

Photo: Steve Leigh

*"Tractions for Sale"*

**Chairman**  
Roger Dyer,  
Hill Top, Tuckey Grove,  
Send Marsh,  
Woking, Surrey GU23 6JG.

**Treasurer**  
David Shepherd,  
23 Longford Road,  
Bognor Regis, Sussex PO21 1AB.

**Social Secretary**  
Mike Wheals,  
Silk Mill Cottage,  
26 Winchester Street,  
Whitchurch, Hampshire.

**Membership Secretary**  
Steve Reed,  
1 Terwick Cottage,  
Rogate, Near Petersfield,  
Hampshire GU31 5EG.

**Club Spares**  
Denis Ryland,  
"Woodholme", Frithwood,  
Erownshill,  
Stroud, Glous. GL6 8AD.

**Standing Committee**  
Philippe Allison,  
John Gillard,  
Colin Gosling,  
Tony Hodgekiss,  
Steve Reed,  
Graham Sage,  
David Shepherd,  
Peter Simper,  
Bob Wade,  
Sam Wells.

**Club Shop**  
Steve Southgate,  
11 Woodlands Avenue,  
Walsall,  
West Midlands WS5 3LN.

**Spares Technical Adviser**  
Graham Sage,  
13 Senacre Lane,  
Sutton Road,  
Maidstone, Kent ME15 8HB.

**Eastern Area Contact**  
Tom and Rosie Evans,  
West Cottage, Rectory Lane,  
Mulbarton, Norwich NR14 8AG.

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

**Central Southern Area Contact**  
Mike Wheals,  
Silk Mill Cottage,  
26 Winchester Street,  
Whitchurch, Hampshire.

**Northern Area Contact**  
Liz and Jim Rogers,  
11 Wilmer Drive,  
Heaton, Bradford BD9 4AR

**Scottish Area Contact**  
Alan D. Hay,  
Rosewall, Main Road,  
North Queensferry,  
Fife KY11 1HB.

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

**Editor**  
David Gardner,  
33 Austin Drive,  
Banbury, Oxon OX16 7DL.

**Design**  
Sam Wells,  
91 Kneller Gardens,  
Isleworth,  
Middlesex TW7 7NR.

**Honorary Life Members**  
Fred Annells  
David Shepherd

ISSN 0265 0630

# Floating Power

Volume 14, Number 5

November, Nineteen Hundred and Eighty-Nine

**W**ELL this is it, the last magazine of the year. Overall an interesting year, I was going to comment that the magazine is now back to a regular issue, but I feel I am at the top of a slippery slope. The September issue was slightly delayed, I will make further comment later, and as you read this (if indeed you do) you will realise it is now December.

However, looking back on the year I think that one of the highlights for me was assisting in the Annual Rally at Stratford and the amazing response by members. Judging by Bernie Shaw's article the Brittany Rally was also enjoyed by many. More recently the ICCCR (is that enough c's?) in Holland. Citroen as a marque seems to have a tremendous following, not just from Tractionists but all the other derivatives.

Going back to the delayed September issue. I had taken the contents up to the printers for processing. Peter Stenner kindly showed me around the operation (a most interesting visit) and as he came to the final stage he said "this is where we put the magazine in the envelopes and stick on the labels." At this point an omission in my collating abilities became obvious. I had typed the contents, drafted rough page layouts for the printers and received the titles from Sam Wells. However, I had forgotten to get the labels, so whilst the magazine was printed in September it wasn't posted until a little later. My excuse this month is that my work is keeping me away from the office during the afternoon and evening, hence I cannot use the office word processor for typing.

has contributed to the magazine over the past year. It certainly makes life easier in that I do not have to search or cajole information for articles. I think one of the most prolific contributors has been Martin Nicholson, without whom I would have missed my typing practice and more importantly there would have been some of the gaps I promised when I undertook the job. Keep it up Martin, more power to your pen in the New Year.

One thing I would like to mention, and it is not connected in any way to the above, but it seemed a suitable point at which to mention it. Articles, letters or statements which appear in 'Floating Power' are the opinions of the respective author and do not necessarily reflect the views of the TOC committee, or the Editor of 'Floating Power' and neither accept any liability for such items. This statement is something which appears in most magazines but as far as I am aware has not recently been in 'Floating Power', it is just a reminder, if you don't like something moan to the author not to me.

Looking forward to the New Year, since most people have lots of time off work over Christmas I will expect lots of articles for the January and March issues. 1990 looks to be another good year, there should be an event during every month. So, during the dark months carry out the necessary repairs and maintenance to make sure Traction can take advantage of all these events.

I will close by wishing you all, at home and abroad, on behalf of the committee and myself, a very Merry Christmas and a Happy New Year.

David Gardner

I would like to thank every one who

# GET ME to the Church on TIME

*It can be done!*  
Alec Bilney  
describes a rush  
job...

Peter Simper runs a wedding car hire business with his three Tractions. There is a constant need for work to keep them up to scratch. In August I helped him with some of this work, on his Slough Light Fifteen.

It was booked to take a bride to the church for her wedding at 1400 on the Saturday. We started at 1630 on Tuesday afternoon—92 hours before—with a bare shell! It was freshly painted, but without doors, wings, bootlid, bumpers or bumper irons; the interior was empty without carpet, cloth or rubber trimming, upholstery or headlining, and the wheels were without tyres. The doors, stripped of their windows, winding mechanism, handles, trim and rubbers were still at the painters, as were several other smaller bits.

The shell was, however, fully wired and had the engine (though without a cylinder head), transmission and steering in place. We had before us a large pile of nuts, bolts and other fasteners, several boxes of carefully wrapped re-chromed parts, and other boxes with new wing piping, bonnet tape, grommets, window channelling, furlflex etc. IN fact, what might be called a Do It Yourself Traction Kit.

We now wonder whether we could claim a record for the minimum time taken to assemble a Traction. The following is an account of our progress, with four different people working at different times.

Tuesday 1630-1900. Two people. Assemble and fit DS cylinder head. Adjust tappets.

Wednesday 0900-2100. Three people. Fit rear wings. Paint hammerite on inside of chrome bumpers, spray bumper irons front and rear. Clear filler

and paint overspray from all holes and threads of captive nuts in bodywork and doors—there are lots! Fit rubbers to windscreen and install. Fit bonnet handles to bonnet halves. Fit new throttle linkage required by SU carburettor conversion. Time engine and fit HT system. Fit new battery box. Fit bonnet tape and bonnet grommets. Collect doors from painter. Hang and adjust. 37 man/hours so far.

Thursday 0900-2200. Two people. Begin assembling parts into doors—rubbers, door locks and handles, windows, winding mechanism, channels and rests. Find one internal latch missing and another broken—no spares held. Leave that job. Fit rear valance under boot, and bumper. Fit (big) boot lid. Fit rubber over filler pipe. Fit rear number plate light and bases of rear lights (these are VW items and come in three parts). Clean and install semaphore arms and set to work. Insert and spread headlining, but do not secure yet. Fit wood panels on inside of door pillars. Start fitting furlflex around doors. Peter visited painter on way home to collect headlamp bases, front

very short of nuts and bolts of suitable quality. Fit carpets to sills and floors. Install front seat runners, and set seats to work. Fit rear bench seat. Fit headlamp mounting brackets and headlamp shells. Now very tired and making mistakes, but vehicle looking recognisably car-shaped. 71 man/hours.

Saturday 0800 onwards. Two people. Finish securing wings and radiator. Wire up headlights. Have to drill new holes in wings to fit front sidelights/indicators and set to work. Find rear indicators inoperative. Trace fault in wiring and rewire. Fit wheels and hubcaps and remove car from axle stands. Assemble halves of bonnet into centre hinge and fit to car. Adjust position. Back out of garage for first time at 1120—3 hours in hand. Hopes rising despite tiredness. Bleed and adjust brakes. Pack up tool box of essential items and stow in boot. Peter drives to his house, me following in my workhorse Normale, heart in mouth as Pete weaves in and out of Twickenham's Saturday shopping traffic, overtaking buses and cutting inside right-turners in his hurry. I have to



THE FINISHED ARTICLE

inner wings and scuttle vent. 63 man/hours.

Friday 0800-Saturday 0300. Three/two people. Connect up rear light systems and set to work. Finish furlflex and headlining. Fit aluminium kickstrips. Finish fitting door latches. Fit panels to doors and window frames. Fit fuel lines. Install radiator and fill. Check other fluid levels. Fire up engine for first time at 1900—21 hours before due at church with bride. It runs sweet as a bell after adjusting choke and idle. Fit front inner wings. Offer up wings and begin securing. Fit scuttle vent and set to work. Find scuttle vent rubber needs attention from a sharp knife. Use blunt knife as sharp one not available. Panels either side of and over dashboard recovered in rexine and fitted. Fit windscreen opening (and closing) mechanism. Offer up chrome radiator grill. Now running

assume systems are functioning satisfactorily. 111 man/hours.

Sue Simper and I clean and polish car, vacuum interior and fit wedding ribbons while Peter has a bath and gets chauffeur's uniform on. 1300 Peter and car depart to collect bride for her wedding. I go home to bed. 1600 Peter returns beaming all over his ugly mug. 1700 Peter falls asleep in front of television.

The process of bringing a car to life so rapidly is exhilarating and very satisfying in retrospect. It is less so at the time as tiredness creeps on you.

As a postscript it is pleasant to be able to add that the car won an award at the CCC rally at Stratford-on-Avon in September, as Best Traction Restoration. It just goes to show what you can do if you try!

# a CHECK -UP *from the* NECK UP

## Martin Nicholson goes after the scraps

Deep in the heart of rural South Western England lay two Light 15s of 49/51 vintage, all forlorn and neglected, unloved and destined to become part of the earth's surface albeit with a fairly high iron content.

Certain TOC members knew of their existence and until maybe a year ago they would have been left to rot away, classified as totally unrestorable. Suddenly all that has changed, the vast majority of Tractions being bought and/or restored these days are French and LHD and the Slough built cars are becoming rare beasts indeed, all things are relative of course.

Other members may have inspected these cars over the years but to my knowledge our intrepid Central Southern Section representative Mike Wheals was the first to inspect them in the shall we say recent times and indeed the first to offer money.

Needless to say his offer was swiftly refused by the owner who obviously has read many 'Classic Car Values', but Mike had set the general level of pricing. Mike and I discussed this over a pint or so at one of the CSS meetings and I decided that like our gallant quartet that ventured into France earlier this year to inspect the Traction graveyard (and came away fairly empty handed) I would have to at

least look at the cars or I would never forgive myself.

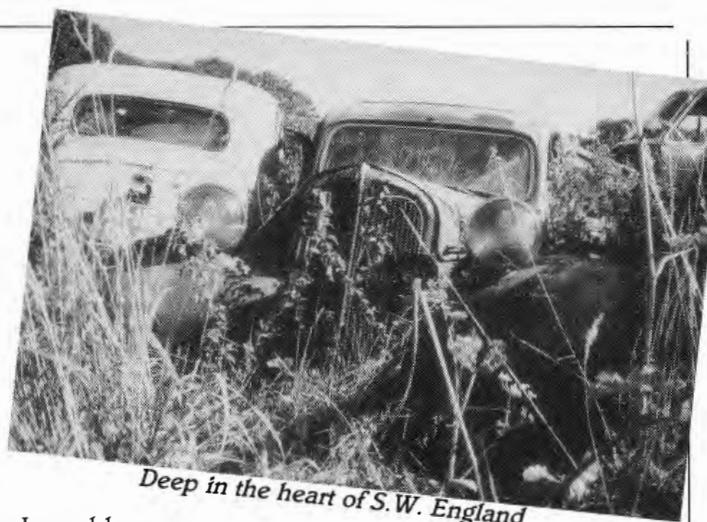
I set off in the 'Vorsprung durch Traction' one sunny Friday afternoon thinking that England takes a lot of beating as Berkshire, Wiltshire and Dorset rolled by, pity about the stubble burning though. The owner of the cars was obviously quite happy for the cars to sit there another 25 years or so and I had to curb my obvious excitement. One of the cars was in a much better state than the other and I eventually decided to offer only on that car. The offer was laughed away even though it was better than Mike's. Both cars had to go apparently. Some two hours later after further investigations and haggling I paid a deposit and agreed to collect both cars the following weekend which just happened to be the Bank Holiday.

On the drive back I began to realise what I had let myself in for. What was I going to tell the wife let alone where was I going to keep these cars bearing in mind that the garage already has one Traction in it. The photos you see were processed a couple of days later and people began to doubt my mental

capabilities. Anyway a trailer was arranged for the weekend and I decided I had better put Tractions out of my mind for that week (some hope).

Late on the Monday afternoon I had a phone call in the office "Is that Martin Nicholson—I understand that you have a Traction". Slightly confused I began to think of who could know I had bought the cars as no-one in the TOC not even Mike knew at that stage. To cut an extremely long story short the caller was Murray Adams a TOC member who some of you will know now lives in Nantes with his wife and two girls. Murray and the two girls were over here visiting relatives in Kent and were on their way to Bristol. Taking a short cut between the M25 and the M4 (it was a long cut really) they stopped for lunch in a field entrance in the Berkshire countryside.

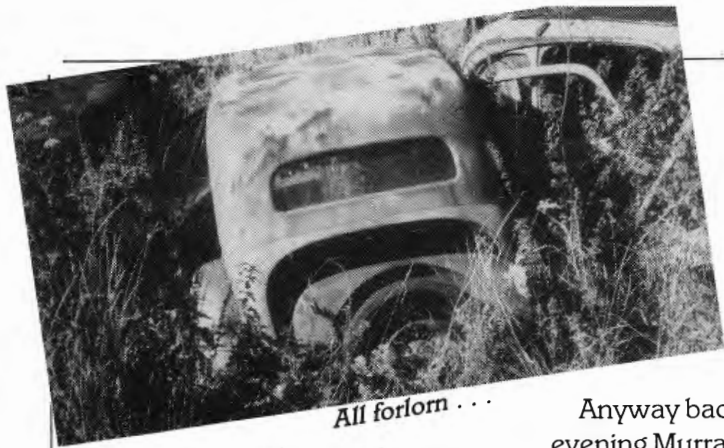
A few Pastis later an attempt to get out of the entrance resulted in a broken inner cardan. What should he do? Coincidentally just up the road was a garage owned by some



*Deep in the heart of S.W. England*



*'Vorsprung durch Traction'*



All forlorn . . .

friends of mine who put Murray in touch with me.

After numerous phone calls to Roger Dyer, Mike Wheals, John Gillard and eventually when returned home Bernie Shaw a plan of action was set out. Bernie and I rescued the car with Murray at the helm back to my house. Bernie supplied all the tools and the offending part was removed. With our caravan next to the work place for Murray and the girls an early start was made next morning down to Whitchurch to collect a replacement part from Mike's TPL. On the way down Murray made his first big mistake, he decided whilst he was at it he would replace both inner cardans! Mike was of course only waiting with one! Feverish attempts were made by Mike to fit a new UJ into an old unit only to find that the club supplied UJs are oversize and need a fair amount of machining before the circlips can be fitted. This is not something which can be done in a hurry. This course of action was dropped fairly quickly and without checking too much Mike found another unit with just a perceptible amount of play. When recounting some of this story to John Gillard I inadvertently said 'acceptable' instead which John found most amusing as he pointed out no amount of play was acceptable.



. . . left to rot away

Anyway back at the ranch late that evening Murray had fitted the first unit and I assisted him in braking the bottom joint on the other side. All easy stuff with the right tools. Fitting the inner cardan was another matter. What we hadn't checked was the length of the splines. On Murray's car only units with the splines starting approximately 25mm. inside the female part will fit, it is impossible to locate the male part into the unit when the splines start at the end because of the angle between the two units—I am sure the Ed can translate this into technical jargon for me—(no he can't he's too busy typing—Ed). The only option would have been to have broken the top joint and Murray decided against this. Back went the old unit and the whole thing was a waste of time, but at least I had gained some more knowledge.

Next day Murray and the girls headed straight for Portsmouth and the ferry and I have since heard that he arrived home safely. Nice to meet you Murray and the girls and what patient children you have, where did I go wrong a few years ago.

That excitement over life went back to normal for a couple of days.

Saturday dawned and soon Steve and I headed South-West. Oh! during the week I had chickened out of both cars and Mike had agreed to buy the second car off me for the TPL, providing I delivered it (gift wrapped).

I will not bore you with the details of the loading etc. But we had problems lifting the cars because having had wheels taken off from one end the floor pans had rusted into the ground (yes, you are right, easily restorable!). It rained that day, it was so nice being hot and wet, covered in rust and grease but at least we had remembered heavy gloves and did not end up with cut hands!

A slow drive home followed with both of us wondering how were going to get the car off the trailer. Luckily we have a back door to our garage so the caravan can go right through (it used to live out the back) so all you do is tie the car to a steady tree in the back garden and drive the trailer out from underneath. It all



. . . and neglected

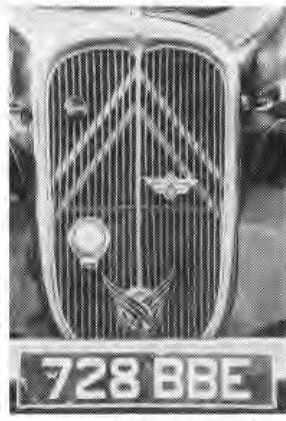
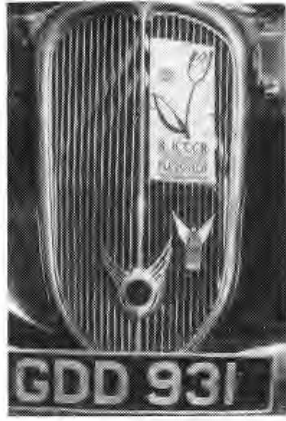
sounds easy now! Halfway through this operation Vicki arrive home from work (how else does one pay for all this). She just stood there, shook her head and said "You must be mad".

An early start the next day caught us joining the Sunday Bank Holiday traffic, we will be home by lunch time we had said! Actually the second car was easier and we made Whitchurch by 1 p.m. and the White Hart by 1.30ish. Public Bar this time judging by the state of us and do you know they don't even have 'Swarfega' in the Gents!

We had a rest on Monday.

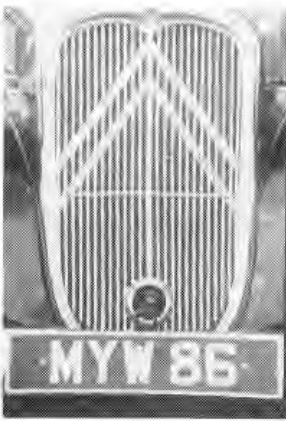
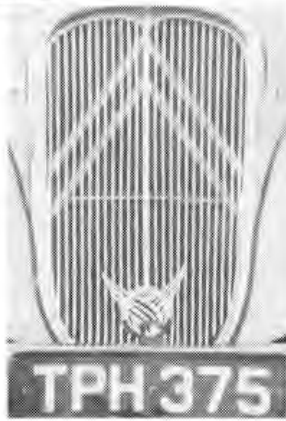
Both cars we have decided are not for sale at the present time so don't ask. They remain projects for the future, but at least two more cars have been saved from the great Traction graveyard in the sky.

My two year old god-daughter arrived later that Monday afternoon. Without prompting she announced after her family's inspection that "Uncle Martin needs a check-up from the neck up", my wife will concur.



# RELEVANT REMEMBERED

by Dave Gardner

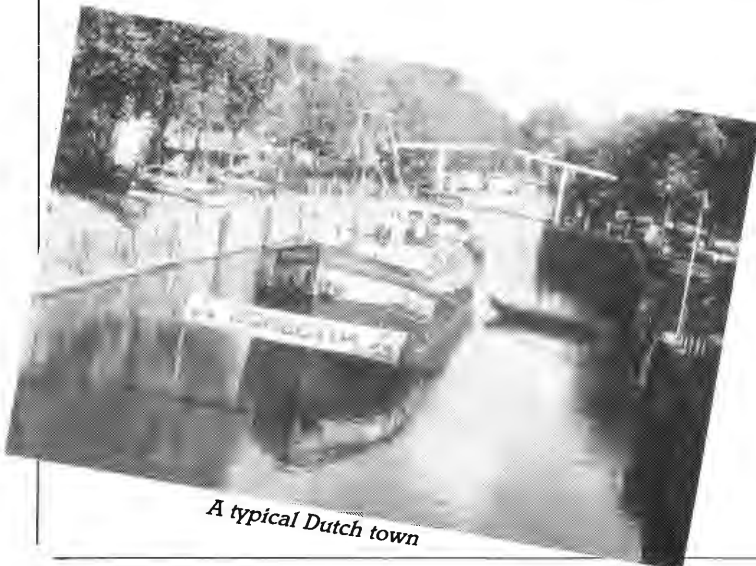


I met my usual travelling companions Maureen and Dennis Ryland, Nigel Webb and Dave Hackett on the ferry at Sheerness. On this trip we also had the pleasure of the company of Carol and Alec Binley. Unusually for me I arrived for the ferry in plenty of time, on my two trips to the Brittany Rally I have been the last on the boat. When I checked in I

sensed something was amiss because the check-in clerk keyed the ticket number in two or three times then went away. She came back and said that my reservation was for the previous week. I know that my punctuality is not renowned but a week late is ridiculous. It turned out that although the travel agent had got the details correct, the ferry company had

got it wrong. However, all was well because they kept a number of cabins for such emergencies. It did explain why, when I booked the crossing I had no problem in getting a cabin and Maureen and Dennis could not get the cabin they required.

It was a very pleasant crossing but lacked a certain amount of sleep. Dave, Nigel and



A typical Dutch town



The Traction field



Rear wheel drive?



S. Southgate with technical help

myself did not retire as early as the others and enjoyed some more refreshment and joined in the community singing accompanying the disco and the band. Very enjoyable I thought, I am not quite sure how the other passengers felt about it.

We arrived in Holland and formed a convoy. There was another Traction on board but they went off on their own. Carol and Alec were in the lead, there is not a lot to say really, the motorway was relatively straight and the countryside reasonably flat. We stopped at — for a cup of coffee, if anyone tells you that all Dutch people speak English don't believe them. Over coffee it was decided fairly democratically that we would leave the motorway in the next few miles and take the scenic route along the dykes. Not quite so democratically I was elected to lead. It was no use saying I hadn't got the right map, Dennis lent me his.

Off we went, down the dual carriageway, a short stretch along the motorway and turn off, easy. It is difficult judging kilometres on a map when you are used to miles. We missed the junction and ended up at the Belgium border. This is becoming a habit because you may remember in the report on the ICCCR in Germany we also went via Belgium.

We made a few more unscheduled changes of route. We also had a very close look at how the Dutch carry out roadworks adjacent to the dyke—I really do think that they should put road closure signs in English as well as the local language—sorry about your cars getting muddy. One highlight of the journey was that we found a very nice place for lunch, a typical Dutch town with canal, barges and locks, the food was good as well.

We arrived at Flevohof late afternoon some members of the TOC had already arrived and told us that with the exception of today it had rained all week. Just what I wanted to know bearing in mind my 'love' of camping.

The site had been divided up into vehicle

types, a field for Tractions, a field for D's, a field for H-Vans, etc. There must have been enough corrugated iron in the H-Van field to build an aircraft hangar. Profuse apologies to H-Van fanatics.

The Traction field was diagonally opposite all the attractions, spares tent, arena and eating facility. Still, exercise is meant to be good for you. There was certainly a great deal to see, I was going to have a day in Amsterdam but that was soon forgotten. Apart from the Citroën attractions the site was also an entertainment centre and theme park. There were various exhibitions, a funfair even a boating lake which when you consider were 10-15 foot below sea level why doesn't the level of the lake rise?

The Saturday evening was fun, it was supposed to be a pre-booked dinner. In that



J. Savelli winning the Concours

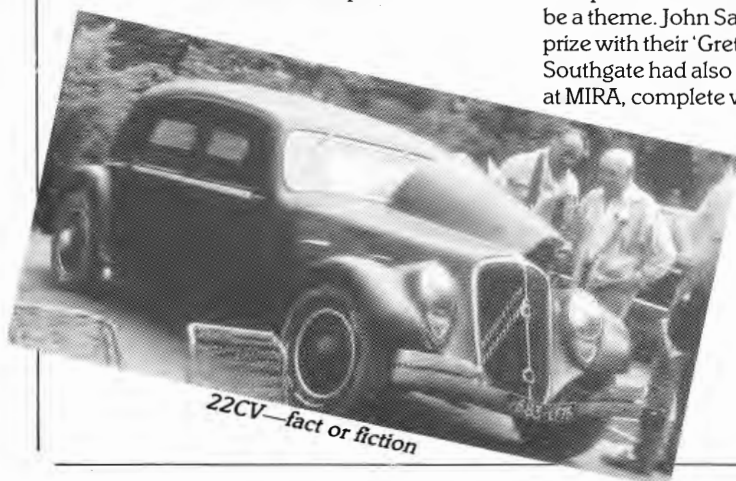
case why were there more people than chairs? Eventually all were seated and we were treated to a magnificent cold buffet, extremely well presented, plenty to go round, at least twice and thoroughly enjoyed by everybody. After the eating, the entertainment. There were at least four different bands, mainly jazz but different styles, again most enjoyable.

On the Sunday further walk-about dodging the showers, showers! It was as though someone had let the sea in. During the day there was the concours event. On the Continent the concours judging includes the occupants of the car and there always has to be a theme. John Savelli and party won first prize with their 'Gretna Wedding'. Steve Southgate had also entered his 15/6 as used at MIRA, complete with all test equipment.

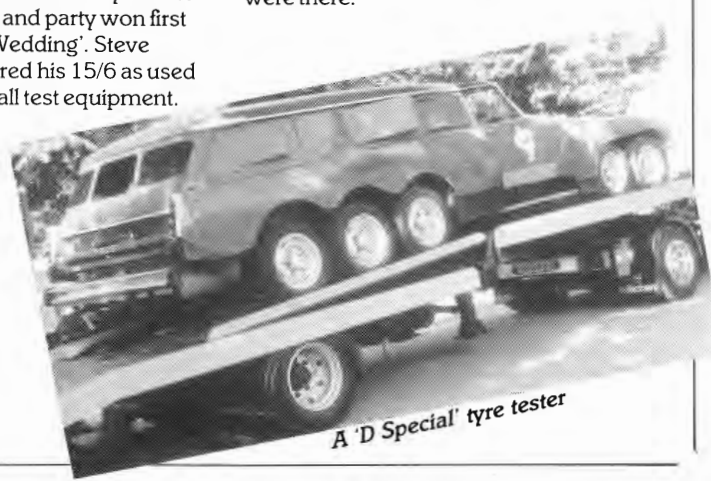
Another item which caught my eye was a rear wheel drive Citroën which was for sale. This vehicle would probably not be to everyone's taste, see the photograph, but there is always one idiot about. After much thought when I had returned to England I phoned the owner but he rejected my possibly meagre offer. A few weeks later I phoned back thinking that the market for such a vehicle would be limited and he would now happily accept my offer or perhaps a little more. However I had not bargained for another such as I because the vehicle had been sold to someone in Holland, c'est la vie.

The return was uneventful. Only Nigel and myself returned on Monday, the others already having left or spending more time on the continent. Again I was the lead car, again a few unscheduled diversions. The ferry crossing was smooth but no community singing, I think that they had heard us on the way out and did not want to risk it on the return. We met John Gillard and family on the ferry and he imparted some interesting information. Apparently in the Thames estuary just outside Sheerness there lies a WW II wreck loaded with explosives. It is or was so dangerous that it cannot be salvaged and if it exploded Sheerness would disappear (seems like a good idea—profuse apologies to Sheerness). Ferry passengers can view the masts of the wreck off the port-side (left-hand) shortly after departure from Sheerness. Presumably it cannot be that dangerous now?

Nigel and myself parted company on the M25. He was heading West, me North. Shortly afterwards my fan belt came out in sympathy and also parted company, I am not sure which direction it was headed in. Overall it was a most enjoyable event and I hope someone will write an article, albeit belated, about some of the Citroëns which were there.



22CV—fact or fiction



A 'D Special' tyre tester





# This is **TY**our Life...

Ross on Wye Traffic Warden Mike Tennant's interest in cars extends way beyond slapping parking tickets on the windscreens of those left on double yellow lines by their hapless owners.

For nearly 40 years Mike has devoted his spare time to a labour of love, restoring vintage vehicles to their former glory.

His passion for this hobby dates back to 1949, when Mike bought a 1934 'New Imperial' motor bike for just £2. The engine was not working; but he used his special mechanical skills to restore the machine to good running order.

After this 'New Imp' came a string of machines whose names have now faded into biking history—a Rudge Ulster, a Matchless Silver Hawk V4 with sprung frame and a Coventry Eagle were among those which passed through his hands in those early days.

In the 1950's Mike served with the RAF in Norfolk and, while stationed in East Anglia, he unearthed a 1939 125cc Excelsior in a garage at Diss. It had not

been used for many years; but he soon had the machine back on the road, after handing over £10 for it, and for over a year used it successfully to commute between Norfolk and his home in Monmouth.

Some years later he was riding through Gloucester when he spotted a Scott Flying Squirrel radiator on top of a dustbin. He knocked on the door of the house and paid the owner £8 for the radiator and "a load of other mechanical junk."

That junk, he painstakingly restored into a 1949 Flying Squirrel (600cc two stroke twin) with 'Dowty' pump-up front forks.

Then came his first car, a 1929 MG Midget with pointed tail boot. He recovered this vehicle, its engine in pieces, from a collapsed shed at Llanwern Church near Ross. Mike exchanged the three speed box for a four speed version, replaced the cable brakes with hydraulics and carried out many other modifications to the vehicle.

Said Mike "I was on duty just a few weeks ago when a man came up to me



in Ross. He declared that it was he who had bought the MG from me many years ago. He said it was the best car he had ever owned and had used it to travel back and forth to London on many occasions."

Other vehicles which passed through his hands included a Jowett Javeline with bent rear end, Lacia 'Lambda', 'Aprilia' and 'Augusta' models and a Citroen LT 15. The floor fell out of the boot of this

vehicle and Mike recalls that the wheels collapsed with regular monotony—because they were constructed in sheet steel.

Then in the mid 60's he bought a 1952 Citroen LT 15 with 140,000 miles on the clock. He has driven it to many parts of Europe and next year will be setting off overseas with the car again—this time pulling a caravan. The car cost him just £72.10s.

His garage also contains two carefully maintained Lea Francis Motor Cycles dating back to the 1920's.

Over the past four years, Mike has also been working on another 1951 Citroen LT 15. Describing the work on this car, he said:

"Every nut and bolt was removed, the paint was stripped down to the bare metal and everything detachable was taken off the vehicle."

The body shell has now been repainted with three undercoats and six top coats, all door and window seals replaced and interior upholstery completely recovered. In addition, Mike spent two years finding a new carpet

with the correct pile and shade for the car.

He is still touring auto jumble sales throughout the country in search of spares and expects the renovation work to take another two years.

But, when the job is finished, Mike will have a car to treasure. For this vehicle was exported to Nyasaland in Africa after it was built in England rather than France. It was used in Africa for 13 years before it was returned to this country in 1964—and remained in a shed at Westbury on Severn until it was discovered by Mike four years ago.

The photograph shows Traffic Warden Tennant with the prized Citroen 15 which he has owned since the mid 60's.



*The above article is a reprint from the April '88 edition of "The West Mercian" sent in by M. Tennant.*

# Martin Nicholson shares his experiences of **NO-GAS MIG WELDING**

## NO-GAS MIG WELDING – MARTIN NICHOLSON

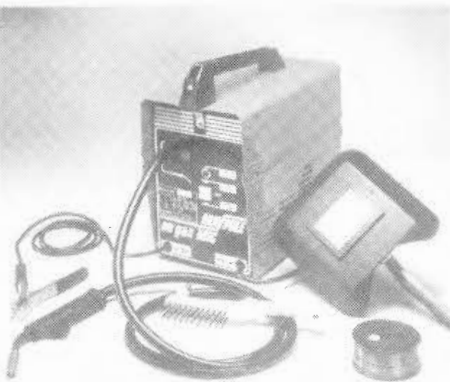
I mentioned last time that I had bought a No-Gas MIG welder. The unit in question is a Maypole MP250. I would add that I have no connection with the suppliers (neither have the club or the producers of this magazine – *Ed*) and this article represents my personal experiences only. Prior to using this unit I have had little welding experience. Those of you who are experienced welders skip this article or correct my mistakes in the next issue.

For the uninitiated there are several types of welding, electric arc and spot welding techniques used in industry are outside the scope of the DIY-er, so it leaves basically gas (oxy-acetylene) or MIG welding. It is clear that gas welding is a much better proposition as regards finish, neatness etc. if done properly, but it does have the disadvantage that the initial purchase price is high and to use gas economically you have to rent or buy large bottles which are awkward to move around and store, and what happens when you run out of gas halfway through a job.

One alternative was the MIG system (Metal Inert Gas) which uses an electrically driven spool of welding wire fed directly to the welding position through the hand piece or 'torch'. The arc is shielded by an inert gas eg. CO<sub>2</sub> thus ensuring the perfect weld (as the books say!!). The idea sounds great but for DIY kits available the CO<sub>2</sub> bottles supplied are usually the size of a milk bottle and the throw away type are expensive. What usually happens apparently is you arrange with your friendly publican to 'loan' you one of his CO<sub>2</sub> cylinders used for the so called keg beers and lagers etc.

The other alternative is a recent addition to the market, the 'No-Gas MIG welder' and as I said last month a contradiction in terms? No not really. A flux cored welding wire is used which burns and shields the arc, which is fine unless you are welding in a gale.

The kit comes with everything you need (but order some more wire fairly soon) including gloves and eye shield and **DO NOT FORGET TO USE THEM!** Once I had got used to the idea of positioning the torch and stopped leaping back at the first flash all went fairly well. The instruction leaflet could have been a bit more helpful but as the man at the shop said "practice makes perfect", well more or less. Do not get straight on with your Traction work, practice on bits of metal of varying thicknesses



using either the high or low current settings on the unit. The low setting was suggested for car body work but I have found the Traction bodies are made of much thicker steel than modern car bodies, the higher setting works fine, with care, but the current can be varied further by moving the earth clamp further away from the welding position.

One problem with any form of welding using electric arc is 'current continuity' ie. if you try to weld to a rusty piece of metal the current cannot pass through properly and

you will get a bad weld or no weld at all, so clean the rust away to visible bare metal.

Those of you with weak stomachs are advised to wear some form of mask because the fumes given off by the flux can be unpleasant in large quantities, but in any case you should work in a well ventilated area.

Be careful if you are welding in a bare shell, it is easy to lean back to admire your work and accidentally touch the torch to the roof. You will know when you have done this a few times! As regards safety the usual rules apply; common sense, no inflammable liquids or gases nearby, keep a fire extinguisher handy. If you are welding the floorpan the old underseal can soon catch fire.

Persevere, you will no doubt blow holes straight through your car to start off with but again with care you can fill them up with weld and grind them down later.

After welding is complete you will need to grind down the welds particularly if they are visible. Do not try your electric drill with a grind stone or sanding disc, it is a total waste of time. An angle grinder which runs at 10,000+ rpm is the answer and can be used for sanding and cutting metal as well. Well worth buying.

I am not daring to tell you how to weld, there are evening classes available for that, but I have noticed a total lack of articles in the so-called classic car renovation press. No doubt the articles will now appear like London buses! (no, we are not back to the 97 horse power bit again).

Once again my apologies to the welding cognoscenti. Do not however tell too many of your non TOC friends that you have a welder otherwise all manner of broken prams, trailers, garden seats, metal gates *et al* will appear on your doorstep.

**GREEN NOTE:** I am not sure how all these gases are affecting the environment, but in any case if everybody gave up keg beers and lagers and stuck to real ale I am sure that would help even more. Happy welding.

# Premium P.V. value

## Alec Bilney looks at the cost of classic insurance

At the AGM earlier this year a discussion arose about the benefits and drawbacks associated with the "Classic Car" type of insurance. Competing claims were made, and interest expressed by

listeners. However, while everyone there had chosen their own insurers for a definite reason—agreed value, local agent, economy, green card free—no-one seemed to have made a comparative study of several different options.

Since my insurance was due for renewal shortly, I agreed to obtain quotations from brokers who offered "our" type of insurance. In the end I contacted five different brokers, getting seven different quotations. I asked for insurance on the basis of my 1954 Normale, LHD, valued at £5,500, living on the edge of London, garaged, myself and spouse as only drivers; 5,000 miles annual average. I asked specifically about GreenCard cover for a fortnight's continental motoring—cost, and extras mileage allowances.

The replies were enlightening; the apparent discrepancies of the same company offered by two different brokers quite shocking. I have done my best to tabulate them, and I present them here for appraisal.

In the end I stayed with my original insurer, who still met my requirements even though not the cheapest.

There are swings and roundabouts in all cases, but it seems to me that for someone willing to limit their mileage in the UK, but who does a significant mileage on continental touring holidays, the Royal Insurance Group's Scheme B through Bain Clarkson is the best bet.

Will someone else, who is already insured with them, please write to the editor confirming this, particularly that the premium is indeed that low.

BROKER	BAIN CLARKSON		CLASSIC CAR MOTOR POLICIES LTD	HALL & CLARKE	JOHN SCOTT & PARTNERS	NORTON INSURANCE BROKERS	
Insurer offered	Royal Sch. B	Royal Club 6000 (A)	Shead Motor Policies at Lloyds	Economic Ins. Co	"KGM"	"KGM"	Norwich Union (B)
Age limits	21+	30+	21+	25+	21+	not clear	25-70
Excess	£50	£50	£150	£50	£100	£50	£50
Mileage limitation	3000	6000	5000	5000	5000	3000	3000
Self-valuation up to	£20,000	£20,000	£2000	£10,000 (C)	not known	not possible	may vary
Cost (D)	£62.50	£142.50	£104.75	£131.75	£200.46	£91.00	£81.00
2 weeks green card	£21	not known	free for 30 days	£18	not known	not known	not known
Continental mileage	unlimited extra	not known	included in 5000	included in 5000	not known	not known	not known

Note (A). A printed list is supplied with the proposal form, for deducing which category your car is in. Significantly, Tractions are missing. It has "Citroen—early models up to 1000 c.c.; DS19/DS20/DS21; SM"

Note (B). The Norwich Union Policy has a tight restriction about overnight parking in the street outside your own home, or even in your drive. The car is not covered overnight if not garaged when near the garage. The medical expenses, personal effects, and personal injury benefits clauses also appear mean to me; they are possibly designed to discourage take-up by year-round users.

Note (C). Despite what the literature said, I was asked to obtain a professional valuation for mine, at only £5,500.

Note (D). All quotations were obtained in May, June and July. (Yes, I know it has taken me a while to write the article!).

# CORRESPONDENCE

Dear Bob,

Well that sure was an exhaustive — if not exhausting — reply to Alec Bilney's query about unleaded petrol. Clearly the Swiss have approached the subject with Einsteinian thoroughness, though I am still not sure what their conclusion was in the end (I think Alec's question was — "can we run Tractions on unleaded petrol?").

The main thing to remember as far as I am concerned is: do not believe what the petrol companies say — they probably do not know and if they do they may well not say (remember the magic Shell fuel that infected some engines with a rare cardiovascular disease?); and do not believe the motor manufacturers either (seen SAAB's ads mentioning "lead-free petrol"? — there is no such thing on this planet), and if they do know they are not going to give an unequivocal answer in case they are sued.

What most people will not tell you (and I am indebted to an excellent article in the issue of *Car* magazine for these facts) is that leaded petrol is extremely bad for all the rest of your car except the valves. Though it makes those wonderfully comfortable mechanical equivalents of swansdown-filled cushions for the valves to happily bounce up and down without going "pink-pink" (which always sound more like a McCarthyite accusation to me), lead would actually have an appalling effect were it allowed to build up elsewhere in the engine and associated parts. Consequently, leaded petrol also contains what is called a scavenger, which sounds much better than calling it what it really is, a form of hydrochloric acid. This eats away all the lead deposits from where they are not wanted; however, it also eats away at the exhaust system, breaks down your lube oil and lessens the life of the spark plugs. In other words, if you use unleaded fuel you could expect to get longer intervals between oil changes, fewer problems with the exhaust system and a longer life to the spark plugs. You may well also be less likely to have mentally retarded children.

"Ah!" I hear you say, "but what if I decide that my valve seats are more important than the health of mankind?" Well, it seems that the main need for all this lead is at times of

high stress, in the same way that you or I may mistakenly use tobacco and alcohol. But since Traction engines are essentially low stressed (the rude amongst us would say "agricultural") and since you are unlikely to drive your Traction up and down the M6 at 70 m.p.h., it is entirely likely that unleaded fuel will have no bad effects at all. If it does, the worst that can happen is surely that you might have to have a decoke, new valve set or whatever every 10,000 miles, and surely two or three hundred quid should see that done.

Much though I would quiver at the thought of being labelled "green" — I am all for driving high speed railway lines through the heart of industrially agriculturalised Kent, and still get a thrill from seeing Concorde roar overhead every evening (and would even welcome an IM Pei pyramid in the middle of Carlton House Terrace) — if I had a Traction at the moment I would certainly try it out on unleaded petrol (Lord knows it could not make the performance any worse).

So let us not be lily-livered, let us give the stuff a try and find out what happens. Because five will get you ten that nobody else is going to tell us the truth.

Sam Wells  
Isleworth  
Middlesex

Dear David,

Please find enclosed a copy of a picture (see page 2 — Ed.) that I found behind the sun visor of a Big Fifteen that I bought in Amsterdam last June. The original print has a screen on it but I've reduced the size in the copy, hope you can use it.

I was going to put it in the small ads (classified) section with a copy saying "one or two interesting Citroens for sale", but I doubt whether anybody would have believed it.

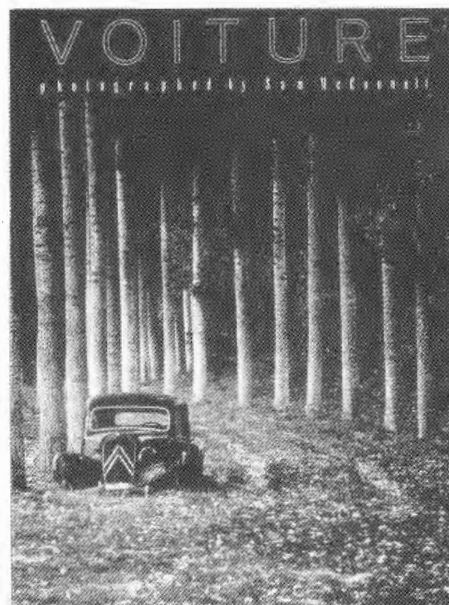
Also enclosed is my Light 15 (French-built) pictured "somewhere in the corner of a foreign field"; France (northern) actually.

Anyway, keep up the good work (as all letter writers are supposed to say).

Regards,

Steve Leigh  
Macclesfield  
Cheshire

(Thanks for the photos. I've used the first, the others will be used later — Ed.)



Dear David,

I am enclosing two pictures I purchased today in a local shop at Tiverton, which may be of interest.

It would seem that Mr. McConnell "rescued" the front bumper at night and took a photo of the result (close-up) the following day. What do you think?

Jack Atkinson  
Tiverton  
Devon

(Thanks very much Jack. These pictures must be selling well; Martin Nicholson has also submitted them — Ed.)



# CORRESPONDENCE

Dear David,

As you are aware, I decided to cancel the Treasure Hunt, planned for 24th September. This was due to a very poor response. My regrets to the two who did enter, and trust it did not cause a great inconvenience.

However, it was fun to compile. Alec and I visited many a pub around the proposed circuit whilst deciding the merits of various routes. (Memo—I must send expenses claim to the Hon. Treasurer!

The groundwork remains complete, and perhaps the proposal can be reviewed next spring after the AGM, where we can gauge interest.

One delightful result is that, after compiling the questions and route, I entered a Capital Radio/Cancer Research Fund Treasure Hunt over August Bank Holiday. The knowledge I had gained paid off handsomely, as I returned from the ICCCR to find I had won 1st Prize. So please arrange the AGM so the date does not clash with my free trip to Rome—or is it Paris?

Yours sincerely,

**Carol A. Bilney,**  
Kingston-upon-Thames,  
Surrey

Dear David,

I feel that I owe you a big 'thank you' because in the last issue of Floating Power you inserted an advert for me as I was looking for a Big 15. Sure enough I had two replies and purchased a lovely 1952 Big 15 with a small boot from a member in Cambridge. I am absolutely delighted with it having admired these lovely cars for so long. What character they have!

Now I must try to get to some of the Worcester meetings which I believe you often attend.

Many thanks and I look forward to meeting you sometime.

Yours sincerely,

**Michael Carr,**  
Weobley,  
Herefordshire.

*Thank you for your letter, I am glad your advert paid dividends and look forward to seeing you at Worcester.—Ed.*

Dear David,

Many Traction owners will be familiar with the book, L'Album de la Traction which includes an interesting article about the visit of the King and Queen to Paris in 1938 when the then Princesses Elizabeth and Margaret were presented with miniature Traction Cabriolets. I enclose a photograph of the cars taken from the book.

I have been in correspondence with The Queen Mother at Clarence House and I thought you would like to see a copy of a reply which I have received from her Secretary which gives some details of the fate of these cars. Interestingly, the car M-1938 (Princess Margaret's car) seems to have disappeared but the other one is on display at the Royal Mews Exhibition, Hampton Court, which is open to the public.

Hope you will find this interesting to our readers.

Kindest regards.

Yours sincerely,

**D. K. Boyd,**  
Astwood Bank,  
Redditch.



THE ROYAL MEWS  
BUCKINGHAM PALACE 3rd October, 1989

TELEPHONE NO.  
01-930 4632

*Dear Mr. Boyd,*

Sir Alastair Aird has passed your letter dated 17th August, 1989 to me and has asked me to reply direct.

I can confirm that the model Citroen F-1938, colour blue, (The Princess Elizabeth's) is on display in the Royal Mews Exhibition, Hampton Court Palace. The exhibition is open to the public April-October annually. The opening times are 10 a.m. - 4.30 p.m. Closed on Mondays.

The second car, M-1938 (The Princess Margaret). There has been no trace of this vehicle for many years.

In 1984 F-1938 was loaned to Citroen (Paris) for an exhibition and at that time extensive enquiries were made to trace the second car but sadly without success. We believe that the car was given away a long time ago and sadly there is no correspondence to support this.

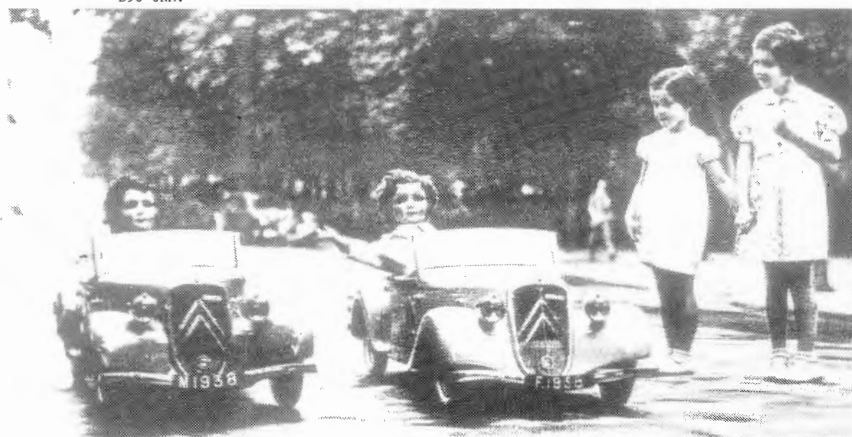
I do hope this information will assist you and should you wish to visit the Royal Mews Exhibition at Hampton Court it is open until the end of October.

*Yours sincerely,*

*Regina Gilbert-Denham*

(Lieutenant Colonel S.V. Gilbert-Denham)  
Crown Equerry

D.K. Boyd, Esquire,  
Tanglewood,  
New End,  
114 The Ridgeway,  
Astwood Bank,  
Redditch,  
Worcestershire,  
B96 6NA.



A l'occasion de la visite du roi et de la reine d'Angleterre à Paris, en juin 1938, le gouvernement français fit don aux princesses Elisabeth et Margaret de ces deux jouets. Ils complétaient la garde-robe et la dotation des deux princesses Marguerite et Françoise dont es maies sont retournées sur es charles miniers jouets destinées aux princesses. La voiture de droite est l'art pour celle de gauche de l'arrière.

# CLUB NEWS

## SPARES PROJECTS

The club committee is currently investigating the viability of two Spares Projects which require "money up-front" for tooling. Potential demand from members is therefore being canvassed.

### PROJECT 1 – CROWN WHEEL AND PINION

These items will have teeth cut to a new style which reduces noise, makes setting up easier (tolerances not so critical) and increases the number of teeth in mesh, it will also have a higher final drive ratio. The current crown wheel and pinion only have one tooth in mesh, therefore the new one should be more durable, quieter and more economical. Preliminary contact with other clubs using the same Engineering Company for their own crown wheel and pinion indicate that the quality and service are good. Current price indication is £300.

### PROJECT 2 – SLOUGH HUB CAPS

Brass hub caps chrome plated. Price indication £40 each.

Minimum orders of 50 are required for each project. If the projects go ahead, in each case members would be asked to pay 75% of the cost in advance ie with order. This is because these are high cost items and the club cannot 'buy on spec' and risk having money tied up in high cost stock left on the shelf.

If members are interested in either project please write to the Editor indicating which project. However **UNDER NO CIRCUMSTANCES SEND ANY MONEY.** Interested members will be contacted if either project proceeds, then your money will be gratefully received.

## NEXT ISSUE OF THE MAGAZINE

The observant of you will have noticed that this was headed "next month's issue" in the last magazine, just a touch of masochism I can assure you.

Last date for articles for the January magazine: FRIDAY 5th JANUARY, 1990.

So far we have two members' car articles, an interview with M. Roux (of alloy wheel fame) c. 1975, plus I am sure lots of other items which you have just taken time off writing to read this issue.

## MONTE CARLO RALLY

Chris Dickson, TOC member from Cornwall has entered his Traction for this prestigious event. This event is for Classis Cars not the 4 x 4 Toyotas and Lancias etc. Chris is starting from Glasgow so he has a long journey before starting the rally. I do not have any other details but if you see him en route give him a wave.

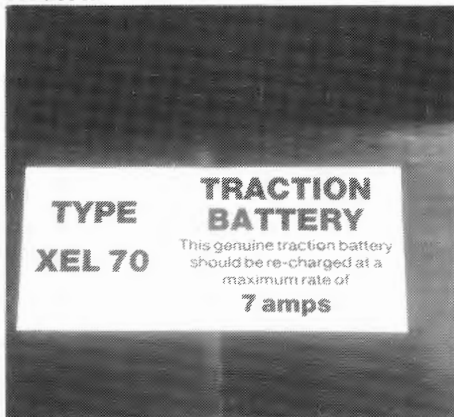
I am sure we wish Chris and his team a safe and successful rally. Selfishly I hope for a good article, however I am



sure that is the last thing Chris will be thinking about.

## NORTHERN SECTION MEETING VENUE

Please note the new venue for Northern section meetings. It is likely to change again, therefore phone Liz or Jim Rogers for the latest news. 0274 456700.



Martin Nicholson recently met Derek Swan who now owns the Traction 7c restored by Phillippe Allison. The car is in superb condition and Derek says that this is all due to the restorer, Phillippe, and he (Derek) just keeps it clean. Last year the car won the Masters Class Award at the Bracknell Auto Fair, Derek still has to inform us how he fared this year.

Martin also sent in a couple of photographs, one of a battery especially for tractions. The second is from a book titled *Les Voitures de Police et de Gangsters*. I am not sure whether this one is 'de Police' or 'de Gangster' but the



"Maigret" look-alike on the left is pointing at bullet holes.

## SPARES REPORT

Since taking over the spares I have been kept extremely busy averaging about 15 hours a week on despatching orders and other correspondence. Add to this two or three callers each weekend and sometimes three or four 'phone calls a night and I am beginning to realise what a fantastic job Peter and Alec did for the club. So far I have been unable to maintain stocks let alone increase the range in the way that those two stalwarts did. I really take my hat off to them – thanks boys.

The stainless exhausts have sold extremely well, although some buyers have complained that the downpipe flange did not fit without filing the holes and two people stated that the downpipe fouled the steering rack! These problems will be passed to the manufacturers when I re-order. We now stock systems for the 15/6, if you are interested please write or give me a ring.

The inner tubes which we supply have the modern slim valves and should be fitted with a special grommet to fit the large holes in Traction wheels. If you need these grommets please let me know.

We are still out of stock on some items, especially those we buy from Holland. Please be patient, we are trying to obtain more supplies.

Finally – if you have any complaints or suggestions let me know!

Dennis.

I have been asked to point out that the Club Shop still has Christmas Cards for sale, and what better time of year at which to purchase these items.

## 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

1989

December 17th

Christmas Dinner at the White Hart, Whitchurch.

1990

April 14th-16th

Classic Cars World at Olympia.

May 24th-27th

Tour of the Haute Savoie area of France on the borders of Switzerland.

June 2nd-4th

Bourgogne 90, 'a gastronomic weekend that Tractionists should not miss'. Details from Yves Meyniel, Vauchignon, 21340 Nolay, France. Tel. 80.21.74.57. Applications before 15th April, 1990.

June

Annual Rally

July

Tour of Brittany. Four days in marvellous company. Always recommended.

August

Tour of the Cotswolds. Members of the Cotswold area are requested to offer their help in organisation and planning.

1992

Mid-July - Mid-August

L'Europe en Traction. Paris-Athens-Paris and many other places in between.

Further details of all events are likely to be at the fingertips of Social Secretary, Mike Wheals. See page 3 for address.

# Classified

Wanted

To finish of my newly-acquired pride and joy - a set of pilote wheels. Will consider purchasing odd numbers in order to make a set. Please contact Michael Carr 0544 318321.

Wanted

Big 15 for restoration project. Anything considered. Please contact J D Waller on 0298-5354 or write to 'Rosslyn', 30 White Knowie Road, Buxton, Derbyshire, SK17 9NH

Wanted

A Traction for restoration. Ideally a Légère, complete and registered. Please contact Derek Steele, 16 Lyttelton Street, Worcester, WR1 3JN Tel 0905-22171.

Wanted

One folding seat for Familiale CX Familiale (preferably diesel). contact Mick Boulton on 093928-254 or write to: Ivy Cottage, Grnshill Hill, Clive, Shrewsbury, SY4 3LF

Wanted

To assist the restoration of a few Big '6's, the whereabouts of useful spares including derelict cars would be appreciated. Particular spares desperately required. 1 pair wing flitches, front wings, grille, rear suspension unit complete. (Big 15/Normale is the same). seats, dashboard with clocks. a complete restorable car would be considered. Contact Steve Southgate, 11 Woodlands Ave., Walsall, WS5 3LN. Tel. 021-357-2256, or 0902-45758 (work).

Wanted

Pre-1940 Traction Avant for restoration. Condition relatively immaterial. Must be complete. Phone: David Boyd on 0527 892134.

Wanted Urgently

4 piston liners or pistons and liners for a 1948 Paris-built Traction Light 15 engine, size 1911. Jarrod Coombes, Tel. 0227 262596 any time.

# Classified

Wanted

Enthusiast still looking for a Citroen Light 15, RHD preferred but will consider LHD in either roadworthy condition or restoration project. Phone John Cresswell on 01-560-3261.

Wanted

For 1939 11C - radiator grille, pre-war bonnet flaps, black faced kph speedo and all dashboard switches, plus any photos showing detail to assist in rebuild. Phone John Gillard (daytime) on 01-928-6613.

Wanted

Citroen Traction Avant preferably with MOT. Phone A. Murdoch on Northwood 29427 after 8p.m.

## FOR SALE

A Tea Towel with a reproduction of the Autocar drawing. 100% cotton. £2.00 each. Postage 30p for one, 40p for two, postfree for more. Alec Balney, 30 Mill Street, Kingston upon Thames, Surrey, KT 1 2RF. Or at major TOC functions.

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 body shell, new chrome. 1936 Big 15 Familiale, restored body shell, needs assembly. 1954 Light 15, all MoT work done, needs finishing. Contact John or Bryn (daytime) on 01-928-6613 (trade).

For Sale

New traction driveshafts, as manufactured by Peacock Engineering. Fit and look like original shafts but have greater strength, are longer lasting and are maintenance free. Now also available from Classic Restorations, Arch 124, Cornwall Road, London, SE1. Tel. 01-928-6613 (Trade).

# Classified

## SERVICE

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

Repairs, servicing and restorations undertaken at reasonable rates. Whatever your need, give me a call. Dennis Ryland, Tel. 0453 883935 (Glos).

# 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.

1st Thursday of each month at the Spotted Cow, Drighlington. A new venue is being looked for so please phone Liz or Jim Rogers, 11 Wilmer Drive, Heaton Bradford BD9 4AR. Tel. 0274 45600 for further info.

## LONDON SECTION MEETINGS

All meetings last Tuesday of each month at the Sun Inn, Barnes.

## Club Tools for Hire

Front hub and outer hub 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 lists and ordering details

Greeting Cards  
Pack of six .....£1.50

Mugs  
New flaired Traction Mug .....£1.75

Posters  
"Les Tractions" .....£2.00  
"Traction Avant Colour" 3D .....£2.00  
"Traction Avant" Blue/White .....£1.25  
Magazine Covers Black/White ..... 4 for £1  
Ideal for frames ..... Set of 20 for £4

Models  
Burago Black Diecast 15 CV .....£6.00  
Matchbox Roadster/Coupe .....£3.00

T-Shirts  
Citroen (S, M, L, XL, white) .....£5.00

Sweat Shirts  
Citroen (S, M, L, XL, Navy) .....£10.00

Badges  
Metal TOC Bumper Badge .....£15.00  
TOC Windscreen Sticker .....£1.00  
Enamel Brooches .....£2.50  
Blazer Badges .....£5.00

## Back Numbers Floating Power

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

For Club 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.

