



Chairman
Tony Hodgekiss,
94 Oving Road,
Chichester, West Sussex.

Secretary
Maria Hodgekiss,
94 Oving Road,
Chichester, West Sussex.

Editor
Nicholas Hall,
16 Lymbourn Road,
Havant, Hampshire.

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

Social Secretary
Kathy Hayes,
19 Winton Avenue,
Bounds Green, London N11.

Spares Committee
John Gillard,
129b Camden Street, London NW1.

Graham Sage,
13 Senacre Lane, Sutton Road,
Maidstone, Kent.

Standing Committee
Fred Annels
Graham Brice
John Gillard
Sid Griffiths
Nicholas Hall
Kathy Hayes
Steve Hedinger
Tony & Maria Hodgekiss
Martin Lloyd
Antonia Loysen
Graham Sage
David Shepherd
Allan Sibley

Club Shop
Arch 124, Cornwall Road,
London SE1.
Saturdays only 11 - 3 p.m.

Pre F.W.D. Co-ordinator
Martin Lloyd,
8 Home Rule Road,
Locks Heath,
Southampton, Hants.

London Section Social
Kathy Hayes,
19 Winton Avenue,
Bounds Green, London N11.

Eastern Section Social
Tom & Rosie Evans,
West Cottage, Rectory Lane,
Mulbarton, Norwich.

Northern Section Social
John Howard,
4 Stainbeck Walk,
Leeds LS7 2ED, Yorkshire.

Welsh Section Social
Rhodri Prys Jones,
15 Ty Hen Waunfawr, Caernarfon.

Central Southern Section Social
Mike Wheals,
23 Hamstead Marshall,
Newbury, Berkshire.

Magazine Artwork
Tom Evans



Printed in England by Acorn Press (Haslemere) 53251

Floating Power

Volume Seven Number One

March 1982

Firstly, apologies for the missing feature intended for the last issue of *F.P.* on 'Breda'.

I edited the last issue of *F.P.* from temporary quarters and the article was lost by the Post Office en route. We will try again when the photographs are reprinted and text rewritten. Secondly, in the interim, you could buy the book on Breda — it's in Dutch, French and English. The photographs are excellent, and it's satisfying to find TOC cars well covered. Martin Lloyd's C4G, no less than five pictures of Graham Brice's Ranalagh Tourer and three of John Gillard's Light Twelve (see article in this issue). Details of the 'Breda' book are in the back of this magazine.

At this time of year final arrangements are being made for the summer rallies, and no doubt, rebuilds are being pushed on as the evenings lengthen. The TOC Annual Rally, in Scotland, promises to be an exciting new venture, and I look forward to meeting you there if you can make the trip, or perhaps at one of the other events.

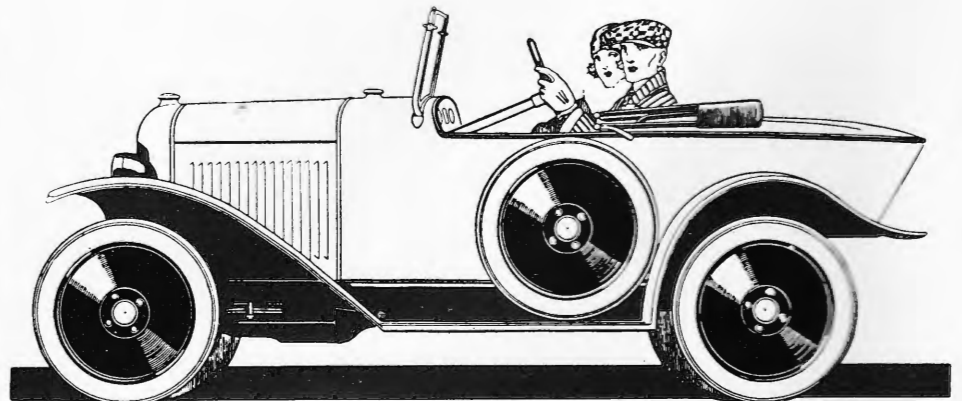
Finally — subscriptions. The TOC needs yours as soon as possible, so please do not delay.

Happy Tractioning

N.H.

Subscriptions are now due — Please renew promptly as this makes things easier for everybody. The subscription is £13 — still a bargain for what the Club offers members. Send your cheque, made payable to the Traction Owners Club, to David Shepherd, Treasurer, 23 Longford Road, Bognor Regis, W. Sussex PO21 1AB, as soon as possible. Spares Levy will now be £19.50.

SPARES LEVY CARDS: Many new members didn't receive levy cards on joining the scheme. Obviously a master file is kept and purchases will not be affected, but anyone who has joined the scheme without receiving a levy card should contact JG and will receive their card by return of post.



AGGM

Minutes of the 5th TOC Annual General Meeting held at 'The White Hart' Giltspur Street, London EC1, on Friday 29th January 1982, at 7.30 p.m.

Committee Present:

A.G. Hodgekiss (Chairman), D. Shepherd (Treasurer), G. Brice, N. Hall, K. Hayes, A. Sibley; J. Gillard, G. Sage, A. Loysen.

Apologies for Absence

M. Hodgekiss, members R. Newell, B. Shaw, D. Fisher.

Minutes of the last AGM and Matters Arising

The Minutes of the last Annual General Meeting were agreed and signed, proposed by N. Hall, seconded by K. Hayes.

Chairman and Secretary's Report

(As the Secretary was not able to be present, the Chairman gave a combined report).

"As Chairman for four years it becomes increasingly difficult to know what is left to say, and looking at last year's minutes, what I said then still holds good. Anyway, both Social Secretary and Editor want their own speeches this year!

Again it's been a successful year for the Club; we have been able to maintain our service to members, and provide another enjoyable year of events. The pattern of Club life now seems to have become established, even to the point where some aspects could be considered a tradition. Among the enjoyable social events was the particularly memorable ICCCR at Breda. We have also been able to strengthen our links with overseas clubs, particularly in South Africa and Australia, where a good number of Sloughbuilt Tractions still survive, and spares co-operation may be possible.

I gather that the Club now has another Regional Branch — the Central Southern, thanks to Mike Wheals.

The Club Register is actually on its way, being compiled by Graham Brice and Linda Moore. It's a big job initially, but once all the data is on the computer, future updating should be much easier.

Congratulations are due to the Editorial team of *F.P.* in winning the award from *Thoroughbred and Classic Car* magazine for the best Club magazine with less than 1,000 subscribers. This was a well deserved award by all those who have contributed to *FP* over the Club's five years.

A special mention should go to Antonia Loysen and Greg Hayes, for their personal efforts at "practical tractioneering", in racing this season. I feel it was a really good first effort, providing much goodwill for the Club, as well as some very enjoyable reports in *FP*.

Two very important appeals are necessary on behalf of the committee. Firstly, to renew subscriptions on time, as it is such a time-consuming job sending out back issues to members who rejoin late. About one-third of members eventually renewed for 1981/82 after reminders had been sent out. In future, the only reminders will be in the magazine — **so if you do intend to renew please do so promptly.**

The second appeal is for some more committee members. As stated, we have lost three and gained one this year, so we really do need some more support to spread the work around. There are specific jobs which members could take on, or there is ample opportunity if anyone has a particular interest to follow. We could quite easily consider changing our venue from the Crawley area if it suited a number of people, so if you can help on the committee do let us know soon, otherwise we may have to restrict some Club activities.

Members will know that I don't use this as a personal backslapping occasion for the Committee. You all know who does what, and where the thanks are due for the great amount of hard work put in to keep the Club going, so my sincerest thanks to all those who have helped to give us another successful year.

A.G.H.

Treasurer's Report

The Audited Accounts for 1980/81 were presented and the Treasurer invited comments and queries. The accounts were accepted, proposed by Allan Sibley and seconded by Antonia Loysen.

Social Secretary's Report

A variety of events took place during the year, starting in March with a Bring and Buy Sale at the Arch, followed by the Annual Rally in Thetford in June and a Camping Weekend and Treasure Hunt in August. September began with a trip to Breda for the 5th ICCCR and finished with the Picnic. At the end of October there was the Classic Car Show in Brighton and the Christmas dinner in December.

Both the Bring and Buy Sale and the Rally were well attended and the Social

Secretary repeated Allan Sibley's thanks, which were given at the time, to Tom and Rosie Evans for their hard work. Thanks were also given to Bernie Shaw for his organisation of the Camping Weekend and to Colin Hayes and Bernie for organising such devious Treasure Hunts. It is a pity this event did not have the number of participants it deserved.

Allan Sibley organised most of the TOC contingent to the ICCCR on one boat, and a fine sight it was. There was a large British element in Breda for an unforgettable weekend and the Dutch Club TAN must be congratulated on arranging what many people said was the best rally they had ever attended.

The picnic was also a little short of participants this year. Despite the fact that it was pouring with rain in the morning, the picnic has never been rained off and this year was no exception.

The Classic Car Show was held in Brighton and thanks were given to all who helped and to Tony Mackertich and Graham Brice for displaying their cars.

The Christmas Dinner at the RSJ Restaurant (round the corner from the Arch) ended this year and a very good time was had by all.

This year's programme begins with the third Bristol Classic Car Show on April 2, 3 and 4 where the TOC will be exhibiting. Ray Newall is organising the event and assistance from members living in the area would be appreciated. It is hoped that many people will go along and visit the show and support them. Ray and others from that part of the world travel long distances to take part in TOC events and it would be a great pity if we do not support events in their area. Also in April, Easter, Panhard, Peugeot, Donnington and Mick Peacock's workshop near Loughborough. In June, the Le Mans TOC 50th Race, and on July 8, 9 and 10 the 1982 Rally.

This year the Rally will be held at Glamis Castle in conjunction with the Strathmore Vintage Vehicle Club Transport Extravaganza being organised by John Savelli. The Glamis event is very large and has 350 cars, motor/pedal cycles, military vehicles, stationary engines, steam vehicles and a large number of stalls.

Camping will be in Glamis Castle grounds and is free from noon Thursday to noon Monday. A reserved space will be allocated to the Club so everyone can be together and have our own activities. On Sunday a compound will be provided to show the cars. (See elsewhere in this

magazine for full details of the Glamis Rally.)

The Classic Car Show will be held on November 6 and 7.

Editor's Report

The editor began by referring to the layout of *Floating Power* by different members which he feels spreads the load yet always results in a strong visual appeal. He apologised for the fact that the magazine sometimes appeared late but pointed out that with the traditional methods of production that are used it often takes six weeks to put the magazine together and this is a handicap.

As to content, he thanked Antonia particularly for her racing articles and went on to ask for more letters and articles from members.

Graham Brice and Terry Homewood led a discussion on the various topics which could be covered in the magazine. These included more information for new members, more technical items, reprints of articles from specialist magazines. John Gillard suggested that more people should contribute letters about how to overcome particular problems and so create a stronger feedback. It was agreed that articles of a technical nature on specific topics would be included more regularly in the magazine, either by seeking contributions from members who have undertaken the work themselves, or by reprinting from other magazines.

The Chairman reminded members that an international exchange of magazines from other Citroën/Traction clubs is now taking place and that Antonia will be keeping all the magazines. Anyone wishing to look at them may do so, by arrangement with Antonia.

Re-Election of Committee/Election of Co-opted Members

All members of the Committee wished to be re-elected; proposed by Bob Wade and seconded by Terry Homewood. Kathy Hayes was formally elected as Social Secretary, proposed by Antonia Loysen and seconded by Allan Sibley. Paul Griffiths and Steve Hedinger were also elected to the Committee, proposed by Laurie Turnbull and seconded by Allan Sibley.

Election of Principal Officers

Dave Shepherd was re-elected as Treasurer, Maria Hodgekiss re-elected as Secretary, proposed by Terry Homewood and seconded by Kathy Hayes.

Proposals — Review of Subscriptions for 1982/83.

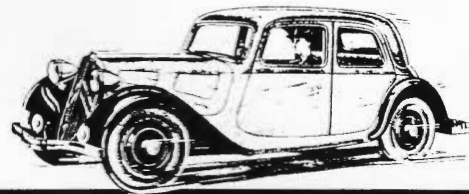
Dave Shepherd proposed an increase of £1 in the subscription to cover increasing costs and after a lengthy discussion this was agreed. It was also proposed that the postage cost for overseas members should not be increased, this was seconded by Allan Sibley.

Any Other Business

Bearing in mind the distance to the Rally this year John Gillard will not be taking a large stock of spares unless he is fairly sure that members will want them.

Allan Sibley supported Kathy Hayes' request that members make every effort to attend the South West Classic Car Show, at Bristol.

Laurie Turnbull suggested that the parts scheme could be extended by members getting together to make limited runs of body parts at low prices. Allan Sibley pointed out that in most cases the cost of tooling was prohibitive but that he had been looking into the possibility of producing sills and the Committee agreed to pursue this. John Gillard commented that earlier in the year he had sought members who needed new sills, in order to make up a worthwhile quantity. Few people responded at the time and the matter was 'shelved'. Subsequently John had come across at least 30 cars in the year which had been 're-silled'. A bit of forethought by the owners would probably have saved them a lot of trouble. It will be necessary for members to think ahead in their restorations for these parts schemes to work effectively.



TRACTION ARRIERE

Correspondence to
Martin Lloyd

A section devoted to rear wheel drive Citroëns produced between 1919 and 1938.

"André Citroën, the father of mass production in Europe!" Most reference books referring to Citroën — either the man or the cars — seem to agree on one point, that 'he brought mass production to Europe'. However, the more I see of 'Traction Arrière', and some would also say 'Avant', the more I wonder if this is true.

Those of you who read Clive Hamilton-Gould's most interesting letter in the last issue of *FP* about his type 'A' may be able to see what I am getting at. Mr. Hamilton-Gould clearly states that most of the written material on his own car is incorrect; I would be prepared to go further and say that should he compare notes with other owners he could well be amazed by the differences there are on two so-called mass-produced cars of the same model.

Those who took a close look at the rows of C4's at Breda would have found different size wings and running boards etc., again on mass-produced cars and ten years after type 'A'; and that is not including the difference between Slough built cars, or French export models either.

To top these misgivings I have about the father of European mass-production, I received a letter from Australia with some

questions. Citroën cars were imported to Australia from England and France, so I suppose it is possible I may be able to assist, anyway here are a few quotes:-

"My Rosalie (wooden framed) has an integrated boot which I believe to be quite unusual." Obviously without a photograph it is difficult to know exactly what is meant by an 'integrated boot' but I think I would be safe in answering yes to that. But, wait a minute, that can't be half as strange as a wooden framed Rosalie of which there is no question!

"Were English vehicles substantially different from their French counterparts? Were they 'All Steel'?" Again, as far as substantially different is concerned I would say no, only the trim, right-hand drive and generally that's about it. As for 'All Steel', of course they were, with the exception of specials such as the 'Ranalagh', which are coach-built. So, if that's right, what has happened to the mass-production theory that everyone is so adamant about? Our Australian friend drives home the 'wooden frame' by stating that he has only ever seen one true 'All Steel' vehicle, and that was imported privately. Well, apparently at this period it was considerably cheaper to import a rolling chassis into Australia

than a complete car. (As it was in Britain, hence one very good reason for the Slough factory.) The Australians manufactured the bodies and fitted them to the rolling chassis, and these were wooden framed rather than 'All Steel', but using the same styles. So is that clear now? Well, I think I understand but wait a minute, as here is another quote:-

"I have seen a number of brochures (English reprints) with Australian dealers' stamps on them proclaiming the technological breakthrough of 'Tout Acier' (All Steel)". Starting to be confused? Yes, I am confused. I wonder what the date on the letter is, not the 1st April is it? No, it's the 3rd June, and there is a postscript "Mark has been posted to Antarctic, so I have posted this letter for him, the photos mentioned are not around, sorry."

To be fair, I suppose it is not cricket to bring the 'Australian Connection' into my doubts as they are clearly a special case. However, what I am trying to say, and many will disagree with me, is that when André Citroën mass-produced cars, he produced cars for the masses and in order to do so, many will not be so similar as they appear to at first sight!

Happy Tractioning

ML

Summer meeting - south Sweden

We would like to invite you and your families to Sweden and the summermeeting for "Le Club Suedois de la "11" Ferline Citroen.

The meeting take place, between May 29th and 31st, in a small village, at the south of Sweden in an area called Småland, 16 swedish miles east of Gothenburg.

The village is called Mullsjö and we will meet in Mullsjö Friluftsgård.

"Friluftsgården" is situated very beautifully with a little sea where you can take a bath if the weather permitting.

The Friluftsgård has 40 rooms, a yard were you can camp in your own tent or caravan.

We are expecting you and your families Saturday at 12.30. We will begin with lunch. In the evening we will have dinner, later we will dance to the music of an little orchestra.

Coffee and cake will be served.

At Sunday morning we will go for a family race in our cars and for this moment we have brough a packed lunch. On the way there are questions you shall answer. We are also going to see a museum were they show us the first lorry built in Sweden. In the evening we will dance to the music of a tape-recorder, coffee and ice-cream will be served.

After breakfast Monday morning we will say good-bye.

The price for the meeting from Saturday too Monday is 495:- in Swedish value for adults. Children in the age between 2-10 half the price. Children in the age between 11-15, 25% reduction. Campingprice will be 365:- in Swedish value.

We should be pleased if you would let us know before the 30 of April if you will be able to come.

Magnus & Kristina Lahi
Strömsholm
S-560 28 Lekeryd
SWEDEN

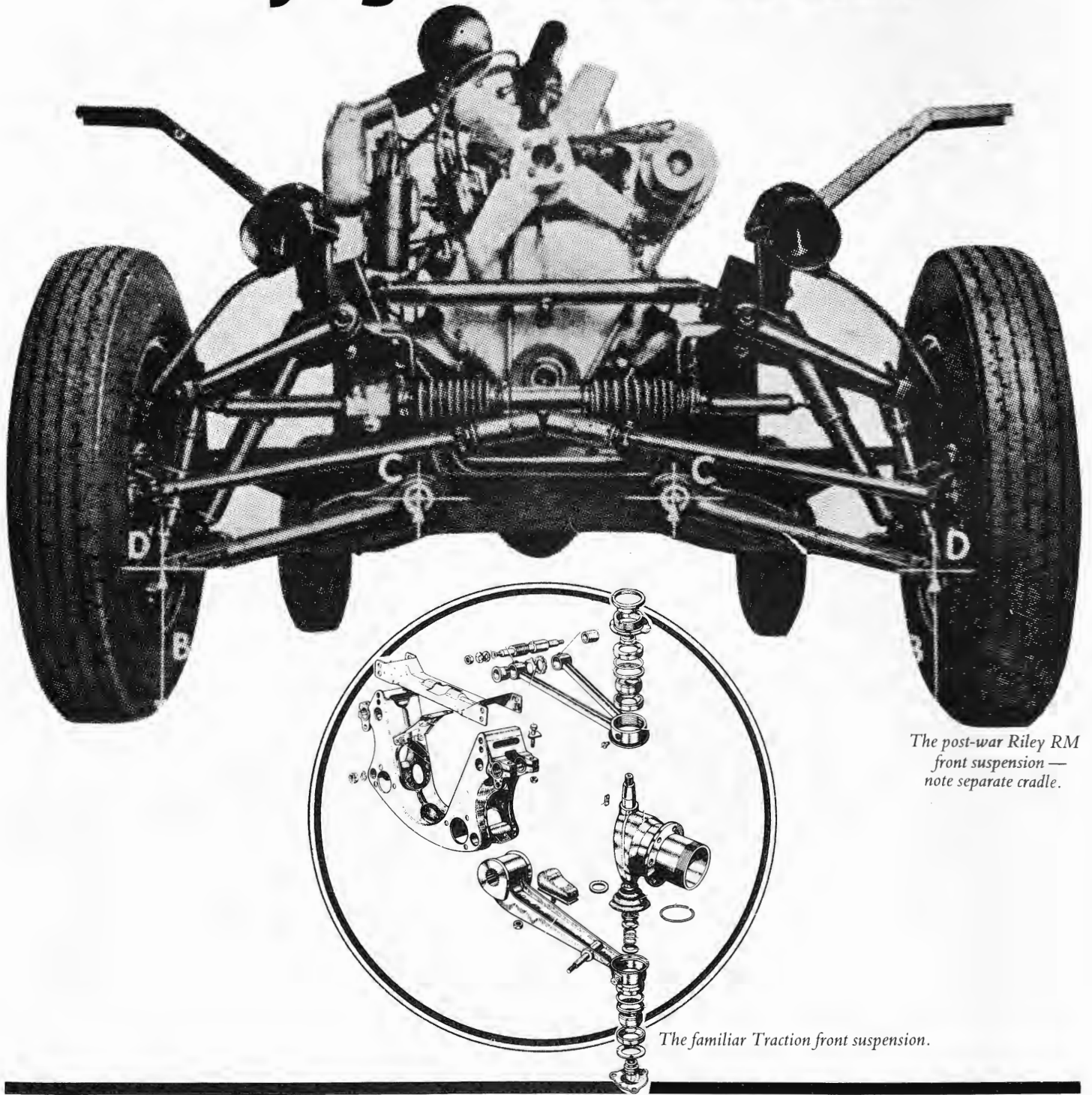
TEL 036/81357-81100



*This car could
be yours -
see Classification*



Riley Light Nine a la Traction



The post-war Riley RM front suspension — note separate cradle.

The familiar Traction front suspension.

The Rover 2000 was once called the 'Solihull Citroën', but we know that the influence of Citroën, particularly the Light Fifteen, was felt in other centres of the British Motor Industry, and earlier.

When I first owned a Light Fifteen, I still had a 1947 Riley 2½ — incidentally, the RM Rileys in their day appealed to the same kind of buyers as did Tractions — and noticed the similarity of the front suspension layouts. However, I was unaware of the pre-war background. Thanks to Vernon Barker, author of the following excerpt and the Bulletin of the Riley Register in which the article appeared, all is made clear. The Briggs bodies referred to were for the ill-fated Merlin, and the 'Big Four' engine became the '2½' (80.5mm x 120mm) of the post-war RMs.

"Two of the last projects carried out by Rileys during 1937 were the fitting of an i.f.s. system to the little S67Z Monaco and the attempt to utilise the new Big Four engine and the excess Briggs bodies.

Not only had the S67Z Monaco been a final attempt to utilise the most famous name ever associated with Rileys, but to this end it was designed on the lines of the firm's most successful current car, the Adelphi. Further it was an attempt to reduce the weight of the 9 by being lighter than the Briggs body, however the very light construction did lead to problems with premature cracking of the alloy. Even with this body the 9 never became the 'Light 9' that it should have been.

In mid 1937 an i.f.s. layout had been grafted onto the front of a chassis and was closely based on Citroën practice. The

Light 15 had been carefully studied by Rileys during 1936. One such Citroën had its suspension removed and, suitable modified, it was fitted onto the front of the little Monaco. The car handled beautifully and made a lasting impression on those who drove it. Time and investment were not on its side however. No doubt the system did nothing to reduce the weight of the car. Perhaps the most obvious outcome of this was the utilisation of a very similar (and satisfactory) suspension by Rush for his post war R.M. series."

Other manufacturers who studied the Traction closely were Jaguar, who also looked at the 2CV, and BMC. Any information on the influence of the Traction on British manufacturers would be gratefully received for a future article.

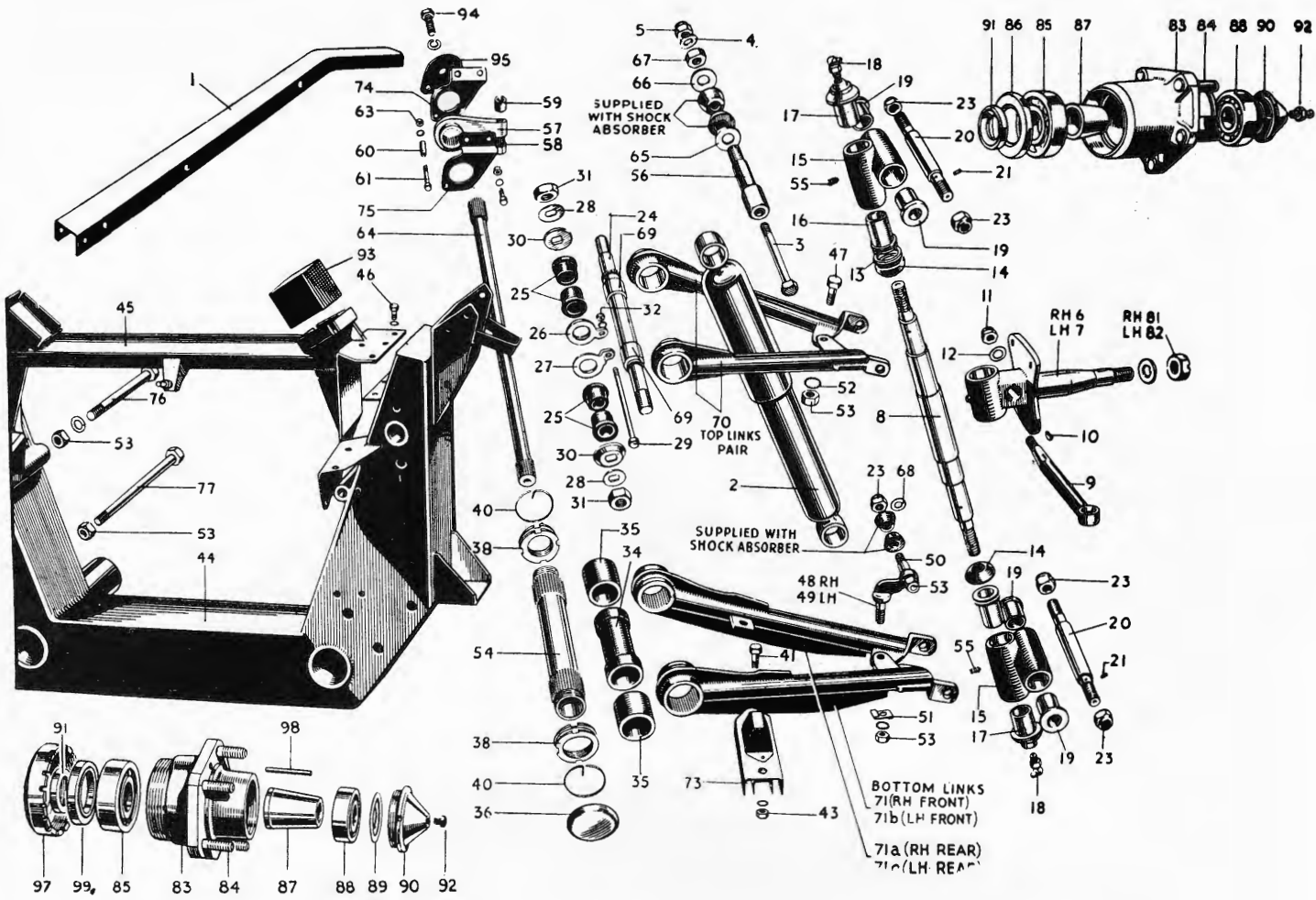


FIG. 3.—The front suspension. (Note: This is the 2½ litre front end, but apart from part No. 45, all items are similar on the 1½ litre car.)

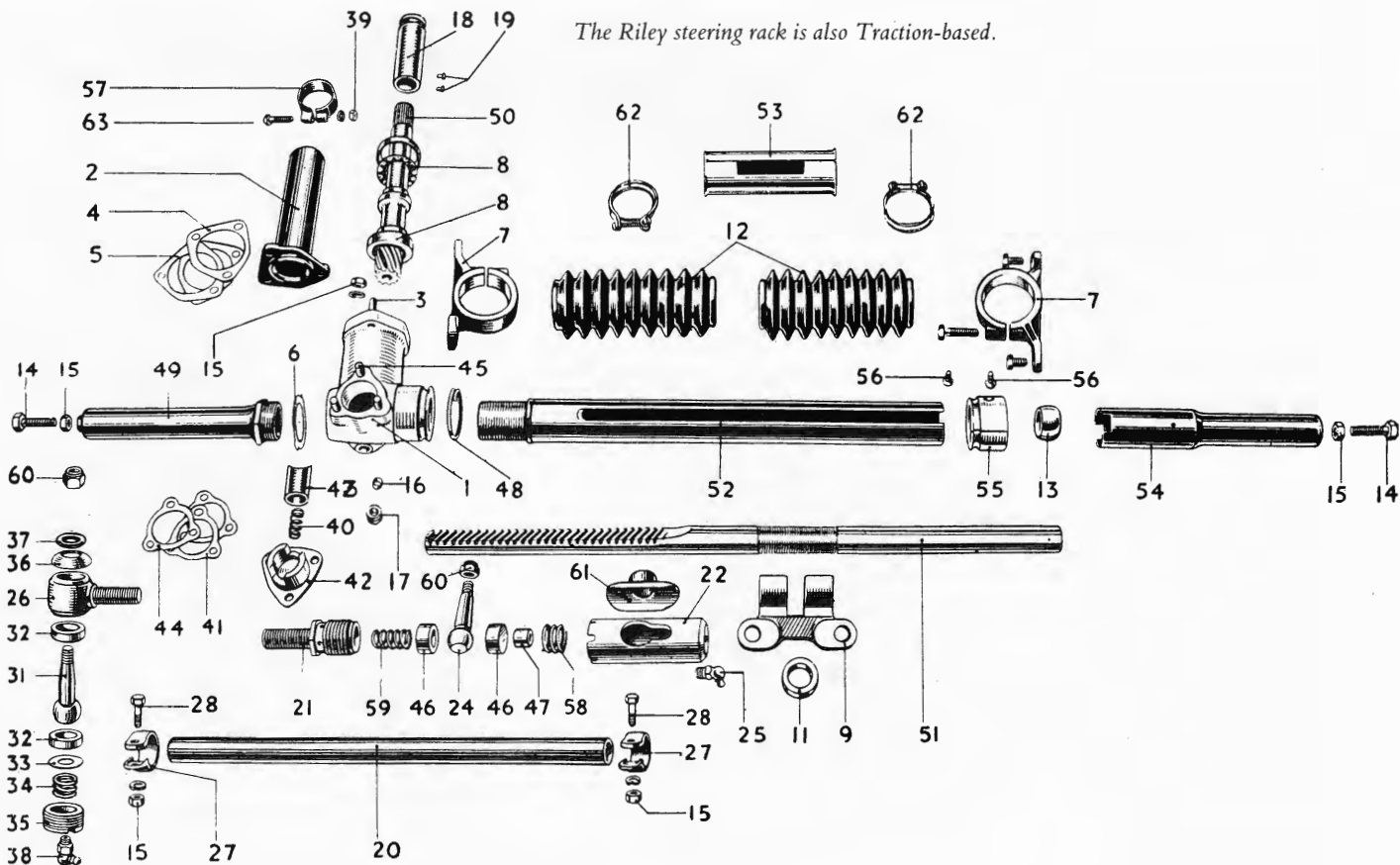


FIG. 4.—The components of the steering gear.

MEMBER

AJG 355 1938 Light 12



This car was formerly owned by Graham Brice. Its earlier history is uncertain but from its condition and its unusual features it must have been well cherished.

The bodywork is unusual. Front and rear wings have anti-splash additions. The wings are narrow (correct for 1938) but have an unusually high waistline and irregular headlamp mounting holes, suggesting that they were specially made rather than original Citroën wings with additions. The bumpers have also been changed by adapting the original straight Citroën ones; the front bumper has been cut into two pieces and reassembled in a 'V' shape to follow the leading wing edges. (The Rover 2000 numberplate base was my addition to get over ugliness where the bumpers join); the rear bumper has been dropped below the body and curved to follow the wings. Until recently the origins of the bodywork changes were unknown. However, the accompanying advertisement from a late 'Forties Motor Magazine depicts a similar pre-war car with similar features. What a pity AJG didn't have the sharknose!

Many details of the car have also been changed, apparently because the original owner was semi-invalid. Indeed, the general condition and attention to service requirements support this belief. The

RS CARS

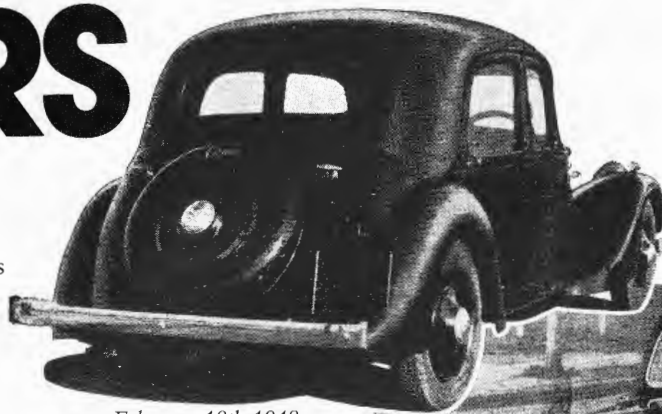
Light 12 Chassis No. 102900

former owner was obviously very short, as all pedals have been extended by several inches and also the gearshift. Additionally the headlamps are dropped — they bolt straight onto the wings. And there is a hand throttle fitted beneath the dash (a positive boon for motorway driving). Judging by scuffing of the leather on the driver's seat he must have worn some type of metal hip.

The restoration of the car was relatively simple owing to its condition and completeness. All doors needed re-skinning. Pop-riveted plates had been affixed to the sills to make good rusting in the past. Removal of the outer sills revealed inner sills in good order, so just simple replacement of outer sills and replating of a couple of areas of floor was necessary. The only other problem concerned the leading edges of the rear wheel arches where trims had formerly been affixed, behind which there was severe rusting. For respray a bright period yellow was chosen as I felt that black made the body too heavy with its special wings. The interior cleaned well and needed only minor restitching of seats. All electrics needed replacement. The engine is original with 80,000 miles on the clock, but runs well and smoothly with very little oil usage giving 1,000 trouble-free miles on a trip to the ICCCR at Breda. Only rebuilding of the fabric-covered sunroof to original remains outstanding, but regrettably I may not see this through as I have now to concentrate on the restoration of my 1936 Familiale.

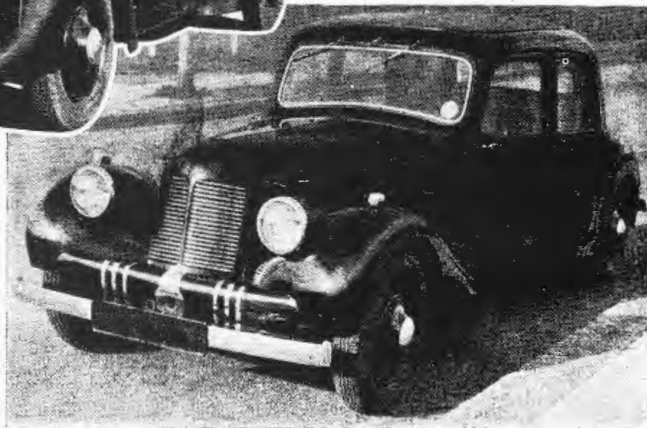
J.G.

(P.S. It took me 4 months to realise that the new numberplates put on the car during restoration were wrong — and no-one else noticed!)

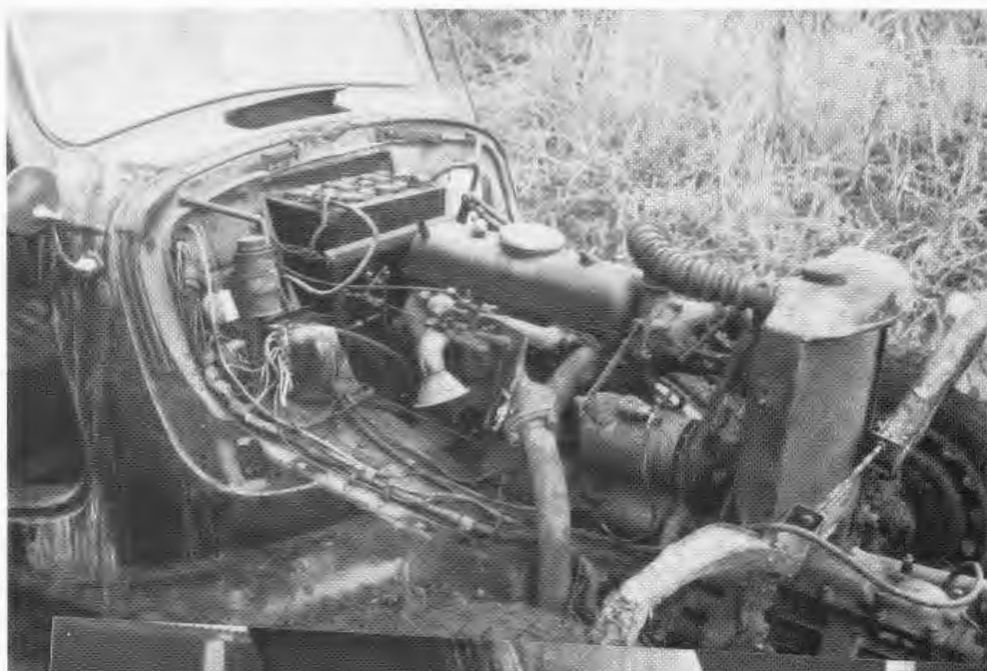


February 18th 1948

REVISED VERSION.—Since its introduction in 1934 the exterior design of the Citroën Light Fifteen has remained unchanged. In an endeavour to give this well-tried model a "New Look" the New Service Station at 120, Cranbrook Road, Chiswick, London, W.4, have remodelled the front end of a standard model as shown in the accompanying photograph, and have reduced mud splashing of the body by deepening the valances of both front and rear wings.



Petrol for Trade Visitors
FURTHER to the paragraph concerning petrol for overseas visitors to the British Industries Fair, published in our issue of February 4, an official of the Ministry of Fuel and Power commenting on the report that petrol would not be granted for the London area, said: "Overseas visitors, so long as they intend to use their cars on export business while here, may drive in London as well as anywhere else."



THE 5th TRACTION OWNERS CLUB RALLY

8,9,10 & 11th JULY 1982

Glamis Castle, in the county of Angus, Scotland

in conjunction with the SCOTTISH TRANSPORT EXTRAVAGANZA and hosted by The Strathmore Vintage Vehicle Club

THE RALLY

The first two days of the Rally will be solely TOC events, the events on Saturday and Sunday combining with the Extravaganza.

FREE camping will be available in the Castle Grounds, next to the events area, from noon on Thursday to noon on Monday. The TOC will have a reserved area in the campsite.

The Rally Programme for Thursday and Friday is self-explanatory. The Glamis events on Saturday and Sunday require some details as they are unfamiliar to most members.

The Regularity Run is a drive through the countryside, vehicles leaving at one minute intervals with a few simple clues to follow. The TOC will have a stand in the event area where we can erect a large tent for the Club shop, refreshments etc. Please note that, due to transport difficulties, there will NOT be spares on sale unless specifically ordered in advance. We can also display good examples of TOC vehicles in this area.

A Ceilidh is an occasion when people get together to enjoy themselves with music, singing, dancing, food and drink. In this

case, you bring your own drink. The food provided is Stovies, a stew of potatoes with a little meat. Try it, it's good.

On Sunday, the event is open to the public. The TOC will have a compound in which to display all our cars. This event has never been visited in strength by a one make car club. Members wishing to take part in the Glamis Concours would have to exhibit their cars in the appropriate compound. Judging of the TOC Concours will run concurrently with that of the Glamis Concours.

As the Glamis event is very popular, members who wish to participate in the TOC Rally **MUST** return their entries by the end of April at the latest.

GLAMIS CASTLE

Glamis Castle has been a royal home since 1372, and its oldest parts date back to the 11th century. It is the historic home of the Earls of Strathmore and Kinghorne. The 14th Earl was father to Queen Elizabeth, the Queen Mother, who spent much of her childhood there. Princess Margaret was born in Glamis Castle and the present Queen in the

London residence of the Earl of Strathmore.

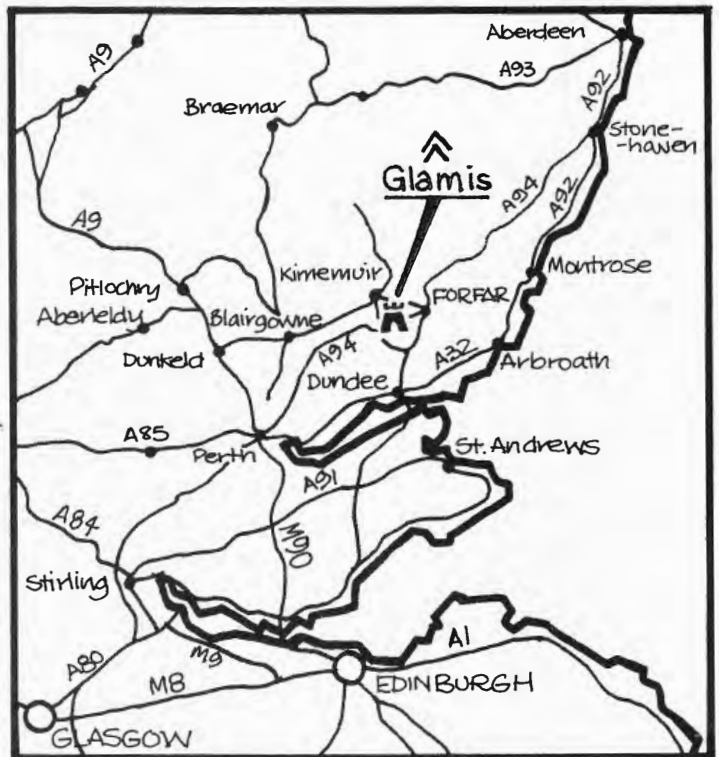
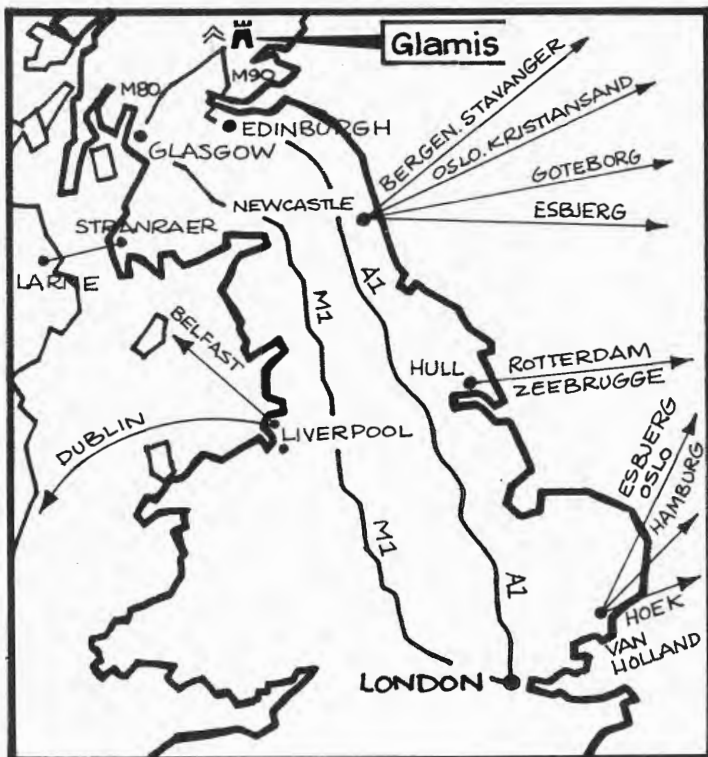
It is an interesting fact that, in coming to Glamis, yet another royal link is established with Tractions as, in 1939 the two Princesses were presented with two specially made toy Traction Roadsters in Paris, on the occasion of their visit to France.

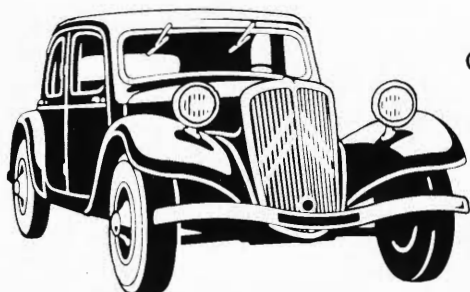
STRATHMORE VINTAGE VEHICLE CLUB

The Strathmore Vintage Vehicle Club was founded in 1968 and now has a thriving and very active membership of over two hundred. Membership is open to all those with an interest in old, pre-1955 vehicles. It publishes a quarterly magazine, *Logbook*, and organises numerous other events and rallies.

From humble beginnings in 1973 the Glamis Castle Motoring Extravaganza has grown as big as its name and last year attracted over 40,000 people.

Further details about the Strathmore Vintage Vehicle Club can be obtained from: J. Farquharson, Esq., The Farmerton, Fern, Forfar, Angus.





VEHICLE ENTRY FORM
for 5th TOC Rally 1982 and
Scottish Transport Extravaganza

(For vehicles manufactured before 1956)

Return to: John & Dot Savelli, Bogend Farm, Falkirk, Scotland, FK2 8SH.
Tel: 032-483 366

One entry on this form - other entries on plain paper.

PROGRAMME

Thursday 8th July

12 noon Reception at Campsite
8 p.m. Pub Evening

Friday 9th July

9.30 a.m. Assemble for convoy drive
10 a.m. Depart
12 noon Picnic lunch
2 p.m. Visit to Bells Whisky Distillery
4 p.m. Visit Pitlochry salmon ladder
and return to campsite
9 p.m. Pub Evening

Saturday 10th July

12 noon - Depart for Regularity run
2 p.m. through Angus
4 p.m. Flea Market, auto-jumble,
display stands open to entrants
and friends
8 p.m. Ceilidh in Reid Hall, Forfar.
Bring own booze

Sunday 11th July

9 - 11 a.m. Concours judging
11 a.m. TOC Concours Prizegiving
12 noon - More of flea markets/ auto-
jumble/displays. Displays in
6 p.m. ring by entrants and others.
Presentation of trophies.
Grand Parade of Winners

**TOC Awards to be presented in
the following categories:**

TOC UK Members Only

Best Paris Car, Best Slough Car, Best First
Time Entry, Most Unusual Car, Overall
Winner.

Special Awards TOC Members Only

Traction with the Least Attraction, Super
Glam(is) Driver and Passengers.

Overseas Visitors Prize

Best Overseas Entry

TOC & Overseas

Award for the furthest distance travelled to
the Rally in a pre-1957 vehicle.

PROGRAMME SUBJECT TO CHANGE

Name

Address

Make Model

Year of manufacture Registration No.....

Do you wish to participate in Regularity Run YES/NO

Do you wish to enter the Concours Judging YES/NO

Indicate average speed for Regularity Run — 20 — 24 — 30 m.p.h.

Monies enclosed £2.50 per entry £.....

THE CEILIDH will be held in the REID HALL, FORFAR, on SATURDAY, 10 JULY, at
8 p.m. Admission by TICKET ONLY. STOVIES will be served at 9 P.M. BUS TRANSPORT
will be provided FREE from GLAMIS CASTLE but application for this service must be requested
with entry. Priority will be given to vehicle entries.

TICKETS FOR CEILIDH AT £1 EACH

SEATING ON BUS REQUIRED

MONIES ENCLOSED £.....

Sale of tickets limited to 350.

Camping facilities will be provided for entrants and stallholders only, which will be reserved
especially for those who take the trouble to book space with their entry. No charge will be made
but admission to camp site will be on production of the official camp site ticket which will be
issued with competition numbers, etc., 10 days prior to the event.

I(Your name)..... wish camping facilities

IMPORTANT NOTICE

Members please note that although the closing date for entry to the Extravaganza is 1st June,
this event is always well oversubscribed and the number of entries is limited to 350.

In order to avoid disappointment, you **MUST** return the completed entry by the end
of **APRIL**.

You must also indicate if you wish to camp, as admission is by ticket only.

If you require hotel, bed and breakfast, or caravan accommodation, then please state your
requirements. Always include S.A.E. for reply.

RALLY CHARGES

Rally Entry £2.50
Ceilidh Tickets £1.00 each

You will be sent final instructions, numbers, tickets, etc, 10 days prior to the event.

All Entries/Monies to:

John & Dot Savelli, Bogend Farm, Falkirk, Scotland, FK2 8SH. Tel: 032-483 366

GLAMIS TROPHIES (If you qualify)

Best Horse Drawn Vehicle (Concours); Veteran Car (Overall); Vintage Car (Concours,
Regularity and Overall); Post Vintage Car 1931/34 (Concours, Regularity and Overall); Post
Vintage Car 1935/39 (Concours, Regularity and Overall); Classic Tourer 1945/55 (Concours
and Overall); Classic Saloon 1945/55 (Concours and Overall); Best Three Wheeler (Overall);
Veteran Motor Cycle (Overall); Vintage Motor Cycle (Concours, Regularity and Overall); Post
Vintage Motor Cycles (Concours, Regularity and Overall); Classic Motor Cycle 1945/59
(Overall); Best Tourer Car 1920/39 (Concours); Jolly Jubilee Jug for best vehicle of any type
manufactured 1930 (Concours); Best Morris 8 (Overall); Best Austin (Concours); Best Austin 7
(Overall); Best Austin 7 (Regularity); Best Rolls/Bentley (Concours); Best MG (Concours);
Ladies Cup (Overall); The Long Haul Trophy (driven full distance from owner's home to
Glamis by shortest possible route); Wooler Trophy for Long Haul Motor Cycle; Best Bus
(Concours, Regularity and Overall); Best Leyland Bus (Concours and Overall); Military Vehicle
(Concours); Best Commercial Heavy (Concours); Best Commercial Heavy or Light
(Regularity); Best Commercial (Overall); Steamers (Concours); Tractors (Concours); Stationary
Engines (Concours) with special prizes for open crank, closed crank and those operating
machinery; Cycles (Concours).

*The Traction
Owners Club*



