sale

One pair of Light 15 Driveshafts, excellent condition no discernable play. £25 each plus P&P.  
Wanted  
Pre-1965 ID 19 gearbox suitable for conversion to fit Light 15, if possible with controls and linkages.  
Contact Paul Widdup on 0548-830785 (home) or 0752-336606 (work), or write to: Netherfield House, Brownston Street, Modbury, Ivybridge. South Deven. PL21 0RG.

## For sale

CX20 Pallas, 1983 A reg., 66000m, one owner, immaculate. Regularly serviced by Citroen dealer. Bordeaux red, aluminium wheels, 5 speed manual. Contact: Roger Dyer on 0753 686414 (office) or 0483 223890 (home).

# Diary Dates

## CENTRAL SOUTHERN SECTION MONTHLY MEETING

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

## WEST MIDLANDS SOCIAL SECTION MEETINGS

**1st Wednesday of each month:** at the Swan, Whittington, Worcester, 200 yards off Junction 7, M5. Please contact Simon Saint, 'Snigs End', Daines Green, Glaines, Worcester. Tel. 54961 for directions or info.

## NORTHERN SECTION MEETINGS:

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

## LONDON SECTION MEETINGS

From November onwards, all meetings last Tuesday of each month at the Sun Inn, Barnes.

## Club Tools for Hire

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

Top ball breaker  
Deposit: £15 Hire: £1.50

Bottom ball breaker  
Deposit: £25 Hire: £2.50

Inner bearing unit  
Deposit: £15 Hire: £1.50

Hires are for nominal periods of 7 days, although earlier return is appreciated. Deposits are refundable only on SAFE return. Any damage to tools will be deducted from deposits. Person hiring fetches and returns. Prior booking ensures availability. ALL AVAILABLE FROM PETER SIMPER, 215 Whitton Road, Twickenham, Middlesex TW2 7QZ.

## Club Shop price list and ordering details

Greetings Cards  
Pack of six ..... £1.50

Mugs  
Traction with Citroen logo ..... £1.99

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

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

Models  
Burago 15CV/20 ..... £4.99

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

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

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

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

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

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

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

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

