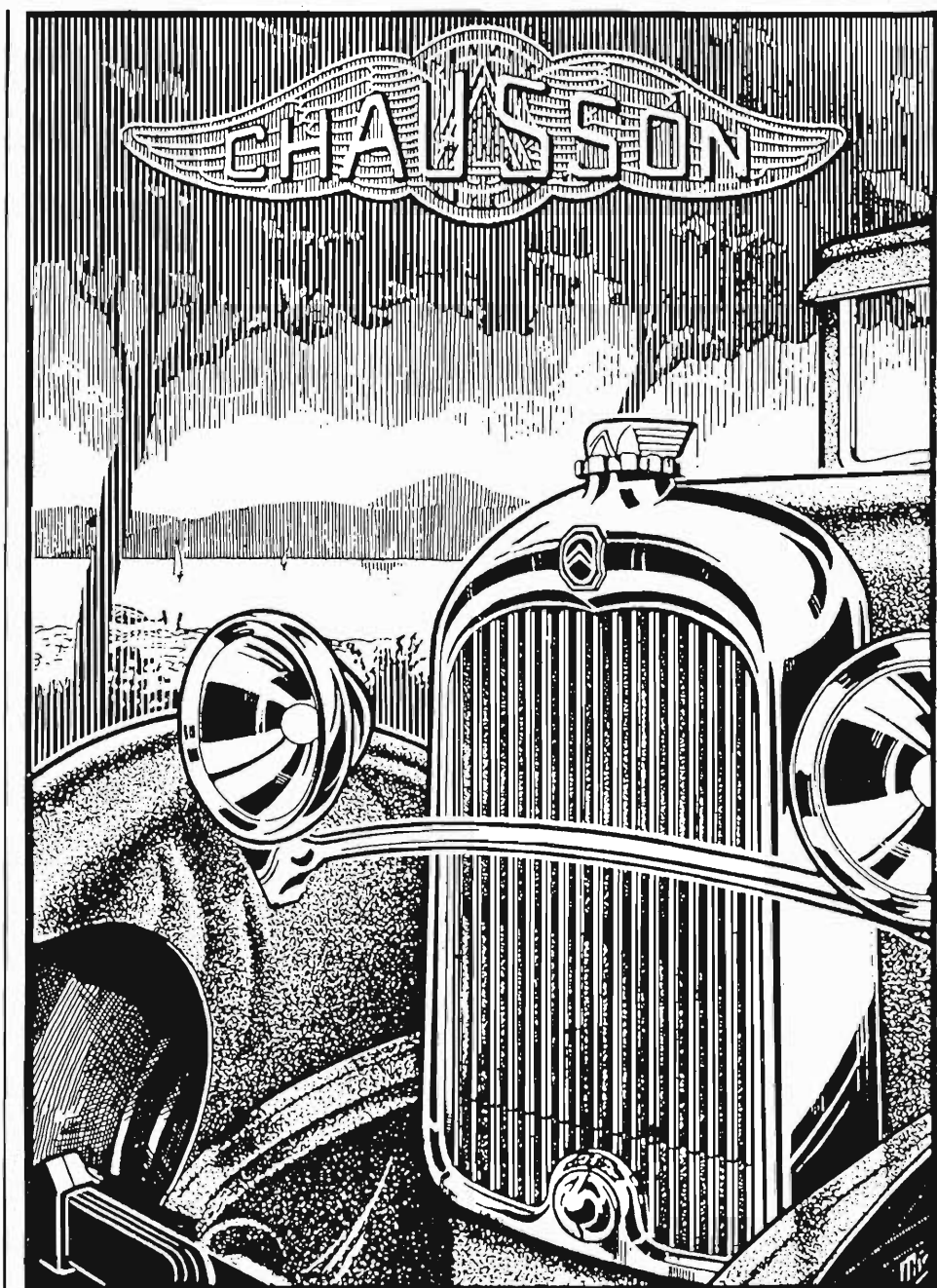




EN 1984...



**...MONTREZ LE BOUT
DE VOTRE RADIATEUR !**

*

PARTICIPEZ !

...Nous ne le répéterons jamais assez !!!

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ISSN 0265 0630

Floating Power

Volume Nine Number Three

July, Nineteen Hundred and Eighty Four

Although this magazine is catching up on publication date, naturally we look forward to publishing F.P. on schedule again soon. But – and this is a most serious but – there is no point in trying to produce a club magazine which is out of tune with what members want, and which does not attract material worth publishing. It has been said before, but must be repeated again, that the aim of producing a magazine worth keeping, and which, issue after issue, will make up a worthwhile set, can only be achieved by members contributing. Not only do I think it wrong for the Editor to write all the articles in the magazine, but I (nor probably anyone else who might become Editor) has time to write, and research when necessary, all that copy. The alternative is to try to find any kind of material to fill up F.P. To me, this seems to be the antithesis of the high quality tradition of F.P.

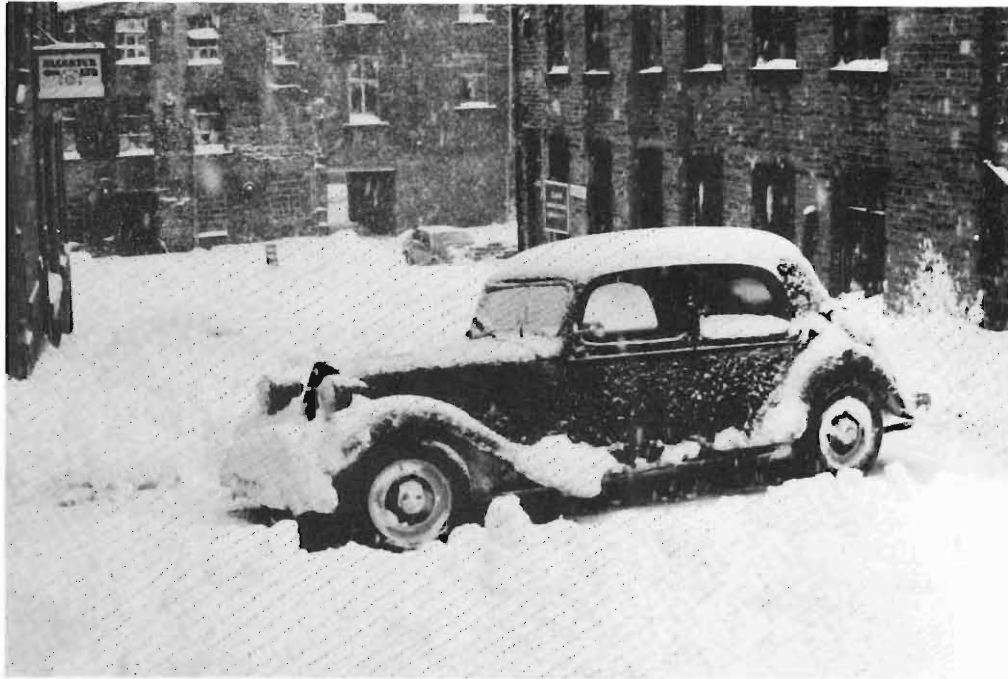
The choice appears stark – either more articles of interest are sent in – whether a short account of a new acquisition, or a longer article about a journey or restoration for example, or the magazine is changed to suit the kind of information that is received – in other words becoming a newsletter or something similar.

The choice is yours – and if the magazine changes in format, you will know why.

It is particularly sad to write in this way, as so much is going on for the T.O.C. in 1984, but this is a turning point – either we build on this success, or a fine club tradition established from the early days of the club in 1976 will fall.

NH





— TRACTION SPECIALISTS No.2 —

TRACTION AVANT ENGINEERING

The centre of Bradford in the West Riding of Yorkshire is full of textile mills and wool warehouses. Many of these are sadly now disused and an empty sort of decay pervades where once there was thriving industry. Fortunately some life has been given back to a few such buildings with the setting up of small business concerns of various kinds.

Traction Avant is one such business, operated by John Howard who has worked from his present location (in a street called Paradise), for over three years and previous to that in an old brick building in a village to

the east of Leeds which was formerly used to house pit ponies. That was in the bad old days of the coal barons when parts of the Yorkshire scene were littered with small pits and whole villages were owned by the rich who exploited their employees to the extents of death, starvation and eviction. All to maintain their own standard of living!

John's interest in Tractions stems from a time when at the age of eleven or twelve, he used to cycle for miles every weekend to visit relatives at their rented farmhouse just outside the northern outskirts of Leeds. John tells us that it wasn't so much the

company of his eccentric family members that he craved for but more the companionship of their border collie and the endless hours of tramping through the fields together.

However, there were several wooden sheds and garages dotted about the premises and in one of those sheds there was said to be 'a reet and Citroen' which was the pride and joy of the Lord of the Land who then resided in Scotland. A retired Army Colonel, he was said to return periodically to drive the car around the yard when no

one was looking. Notably this took place (as legend had it), under a full moon at witching hour and then the car was returned to its resting place to be locked up behind darkened, cobwebby windows until the next midnight foray. Romantic, non?

John never saw that car but such was the sense of mystery which surrounded its existence he was driven to search for an illustration of such a mystical vehicle. On finding a photograph of the type of car involved he immediately became hooked on its looks and swore that one day he would own a Citroen Traction Avant.

Since the day some seven years ago when he bought his first Light 15, John has widened his interest to all things Citroen and eventually took the leap into self-employment trading under the obvious name of Traction Avant Engineering. John now bases his business on the servicing and repair of current models, although much time in the early days was spent in working with a friend who specialised in rebuilding engines and components for vintage MG's, Morris's and other classic marques.

Sometimes though a traction will come into the workshop for some work or other to be carried out. At present there are eight tractions in the workshop, John's first car, a 1955 LT 15 waiting for its eventual restoration, a couple of French cars in storage for club members, a 1947 LT 15 in a very dilapidated condition, his own 11BL and his Father's Normale. Also there is a very sound 1950 Legere which John has purchased and which he intends to completely rebuild over the next couple of years. Currently being worked on is a Big 15 which has turned up for M.O.T. work.

As John says, his work on tractions tends to be pushed back into second place when the usual 'bread and butter' garage work which constitutes the basis of his living has to be done.

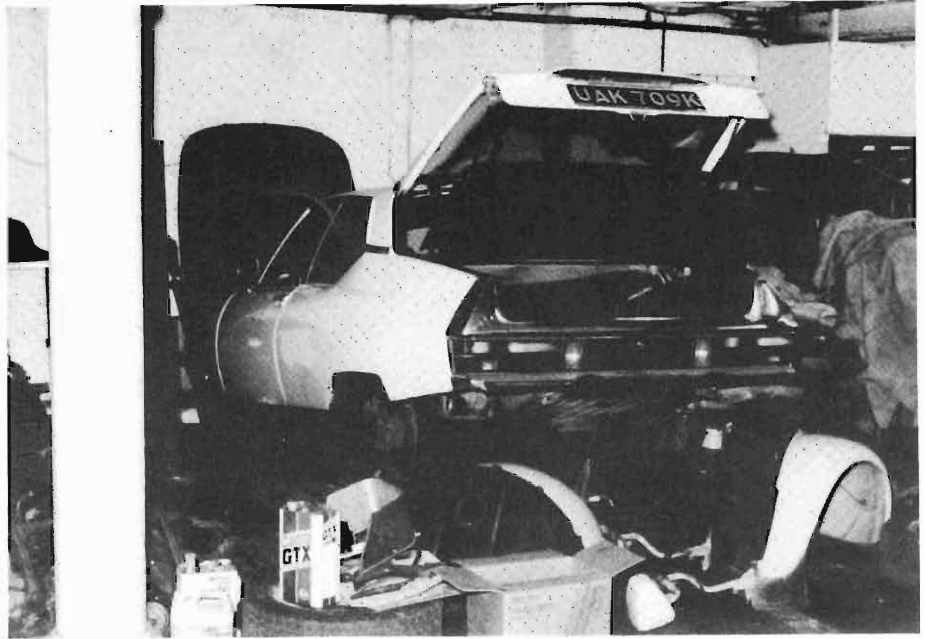
This means that even paid work on tractions left in his care sometimes suffers from some delay, but without running a concern devoted entirely to traction repairs there would seem little way to avoid this. Inevitably, as with everyone in the garage trade, his own car is always the last to be on the road, typically with minutes to spare before setting off for the annual T.O.C. rally!

John can be contacted at:-

Traction Avant Engineering
Citroen Repair Specialist,
(Lower) Paradise Street,
Bradford,
W. Yorkshire.
BD21 4WG

Tel: Bradford 735270

*LEFT: RJ0 500J in snow outside garage.
TOP: SM undergoing repairs.
CENTRE: My own 11 BL 1950 for restoration.
BOTTOM: Typical mayhem!*



Club news

Dear Members,

I am as aware as any of you of the unacceptable delays in the production of Floating Power.

I am also aware of the broken promises of improvements – having made many of these promises myself, on behalf of a very concerned and equally resolute Committee.

At our last Committee meeting it was painfully obvious that all previous good intentions had come to nought, and the only feasible way to correct the situation is drastic action.

We therefore arranged a one-odd (I hope) meeting of available people to sit down and physically “produce” at least one and if possible two more issues of F.P., and this letter is destined for the first of those issues (July '84). I anticipate that if we succeed, the now legendary (and I don't mean because nobody can remember it) quality of F.P. will suffer a little, but it is better that we communicate at a slightly lower standard than leave our membership wondering why they bother to pay subs to learn of social events two months after they are over.

As we have no intention of failure, the next thing we will require is copy from the membership to fill the issues to follow – photos, stories, information – absolutely anything at all of interest to a Tractionist. Is anybody out there willing to translate articles from some of the Overseas Club Magazines, for they offer a wealth of interesting material?

Like all previous statements/promises of this nature, this one is made in good faith. However, I do believe that this meeting will be our turning point – I will know tomorrow and I hope it will take no more than a couple of weeks for you to find out.

Thank you for sticking with us through the period of famine. Now I hope we can repay that loyalty. I look forward to seeing the majority of you at Knebworth in August.

Yours sincerely,

BS

One up the rear in Leicester Square

On seeing my car, one of my students brought in photographs of her father's Six Familiale, sadly the car received a shunt on the rear quarter at Leicester Square traffic lights, and was towed away for scrap, needless to say this happened a number of years ago, when Traction's, although cherished, were ten a penny!

SB

Sources of spares for pre-1957 Citroens

ORLEANS

On main Paris to Orleans road about 3 km before centre of town by garage on RHS by traffic lights. Mainly traction parts, tyres, lights and electrical parts. Sometimes cars for sale, prices cheap.

ST FLOUR

Route N9 on outskirts of town heading south on LHS Brocante. Electrical and some engines, specialises in radiators and headlamps, sometimes cars available,

worth enquiring. Prices can be expensive.

SOUTH OF ST FLOUR

On route N9 between Viaduc De Garabit, south of St Flour and St Chely D'Apcher on N9. At least two farmhouses by the road displaying old cars of various types. The people in these parts are rather strange mountain folk who are well known to be wary of strangers. However, they appear to have large amounts of spares and cars if you can persuade them to part with them.



Pictures courtesy of Ivan Dodds.



AIGUES MORTES NEAR COAST (SOUTH)

Follow D58 heading for Les Saintes Marie de la Mer and just before junction at Montcalm on RHS. Has many cars of all types and will sell, also has spares for sale. He has several other sites in the area which you may persuade him to show you (offer him a drink in the cafe down the road works). He did have a field full of tractions and spent some time gathering all the old cars from the southern area. Worth visiting, prices were reasonable.

NIMES ARLES

Head south from Nimes just past village of Bellgarde on LHS by the bridge breakers yard with some old cars and several restored tractions in very fine condition. I bought some C4 1929 parts very cheaply.

ST CHEL D'APCHER

Head north on edge of village on N9 or RHS before total garage on LHS. Large lock up with several tractions and other cars. No known prices.

GENERAL

If you're patient and speak a little French and are prepared to look a little bit off the beaten track it can be very rewarding. I know of several tractions which I have found dumped down the sides of mountains and are still accessible, so it's worth looking. Several parts of these cars including cylinder heads are now fitted to my own car. I have also managed to purchase from a French farmer an almost complete C4 truck for 500 French francs . . . Happy Hunting.

RD

Club Spares

The Club Spares Dept., with your help would like to publish a list in Floating Power of good stockists and services recommended by you.

Information sent in may mean we can reduce the price on items or inform you of a suitable stockist in your neighbourhood.

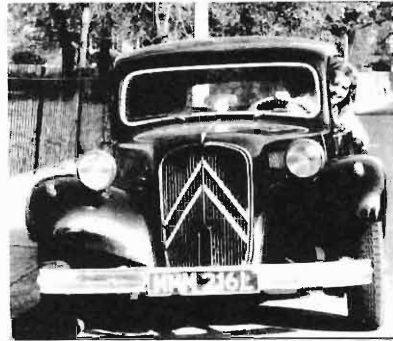
Also, if you did not bring your old driveshafts to Knebworth with you, we still have a great need for them.

Please send all information and driveshafts to: Peter Simper, 215 Whitton road, Twickenham, Middlesex TW2 7QZ.

PS

Do you fit the part

At the last committee meeting Alan Sibley, our Social Secretary expressed his desire to take a 'back seat' in club life. This means that from January, 1985 we could be



Jane Roberts in her Big 15

Maigret, where are you?

Jane Roberts reporting from Paris

The policeman on the Rue Royale smiled broadly, his gauntleted hand raised in a victory sign.

Quite rightly, because he was witnessing a kind of victory parade as the relative peace of a Sunday morning in Paris was being shattered by the hooting of hundreds of cars, driving in two-lane convoy out of the city.

They were Traction Avant Citroens – "Maigret cars" – celebrating their 50th anniversary. Brought by enthusiasts from all over Europe and Scandinavia, they had assembled in the Place de la Concorde before setting off under police motorcycle escort to Le Bourget.

The police even stopped cars on the slip roads from joining the Periphique, Paris's ring road, as the procession went past. It was like having the North Circular to yourself.

FLOATING

I'd managed to get my Citroen in the first hundred. It's a 1954 French built 11B – known in England as a Big 15 – which I've had for about seven years.

It's like owning a legend. They are incredible cars, years ahead of their time. When they appeared in 1934, it was the first time a mass-produced car combined front wheel drive, monocoque construction and "floating power" engine. The design continued in production until 1957.

They hold the road extremely well, which is probably why they were used both by gangsters as getaway cars, and by the police in their pursuit.

without a Social Secretary. What we need is an enthusiastic club member who lives in the Home Counties to come forward and take on this task. Any interested parties should approach Bernie Shaw or Alan Sibley at Knebworth.

Technical Tips

12 VOLT FRENCH LIGHTS

Anyone with a French car considering a conversion to 12 volt electrics may be interested to know that modern reflectors can be used. If your car has lens type TP 478, then a sealed beam unit – No. 61224903 177073 made by S. E. V. Marchal can be utilised.

First task is to remove the existing lens. This can be done by carefully cutting away the rubber seal with a sharp knife. Alternatively, simply smash the lens and carefully remove the glass, being careful not to touch the reflector because it will mark.

Your old TP 478 lens will fit straight into the new reflector. Before fitting the new reflectors the adjustment tabs must be removed. You can now fit modern 12 volt bulbs, although spade type connectors are needed. The sidelight arrangement is different, instead of the festoon an ordinary bulb is set in the reflector. This needs to be wired back to the terminal black under the bonnet. While doing this it is a good idea to run in an independent earth. It should be noted that the sidelight comes as a separate item, the part number of which I no longer have.

SH

The success of FLOATING POWER depends on you!

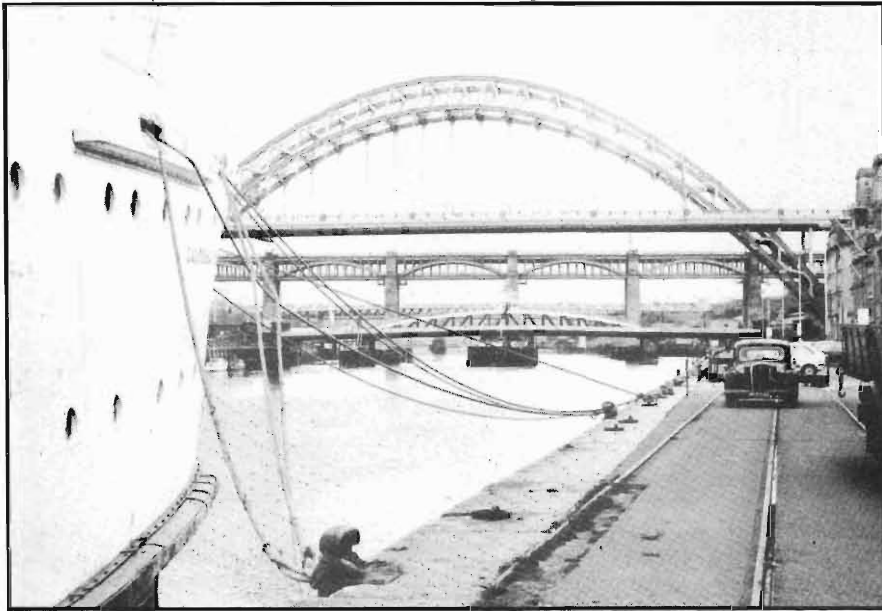
At last we seem to be getting straight with the magazine – a concerted effort on behalf of the committee has produced enough copy to launch two issues. But now we must turn to the members to contribute – it's your magazine!

The problems of the magazine seems to change with each issue. We have solved the production problems, but now we suffer from the lack of material to publish. There are a number of suggestions we have come up with, the best of which is to turn the tables and ask you to come up with the articles.

Please let us have your stories, recollections, photographs, or snippets of information, that you think would be of interest to other members. The success of the magazine and the club depends on you!

SB

Members Cars



It is ten years since I bought my Slough Light Fifteen – my first car. I knew nothing about what I was buying, or any car come to that. I found it parked outside my flat on the Fulham Road and on impulse left a note for the owner. After the haggle I drove it straight to Northumberland for use in a new job. What a feeling of class! All that bonnet stretching away. Reflected clouds moving swiftly across the headlamp backs as I cruised the open roads of the North-East. I remember telling my sensible brother after the first week that I wouldn't feel cheated if the car blew up right then because I had already had my money's worth of pleasure. It hasn't of course, though it has had an average crop of renewals. I'm pleased for instance that I invested early on in a stainless steel exhaust.

When I moved north again in 1980 I left the car with John and Bryn for a thorough front end overhaul and bought a Renault five. When the Citroën was ready I brought it to Newcastle and squirreled it away for future reference. It was hidden away between crates of nuclear power station components in a heated warehouse. Perfect! John Bramley, my nearest TOC neighbour, had similar luck. His Paris car spend last winter warm and dry in our local Motor Museum.

Last month the Renault – 10 years old – failed its test on every count known to man and so I turned casually to the Light Fifteen – three times its age – and off we went again. An auto electrician owed me a favour so I asked for a report on the wiring. He cleaned the regulator, which has improved charging, and I proudly collected another MOT. So how does it feel to come back to my first-ever car? Believe it or not the strangest thing is not having to wear seat belts. I have

to assure passengers they are not breaking the law. I feel perfectly safe without a belt, once again looking along that bonnet. Of course this is another way of saying that the next difference is speed. A traction is slow naturally, but only annoyingly slow when used on motorways, otherwise it has leisurely solidity, almost serenity, which makes the act of travel a pleasure again. When I used to have to drive between London and Northumberland I eventually twigged that the way to do it was to allow an extra couple of hours and make each journey not time lost but time gained. Time to explore Nottinghamshire or Lincolnshire or County Durham. Time to cruise B roads going more or less in the right direction until



finding a pretty churchyard in which to sit for half an hour with a book.

Starting in the cold or wet is far better than the Renault. Even priming with the petrol pump is fun again. Parking of course is worse though practice will help. I have run out of petrol twice, having forgotten how hopeless the gauge is. Consumption has been a shock, being nearly double that of the flyweight Renault. If prices keep going up will petrol cost alone be the death of the traction used every day?

Another rediscovered pleasure has been greasing. Perhaps its real value is that it forces you to get underneath quite often so you have early warning of split rack boots, ball joint rubbers, brake hoses and so on. And it isn't pretty under there! At least it would be if it wasn't for the perennial oil leak. My sump has patterns where the wind streams the oil into whirls and eddies.

The only real comedown from a modern car is the quality of the wipers and the lack of any demisting. The other day I found myself hurrying to a meeting in a downpour along a single-track pot-holed access to a steel works. Not a safe sensation with lorries looming up. Enough said.

The wing mirrors I now realise are not much use either. Too far away. I shall throw them away and try one on the door. Perhaps without the drag petrol consumption will plummet!

One last thought. John and Bryn fitted doors from a write-off (Alan Hill's car, F.P. Vol 6 No 1). They are nearly perfect and having had rotten doors before I want to look after them. The problem of course is rain failing to drain and sitting in the dust and debris in the folded seam at the bottom end of the door. Has the following been tried or has someone a better method? After vacuuming out the debris I have filled the seam with a generous fillet of silicone rubber – the same stuff we use to seal worktops and sinks. It was awkward to get at, but worthwhile if it keeps the doors good for the next 30 years. Has everyone else done this long ago?

Hello to all the friends I have not seen in ages. I am glad to be an everyday traction driver again – it makes me feel worthy of my membership once more and if Alec Binley is reading – no it doesn't look much better yet, but for her fortieth birthday RCR 549 just might be awarded a respray.

Ian Ness

I believe at least one other member has filled those door bottoms, but with what I don't know. I tried with underseal but it did not stick very well. I also filed out the drain holes to bring them nearer the bottom of the water trap. Some treatment is vital I would think. Liberal quantities of Waxoyl or even old engine oil would be better than nothing.

Editor

TRACTION ARRIERE

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

C4 1X 1930

It was a warm September Sunday afternoon, when the peace was shattered by the arrival of the C4 1X, which had been lying in Cambridgeshire for more than six years.

With the help of most of my neighbours, we managed to unload it. It was clearly built like a tank. It's arrival was clearly causing considerable interest and comment: Will it go into your garage? How much did you pay for that heap? Four fifty, what pence? "Censored".

It was going to be a big project especially in the confines of a small lock-up garage.

The engine gearbox had already been

made to the original pattern by Cheesman Products, Woking, Surrey.

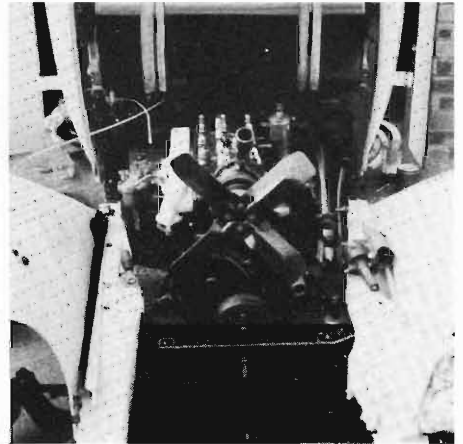
All of the wooden floor, roof frame and running boards were replaced.

The only major parts obtained from Depanotos were tyres and pistons.

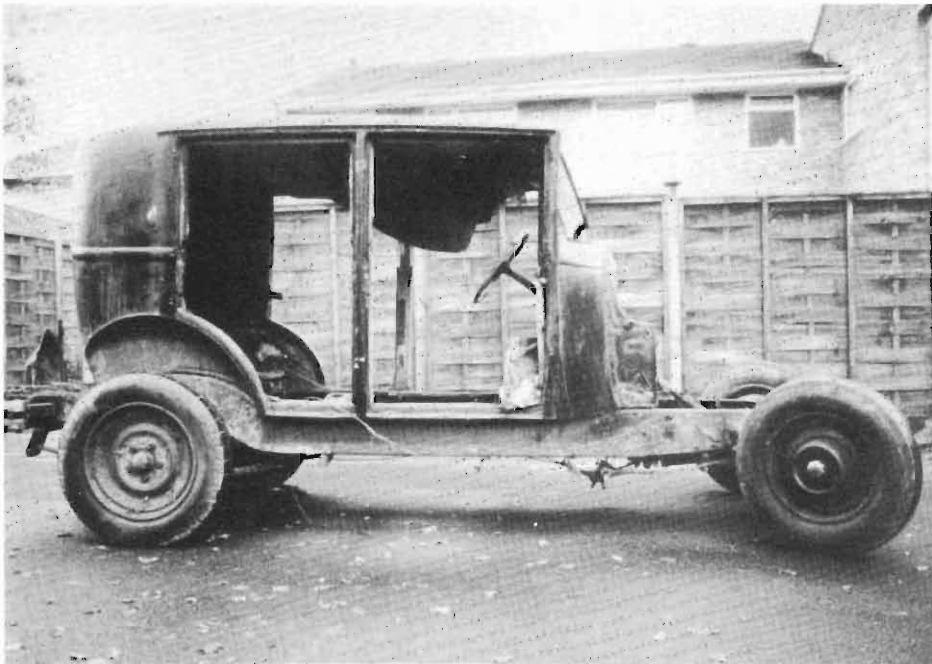
After many months stripping down and cleaning, the best part had come, the rebuild.

Next - The Rebuild.

P.S. Please send me details of your pre-traction cars.



Above: Engine being installed.



Above: Coming apart . . .

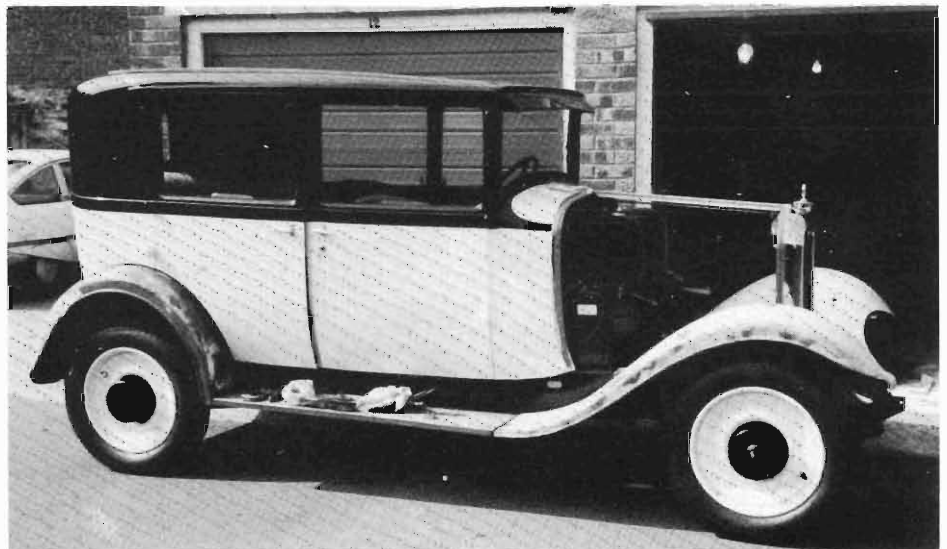
removed and the first priority was to remove the doors and wings and make it more readily accessible.

It's condition was sound but incredibly dirty. Mould, moss, spiders, wasps nests, well rotted seats and interior.

Among the interesting finds were some remains of 1934. French newspapers under the carpets and the original suppliers plates in brass on the chassis stating that the car was supplied by "R. Rojot" Garage Du Centre Gace Department Orne.

Stripping the gearbox revealed most of the roller bearings to be broken. These were replaced very easily from bearings suppliers in London (Claude Rye). All silent blocs were obtained from Silent Bloc, Crawley, in slightly oversize and the spring eyes opened out to fit by Cerdeps Ltd., Loughton, Essex who also made new shackle pins and king pins. the exhaust was

Right: Rebuild begins.



The main advantage of restoring an old vehicle with a proper chassis is that it comes apart in smaller pieces than, say, the traction, where if space is limited can be a problem, also they tend to be less prone to corrosion.

This being the case with my C4 where apart from surface rust was very sound, only the boot made under licence by Citroën from M. Coquille suffered from rot due to a design fault.

The photographs I had taken during dismantling were becoming most useful in the rebuilt and one cannot take too many, especially when you have little or no workshop manuals to work with.

After about two years work it was finally running again, albeit not yet on the road, its an interesting project and in many ways more difficult than the traction, even with its more complex set-up and certainly more expensive.

CORRESPONDENCE



What I really need is pictures of interior, engine compartment, etc., so that I can determine what it should be when completed. I look forward to hearing from you.

Sincerely,
Charles W. Fowler.

Thank you for your letter. I would suggest writing to Depanato, they keep stock of fabrics for the Traction models. For more detailed information ask for their documentation service 'DOCUDEP' but you must specify the exact year of production and the manufacturing number.

*Depanato,
28400,
Nogent-le-Rotrou,
France.*

*Any member who can help Mr. Fowler his address is:
1208 Carolwood Ave.,
Columbus, Ohio 43227,
U.S.A.*

Dear Sir,
Greetings from the U.S.A. Having become aware of your club through the Citroenian, I would like to apply for membership.

As you can see, my recently acquired 1948 15-6 requires cosmetic restoration. It is, however, mechanically and structurally sound, having been restored in the Azores (on its way from Portugal) in the early '70's'.

DIARY DATES

NORTHERN SECTION MEETINGS

1st Tuesday of each month;
9.00pm at the Shoulder of Mutton, Thwaites, Keighley.

3rd Saturday of each month;
12.00am at the Black Swan, Thornton Road, Bradford.

*For further details and directions contact:-
John Howard,
Telephone: Bradford 309093*

LONDON SECTION MEETINGS

All Pub meetings start at 8pm.

28th August George Inn,
77 Borough High Street,
Borough SE1.

25th September Ye Old Wrestlers,
North Road,
Highgate N6.

30th October Canonbury Tavern,
Canonbury Place,
Islington N1.

HOW TO SELL A TRACTION: LESSON 1

Following the resounding lack of interest generated by the ads for my 11 Normale in previous issues of Floating Power, I saw Sotheby's advertising an auction of 'Interesting Vehicles' to be held at Penschurst Place on Saturday 30th June 1984.

In desperation I phoned the number quoted several times and eventually spoke to Mr Malcolm Barber, a director of Sotheby's with responsibility for vehicles. He showed enthusiasm and sent me an entry form.

Duly completed and accompanied by a cheque for £28.75 (entry fee) and a photograph, the form was returned to Sotheby's who later sent a catalogue and instructions for getting the car to the auction. It was to be displayed for viewing early on the morning of Friday 29th June.

We decided to make a weekend of it, and set off for Kent at about 7.30 p.m. on the Thursday evening - me in the traction and Pearl (Mrs Me) followed behind in a V...L, towing the caravan so that we had transport home after the auction (we had thought of everything).

I don't know how many of you know Reigate by night - but if you don't, avoid the wretched level crossing - it approaches without warning in the dark and then proceeds to cause the vehicle to oscillate vertically, rapidly. As a result the poor little straps in charge of giving the exhaust system ground-clearance go on strike.

So I stopped.

It didn't take long for an experienced chap like me to diagnose the requirement for a coat hanger - which having been begged was deftly manipulated into a perfect bodge.

We eventually reached our camp site destination in time for a few pints and a chat with the barman that resulted in a recommendation to visit 'Jim' in Heathfield at 8 am next morning. I forgot to mention that the road/railway lines had

proceeded to rip the tail pipe from the silencer box, beyond instant repair.

Friday morning at 8.30 I arrived at 'Jim's' - late as usual - and here Jim, proprietor of J. Paine, Motor Engineers, Heathfield, welcomed me with open cash register. Within minutes the car was on his ramp and he was off to obtain some Morris Minor exhaust straps while I removed the shreds that remained. He was soon back and I then fitted the hangers while Jim proceeded to cut up pipes and weld them to the old flanges. Very soon I had an exhaust system I was not embarrassed to put into the auction - and all for £11.50. I also purchased some instant polish and drove like mad to Penschurst Place.

I was directed to park on a lawn between a 1930s Austin and another foreign car - possibly a Ford, and proceeded to polish furiously - even the flies on the windscreen sparkled.

I then handed in keys and documents and departed in the V...L for a hard-earned meal in Newhaven. If you like fish you'll love Buttimers (and I don't get paid for the advertising).

We arrived on the Saturday as the auction proceeded from bicycles to motorbikes and eventually on to the cars. At Lot 164A - one 1956 Citroen 11 Normale - bidding started at £1,000 and ground to a deadly halt at £1,700 - less than half of the anticipated price range from the catalogue which was about £3,500 to £4,500 and below my reserve. Needless to say, I withdrew the vehicle.

We then had to wait a couple of hours for the auction to finish before I could get my keys and papers back and drive home disappointed, but relieved, because although I need the cash I don't really want to walk away from the car for the last time ever.

It was an interesting experience and I may well



try again if I still have the car next time they run an auction. My opinion was that my experience was perhaps not atypical of that particular occasion, because a large number of vehicles did not reach reserves, and some were sold for what I considered incredibly low figures. Perhaps the market really is as depressed as I keep telling myself it is.

As a result of the above, the Clover Leaf is no nearer being ready and I will probably have the Traction at Knebworth, so if you are trying to sell, take heart, it can only improve. If you are wishing to buy, why the blazes haven't you phoned me.

See you at the I.C.C.C.R.

Bernie Shaw

EVENTS

SEPTEMBER

8th/9th September
Beaulieu Autojumble, Hampshire.

16th September
The Panhard, Peugeot & Traction Club's French Style Picnic
Boughton Monchelsea, Nr. Maidstone, Kent.
(Full details see CLUB NEWS)? Ed.

OCTOBER

28th October
Grand London Autojumble
Vincent Square, Westminster, London.

The Panhard, Peugeot and Traction Club's French Style Picnic

SUNDAY 16th SEPTEMBER, 1984
Glebe Farm, Heath Road,
Boughton Monchelsea, Nr. Maidstone,
Kent.

A fun day for all four clubs, everyone welcome.

PROGRAMME:

12.30 Meet at the 'Sir Thomas Wyatt' P.H. (see directions below).

14.00 Depart from 'Sir Thomas Wyatt'. Convoy drive of all vehicles to Picnic area (Tom Wade's orchard, see below).

14.30 (approx.) Arrive orchard. Break out picnic hampers.

Please bring your own food and booze. Crepes to be served later in the day 50p each.

Prizes within each club

Prize for the best dressed car.
Prizes for the best dressed occupants.

Judging after the picnic and presentation of prizes.

Directions:

To the 'Sir Thomas Wyatt' P.H. to Tom Wade's Orchard.

Best way to get into the area is by using the M20 which now runs all the way from Swanley to Maidstone.

1. Leave the M20 at the exit signed 'Maidstone West' (A20) i.e. Junction 5.

2. On leaving motorway you arrive shortly at a roundabout, take the 1st exit, direction Maidstone Town Centre. In approximately 1/4 mile you will pass under a railway bridge, the *Sir Thomas Wyatt* (where we will meet initially at 12.30 p.m.) is 300 yards on the right next to the Garden Centre.

Resume travel in direction of Maidstone Town Centre when you come to the large roundabout which spans the River Medway, leave by the 4th exit, the one with green arrow traffic lights (A229 Hastings).

3. Follow the one-way system passing the bus station and keep straight on until the main road

CLASSIFIED

For Sale:

T.O.C. has six photo-copied Light Fifteen workshop manuals at £20 each. Orders to Syd (Club Shop).

For Sale:

11D air cleaner, the large one, but needs attention £7.50.
Brass hub-cap centre, one only £2.
Steel ones at £1 each.
Reflector and Bulb Holder, French, 7 1/2" £2.50.
Steven Hedinger, Tel. Windsor 52963.

For Sale:

Towbrackets. Made to measure for your car, stove enamelled £95.
Contact Philippe Allison at Knebworth.

For Sale:

R.H.D. Big 15, 1955, completely rust-free bodywork but in need of mechanical restoration, £1100. Tel. Andrew Gardner 01-221-2311 or 01-261-3364 (daytime).

Wanted:

Gearbox for Light Fifteen, with 10x31 crown wheel and pinion if possible.
Contact Editor, Tel. Havant 474731.

The Committee and Club welcomes the following new members.

- Mem. No.
- 492 I. D. Goodwin, Norfolk.
 - 493 J. D. Cliffe, Lincs.
 - 494 Miss P. D. Martin, London.
 - 495 D. C. L. Keech, Somerset.
 - 496 B. Bishop, Frankfurt.
 - 497 Mrs M. H. Ritson, London.
 - 498 R. G. Taylor, Sussex.
 - 500 J. P. Garcin, France.
 - 501 B. Woodward, Worcs.
 - 502 M. F. Shenton, Cheshire.
 - 503 R. N. Davidson, London.
 - 504 A. A. Hopkins, S. Wales.
 - 505 M. C. Goddard, Bucks.
 - 506 J. E. Inman, London.
 - 507 M. E. Jones, Glos.
 - 508 R. A. Stephens, Essex.
 - 509 P. A. Johnson, Leighton Buzzard.
 - 510 D. N. R. Acon, Jersey.

forks with the 'Wheatsheaf' pub, in the centre of the Forked roads.

4. Take the right fork off the roundabout (A229 Loose) and keep on the main road for about 2 miles.

5. When you see the Shell Garage on the right at approach to Linton crossroads (with the traffic lights), turn left into Heath Road (B2163), Tom Wade's Orchard is then 6/10th of a mile along on the right, it's the first gate past a minor road, signed Loddington. Look out for the Picnic Sign, at the entrance.

Tool & Manual Hire Service:

Front end tools for hire from JG at Club Shop.
Deposit and hire charges as follows:

	Deposit	Hire
Front hub and 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.

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 £1.75 for postage. Cheque payable to the TOC, postal order payable to: Graham Brice, 46 Mayfair Avenue, Loose, Maidstone, Kent.
Please enclose a SAE for return of your deposit.

CLUB SHOP PRICE LIST

Back Nos. of Floating Power (Subject to availability)

1 copy	£2.00
2 - 9 copies	£1.50 each
10 or more	£1.25 each

Posters

Les Traction	£2.00
Traction Avant	£1.25

Tee-Shirts

'Amaze Your Friends - Drive Traction Avant' (white, blue, yellow or red) £2.50 each

Metal Car Badge

blue/white - chrome finish £7.50 each

Button Badges

2" diameter TOC logo on yellow and Floating Power emblem on white 50p each

Enamel Brooches

1 1/2" long by 3/4" Light Fifteen (small boot pre-war). Enamel with chrome finish dished wheels in three colours. Black (of course), Red and Green. £2.00 each
Set of the three colours £5.00

Place your orders with

Syd Griffiths,
47, Ingram House, Daling Way,
London E3 5NL.

All prices exclude post and packing

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.

CKIN.

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