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Printed in England by Acorn Press (Haslemere) 53251

# Floating Power

Volume Six Number 4

September Nineteen Hundred and Eighty-Two

I hope when you read this that you will be amazed by the rapidity this issue of *F.P.* follows the last two – the production team has really moved into top gear.

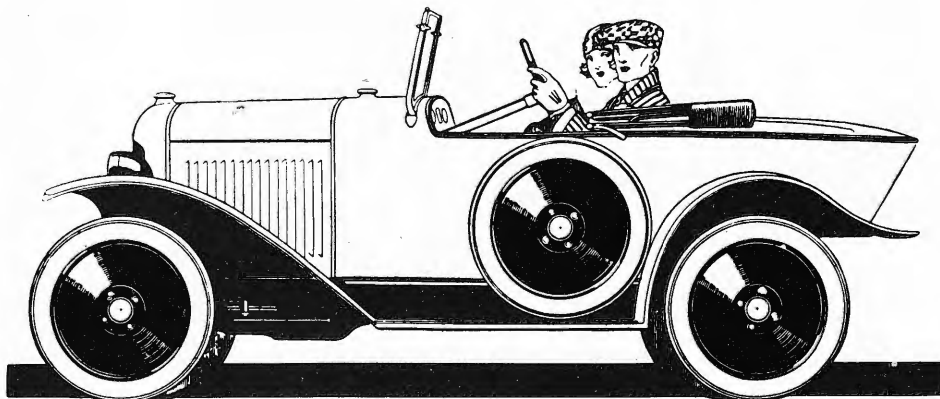
Unfortunately the feature on Members Cars has suffered from lack of contributions, but I hope to fill the gap myself in due course. My Slough Light Fifteen is due back from Andy Fennick soon, bodywork restored, to be mechanically rejuvenated. I intend to give an account of the work done, and the car's history – it was rescued by TOC member John Waynam from a Birmingham scrapyards about 1960 – when it was hardly ten years old!

Traction for restoration still seem to be abundant – although I rarely see a restored example on the road nowadays! One Sunday recently I saw two distinctly off-road examples: both Slough Light Fifteens. One, big boot, was hardly more than a shell but possibly restorable, seen in a scrapyards – the other, complete and including some special tools, was rather rusty and tatty, but again probably restorable. It was a 1947 car, with those attractive curvy bumpers, but unfortunately was in a local garage who were asking £1,200. I thought about a tenth of that would be about right.

Restoration is a subject which supplies endless material for discussion, but a point that has sadly come to my notice is the quality (or lack of it) of replacement parts. I suppose that I may just be unlucky but items that come to mind are: a reconditioned driveshaft which was knocked out in three or four months' everyday use; a chromed bonnet hinge which rusted through in one winter; rebuilt radiator which leaked immediately; and a set of chromed hubcap nuts which copied the bonnet hinge. I should add that none of these parts originated from John Gillard! The question seems to be, though, whether replacement parts are for cars which are little used, or driven 'everyday'. As an everyday Traction driver I feel that experience of sub-standard parts should be mentioned for other keen Tractionists to avoid, but it is important to avoid being libellous – as no doubt Lord Denning would agree!

As the evenings draw in, please try to spend an hour or two writing a short account of your car or restoration project – whatever, to keep the 'Members Cars' section going. Bear in mind also that 1984 is not so far ahead – the 50th anniversary of the launch of the Traction – and the TOC is already involved in advance planning of celebrations for that event. A progress report will be in the next issue.

N.H.



# LES JOUETS D'ANDRÉ CITROËN

No doubt many traction and pre-traction Citroën owners have from time to time seen the small die-cast replicas of their beloved cars on display in the showrooms of local Citroën dealers, but how many *Floating Power* readers are aware, I wonder, of the beautiful toy cars that pre-date these modern models by several decades, and were originally produced by the Citroën car factory?

Under the title 'Les Jouets d'André Citroën' it seems that right from the early 1920s, André Citroën, with his customary foresight and business acumen, developed a toymaking enterprise alongside his growing vehicle empire and produced in thousands, for sale to the public and for promotional purposes, precise replicas of the real thing.

These models, reflecting all the then current Citroën range, brightly coloured and beautifully detailed, were approximately twelve inches long and made from 'tinplate', a method of construction largely superseded in the 1930s by the advent of 'die cast' models of the 'Dinky Toy' type.

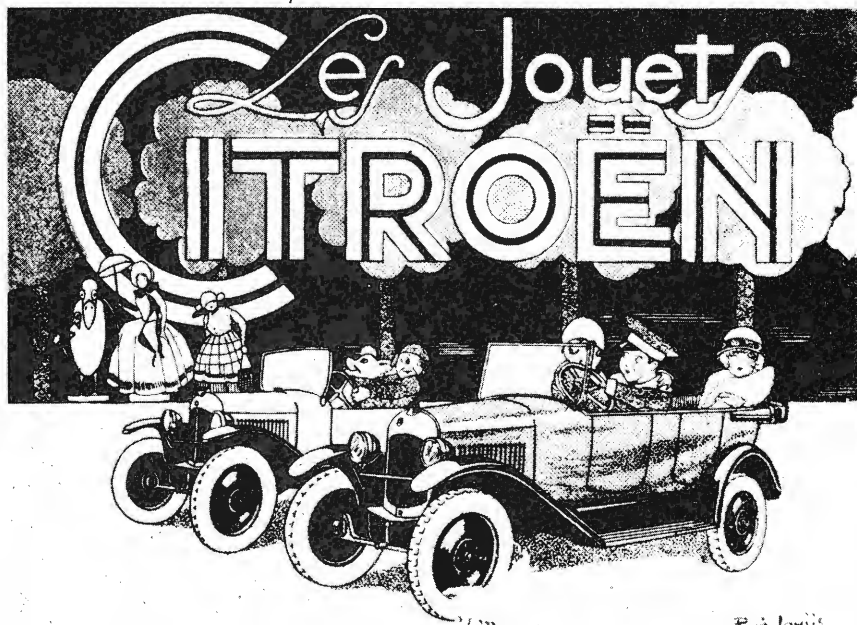
Powered by clockwork and often featuring working parts in the form of steering, doors and suspension, these models are now keenly sought after by collectors. Like most toys generally, and probably because of their method of construction these early tinplate cars do not have a very high survival rate. Then, as today, they soon became discarded by their young owners once they were broken. So much so in fact that today even incomplete rusty relics can command very high prices and like most other antiques, collectors items and old toys, the prices have rocketed in recent years – you will need a fat wallet if you wish to have one of André's small masterpieces adorning your mantelpiece.

Miraculously, one such example which has survived the test of time recently came to light in a shop called 'Vintage Toys' in Norwich, and appears with this article. If you're interested it is for sale.

Clive Warner



*Toy Citroën at 'Vintage Toys' in Norwich.  
Is it a C6 Tourer? Martin Lloyd will know.*



Acknowledgements:  
S. A. André Citroën, Paris.  
Rainbird Books Ltd.  
Vintage Toys, Norwich 615200.

*Publicity material for toy Citroëns apparently based on the B Series.*

*Nunc est Bibendum*

*Your Health*

# MICHELIN TYRES

## Absorb Obstacles

There are many obstacles that all must meet along life's road, but with work and cheerfulness one can win through.

Whatever your work may be "make it your best"—and, having so made it,—"make it better." That is one of Bibendum's principles and like the **MICHELIN TYRE** it's the Best for Everyone.



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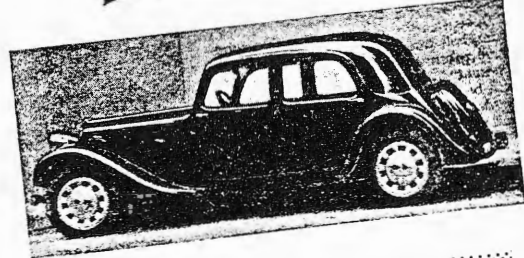
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**Motor**  
 IN THE NEWS



Seen in Paris: an experimental 15 h.p. Citroën with a 6-cylinder engine, 4-speed gearbox and modified frontal appearance. Whether it will eventually be placed on the market remains to be seen.



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...note dates

# TOC SCOT



*The car park at Edzell Castle*



*A well-presented*



*Martin Lloyd receiving yet another prize – Bernie Shaw and Allan Sibley on left*



*A full rally report will appear in the next issue.*

# BRITISH RALLY



presented overseas visitor



A. Stewart's 1920 Keggresse half-track

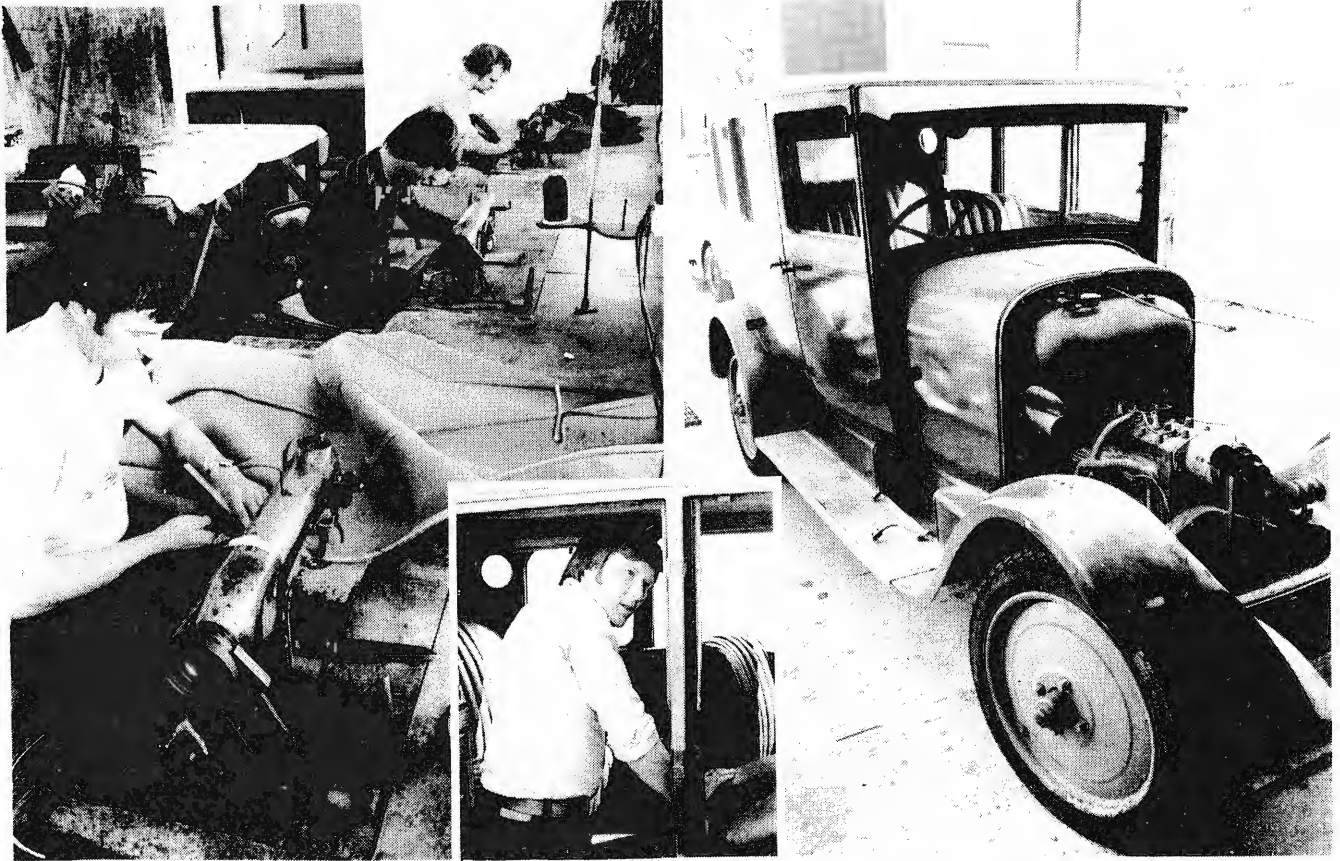


Glamis Extravaganza prizewinners' arena –  
Kathy Hayes and Marc Roelandt



The Editor's car with glass plate  
given to all entrants

# Norwich craftsmen give city a rare sight



COACH-TRIMMING craftsmen at work in Norwich. From the left they are Mr. Tom Elliot, Mr. Terry Jones and Mr. Mark Saunders.

INSET: 39-year-old Richard Cooke, of Drayton, and ABOVE: the 1929 Citroen which by next year will have become a familiar sight in Norwich.

NEXT year's Norfolk brides seeking a wedding carriage that's guaranteed to turn heads will have it — a 1929 French Citroen built in Britain and restored in Norwich.

The car is a huge 1628 cc coachbuilt Citroen Four and it won't be the first time it's caused a stir.

It was the first Citroen to incorporate many of the then modern notions coming out of America, and Andre Citroen launched it with an immense publicity campaign bristling with trans-Atlantic gimmicks — the most spectacular of which was renting the famous Eiffel Tower to carry a vast illuminated advertisement... a move which caused a storm of controversy among Parisiens.

This particular car was built at Slough, shortly after

Citroen had begun a massive programme of expansion, building factories in the UK (which lasted until 1965), Brussels, Milan, Cologne and Vienna.

Owner of the C4 is Mr. Kenneth Cooke, of Dolphin Autos, Norwich, who intends putting it on the road as a wedding car next Easter.

By then it will be immaculately turned out in its original brown livery, with new interior trim in brown Connolly leather hides.

The trimming is being carried out by a unique Norwich firm, P. W. Cooke, coach trimmers, of Old Palace Road, whose reputation brings them work from garages all over East Anglia and London.

Run by 39-year-old Richard Cooke, of Faken-

ham Road, Drayton, the firm reckons to restore four vintage cars a year and many more classic cars of the fifties, and they are so much in demand that they are shortly hoping to expand their workshops.

Beside the Citroen they are currently working on an MGA, a Jensen-Healey and an Austin-Healey. But much of their bread-and-butter work is refurbishing vans for the GPO and making specialised cradles and chairs for the disabled.

The firm has been trimming fine cars for 35 years, first in a stables in Cow Hill, under Richard's father, Mr. P. W. Cooke, moving to their present quarters — a former undertaker's premises — 17 years ago.

EASTERN SECTION  
AWARE



# TRACTION ARRIERE

Correspondence to  
Martin Lloyd

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

As briefly mentioned a couple of issues ago, I have been working frantically on the engine of my C4G in an effort to get it finished in time for the summer rally. I am pleased to say that the work was completed on time, although there was a bit of a panic when the new valves had not arrived from Depanoto by mid-June.

The main purpose of the exercise was to fit new valve seats. As can be seen in the photograph the valve seats, particularly those of the exhaust valves, had sunk into the block quite a long way. The new seats have raised the valves by approximately 4 mm and they are now more or less in the original position.

Like most jobs I seem to undertake on my car, things never turn out to be straightforward. Obviously in order to renew the valve seats it was necessary to remove the engine. Therefore the first job was to drain the oil, and that's where the problem started. With the oil came a number of what I can only describe as 'chippings' of white metal. (*It's happened to me too, Ed.*) Having removed the engine and stripped it, I found that the white metal bearing of one of the conrods had broken away. I should point out that it had not 'run' but broken away, as can be seen in the photograph. However, the cause became apparent after removing the remainder of the bearing; it had not been tinned correctly

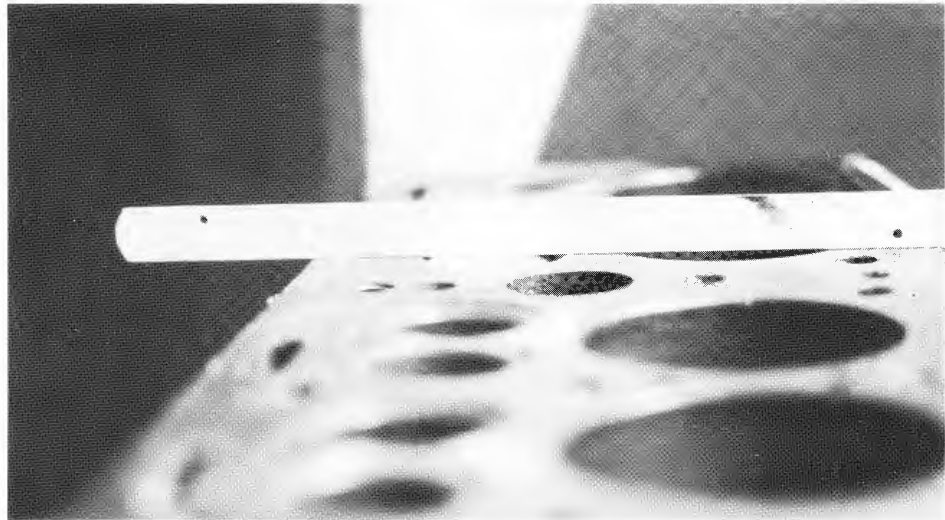
when the engine was rebuilt back in 1975. Why, after six years this should have occurred at this time was a complete mystery to me. The problem had not shown itself in the running of the engine but could have caused major problems had it not been rectified. The crankshaft journal was measured and examined closely but this I considered to be satisfactory.

The one thing that always amazes me when I strip the engine down is that beautiful 'Celoron' timing gear. I have no idea how many thousand, or hundreds of

thousands of miles the engine has done but that fibre gear looks as if it was only fitted yesterday – there is no play to speak of. Still Andréa did start with gears didn't he!

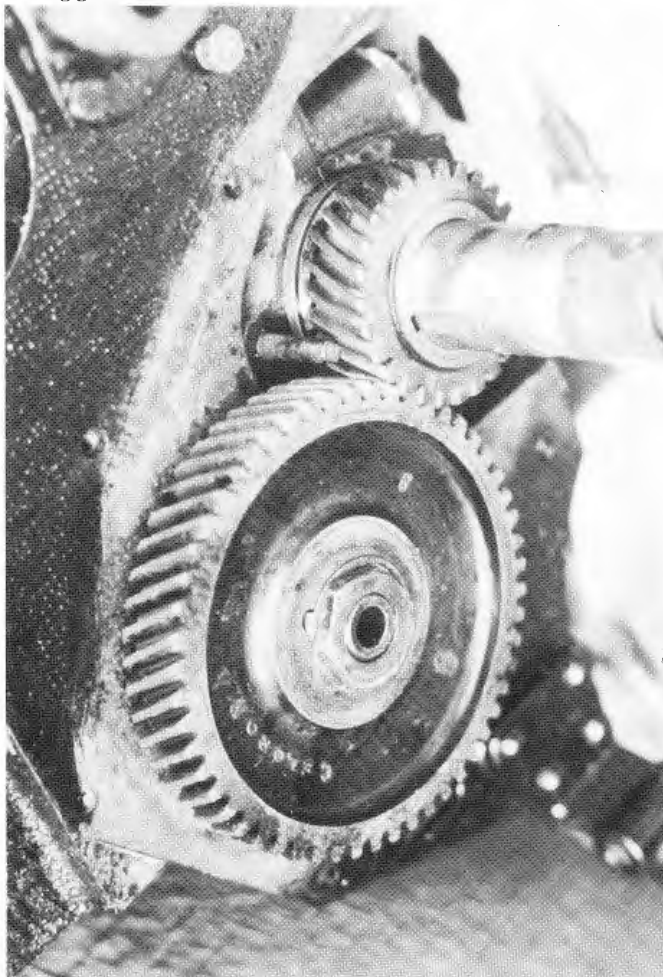
I am pleased to say having covered in excess of 1500 miles in ten days in order to attend the TOC Rally, that the work on the engine has been successful. We found no hills we could not climb and most could be taken in second without any problems, even when fully loaded with pushchair, high-chair, cot, etc.

M.L.

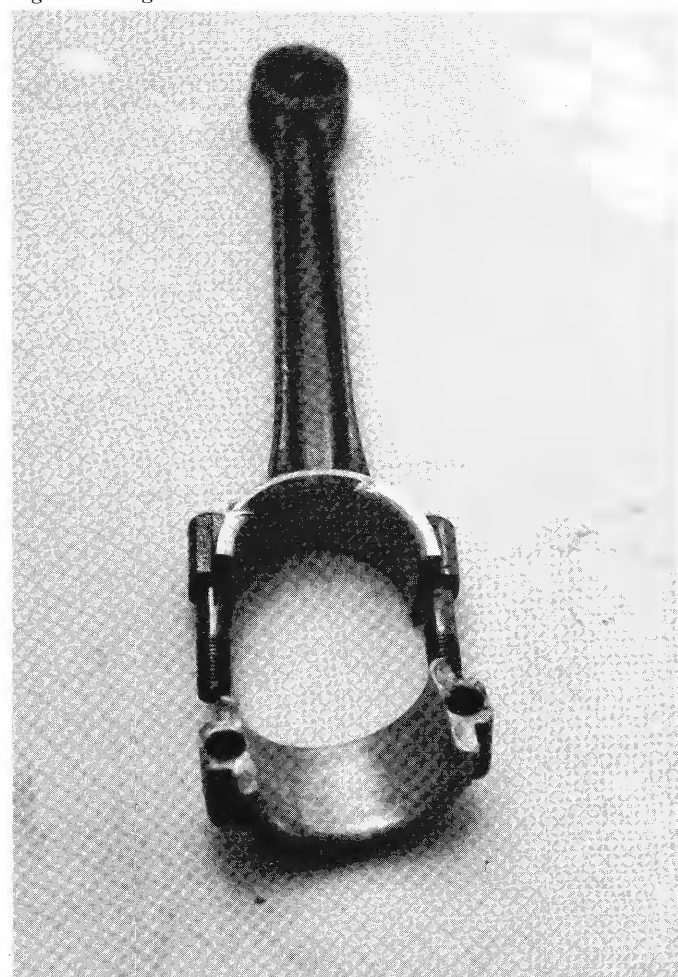


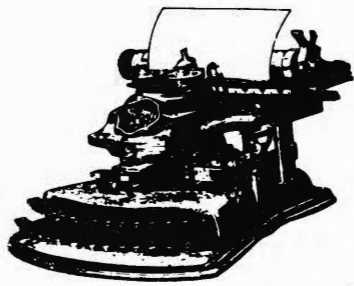
Exhaust valve before repair

Timing gear



Big end bearing





# Correspondence

Dear Mr. Hodgekiss,

Thank you for your letter re subscription to the 'Traction Owners Club'. I must say your magazine is first-class and I really treasure them.

I should point out that I am an age beneficiary, and that is now my source of income. I have recently been hospitalized so you may appreciate I am not one of your most affluent members.

Although your subscription may be reasonable, owing to our devaluated dollar the cost to us is approximately \$43, which you may say is the cost of the magazine to overseas members as we have little opportunity of getting spares or taking part in other activities.

I still have the Tractions as registered, namely Light 15, Big 15, and Big 6 together with another Light 15 I have completely rebuilt over the past couple of years. The latter remains only to be painted and re-upholstered. I have never had any other cars but "Tractions" so you see I am a "Dedicated Owner".

Citroëns of the older types, in road-worthy condition are becoming more rare these days, in this area anyway. What put them off the road in the first place was crown wheel and pinion trouble, and when these became difficult to get many cars were left to deteriorate, not always under cover. It is now possible to get the CW&P rebuilt, but the problem is to find a good hull which is worth repairing. The cost of panel beating and welding is almost prohibitive. One of the Local Citroën dealers rebuilt a Light 15 and was asking \$15,000 for it, I've not heard if it was sold for that figure.

There are still some good cars here but it seems they may be collectors items. My cars are likely to remain in the family as I have two sons who are both interested, the elder has a G.S. Club and the younger, who is in Chicago, has a Big 15 together with a Jaguar XKE12. I must say the Big 15 creates far more interest in Chicago than the XKE which is in perfect condition.

If my condition improves, I hope I may rejoin the Club sometime in the future. In the meantime may I wish you and the Club every success. Thank you.

Yours sincerely,  
Ray Francis,  
"Hillcrest",  
Marybank Road R.D.2,  
Wanganui, N.Z.

# EVENTS

## CALENDAR

### LONDON SECTION PUB MEETINGS

**Organiser: Kathy Hayes, 19 Winton Avenue, Bounds Green, London, N11.**

**Tel: 01-888 6790**

Meetings on the last Tuesday of the month.

### August 31st

Canonbury Tavern, 21 Canonbury Place, N1.

### September 28th

Horse & Groom.

### October 26th

Rockingham Arms, 125 Packington Street, N1.

And every Tuesday in term time at the Canonbury Tavern, about 9 p.m.

### Brooklands Technical College,

**Brooklands, Surrey.** Panel beating and welding course, Tuesday evenings 7-9 p.m. All facilities available. For London Section members who have move out of town? Information supplied by Roger Dyer.

## Central Southern Sec.

Meetings every third Sunday of each month, at lunchtime, in the 'White Hart' Hamstead Marshall, Nr. Newbury.

### 4th-5th September

"2nd Rallye de Nuit" organised by Club Belge des Anciennes Citroën. Details: H. de la Briere, Vuurgatstraat, 4, 1900, Overijse, Belgie.

### 12th September

York Historic Vehicle Rally, Clifton Park, York.

### 18th-19th September

"Jarfeest" organised by Traction Avant Nederland. Details: De Pevponcherstraat 80, 2518 sx. 'S Gravenhage, NL. Tel: 070-457372 between 6 p.m. & 8 p.m.

### \*26th September

**TOC French Picnic.** Meet at the Rainbow as last year.

### 6th - 7th November

Classic Car Show Brighton. The Citroën Car Club and the Traction Owners Club are putting on a bigger and better display than ever. Make a note to offer your assistance.

*Further details of the above events available with a S.A.E. to the Social Secretary.*



### Club Archives.

Until a catalogue of our collection can be prepared, here is a list of material recently placed in the archives:

### La Vie de L'Auto.

Twice monthly, newspaper format received regularly by the Club. This is an excellent publication, and could be very useful to members seeking parts - the 'small ads' are good. (Annual cost 185 F. - contact Editor or Antonia for an order form if interested).

### B11 Bladet.

Swedish Traction Club publications - magazine and newsletter. Held at present: 1981 Nos. 1 and 2. 1982 Newsletters: February, March. (Anyone who can read Swedish please contact Ed.)

### Citroën TA Club.

Swiss Traction Club magazine. Held at present: 1977 Nos. 1, 2, 3 & 4, 5 and 'extra'. 1978 Nos. 'New Year', 2, 3 and 4. 1979 Nos. 1, 3 and 4. 1980 - (If anyone has by mistake the TOC complementary copies for this year please send them to AL). 1981 Nos. 1, 2 and 3. 1982 No. 1.

### Miscellaneous.

**N.E. Citroën Enthusiasts Club.** Magazine: 1978 No. 3.

### Citroën Car Club of Houston.

Magazine: 1978 December issue only.

**Attraction.** Scandinavian joint magazine. 1981 No. 117 (Sept.) only.

**Citroëniste.** Canterbury (N.Z.) Citroën Club magazine. One only (n.d.)

**Front Drive.** Australian magazine (CCOCA).

Vol. 1 (1977) Nos. 1 and 2. Vol. 2 and Vol. 3 (If anyone has by mistake these TOC complementary copies please send them to AL). Vol. 4 Nos. 4, 5 and 6. Vol. 5 Nos. 1, 2, 3, 4 and 5.

**Wanted:** Material - i.e. good photos, diagrams, details, for forthcoming features in *Floating Power* concerning:-

1 Twin/multiple carburettor conversions.  
2 Special rocket cover castings and similar period accessories.

3 MIRA road test cars.

4 Slough workshop manual and parts manual info concerning 6H's.

Replies to JG.

# Classified

**For Sale:** Citroën Engine – 4 cylinder unit believed to be from a 1926-27 Tourer. Further details from Paul Tucker, 'Marnaska', Coads Green, Launceston, Cornwall. Tel: Coads Green 491.

**For Sale:** Lt. 15 Spare Parts Catalogue – £16.50 including p.&p. C. Moss, 35 Manor Road North, Hinchley Wood, Esher, Surrey. Tel: 01-398 3176.

**For Sale:** 1955 Paris-built 11BLD. This car has been in everyday use since a thorough overhaul about two years ago. Generally in good condition throughout, including original upholstery. £1,500. Nicholas Hall, 16 Lymbourn Road, Havant. Tel: 0705 474731.

**Wanted:** for Dutch enthusiast, Vol. 6 no. 1 of *Floating Power*; will buy or swap for *Javel* No. 1. Please send to Harry Schuring, Obbinklaan 61, Utrecht, Holland.

**Trailer or Transporter required.** To transport Allan Sibley's AEL Traction Special to and from Brighton Classic Car Show for the Traction Owners Club Stand on Thursday 4th November and Sunday 7th November 1982. Please phone on work 01-240 3616 or home 01-809 0397.

## MISCELLANEOUS

**Workshop Manuals Hire Service:** We have a full range of Traction Manuals for loan. Please send details of your car, together with a deposit cheque for £25 and separate postal order for £1.25 for postage. Cheque payable to the TOC, postal order payable to Graham Brice, 27 Forest Hill, Tovil, Maidstone, Kent, ME15 6TH. Please enclose a SAE for return of your deposit.

**Tool & Manual Hire Service:** Front end tools for hire from JG at Club Shop. Deposit and hire charges as follows:

	Deposit	Hire
Front hub & outer bearing puller	£25	£2.50
Top ball breaker	£10	£1.00
Bottom ball breaker	£20	£2.00
Inner bearing nut spanner	£5	£0.50

Hires are for nominal periods of 7 days, although earlier return will be appreciated. Deposits are refundable only on *SAFE* return; any damage to tools will be deducted from deposits. You fetch and return please. Prior booking ensures availability.

**All your coachwork requirements. Collection and delivery arranged, Andy Fenwick (TOC member), Manor Coachworks, Manor House Farm, Tockenham, Swindon. Tel: Swindon 851476, around 7 p.m.**

**Repairs, servicing, restorations, rewiring and parts for Traction Avants from London's only specialists. Classic Restorations, Arch 124, Cornwall Road, SE1. Tel: John or Bryn on 01-928 6613.**

## SPARES SCHEME



The future of the spares shop is in serious jeopardy. John Gillard has built up and run the spares side of the TOC almost single handed, and no-one has come forward to give substantial help. John is finding it impossible to make headway in his restoration business at the Arch due to incessant telephone calls and visits from people wanting spares or advice during his working hours. This prevents John doing his job and consequently if the TOC spares service is to continue in future the following points must be observed: The Club Shop will be open at the Arch once a month on the second Saturday of the month, except when this coincides with a TOC event, in which case the Shop will be open the third Saturday. No telephone orders will be accepted. All orders must be on the TOC Spares Order Form: full details of part(s) wanted are essential.

All orders and correspondence to be addressed to **Sid Griffiths, 47 Ingram House, Daling Way, London, E3 5NL.** John is not the TOC technical adviser – do not waste his time by 'phoning for advice. Manuals are available on hire from Graham Brice – and why not try to contact a local member if you want advice? That's part of what a one-make club is all about.

If you still feel like ringing John – write instead clearly stating your problem. Address it to the Editor, *Floating Power*, 16 Lymbourn Road, Havant, and he or his colleagues will endeavour to advise. Such correspondence may be of value to other members so can be published in F.P. if suitable.

**Change of Address:**  
Graham & Tricia Brice  
46 Mayfair Avenue  
Loose  
Maidstone  
Kent ME15 6BZ  
Tel: 0622-677879

