



# KENTWELL '92



TOC ANNUAL RALLY

5/6/7th JUNE, 1992



## KENTWELL HALL

This moated Tudor manor house in the heart of the gentle Suffolk countryside is full of character and atmosphere, a truly superb setting for the 1992 TOC annual rally.

- A full programme of events is planned for the weekend, including a tour of 'Constable Country' and Tudor entertainment for Saturday evening.
- On-site camping facilities will be available in Kentwell's parkland, with hotel and bed & breakfast accomodation in nearby Long Melford.

**Join us next June to make KENTWELL '92 a rally to remember !**

Full details will be in following editions of Floating Power.  
(For up to date information contact John Starke on 0206 231241)

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# Floating Power

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**I** BELIEVE there is a saying relating to there being no such thing as bad publicity, i.e. if you are mentioned "in the press," for whatever reason, at least your name is in front of the public. I mention this because my name and the name of the magazine were mentioned in the September issue of "Practical Classics and Car Restorer." They were commenting on the attitude of the editor of Floating Power as to whether he was setting the right example following the editorial in the May magazine. They gave me the 'most laid-back editor' award. Quite rightly I was not setting a good example, after all if I cannot be bothered why should I expect any contributions, however I had had a hard week at work and obviously chose the wrong moment to write the editorial. It was very ironic because in the same editorial I mentioned that the magazine had received an award from the "Classic Car" magazine for being best in category, whilst in the capable hands of Bob Wade and Sam Wells, I hasten to add. Strange that PC and CR did not mention that bit.

However with renewed enthusiasm what can I say. Probably that a little more attention to detail would not go amiss. Two items in the last issue appeared to be anonymous, however the Big Six rebuild is being carried out by the careful hands of Derek Fisher and the Monte Carlo rally report was by the, perhaps not so careful hand, following the roll, of Norman Wijker.

This magazine is very wordy, I have used my red editorial pen quite profusely but I have still ended up with a lot of words. There is an article relating more to H-vans than Tractions but I found it subtle and amusing. I have also noticed that

quite a few Traction owners have recently purchased H-vans, and they do have a Traction power unit, I think!

The only Traffic Arriere material is reproduced from previous magazines, is there anyone out there who can make any original comment with relation to TA. I suppose one comment would be how many members have an interest in Traction Arriere items.

Looking at the events list the rally calendar seems to have come to an end with the event at Stratford. That event appears to get more and more popular each year. As usual there was a good turn out of Tractions and as mentioned previously the H-van is ever more popular. I would imagine that as the roads become more and more congested an H-van can keep up with even a Porsche or Ferrari, on the M25 at least.

I digress, since the last magazine there was an interesting event down in London alongside the Thames organised by John Gillard. The weather was good, another good turn out of Tractions, I did not recognise any famous names but perhaps I don't mix in the right circles. Apparently there was a write up in the Times the following day.

On the opposite page you should see an advanced notice for next years annual rally. We are gradually catering for members all around the country, last year in the South West, this year in the West Midlands/Shropshire and next year in the Eastern area of the country.

Until the next magazine happy Tracting.

David Gardner



# B·R·I·D·G·N·O·R·T·H D·I·A·R·Y *by H. van Ripple*

**FRIDAY, 14TH JUNE**

**3.00 p.m.**

The big H noses out into the traffic (holding most of it up) on the A458 Shrewsbury to Bridgnorth road. Twenty minutes later the speedo reads 80 kph and I'm thundering my way to the TOC Rally. A quick glance at my Ratners Special Offer Seconda indicates that I should be there in about an hour – right? Wrong? Harley Bank, a hill of about one in eight, takes four and a half minutes to get up at 15 kph. I must get more power into this thing. Going down the other side I knock it into neutral, but it goes slower than when on power. Stuff it, I just sit back and read a book.

**5.00 p.m.**

Arrive on site. Lovely setting, with beautiful trees and foliage, all dripping with rain, unfortunately. Some lovely Tractions and assorted vehicles, little tents all wet and bedraggled. But wait – happy smiling faces in spite of the conditions. A bunch of nutty enthusiasts, obviously. Feel at home at once. Been told that the H Van is to be the 'gate office', so after surveying the scene from all angles, giving careful consideration to every aspect, I position the H Van in what must be the obvious place. Mick Boulton arrives and says, "the Van is in the way, so shift it". It's awful being a new boy.

**8.00 p.m.**

Mick, his long hair making him look like General Custer rallying his men, announces it's Pub visit time. Tractions and other

vehicles roar off. I get a lift with Alan in his Granada. "Where's your Traction?" I enquire. Alan says, "Tractions are all very well but he does like his Granada with it's car phone and dice that light up when you put your foot on the brake." Here's a man who knows his own mind.

**8.20 p.m.**

Sinks first glass of Worthington draught – great stuff. Landlord comes in with a galvanized bucket and fills it with best bitter. Apparently his wife is not feeling too well and wants a pick-me-up. Colin Gosling, Dave Gardner and company speculate on the fate or otherwise of Martin and Vicky Nicholson in their H Van, such as: – "I wonder how far Martin has got?" "Depends on how fast Vicky can push." "He was supposed to have left Wokingham at 1.00 p.m." "Well as it's nine o'clock now, he's probably just got into top gear." "I hear that Vicky has bought a copy of War and Peace to read on the way." "She'll be reading it twice." Rapturous laughter. Feel a little guilty as Martin got that H Van from me. Better have another pint.

**11.30 p.m.**

Back to camp. Alan and a charming lady called Kath, who apparently is on the committee of the Muswell Hill Traction Club, accept my invitation to the big H for a coffee. If they came for a coffee why did they drink all my sparkling wine? I was keeping that for Sunday lunch.

**1.00 a.m.**

Get out the old ex U.S. Army sleeping bag obtained in Frankfurt in 1966 (courtesy of Supply Sgt. Swart, who would trade his mother for a bottle of Redeye) and assume the prone position. Raindrops keep out a steady tattoo on the H's roof. What of those poor people in tents. Still smirking, I fall asleep.

**SATURDAY, 15TH JUNE**

**8.00 a.m.**

The day dawns damp and drizzly. Breakfast on barbecued Cumberland sausages (why did my wife pack so many of these?). Should there be little spots all over them? Does my wife know something I don't? Search cool box for ground glass or traces of white powder.

**10.30 a.m.**

Convoy time. Long line of Tractions eager to get away. Why so many Normals/Big 15's, they are not so pretty as the smaller model? Mick Boulton's Commercial roars off followed by the rest. The rest of us pile into the 1950's Bedford O.B. bus. Went to school in one of these. (Must have taken a long time.) Speed wise this coach is in the big H class and Bedford must have cut the gears with an axe. Trundle through the damp Shropshire countryside, mostly hidden in mist. After Church Stretton it's 'take to the



*H-Vans assemble at Stratford.*

hills folks' time, and with 'laid back Brian' at the wheel it's every cart track for itself. Some of these tracks are too narrow for a trials motorbike let alone a 1950's bus. Press on through farm gate and farm yard, after farm gate and farm yard. This bus hates hills. This is going to take a long time – a very long time. In fact I think I'm going to die on this bus. Eventually it's "Bedford O.B. come on down time", and we descend from the Stretton Hills to the Yew Tree Pub. But not before 'laid back Brian' plays his trump card. Most of the passengers thought Brian was going slowly because the bus would not go any faster, or perhaps he was lost. But actually Brian was indulging in his greatest feat of time keeping I have ever witnessed. Obviously arranged at great expense by Mick Boulton, we were suddenly travelling alongside a railway track on which was a steam train, no less. We 'raced' it for some miles, then Brian turned onto a minor road and stopped in the middle of a bridge crossing the railway. Four seconds later the train thundered and smoked it's way underneath. How about that, said Brian. I pointed out he was four seconds early. Brian said the train was four seconds late.

**2.00 p.m.**

Ensnconced in the Yew Tree. In due course order chicken and chips.

**3.00 p.m.**

No chicken and chips yet. Based on that now famous Welsh saying – if at first you don't succeed – give up, I leave with Alan Kembery and Mike Tennant. Quick shop in Church Stretton then roar back to camp in Mike's Traction. Great cars these. Close your eyes and you would think you are in a modern motor. All this Tractioning is too much for me. Make a coffee, bung a Mozart tape in the radio and stretch out on the big H's horse hair sofa. Go out like a light.

**8.00 p.m.**

Pub and booze time. Tractionists of all sizes jostle and elbow to get in the coach. Great beer, great company and an entertaining couple on guitar and keyboard. Nice Traction song. Have a natter with fellow editor Dave Gardner. Why has he not got that slightly wild look in his eye that I thought all editors have? Comes from editing a laid back mag., I suppose.

**12.00 midnight**

Mick's bus goes great up to midnight then at the bewitching hour it stops work. Have to

walk home perhaps. "Any twenty four hour filling stations around?", enquires Mick. Anyway the bus was persuaded to work overtime and take us home.

**1.00 a.m.**

God I'm exhausted. I can't take much more of this laid backness. And tomorrow is the most laid back day of all. Go quietly comatose.

**SUNDAY, 16TH JUNE**

**8.00 a.m.**

Up early and start the day with a Cumberland sausage bap and three coffees. Alan is in an organising mood. He decides on three locations for the (heavy) pine table and benches. We move three times. I carry the furniture, he carries the book of tickets. Mick's bus is in the way. He moves it. It's still in the way, (it's that sort of bus). Mick finally parks it down the bottom of the field.

**10.00 a.m.**

Tractions appearing from everywhere. The pace hots up. Organise area for parking, organise area for Concours. I'd like to go to the toilet but it's too far away. Martin's rotor arm is bent. He asks me what he should do. I suggest he sticks it back in an look the other way. He says he will try and find another. Vicky says she's going back to the H van for a G & T, whatever that is.

**12.00 noon**

Smoke out as David Boyd starts his barbecue. Tractions everywhere. Chat to Colin Gosling, polishing his two tone green Light 15. Actually it's brown he says. Something to do with colour blindness. His or mine? I really will have to go to the toilet now, Keith Watson arrives in his beautiful blue diesel H Van all done out like a French Bistro inside. Martin approaches with his bent rotor. Mrs Wheals has got H vanitous apparently. It will be with her for life now. No more soggy canvas at least. This is pure bliss, can anything spoil it?

**1.00 p.m.**

Family arrives.

**1.15 p.m.**

Settle down to chaotic lunch at the H Van boardroom table. Sparkling wine appears (mine was drunk on Friday night). Feel better already. Hello, here's a Dutchman. "Have you got a 'Kurketrekker'?", he asks. Felt like saying I did have but it had to be put down. He spots one on the table. "Be back in a minute" he says. He returns it only to shortly borrow it again. In great demand these 'Kurketrekkers'.

**2.30 p.m.**

Wander up to see Martin and Vicky. Vicky is looking very relaxed, that small G & T seems to have worked wonders. Martin is looking at his rotor arm. Reminisce about camping last year when I had Martin's van. Show us a piece of the wallpaper Martin, is the cry. That was the most horrible wallpaper I ever saw. Ex K.G.B. holiday home stuff. Dutchman comes up to us. "Yes, you can borrow the 'Kerketrekker' ". Good grief how much drink have they got?

**3.00 p.m.**

John Sobey's H Van (ex H minibus) gets a visit. "What's this for". "No idea, never seen one before. Best tie a knot in it and tuck it behind the heater". "Have you got a spare rotor arm?" "Oh, Martin's already seen you".

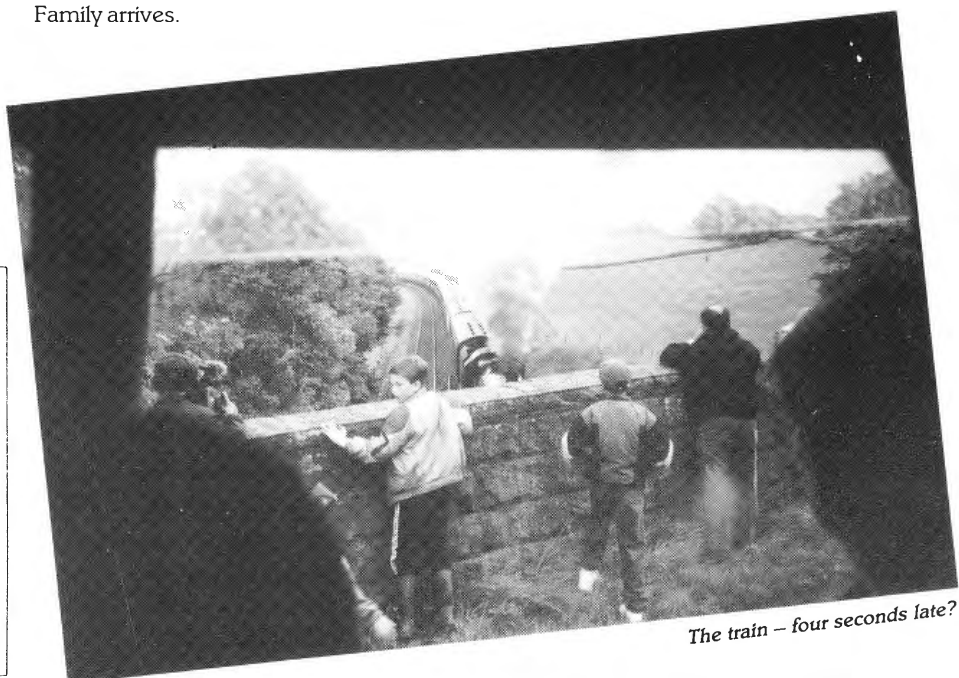
**4.00 p.m.**

Presentation time. Hosted in admirable laid back style by Mick Houlton. Deserving prizes all around. Panic sets in. It's not finishing? Blast. That was one of the best rallys I have ever been to. Got to go home now – it's not fair. I'm going to next year's even if it's in Krakatoa.


End.

**MAIN MEMORY**

Alan Kembery listing all the exciting things that were going on, to the Tractionist who was rather loath to part with the Rally fee, and finishing with "Now give us your two quid or you can shove off". God, that man's got style.



*The train – four seconds late?*



**HELPLINE**

"TOC CLUB HELPLINE"  
0425 74476 (Answerphone)

When phoning give

1. Full name.
2. Phone number.
3. Brief description of subject matter on which information is required.

# TOUR OF BRITTANY 1991

Narrated by Bernie Shaw

This time two years ago I regretted ever having started a report on the 1989 Tour of Brittany and secretly promised myself that I would not undertake such a task again. Last year I was so busy with having moved to North that the promise was easily kept. Two days after we returned this year I found myself with a lot of time to kill and in need of something relaxing to think about. The result is probably even less accurate than my previous effort. On that occasion I blamed the alcohol for the fact that I did not remember everything perhaps quite as it was but this time I have an even better excuse – thanks to doctor's orders the following was written under the influence of drugs!!

## Friday 12th

Due to circumstances entirely beyond my control Madame la Navigatrice and I were unable to join the main party at the very start of the proceedings. We only caught up with the "organised" tour at mid-day on Friday 12th at the beautiful fishing port of Camaret on the Crozon Peninsula.

We had taken the overnight ferry from Portsmouth, arriving in St. Malo for an early start in glorious sunshine.

It was apparent that Mme. la N. was already under the misconception that this was supposed to be a holiday. She reluctantly forsook the novel to re-plot our route. She did seem a little more understanding once I pointed out that there are no petrol stations for several thousand kilometres west of Brest.

By this stage the fuel gauge was reading close to zero and we decided to stop at the next Hypermarché to fill up and buy some lunch.

Lunch purchased and tank replenished, we retraced our tracks to the southbound road and continued to enjoy the drive. Well I did anyway! At about mid-day we approached Camaret just in time to see a Traction going the other way, but not in time to actually stop and ask where the main party was. Undaunted, we headed into town and made a couple of circuits without seeing any more of "them old French cars" before checking into our hotel, which was magnificently sited right on the quay.

Keen to find the main party and hence the proposed itinerary we started walking back towards the information office when the riddle was solved. To the accompaniment of horns hooting and lights flashing THEY were coming. I leaped into the road, flagged down Dave Hackett and jumped into the single empty seat in his car. Mme. la N. did something similar because as Dave dropped me off at my vehicle she was still hot on my heels, courtesy of Dave Gardner.

We tagged on to the convoy, which proceeded another 200 metres before coming to a (typically) chaotic halt, forming the customary roadblock at a point that

transpired to be the end of the line for that particular Patrice Cruzon ego trip and the meeting place for the drive to the restaurant later that evening. Amidst the noise and confusion as helpless locals were prevented from going about their daily business, I at last felt that we had arrived, the Tour had started – sort of.

As there was to be no further group activity before dinner, we settled down on a bench on the sea wall with our bread, salami sausage, cheese and a five-litre barrel of Leclerc table plonk.

The peace was momentarily shattered by the unmistakable sound of a Traction exhaust. Unfortunately my wine intake had been such that by the time I was able to raise myself to my feet with our bread, salami sausage, cheese and a five-litre barrel of Leclerc table plonk. Andy Cartwright had completed his 63-point turn and was already disappearing in the distance, oblivious of my attempts to attract attention. Having got to my feet it was very apparent that a little afternoon would not go amiss, but as we returned to the hotel we saw that one of my front tyres was well under pressure and the fuel cap was missing. Enquiries revealed that the Reed party was in possession of a foot pump, which was duly borrowed and put to good effect, and I just happened to have a spare fuel cap in the boot. I have no recollection of anything else that afternoon.

Consciousness returned at the precise moment that we were supposed to be grouping for our pre-dinner reception. Four minutes later we were washed, changed and waiting at the assembly point (even though I had had to pump the tyre up again). Right on schedule – 30 minutes after the advised departure time – we moved off. After two ear-shattering tours of the town, Gérard ushered us into a neat line on the Fire Station forecourt and we filed into the village hall for speeches, an exchange of tokens and an alcohol top-up. Spirits were generally high with the exception of one young Brit who was in very deep water, having been caught by his mum doing Spiderman impersonations.

Dinner was marvellous. An enormous plate of Fruits de Mer – a meal in itself – followed by a hot seafood dish then gammon and frites and finally apple tart and a coffee, and of course the wine flowed liberally throughout. Yves Loret, resident mécanicien, missed much of the early part of the evening. He had been busy replacing Dave Hackett's gearbox, a task that proved to be greater than first anticipated as the L.H.D. bellhousing on the replacement box could not be adapted and had, therefore, to be swapped for the original from the damaged box.

There were a number of presentations and our evening was rounded off by Jean, who scalped Colin Gosling before we watched video highlights of last year's tour of the Loire

Valley. Mme. la N. and I finally left with the Bilneys to partake of a final nightcap in a seafront bar.

## Saturday 13th

We had been advised that as today was to be a long drive, an early gathering at the campsite was essential (to allow for late departure). The drive was long, hot and relatively boring, the only real dis-Traction being the fuel and shop stop just two minutes after we had left Camaret. Only one breakdown was noted, at which Steve Southgate stayed behind to assist and tow as necessary.

We re-grouped just outside Binic, under the direction of a member of the local council, who then led the convoy into our reserved parking area in the very centre of town. Like Camaret, Binic is a very nice little port, but much more geared to tourism and so much busier. We were again received in the community hall where the one toilet bore witness to the fact that it had been a very long drive with no time to make unplanned roadside halts. Once the speeches were over we were offered the usual selection of drinks and nibbles before being advised that we had a couple of hours free prior to the final leg of the day's journey.

At the appointed time(ish) we all set off on the short drive to St. Lunaire, yet another seaside town just a few kilometres west of Dinard. The campsite was large and, as always, the arrival of the convoy created a great deal of interest. We only had a couple of hours to spare before dinner so Mme. la N. and I left the Bilneymobile disgorging its youthful contingent and set off to find the hotel that Carol had booked the four of us into. The address stated that it was in La Richardais but we found it anyway. The Bilneys arrived shortly after us, allowing just enough time for a brief wash before the entertainment committee met to choreograph a reply to Jean and place its order with the wardrobe mistress for the appropriate costumes.

Just as we arrived back in St. Lunaire, somebody noticed that we had left our props and costumes at the hotel. Alec and I dropped the ladies off outside the restaurant and we retraced our steps to the hotel. Mission accomplished we returned to find that, although we had been right about the restaurant, our French companions had been less sure as the name was actually RICHMOND. You would think that after four previous tours they would be as good as the English at deciphering the cryptic instructions, as well as adding 30 to 45 minutes to all stated times! Rather than leave a lady stranded, Gwenael, not aware that Mme. la N. was checking out the Richmond, had chivalrously offered Carol a lift to find a restaurant with the correct name, but his good deed misfired when the extra load



caused him to rip his exhaust system off. It's probably a good job you kept that Grégoire Suspension, Alec! Sorry Carol.

Dinner was once again fabulous – despite being fishy and fowl. There was a further batch of cups to be presented and they went to some of the unsung heroes as well as the first puncture, etc. Fresh from the rehearsal rooms of La Richardais, Alec and I squeezed into a minute bathroom, together with Messrs Ryland and Hackett, as well as our Wardrobe Mistress and the Stage Manager. With the warmth, the lack of space and the first night nerves, the air seemed unbreathable. Mme la W.M. then proceeded to squeeze Dennis and Dave into various items of clothing belonging to an assortment of females from our party (Dave was especially fetching in Heidi Simper's boob-tube). Stage Manager had squandered precious centimes on ribbon to make chokers, the only outlay on anything other than food, drink or fuel in four days and the whole ensemble was topped off with a boiler-suit each. Having rehearsed the two new chorus recruits whilst all this was going on in a bathroom smaller than the space in the back of a Familiale with the strapontin seats erected, we were on.

Stage Manager set the scene in inimitable French, encouraging the assembled masses to help by supplying music and the first (and last) performance by the T.O.C.'s answer to Miss Bluebell was underway. All those milliseconds of preparation paid off. Both Alec and I are hard of hearing but as the audience were all singing different tunes(?) it was probably an advantage anyway. D & D soldiered nobly on, trying to guess what we were going to do next, as did Alec and I. The performance was apparently successful, and a stylised version of the Can-Can ensued for an encore (at least the French got the tune right this time). For us, the worst part was yet to come – the four of us, together with our support team and anything but fresh from the performance, then returned triumphantly to our dressing room which had miraculously shrunk during our absence. It was as we changed back that we realised the atmosphere in there before the performance had actually been relatively sweet as opposed to now being relatively sweat.

The rest of the evening seemed anti-climactic.

### Sunday 14th

Our morning started well. As the Tour was to remain in the same area that day we were spending two nights at the one hotel and there was no need to pack. Mme. la N. and I had all the time in the world before the 0900 (imperative we leave on time) departure. Due to other commitments the Bilneys were moving on however, so they had to re-pack goods, chattels and family before we moved off to our mid-day reception at Pontorson. We arrived late in Pontorson, turned right instead of left at the High Street and proceeded to leave town. Suddenly there was action. The cars in front of me were veering all over the road. I realised that this was more than the after-effect of the previous evening as even my headache had

subsided by this time. Within moments all became clear. The leading car, a very nice 1937 model, was still travelling at about 40 kph at a most peculiar angle, with an impressive firework display issuing from the (rapidly increasing) point at which his front left-hand backplate was making contact with the tarmac. Don't the French have some quaint ways of celebrating July 14th? Then I, too, was forced to take evasive action to avoid driving over the wheel sitting happily in our half of the road. We all stopped – well you do, don't you! Mme. la N. was instructed to take pictures while everybody else scratched their heads, looked serious and in the case of the driver of the '37, wound down the windows to effect a change of air inside the car.

The driveshaft had sheared just at the end of the keyway on the brake side of the drum, which subsequently departed, together with the wheel, leaving the vehicle to continue at least 100 metres further on the backplate, which now resembled a large one of those washers with a flat on it that is used to secure the radiator grille to the front wings. Of course he had a spare driveshaft in the boot, so arrangements were made to lift the front of the car with a tractor as there was no room to get a jack underneath. He had also had the presence of mind not to use the brakes or we would all have been on our hands and knees searching the road for the pistons, cups and spring out of the wheel cylinder. Yves once more donned his faithful overalls . . .

Despite our late arrival we had plenty of time to mingle before the serious drinking began. The local (St. Malo) club were responsible for arrangements and their representatives had appeared in an Ami 6 saloon and a very well preserved foreign car called a Renault. After the reception we all revved up and chased the Ami 250 metres before stopping for no apparent reason at the side of the road. Carol Bilney thought the scene called for a photograph and despite losing a shoe in her haste, scurried off to get us all in frame. At this point our leaders decided to continue to our planned destination – a local producer of apple-based hooch – where we were welcomed with a selection of liquids purporting to be everything from an apple aperitif to something that bore the equivalent of a Government Health Warning and could only be kept in the dark in special inert plastic containers. I had several glasses of that one. The convoy finally proceeded via some exceedingly narrow tracks to Mont St. Michel where we were ushered into a reserved area of the car park close to the main gate and right under a sign warning us that the tide would engulf us if we overstayed our welcome.

Our hosts had arranged a guided tour of the Abbey, but the timetable had by now been abandoned by one and all and this visit was aborted. Instead we split up into small groups and wandered as best the crowds would allow through the steep, narrow, cobbled streets or around the ramparts. Mme. la N. and I decided to take tea and settled on the terrace of a small cafe from where we were able to watch the world pass

as we dangled two of Mr. Lipton's famous products in cups of lukewarm water. From this vantage point we observed Dennis Ryland forging ahead of his party in an attempt to reach the summit. Family Southgate also put in an appearance, Steve taking time to pose for a photo, unmistakably English, still wearing his sports jacket. Don't worry, Steve, I personally do not believe those that suggested you wore the jacket because the backs of all your shirts had been used as polishing cloths, but this incident, in such heat, certainly did not help dispel this malicious rumour.

The return to Dinard was rapid once we were free of the congestion in the close vicinity of the M. St. M. Once again the convoy split and our leader decided to take a diversion from the planned route to save time. As the new route passed our hotel we stopped briefly to do one or two of those things that it's nice to do in comfort before chasing the last two kilometres into town to join the party. We need not have rushed. As we arrived we found the roads in the centre all blocked by the convoy we had recently been a part of and, following the sound of horns and klaxons, had no difficulty in meeting up in the car park. The Mayor was impatiently pacing up and down, having already waited some time and there was still no sign of Patrice and his half of the convoy, who had presumably followed the intended route. Eventually they arrived complete with a siren-wailing police escort, having got fed up waiting for us at the pre-arranged re-grouping point. Oops!

The assembled masses were led to the Hotel de Ville for the last speeches and presentations by the Mayors of the towns of Dinard and Bruz – where the rally had started four days earlier and, of course, our hosts throughout – the French Club. Steve Southgate received the concours prize for the best English car and on behalf of the T.O.C. I accepted from the Mayor of Bruz a flag of his town's coat of arms as a memento of our visit. Formalities over we were once again well wined, after which we travelled a very short distance to the local Country Club. Ms Clarke's posing on the pillion of one of the motorcycles did not go unnoticed either. We were soon given hors d'oeuvres consisting of a selection of chacuterie and yet more aperitifs were liberally dispensed and equally liberally consumed prior to tucking into a superb cold buffet supper with three barrels of draught wine to round things off. Noel came to the fore as Musical Director and a grand time was had by all – even the Frenchman attempting to change an inner cardan in the car park. It was late and dark when Mme. la N. and I took our leave and went back to the centre to see Dinard by night. The July 14th celebrations were in full swing with a disco in the car park that we had monopolised that afternoon and a live band playing heavier music just across the square. Mme. la N. had her first crêpe at the seafront before we settled down at a pavement cafe to relax with a beer and a coffee. Even I began to feel that we might at last be on holiday.

# GETTING THE BEST OUT OF A 12-24 h.p. CITROËN

## Hints on Care and Maintenance

Side-by-side valves are situated on the near side of the engine and are operated from the camshaft by mushroom-headed tappets, access to which is obtained by removing a cover. Each tappet is provided with a hexagon-headed screw and lock-nut for adjusting valve clearances; there is also a pair of flats on the body of the tappet for the purpose of holding it against turning while the adjustment is being carried out.

The makers recommend that the clearances should be set when the engine is quite cold and these should be eight-thousandths of an inch for both exhaust and inlet valves. Needless to say, the valves should be set in pairs, bringing each cylinder in turn to the compression stroke, when both valves are closed; the firing order is 1, 3, 4, 2.

If a valve spring should become fractured it is possible to remove it without taking off the cylinder head if the tappet is screwed down to the full extent, this giving sufficient clearance to enable the spring to be taken out and another fitted. The timing provided by the camshaft is such that the inlet valve should just commence to open and the exhaust valve be simultaneously just closing when the piston is at top dead centre.

Fixed ignition is employed, and should it

be necessary at any time to retime the magneto, this can very readily be carried out, thanks to the various indications provided. The clutch cover should be removed and the engine turned until the piston of number one cylinder is on the compression stroke; when this stroke is nearly complete it will be found that a mark on the flywheel (stamped A. L. I.) will

register with another on the edge of the casing, the piston being then at about 3 mm. from top dead centre.

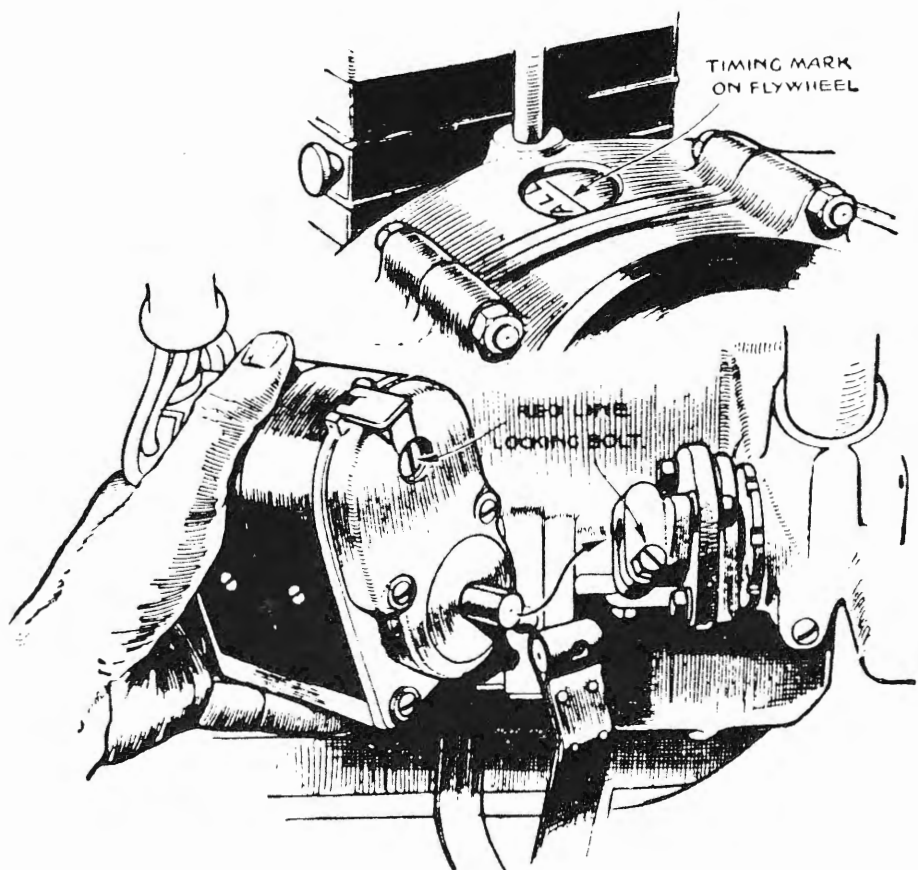
Having set the crankshaft in this way the magneto driving coupling should be loosened on the magneto spindle by slackening the setscrew and the armature turned by hand until a red mark appears in the centre of a small window which will be found at the front of the magneto casing. The driving coupling can then be tightened, taking care that the armature does not move in the meanwhile.

In the latest series of chassis it is not necessary to remove the clutch cover when timing the magneto, as a hole is provided in the top of the housing through which the marked flywheel can be seen.

As regards carburettor adjustments, to state that the instrument is a Solex is sufficient to show that the operation of cleaning it, or clearing a jet, is as simple as could well be imagined. As most people

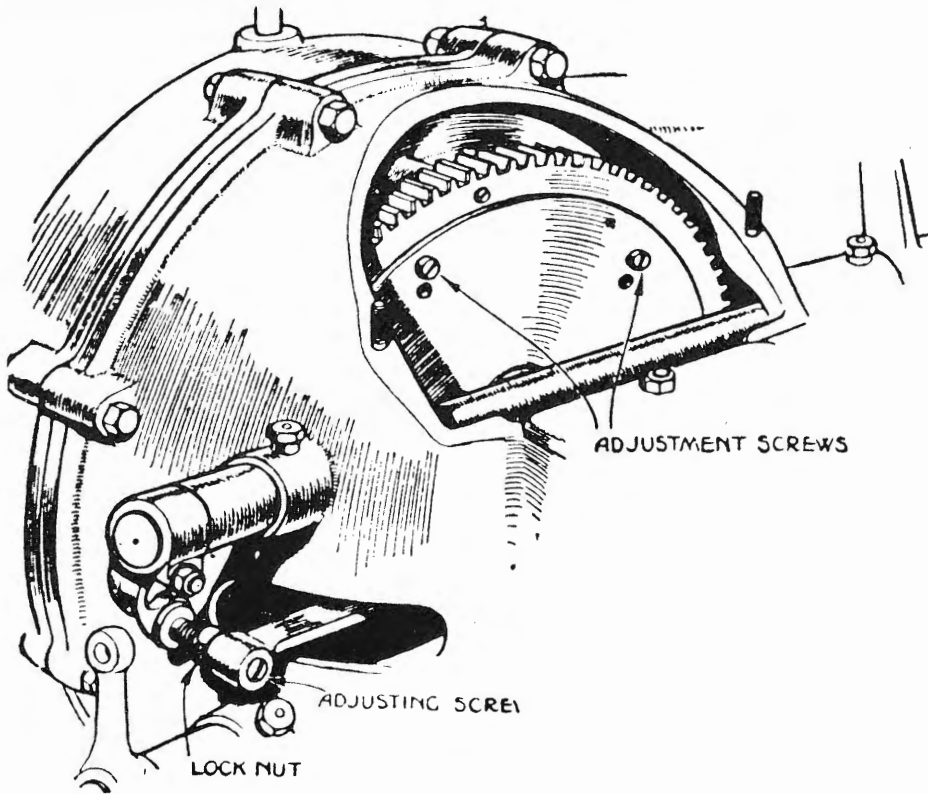
are aware, it is only necessary to slacken a large hexagon-headed nut, whereupon the float chamber and jet carrier can be detached and the jets removed if need be. Incidentally, the gravity feed tank under the scuttle contains a reserve supply of one gallon, which can be released by the driver at will.

Decarbonizing the engine is a process very easy to carry out, the first step being to drain the radiator and disconnect the



(Right) Two drawings which show the positions in which the mark on the flywheel and the red line on the magneto should be set to time the spark when No. 1 cylinder is compressed.





(Left) The clutch, showing the screws provided for the adjustment of spring pressures and the setscrew fitted to the lever operating the withdrawal gear and bearing against the lever secured to the clutch pedal shaft.

hose joining the outlet pipe to the cylinder head; following this the cylinder-head nuts should be unscrewed, the magneto wires disconnected and the sparking plugs removed. If the two nuts holding the radiator are loosened it will be found possible to rock the radiator forward through an angle sufficient to enable the cylinder head to be lifted off its studs clear of the water connections. The combustion chambers and piston heads can then be cleaned in the ordinary way.

Turning to other adjustments, the clutch should require but little attention; if it should tend to slip it may be washed out with petrol to clear oil from the friction surfaces. When the clutch cover is removed it will be seen that there are six set screws provided, by means of which the tension of the six clutch springs can be

increased if need be, care being taken to turn each screw to an equal extent.

The movement of the pedal is conveyed to the spindle operating the withdrawal gear through a pair of interacting levers placed to the near side of the clutch housing, and one of these is provided with a setscrew for adjusting the relative positions of pedal and withdrawal gear. It is worth noting that, before carrying out any work on the clutch or gearbox with metal tools, it is advisable to disconnect the cable which runs from the starter switch to the battery, in order to avoid risks of a short-circuit.

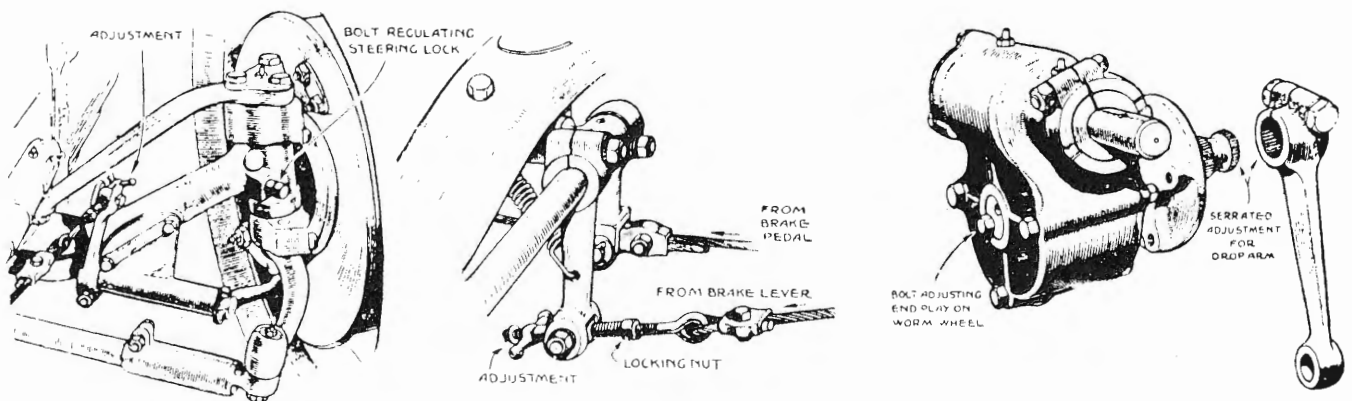
Any undue play in the steering gearbox can be adjusted by turning a large nut near to the base of the column which adjusts a thrust washer, and after the car has seen long service a fresh portion of the worm

wheel can be brought into use by disconnecting the drop arm, which is mounted on serrations, turning the wheel and then replacing the arm in a new position.

A separate adjusting nut is provided adjacent to each of the four brakes operating on the wheels, by means of which they can be independently set to the correct clearance, this process being carried out with both axles jacked up and the pedal held in the "on" position by means of packing. In the ordinary way, however, it should be sufficient to take up wear in the pedal-operated system by means of the central adjustment provided, which is situated on a lever near to one end of the main braking cross-shaft, beneath the front seats. Here, also, there is a handnut for adjusting the hand-brake system.

The removal of either the front or rear brake drums is hardly a job which the ordinary owner-driver should tackle, as a special extractor is required to withdraw them. Should he decide to carry out the work, however, it is essential that before commencing operations the adjusters on the brake cables should be fully slackened.

There is but little the owner-driver should do to the rear axle beyond keeping it replenished with lubricant, for although adjusters are provided for setting the mesh of the bevel pinion and crown wheel without dismantling the axle, this job is best left to an experienced mechanic. We mention it here because it is as well that the owner should know that the mesh can be adjusted should prolonged use eventually lead to noise and wear.



(Left) The front-wheel brake, showing the adjusting nut, and the bolt by means of which the lock can be set as it constitutes a stop.

(Centre) A second brake-adjusting nut is placed under the front seats close to the end of the main braking cross-shaft.

(Right) On the steering box there are two adjustments for end-play—a bolt and a locking ring—and in addition the drop arm can temporarily be removed and the worm wheel turned to a new position.



## Federation of British Historic Vehicle Clubs

*"to uphold the freedom to continue the use . . .  
... of all mechanically propelled road vehicles"*

**Elton House Church Lane Tydd St. Giles Wisbech Cambs. PE13 5LA**

### D.V.L.A. UPDATE

The re-allocation of lost registration numbers scheme came into operation on 5th November, 1990. Since then we have been inundated with letters on this subject and we are trying to deal with each one but in some cases the reply will not be immediate. The greatest concern is the list and we recognised this before the system came into operation. We were able to extend it by a small amount but were told at the time (August) that the list had to be of a manageable size. Since the system started DVLA have recognised that the list needs to be extended and have at all times said it would be a living list, subject to addition and deletion from time to time. However, they recognise that a change must be made soon and we therefore hope that a substantial increase to the clubs on the list will be made soon. We wrote to DVLA on 7th December with recommendations and have put forward the names of most who wrote to us requesting their inclusion at that time. DVLA were seeking information by 10th December so as to make amendments in the New Year. We hope that a much larger and more representative list will be produced soon.

Fees charged by clubs for considering application vary enormously and whilst we feel it is correct that there should be reimbursement to cover postage, copying etc., the charge should not exceed about £10-£15. This is more than a large number of clubs are charging, but much less than some. Should an inspection be necessary then a further charge would be appropriate, and fees would normally be less for Club members.

The following has been written by Jon Pressnell to more clearly set out the aims of the system and to provide suggestions for clubs involved with the scheme.

### Reallocation of 'lost' registration numbers

Member clubs will already have been sent details of how the DVLA's scheme is to operate, and the relevant forms (V765) are now available from local Vehicle Registration Offices.

The process is summarised in the diagrams attached.

At the core of the system is the list of clubs authorised by the DVLA to validate applications and the need keep the list to manageable proportions. At present it

comprises of 94 clubs. The Federation has seen the final list, it is aware that there are anomalies and it will be seeking changes, the addition of some clubs and perhaps the deletion of others. The DVLA has emphasised that it expects some modifications to be made over the coming months.

However, the system has been initiated with the 94 clubs on the list and this is the framework within which we must endeavour to operate. How then can we make the scheme work satisfactorily?

The first point is that clubs on the list should see themselves acting primarily as authorised CLEARING HOUSES; they should not seek to verify themselves any applications relating to vehicles for which they do not hold adequate documentation and of which they do not have sufficient knowledge. Such applications will need to be forwarded for verification/approval to the appropriate club and then passed back to the DVLA approved club in question.

This presupposes a number of things. Above all, though, it demands that each club on the list appoint an officer responsible for processing registration number applications; equally, it demands that clubs NOT on the list should do the same. Standard form letters will also need to be devised to look after the paperwork, it goes without saying.

This is only half the story, however. The system requires liaison and active collaboration between clubs catering for related vehicles. Without this the smooth running of the scheme is certain to suffer. Therefore the Federation urges all clubs on the list to make contact with other clubs catering for vehicles of related ancestry, so that a collaborative approach to the scheme can be achieved.

It is of course up to clubs to decide whether or not to levy a charge on

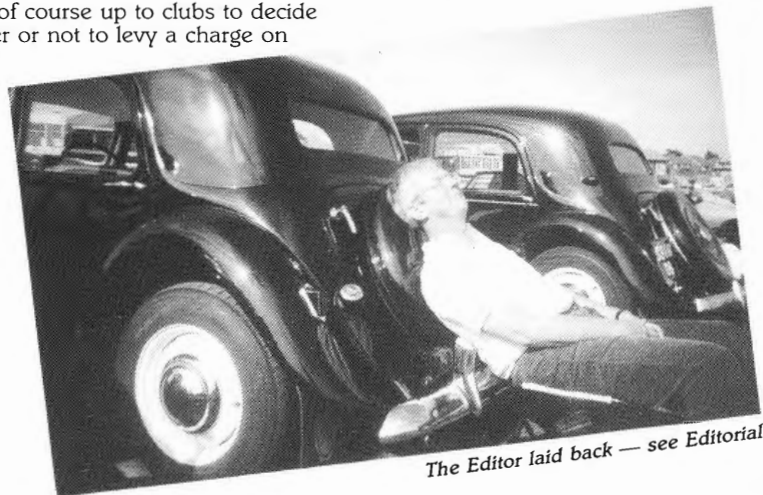
members applying for re-issue of a number. Clubs are however being asked to process application from non-members — that is the nature of the scheme and indeed the DVLA has said that a club may not refuse to handle an application on the grounds that the applicant is not a member of their organisation. It is not reasonable, though, to expect clubs to handle a non-member's application free of charge; clubs on the DVLA list will therefore need to set a fee for this service.

Any applicant unable to find a club within the list that can help should ask their own club to write to Tom Ryland, The Federation of British Historic Vehicle Clubs c/o Ilex Lubricants Ltd., Reform Road, Maidenhead, SL6 8BY, who will be pleased to assist.

Federation officials are also always happy to give advice and committee members with particular expertise are Tom Ryland, who has responsibility for liaison with the DVLA, and Jon Pressnell, c/o Classic and Sportscar, 60 Waldegrave Road, Teddington, TW11 8LG (Tel. 081 943 5939), who has extensive knowledge of the vehicle club world.

The Federation will be following closely the operation of the scheme and would appreciate feedback from member clubs on their experiences and on the number of applications they receive. The more information the Federation has, the better it will be able to recommend additions — or deletions from — the DVLA list.

Although the system that has been set up is less than perfect, it is a major step forward and with a positive attitude from clubs and a spirit of inter-club collaboration, there is no reason why it should not evolve into a very satisfactory solution to the problem of 'lost' numbers.

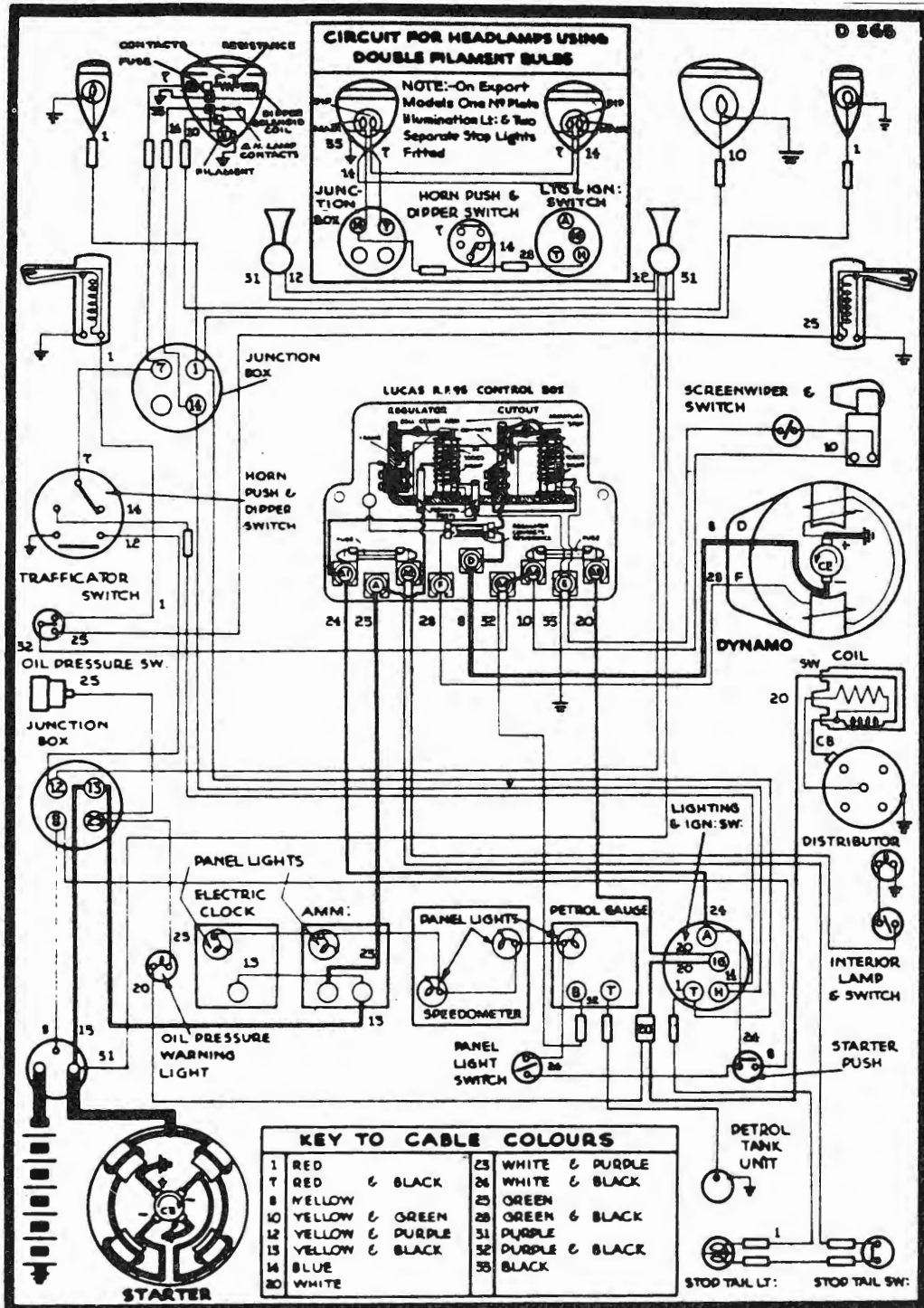


*The Editor laid back — see Editorial.*

	BADGES	COVERS	DRIVE SHAFT	EARLY WHEEL NUTS	FRENCH BUMPER
GREETING CARDS	HEAT SHIELD	INDICATOR LENS		KING PIN	LUCAS SIDELIGHT
	<b>TOC CLUB SHOP</b>				
MODELS		OVERALLS	POSTERS		RUBBER FINGERS
SPORTS SHIRTS	T SHIRTS	VALVE SPRINGS	UMBRELLAS	WISHBONE SPINDLES	
					
<b>PRICE LIST 1991</b>					
POSTERS	▶	"Les Tractions".....		£2.50	
		"Traction Avant 3D".....		£2.50	
		"Traction Avant Blue/White".....		£1.50	
		Set of Magazine Covers Blue/White.....		£4.00	
		Greetings Cards (pack of six).....		£1.50	
BADGES	▶	Metal TOC Bumper Badge.....		£15.00	
		TOC Windscreen Sticker.....		£1.00	
		Enamel Traction Brooch.....		£2.50	
		Blazer Badges 3" square.....		£5.00	
		Embroidered Traction Badge.....		£5.00	
		"Blinkies" battery operated.....		£3.50	
MODELS	▶	Burago Black Diecast 15cv.....		£7.00	
		Matchbox Roadster/Coupe.....		£4.00	
VARIOUS	▶	Ball Point Pen (Traction).....		£0.60	
		Balloons - various colours.....		£0.10	
		Mugs - Mugs - Mugs.....		£1.50	
		Tea Towels (Traction).....		£2.00	
		Golf Umbrellas Blue/Gold.....		£17.50	
		Enamel Plaque (Traction 15cv).....		£18.00	
SWEAT SHIRTS	▶	Embroidered Traction Motif (Red, Navy, Grey, Burgundy, White)			
		Childrens (26", 30", Small).....		£12.00	
		Mens/Ladies (M, L, XL, XXL).....		£14.00	
SPORT SHIRTS	▶	Embroidered Traction Motif (Red, Navy, Blue, Green, etc.)			
		Mens/Ladies (38", 40", 42", 44").....		£14.00	
TEE SHIRTS	▶	Traction Print (Red, White, Blue, Grey)			
		Childrens (26", 30", Small).....		£5.00	
		Adults (M;L, XL).....		£6.00	
WORKWEAR	▶	Blue Polycotton with Traction Motif			
		Overalls (42", 44").....		£19.00	
		Warehouse Coat (42", 44").....		£15.00	
Post and Packing at least £2.00 Please give alternative colours when ordering shirts.					
Steve Southgate - "Spring Cottage", 11 Woodlands Avenue, Walsall, West Midlands, WS5 3LN. Telephone 021 357 2256					



# TECHNICAL FILES



**D565** AUTOMOBILE ELECTRICITY

**1950 51 CITROEN LIGHT 15 SALOON**  
(HOME AND EXPORT)

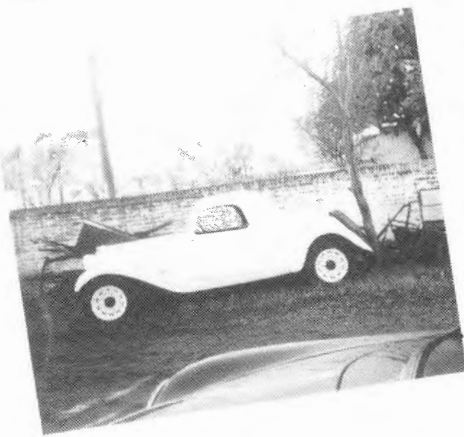
Reprints of diagrams on Kraft paper may be obtained from MOTOR INDUSTRY. Price, 1s. 6d. each or 12s. per dozen assorted, post free.

# CORRESPONDENCE

Dear David,  
Many thanks for another excellent issue of *Floating Power*. I was particularly interested to see reference to the extreme rarity of the six-cylinder Roadsters. This reminded me that about two years ago I saw an advertisement for one of these in *La Vie l'Auto*, with a photograph. The advertiser was in Germany (I think Hamburg) and the price was around FF25,000-30,000.

There was nothing in the wording of the advertisement to indicate that the car was in any way not original.

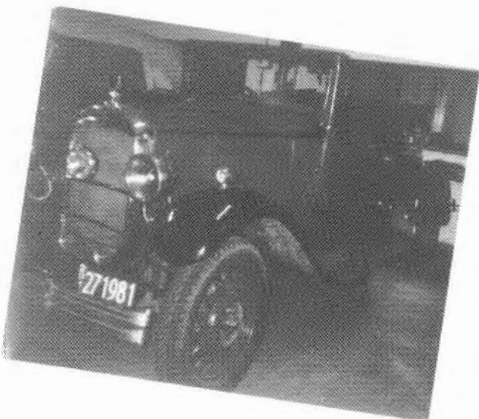
Yours sincerely,  
Gyles Cooper,  
London.



Dear Mr. Stokoe,  
I'm sorry but I didn't hear from you since last December. I presume you didn't find a buyer for the 1937 7CV. I've found a 1938 7CV Coupe (hard top), R.H.D., in running condition, asking price US \$8,500. Also a 1928 Citroën 5 Seater Convertible Coupe with a nice amateur restoration, R.H.D., price US \$13,500. Both cars are not mine, but if you or some of your friends are interested, I can buy for you and take care of export.

Please, let me know your opinion.

Cordially yours,  
Mario V. Kaplan,  
Cordoba 5782 (1414),  
Buenos Aires,  
Argentina.  
Tel: (541) 771-7348/772-1348.



Dear David,  
I work for North Sea Ferries, travelling between Hull and Zeebrugge in Belgium and in my travels on that side I have found a

garage at Blankenberg, five miles from the ferry terminal, that displays classic and vintage cars for sale, including Citroëns. I was about to notify your readers that there was a Traction 6 in working order, and not requiring much restoration, for £2,500, when it was sold between my last visit. The garage displays a vintage Citroën pick-up which requires restoration, but two open-top early cars which have been restored. They are left-hand drive and in very good condition.

If anyone requires information or enquiries in Belgium I would be quite willing to assist, including transportation on the NSF route from Zeebrugge to Hull. I could also provide information about Customs regulations and tax quotes, etc.

I have been trying for some time to obtain a spare wheel for my Lt 15 Traction, which has a set of Pilote wheels but no spare, without success. I have been informed by a man who runs the Citroën parts club in Holland that there is a firm in Holland which manufactures a wheel similar to the Pilote which would fit Citroën Lt 15 models, but are about £290 for a set of four.

I can supply further details on request and could probably arrange for the transportation of the wheels from Holland to Hull on our other ferry service, if required.

Yours faithfully,  
Keith Boyes,  
Tel. (0482) 631088.

Dear Richard,  
I spotted your name and address in my copy of *Citroënian* some time ago and it mentioned you are connected with the Traction Club, so hence this letter.

I am the owner of what I believe is a 1953 model Big 15, Slough-built. It has sat in a shed for the past seven years apart from a short run a couple of times a year. By the end of this year I hope to be in a position, finance and time-wise, to start on a total strip down and rebuild.

While I have not fully investigated the availability of parts through clubs or persons here in Australia, I was wondering if you (or some other person) could send me some information:

1. Cost of membership of the Traction Owners Club?
2. Does the Club have access to parts supplies?
3. I have three names but no addresses of possible parts suppliers – Depanto, Achat Vent Exchange and the Netherlands Traction Club – are any of these still in operation?

The car I have is in fairly good condition considering its age; several major rusty areas: lower front wheel arch area, door bottoms, part of sills and lower rear wheel arch area, but all replaceable with a lot of work and patience. Interior is all there but in need of renewal – Australian heat has taken the goodness out of the leather!

Headlights (Lucas P700) are serviceable, but indicator (Lucas 4-88) and rear/brake lights (Lucas 4-71) are in need of replacement.

The engine and gearbox unit has been changed over to ID/-four speed unit which I intend to keep as it appears to give good long distance cruising ability, which is essential over here due to the great distances; e.g., my local State Club is in Brisbane, 450km south, so I don't attend all their activities, just some, and my son works in Cairns in the north of the State, 1,200km away. We are, in fact, going to see him in our 1974 Dyane. So I intend to have the 15 as regular transport to eventually replace my 1974 DS Safari.

I know of two 15s in Brisbane that have had total rebuilds and are in reliable everyday use. I have started purchasing the British magazine *Popular Classics* and got a back issue on a 15 sent to me, only to find that it is in daily use by Dennis Ryland. In one of the first issues of *Citroënian* that I received, Mr. Ryland's name was mentioned in an article along with his "jig" to enable a 15 to be turned on its side for easier working on the underside. In that *Popular Classics* (of December '89) Mr. Ryland comments favourably on the use of a 15 as regular transport, and my car is of the type of Mr. Ryland judging by the exterior and interior photos in the magazine.

I came to Australia in 1964 aged 14 and unfortunately have developed a love for Citroëns – unfortunately, only for the fact that the breed has never been popular here, thus parts for older models are harder to source. Thank you for your time, I did not mean to rave on for so long. If you are unable to help me with information I will just have to make and modify.

Andrew Jackson,  
Mingo Road,  
Gin Gin,  
Australia  
4671.

*Perhaps one of our Australian members would like to make contact with Mr. Jackson, offering the best route for spares, etc. – Ed.*

*P.S. Who is Richard? – Ed.*

Dear Dave,  
After the Tour of Brittany, Paul and I, together with other members of the T.O.C., spent a few days at a campsite just outside Sarzeau in Southern Brittany. The site is a farm which has been converted into a very fine campsite for touring and holiday vans. It has ample toilet facilities, a creperie, swimming pool and children's pool. A good time was had by all and the atmosphere and bonhomie great.

The upshot of all this letter is to advise anyone in the T.O.C. that should they wish to spend a holiday, no matter how long or how short, at Camping le Bohat, the owners, M. and Mdm. Louis, would be prepared to allow a discount of 10% on the normal charges, if mention is made of Club membership. Should you or any member be interested, I have a few brochures that I can send on request.

Perhaps you will agree that this letter will be best printed in *Floating Power*.

Yours sincerely,  
Stan Barker.

*Contact Stan via the Helpline – Ed.*

# CLUB NEWS

## TOUR INFORMATION FOR 1992

14 July – 15 August

A Tour of France is planned by Patrice Crusson, of the ClubTraction d'Ille et Vilaine. The 30 day tour, will circumnavigate France, and it is proposed to visit each of the seven adjacent Countries.

It is proposed that the daily mileage be kept to a minimum (say 100-150 miles), this is to enable sightseeing etc.

Anyone interested may participate for what ever period or periods suit them (ie 4 weeks, 3 weeks, 2 weeks, 1 week, 2 or 3 days in any or all of the weeks), the time scale is up to each individual. The cost will be calculated at £10 per person per day, to include camping and evening meal. Those wishing to use Hotels would have to make their own arrangements.

This is advanced notice so that members may plan for next year's tours and meetings.

Perhaps those who are interested would contact STAN BARKER, so that possible numbers may be advised to France, and additional information passed on as and when received.

Some from Great Britain are hoping to take part in the whole tour, so at no time should you be a lone Brit.

## SUBSCRIPTION RENEWALS

To save postage costs a further 91/92 renewal form has been inserted in this issue of *Floating Power* for members who have not renewed their subscription to date. Your prompt renewal saves a great deal of time and effort for us and ensures you receive your issues of *Floating Power*.

Thank you to members who have renewed on time, some of you have will have received confirmation by means of the new peel off adhesive label. This should be affixed to a blank page at the back of your membership booklet.

There were a number of members who responded to final reminders in March and April this year for last year's subscription 90/91. No renewal confirmation was sent due to late receipt and shortage of booklets prior to the new style label being printed.

However, your payments were recorded and you should be receiving *Floating Power* on time, any queries please let me know. I shall be at the NEC on the 9th and 10th November, and look forward to meeting many of you then.

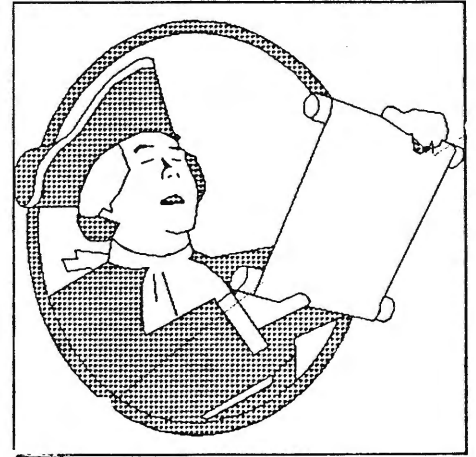
Peter Riggs,  
Membership Secretary.

## NEXT MAGAZINE

Last date for offers etc. 5th NOVEMBER. I must get this one out on time for Christmas!

Mike Tennant has been at work again producing some very authentic looking rear number plate plinths for Slough built Light Fifteens. See advert for details, the photograph shows some example of his work, but since it was taken the mounting holes have been added to the bracket and the cable hole has been moved nearer to the top.

I have had a plea from Dennis Ryland to all members who have had new items based on the exchange for the old part. To those who have not yet returned the old part please do so immediately because otherwise we cannot get more parts reconditioned and other members suffer. Also please ensure that the returned parts are clean and complete. The Club Shop now has some stainless steel inlet and exhaust valves suitable for the Big Six, so there is no excuse for not turning green.



## 9th ICCCR 92

The 9. ICCCR 92 in Denmark has been moved from Billund to

## HERNING

and the dates have been changed from 28-30.8. to

21, 22 and 23 August 1992

Herning is located in the middle of Jutland, Denmark – only ½ hour of driving from the amusement park "Legoland", ½ hour of driving from the North Sea and only 170km from the border between Germany and Denmark.

During this summer further information and registration forms will be sent to all Citroën clubs and major magazines.

## RATES AND CONDITIONS OF ADVERTISING

### Private Adverts (classified)

Members and non-members of T.O.C. buying or selling Citroën Cars or parts (pre 1957) – NO CHARGE.

### Trade Adverts

(one-eighth page maximum)

Current Club members carrying on a Trade related to the servicing, repair, restoration or manufacture of spare parts for the Traction or Rear Wheel Drive Citroëns – No Charge (proof of membership will be required i.e. membership number).

Non-members £30 per insertion. Advertisers must supply camera ready artwork. Where this is not available the T.O.C. will provide it after agreement with the Editor on format and cost.

### Inserts (loose)

Any size up to A4, £30 per issue plus handling charges, to be agreed with Editor. Artwork as above.

### Terms of acceptance

Cash with order, all cheques and money orders will be cleared by the Club before the acceptance of any advert.

The Club reserves the right to refuse any advert which it considers unsuitable for publication.

All advertisements should be submitted to the Editor.

## NEW MEMBERS LIST – OCTOBER 1991

- |   |   |
|---|---|
| 1001 J. R. Wardell, Sheriff Hutton, Yorks.      | 1019 K. M. Edkins, Stratford-on-Avon                |
| 1002 M. R. Gandy, Braintree, Essex              | 1020 A. R. Gray, Kidderminster, Worcs.              |
| 1003 A. R. Gordon, Chicago, U.S.A.              | 1021 M. D. E. Holmes, Truro, Cornwall               |
| 1004 D. R. Henderson, Yearsley Bridge, York     | 1022 J. C. Thorne, Camberley, Surrey                |
| 1005 R. A. Minney, Twickenham, Middx.           | 1023 K. V. Knight, Castle Cary, Somerset            |
| 1006 J. M. Biggins, Crowthorne, Berks.          | 1024 F. Taburiaux, Brussels, Belgium                |
| 1007 N. C. Mackintosh, Buckden, Hunts.          | 1025 R. D. Taylor, Fulham, London                   |
| 1008 J. D. Britten, Tilehurst, Berks.           | 1026 M. K. Warwick, Lechlade, Glos.                 |
| 1009 E. J. & S. L. Farlow, Telford, Shropshire  | 1027 A. Geoffrey Doxford, Corbridge, Northumberland |
| 1010 F. R. Vignaud, London, W11                 | 1028 P. Glover, Sheffield, S. Yorks.                |
| 1011 R. M. Wise, Sturminster Newton, Dorset     | 1029 P. L. Laursen, Bangkok, Thailand               |
| 1012 D. M. Vickery, St. Mawgan, Cornwall        | 1030 G. J. Harrison, Guildford, Surrey              |
| 1013 B. G. Harding, Southampton, Hants.         | 1031 S. M. Simpson, St. Albans, Herts.              |
| 1014 J. B. Bates, Zimbabwe                      | 1032 I. P. & J. A. Smalley, Sandbach, Cheshire      |
| 1015 C. Davis, Dorking, Surrey                  | 1033 F. P. Gallagher, Enniskillen, N. Ireland       |
| 1016 R. B. Irvine, Christchurch, Dorset         | 1034 R. Frost, Holmburg St. Mary, Surrey            |
| 1017 M. G. Newton, New Barnet, Herts.           |   |
| 1018 R. A. W. Longden, Stourbridge, W. Midlands |   |



## Diary Dates

**NOVEMBER 9th – 10th**  
National Classic Car Show, NEC  
Birmingham.

**DECEMBER 15th**  
Christmas lunch at the White  
Hart Hotel, Whitchurch.

## Classified

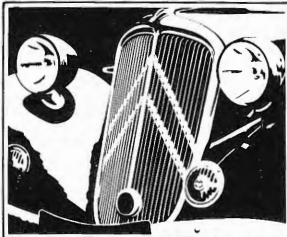
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garages to rent in the London  
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## CLASSIC



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or just a supply of tried and  
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071-928 6613



## Classified

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Big '6', 1954 Slouth built, engine  
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system, many new parts, some  
spares. Requires rewiring and  
retrimming. Best offer secures.  
Contact Barry Drennen, phone  
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265 (H) temporary. 0242 533  
424 (W).

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DIY import of Tractions and Ds  
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with the vehicles plus advice  
given. Cars visible three hours  
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ferry, two hours from  
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several Citroenists satisfied.  
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welcome. Contact Ton  
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010 33 98 06 12 48. Vive la  
Reine de la Route!

### FOR SALE

2CV van approx 20 years old,  
400cc engine exchanged for a  
600cc engine. Once owned by  
the Dutch Water company  
requires a lot of work before it  
would regain an MOT. £400  
ono. Geoffrey Tilley, phone  
0323 840 025.

### FOR SALE

1953 Light Fifteen, Slough built.  
Car complete but needs total  
restoration. New floor and sills  
included. Best offer secures.  
Tel. 0535 274 230.

### FOR SALE

Light 15 Small Boot. No plate  
(see photo in 'Club News').  
£19.50 plus p&p. Mike  
Tennant, 49 Holywell Road,  
Mitcheldean, Glos, GL17 0DL.

### WANTED

Spare wheel for 1955 Light 15,  
also two pilote wheels. Keith  
Boyes, telephone 0482 631  
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## Classified

### TOOLS FOR YOUR TRACTION

Hub/outer bearing puller, inner  
hub nut spanner, Top Ball joint  
breaker, Bottom Ball joint  
breaker; if there is sufficient  
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required. Eliminate clutch  
judder by fitting a new  
diaphragm clutch and a new  
release bearing (greased for life)  
to your Traction. For details of  
the above contact Roger  
Williams 0482 881 220.

## Events

### NORTHERN SECTION MEETINGS

1st Thursday of the month,  
New Inn, South View Road,  
East Bierley, Near Bradford.  
Phone Jim or Liz Rogers for  
directions and info – 0274 545  
600.

### CENTRAL SOUTH SECTION MONTHLY MEETINGS

On the 1st Sunday of each  
month the Central Southern  
Sections meets at The White  
Hart Hotel in Whitchurch,  
Hants. Whitchurch is situated  
halfway between Winchester  
and Newbury, just off the A34.  
The meetings are lunch time  
meetings commencing at noon.  
Food available.

### WEST MIDLANDS SOCIAL SECTION MEETINGS

2nd Wednesday of each month  
at the Swan, Whittington,  
Worcester. 200 yards off  
junction 7, M5. Please contact:  
Simon Saint, 'Snigs End',  
Daines Green, Glaines,  
Worcester. Tel. 54961 for  
directions or info.

### LONDON SECTION MEETINGS

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

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