

august/september | 2002

Floating Power



toc contact



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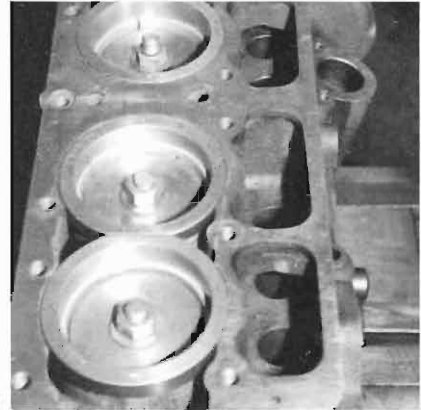
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Editorial

Our rally and tour reports are now coming in from all over the world! Following the article last month by Dr Thomas Loebenstein on the Vienna Classic, we have another tale from Europe in this issue. In addition to our friends who drove over from Belgium, Caspar Türler attended our club's Annual Rally in Oxfordshire and provides his account of his eventful weekend to add to that of Lynda Ogborne. A great weekend was had by all and many thanks are due to Robin and Sue Dyke for their meticulous planning. Also in this issue is a report of the Annual Irish Rally and next time we will be bringing you news of Brittany, and Norway and perhaps in the following issue, ICCCR from the USA.

Please remember that your subscriptions are due if you have not already paid up and don't forget to put the date of the AGM - December 1st, in your diary. You will also see on page 22 that Steve Southgate has arranged an evening of entertainment on the previous evening, November 30th. So why not make a weekend of it with your Traction friends at Walsall?

Copy date for next Issue: 1st October 2002

Front Cover



Young enthusiasts at Blenheim.

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Chairman's Note

August 2002

Paul De Felice

Firstly, I would like to thank the organisers of this summer's rallies which were a tremendous success. My thanks go out to Mike and Moira Holmes who put their hearts and souls into organising the Norwegian Rally and realising their dream of visiting the midnight sun with the TOC. Also, my thanks to Patrice Crusson and his team of helpers who organised this year's Brittany Rally which was a splendid event. Last but not least my thanks also to Robin and Sue Dyke who splendidly organised this year's Annual Rally which ran like clockwork and was thoroughly enjoyable.

May they all now relax, exhausted yet satisfied with their success, after the many sleepless nights they all had prior to these events taking place.

I would also like to thank both Malachy Bell and John Worthing, who are standing down as area representatives this year, for all the good work they have carried out over the years being local area representatives and who have promoted the Club well for the members locally.

The South African Spares Open Days were very successful with about 60% of the spares sold. There are still plenty of front and rear wings left, although all the doors are gone. The Club Spares now also have in stock reconditioned front cradles assembled with silent blocs as well as reconditioned radiators.

Paul De Felice



Paul and Pat De Felice as featured in *Classic Cars Magazine*, July 2002.
Photo Martyn Moore

Spares Update

Members may recall that a while ago, the Spares sub-committee decided that it would offer members a selection of service-exchange reconditioned units, as well as the new items normally available. Subsequently, a selection of used parts was bought to provide the initial reconditioning stock.

First of these to be offered was the water pump [both types] and I'm pleased to say that we are now about to have our third batch reconditioned. The scheme seems to be working well, in that members are returning their old units, enabling them to be recycled. Water pumps are £107 + £100 deposit.

The scheme works thus; if a member can send their old unit before receiving the new one, then the cost is list price + carriage. If they need it before removing the old unit, then they should send the list price + carriage using a credit card, with a cheque for the deposit. Chris Treagust should be phoned first, to ensure that the part is available, what the carriage cost is and when he can expect the old part back. The deposit cheque is returned uncashed when the old part is received.

The current spares list quotes £50 deposit, but we feel this should now be £100 to provide an adequate incentive to return the old parts.

The units are reconditioned to what we believe is a high standard, by people who specialise in this type of work. From what I have seen, they look very good and I would be pleased to have them on my car. If anyone remembers my car from the Wells rally, the reconditioned unit would probably be the best bit on it!

Thanks to the efforts of other members we can also now offer;

- | | |
|--|----------------------------|
| Dynamo - 12 or 6 volt: | £100 + £100 deposit |
| Starter motors - 12 or 6 volt: | £150 + £100 deposit |
| Radiators - Légère/Lt 15 or Normale/B15: | £150 + £100 deposit |
| Front Suspension cradles - Leg/Lt15 or Norm/B15: | £330 + £100 deposit |
| Oil pumps [high performance, so you can be sure that your rocker shaft is getting all the oil it should]: | £189 + £100 deposit |

We are now working on reconditioning brake shoes plus linings, brake backplates, dashboard gear selectors, distributors, semaphore trafficators and clutch shafts.

If you know of anyone who might be able to offer a service for any item, I would be pleased to know of them. It would be small batches, done at their leisure, to a high standard.

Finally, there is still some of the South African stock left, so if there is anything that you are still considering or have thought of since the sale, then ring the Spares Hotline to see if we have it.

A note for those people who bought items from the South African sale: If you have any bits 'left over' after you have used your purchase, then the club would be pleased to have them back for 'recycling' to other members. I am thinking of odd door handles, window glasses, hinges, etc which would otherwise lie at the back of your garage, when someone else might welcome them.

More spares news in the next FP.

Tony Hodgekiss

tocspares hotline

01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,
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AGM

Notice is hereby given of the Annual General Meeting of the Traction Owners Club Limited, to be held at The Quality Friendly Hotel, 20 Wolverhampton Road West, Bentley, Walsall, WS2 0BS. (adjacent junction 10 on M6) on Sunday 1st December 2002, commencing at 2pm

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, and to elect the Directors and Committee members. There are at present no resolutions for consideration. If any are received, they will be circulated to members in November, with a formal agenda.

Proposals for subjects to be discussed should be received by the General Secretary by 1st November 2002.

The Club at present has five directors. The Articles of Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two qualified people to stand for election. The following longest serving directors are standing down. Steve Reed and Andrew York, both of whom are eligible, are offering themselves for re-election. Nominations must be in writing, be from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 1st November 2002.

The Committee may consist of up to eighteen members. The rules of the Club require that one third of the committee be elected at each AGM. Nominations are accordingly invited for up to six people who are willing to stand for election. The following longest-serving committee members are standing down: Alec Bilney, Pat De Felice, Paul De Felice, Mike Holmes, Tony Latchford and Steve Southgate, all of whom are offering themselves for re-election. Again, any nominations for new committee members must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 1st November 2002.

Nominations are invited for the post of General Secretary and the post of Treasurer. Tony Malyon, Treasurer, is offering himself for re-election and so is Pat De Felice as General Secretary. Again, nominations must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 1st November 2002

A notice of all nominations received will be circulated in early November. Any member requiring a postal vote must make a claim, in writing, to the General Secretary, before 23rd October 2002

By order of the Company Secretary

Tommy Cooper Corner

- So I rang up my local swimming baths. I said "Is that the local swimming baths?" He said "It depends on where you are calling from".
- So I rang up my local building firm. I said "I want a skip outside my house" He said "I'm not stopping you".
- So I was getting into my car, and this bloke says to me, "Can you give me a lift?" I said "Sure, you look great, the world's your oyster, go for it".

 Send in your favourite Tommy Cooper gag for this regular feature. Ed.

2002/3 Subscription

At the 1st August there were 149 members that had not renewed their subscriptions for this year. If you have not made payment can you please do so within the next fourteen days, this will save a good deal of time and postage by reducing the need to send personal reminders.

Remember this will be your last copy of Floating Power unless you renew promptly. Thank you in anticipation.

Peter Riggs, Membership Secretary

New Members

A warm welcome is extended to all new members of the club.

- 1768** I.D. Fenn, Vienna, Austria
- 1769** C. Evans, Plympton St Maurice, Devon
- 1770** D. Brownhill, London, SW19
- 1771** R.S. Trippier, Ashton Hayes, Chester
- 1772** M. Fontaine, Pyrford, Surrey
- 1773** L. Budjanovcanin, Slough
- 1774** B.E. Joyce, Siddington, Macclesfield

New Area Reps

Our local area representatives for the Welsh Borders and the South West Section are, due to other commitments, standing down this year. If any members in these two areas would like to take over as area contacts, please contact the General Secretary, Pat De Felice on 020 8360 6837.

Magazine Archives

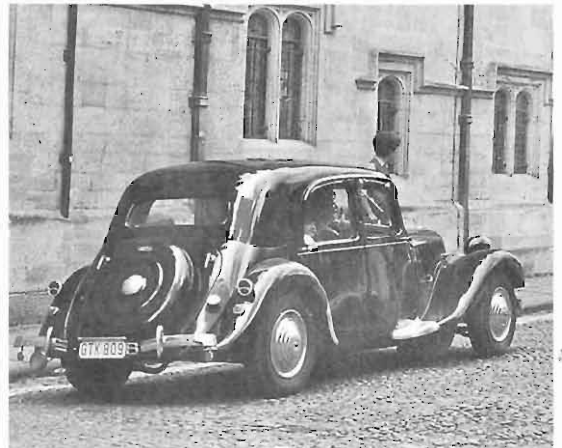
The following Floating Power magazines are missing from the TOC archives. If any member has any of the following issues that they are willing to dispose of, please contact Lynda Osborne on 01749 870501 or email jogborne@onetel.net.uk who would be very pleased to hear from you.

1976 volume 1, issue no 3. **1977** volume 2, issue no. 4. **1991** - all. **1992** volume 17, issue nos. 1, 3, 5 and 6. **1993** - all. **1994** - all. **1995** volume 20, issue nos. 1 and 2. **1996** volume 21, issue nos. 1, 2, 5 and 6. **1997** - all. **1998** - all. **1999** volume 24, issue nos. 1, 2, 3, 5 and 6. **2000** volume 25, issue nos. 1 and 5.

Classic Car Show

The Classic Car Show will be on Saturday and Sunday the 9th -10th November set up on Friday 8th. We need 5 cars so if any members would like to show their car and are able to set up on the Friday please contact Mick Holmes for details as soon as possible on 0115 911 8218 Ph. or Fax.

Barbecue Barges Buses Buttocks Boots Bumpers Bonnets & Beautiful Blenheim



Lynda Ogborne reports on the 26th Annual Rally

Photos: Caspar Türlér & Paul De Felice

Such a well-chosen and organised weekend thanks to Robin and Sue Dyke! And we were so lucky - despite this summer's poor performance and the forecast showers it stayed fine for the 26th Annual TOC Rally in Oxfordshire on 19th/20th/21st July 2002.

The Rock of Gibraltar provided the breezy setting for the Friday evening meet - with barbecued chicken and burgers served in the garden and barges chugging past on the Oxford Canal. The appearance of one of our Members in a red Ferrari briefly distracted some of us from the Tractions. (All right I admit it! I did ask for a ride in it and yes it was scary and no I wouldn't swap it for the Normale... would I?...!)

Thanks to a far too comfortable B&B we made it to Sturdy's Castle car park on Saturday morning with only minutes to spare and immediately set off for the driving tests following our 'leader'. A general term this, implying 'the one at

the front' and not necessarily 'the one who knows where he's going'. After five three-point turns - or rather, three five-point turns - one false arrival and two confrontations with the Oxfordshire road surfacing crew, our convoy eventually found the right entrance to Enstone Airfield.

The runway provided a golden opportunity for some of us Traction driving novices to take advantage of a wide open space to discover how servo-assisted brakes, power steering and synchromesh have taken all the fun out of motoring. But with light planes continuously taking off over our heads it proved difficult to concentrate. Meanwhile the driving tests presented additional handicaps of traffic cones, hats, eggs and spoons and a stop-watch - all of which were overcome by Alex Yeates who triumphed over the men to win the first prize! Oh, and Bernie Shaw came second!

An unofficial Traction race, 15 cars line abreast down the runway, showed the unfair advantage of DS engine/gearbox conversions and servo brakes and left more original models pulling long grass from their radiator grilles.

The morning ended with a scenic Treasure Hunt, everyone following the car in front even when it was wrong. The usual chaos ensued as 35 Tractions tried simultaneously to turn round in the same farmyard while the general motoring public looked on bemused. The Treasure Hunt prize went to the beautiful twins Amelia and Georgina Yeates who were also celebrating their twelfth birthday. Congratulations!

FERRETS

We picnicked in the delightful orchard of Cogges Farm Museum with its original farmstead built of Cotswold stone. We admired the traditional breeds of piglets, cockerels, geese and ducks while some of



us were more fascinated by the visiting ferrets from South Bucks. Then it was on to a very warm welcome at the Oxford Bus Museum where they were obviously proud to see their car park full to overflowing with gleaming Tractions.

A quick change and an early evening start to watch Morris Dancing at Kidlington Hall, set in a picturesque village with a view of the sun dipping behind ancient cedars in parkland. We wined and dined and some of us danced to the live Jazz Band.

On Sunday morning I cadged a lift in the back of Pat and Paul De Felice's Light 15 so that I could experience the tour of Oxford City Centre. The City Council had finally agreed to allow a maximum of 20 Tractions to follow a route across Magdalene Bridge and around Oriole College that was normally closed to everyday traffic. A TV camera and crew came with us and enthusiastically interviewed drivers and filmed Tractions pulling away, lining up and driving along - as we do so photogenically on these occasions.

MOON

And in case you were wondering, this is where buttocks come into this story. Despite the magnificent sight of our Tractions moving sedately like grand old ladies through Oxford's fine streets one member of the City's intelligentsia chose to treat us to an extended display of mooning as we drove past.

Undeterred we moved on to beautiful Blenheim Palace where a brisk north-east breeze whipping down the Palace ride sent us reaching for jackets and sweaters and caused a flurry of sales of sweatshirts in Keith and Audrey's TOC Shop.

Then we wallowed in the privilege of being able to park and picnic on the lawn in front of those magnificent Palace gates. We visited the sumptuously grand house and extensive grounds and gardens. And we met old and new friends and admired boots, bonnets and bumpers as only Tractionists know how.

Now stand back, here come the statistics (courtesy of Robin's computer):

Those present:

180 members, family and friends representing England, Scotland, Wales, Ireland, Switzerland and Belgium

24 Light 15s, 2 Roadsters, 21 Normales, 3 Sixes, 11 Légères, 1 C4, 2 Commerciales, 1 Rosalie, 1 Familiale, and 4 dogs

We were delighted at the prize giving when our West Country Compatriot Derek Fisher won the Master Class Cup for his Big 6 and our commiserations went to another Compatriot, Tony Malyon, whose beautifully idiosyncratic Normale won him the undeserved sobriquet of "The Traction with the Least Attraction". And mention must go to Tim Walker who managed

no less than three cups for his superb 1936 Light 12.

Robin and Sue, meanwhile, are now gold star members of the TOCAROSC (TOC Annual Rally Organisers Survival Club). At least, I think they survived... are you out there Robin and Sue? Can we come again next year?!!

TOC ANNUAL RALLY BLENHEIM PALACE PRIZE LIST 2002

	WINNER	RUNNER UP
Best first time entrant	Tim Walker 1936 Light 12 AOW 702	Alan Reece 11B Normale SSU 137
Best post-war car	Peter Marley 1954 Light 15 VPD 897	Andrew Rolph 1952 Light 15 SPG 321
Best pre-war car	Tim Walker 1936 Light 12 AOW 702	R.G. Denner-Brown 1938 7C FSK 633
Best car in show	Tim Walker 1936 Light 12 AOW 702	Peter Marley 1954 Light 15 VPD 897
Master class	Derek Fisher 1949 Big 6 TSU 220	
People's choice	Mark Cooper Pre-war Roadster CAS 830	
Traction with the least attraction	Tony Malyon 1954 11B Normale CSK 472	
Barbara Longden Memorial Award for services to the club	Tony Hodgekiss	
Driving Skills	Alex Yeates	Bernie Shaw
Disaster of the year	Bill Smout whose Traction was hit by a boulder on the Norway rally in June.	
Special mention	Walter Callens 1934 7B GBF447	Wilfred van Dyke 1955 11 Legere NFZ 136

Both the above vehicles were from the BOCC Belgium Club and although not eligible for prizes, were given certificates of commendation for their vehicles, which were exceptional Tractions.



Follow that car!



Drop head gorgeous



Traction Weekender

Caspar Türler also recounts an interesting and eventful weekend

TO CUT A LONG JOURNEY SHORT My visit at the TOC Annual Rally 2002 actually goes back to last year, when I met Marcus and part of his family, during a holiday stopover in Switzerland. With his Big Six and trailer, coming all the way from Ipswich down to France and up through the Alps again, he's certainly the star of the Swiss Traction club's 25th anniversary gathering. Marcus easily snatches up the prize for the Traction coming from furthest afield...

And earlier this year, I make the acquaintance of another TOC member, Richard Sheil, also on home turf. We find out about our mutual hobby and similar age via the Traction discussion group on yahoo - so when it emerges he's coming over on business with a few hours to spare, we take the chance and go for spin in my 11BL (1955) along Lake Zurich.

We exchange experiences, Traction owners' highs and lows and have a wonderful time. Richard even brings me the issue of "Floating Power" wherein his restoration trials and tribulations are featured - a fascinating account, which I translate and publish in our Swiss club magazine. It's probably during our further conversation over dinner that Richard mentions the Annual Rally - would I like to come, he asks. That would be great, but it's a rather a long way off - if you start from here! But you know how it is, once your mind is set spinning and imagining things, even if they seem unreasonable, you can't stop a ball from rolling.... certainly not if the programme on the TOC website looks so promising! I say... a journey from Gibraltar to Blenheim. This is an adventure which I'm not going to miss!

Contacting Robin Dyke further confirms my intentions to meet more members of that friendly bunch of like-minded people beyond the Channel. I register with the club and for the rally. A mere week later,

Peter Riggs sends me my membership ID, the rally confirmation and a very imposing grille badge. On top of all that, several back issues of FP help shorten the weeks ahead before the rally considerably. And to make up for the fact that I will have only the weekend to spare and can't drive my own car in Britain, both Richard and Marcus offer to give me a lift to the rally.

Having booked a hotel room in Woodstock in time, I offer to share it with Marcus as accommodation is getting scarce. He accepts, which not only cuts costs but also solves my problem of local transport as we'd have the same journeys during the rally.

TRACTION TREASURES SEEN FROM A SPACE SHIP

I am very glad Marcus picked me up straight from City Airport - not in his Big Six, which is on its overseas journey to Boston, but in his new C5. It's so new that there's still cardboard on the floor and bits covered in plastic wrapping. Not only does it sport a traffic alarm and road forecast gadget, but also futuristic satellite navigation. The difficult bit is entering the destination into the system (toggle, toggle, skip, press "acknowledge", enter, ok, return...). But after that, following the directions issued by a floating, artificial woman's voice is a piece of cake. Of course it's just not the same - unfolding double-sided maps and poking your finger in the driver's ribs, cursing about that illegible print and a rising sensation of nausea - certainly can't be beat - it's a much more subtle way of driving from A to B. Even if you go past an indicated turn, the system just recalculates your itinerary, without any of the scolding you might expect from a human co-driver.

Having all afternoon at our disposal before we are expected in "Gibraltar", Marcus makes a point of chauffeuring the novice in British things Traction to the hidden treasure spots of our obscure hobby which the Capital holds

After about twenty minutes on the road, the sci-fi voice breathes "...you have nearly arrived...". I scan the road for Tractions, but all I can see is a huge Office World outlet on the Old Kent Road. Marcus parks and leads me on through a narrow street, into a garage, past some half closed doors and round a corner, and.... here it is, the famous Classic Restorations! We make our way past some sleeping IDs, DSs, Tractions and up the ramp. "Flabbergasted" is the only word I can think of to describe my feeling at this sight - probably the densest concentration of Tractions I have ever come across! This is truly one of the temples of enlightenment for a Traction enthusiast, a treasure trove of designer artifacts, patiently waiting to relive their glorious past.

I can't resist taking pictures of these dozens of rescued beauties. Some are under reconstruction, others, nameless and abandoned for the time being, have acquired a photogenic shroud of dust. It's only after several attempts that I discover where the two voices in the background were coming from. Marcus introduces me to the Lord over this Empire of Nostalgia, John Gilliard, and as it turns out, I had crossed his path before when accidentally stumbled over the former "Arches" garage.

As we take our leave again, all the richer for several parts and a lasting memory, we enter our next destination into the on-board computer. Admittedly, our throats got a wee bit dusty and we were dying for a drink. What better way to satisfy the urge than proclaiming the famous Michelin slogan "nunc est bibendum" (Latin: here's to a drink!) and seeking out the building by the same name, Bibendum. Due to dense traffic leaving the City and the computer leading us to the wrong end of Fulham Road at first, it's 3 o'clock when we arrive at no. 81, the former Michelin Tyre factory.

It's worth the detour, and even better than what I had expected from seeing it in one of the latest copies of the club's magazines.



The outstanding Art Deco building, now converted into stylish shops and an upmarket restaurant, has magnificent stained-glass windows and several tyre-shaped decorative elements. And on the very top sits "Bibendum", the marquee's mascotte, raising a cup of nails, broken glass and other nasty things which one might encounter on the road but which the trusty Michelin tyre is sure to swallow (or "drink" as the latin saying).

RALLY AT THE ROCK

Two hours later we join the crowd which begins to flock in at the "Rock of Gibraltar", a beautiful old pub by the banks of the Enslow Canal, with a tranquil view of narrow boats and a promising barbeque setting. Robin and Sue hand us an excellent rally package and make us feel welcome in every way. Despite all the maps, directions, promotion, give-aways and gadgets the welcome pack contains, Robin is relaxation personified. This surely is the sign of a man who knows he's done his homework and checked it twice over! I especially like the rally badge with the funny Traction on springy tyres.

But let's see who's arriving on the lawn in front of the pub, did I see a red number plate there? Indeed, the cars gathering here are coming from far (Scotland) and wide (Belgium). The Belgian delegation, those with the red number plates, have no less than three Tractions present, and very rare ones as well. Going round them, I spot a sticker on a back window saying "wat is Citroën rijden toch formidabel". Indeed, "isn't it formidable to drive a Citroën".

With such a lot of Tractions about, it's easy to get to know other fellow enthusiasts. Another good focus for introduction are the dogs who are present. A friendly woof! at this point to "Solo" from Northumbria (the collar's off now, I hope), Robin's spaniel "Skipper" and Mr. & Mrs. Richards terrier, who admirably posed for a portrait.

EARLY TO BED AND EARLY TO RISE

Like everyone else, I relish in the grilled meats buffet. And since Marcus is driving, I don't have to restrain myself on the cider

either! Just before there's nothing left over, an Irish Traction pulls in. Great, it's Richard and his cousin Cormack who made it as well! Over 400 kms in a mad dash - that's just like them! A hearty welcome and update on the latest stories ensues, accompanied by more of the heavy bevy. Marcus and I retire after ten, as we've not yet checked in at the hotel. Luckily, this is no problem, and the room is ok, even if there's only one bed. For those among you who think that this night holds further thrills for us - you are actually right, but it's not what you think.... The latest revelations on TV are about a Dr. Shipman, who's killed over 200 of his patients. Reportedly, he started this gruesome series when he was practising at Todmorden. Sorry folks, but that's hardly a surprise for me - the place name spells "Deathmurder" in German. Here's to sweet dreams!

When Marcus and I get down to the hotel lobby at 8 o'clock, there's not a soul in sight. Breakfast from 8.30 they said, riiiiight. To stretch our bones a little, we decide on stroll through Woodstock. At the end of market street, round an unsuspecting bend, we suddenly find ourselves at the side entrance to Blenheim Palace!

As there's nobody there and the gates are open, we sneak in stand in awe before the beautifully laid out Queen Pool and the Palace beyond, in the early morning haze. Marcus suggests going down to the lake for a few minutes. Once we're there, admiring the water features populated by swans, geese and ducks, both of us are curious to "inspect his lordships grounds" a

little further, which leads us all around the lake and over the magnificent bridge. An hour later, we tuck into our well-earned full English breakfast.

TULIPS IN THE COTSWOLDS?

At the meeting point of Sturdy's Castle, we meet with our Irish friends, who offer us a place in their car for the East Convoy drive. The aptly called „hiberno-helvetian-lowlander team" thus consists of two cold blooded Traction stunt drivers from Dublin, the former club president and a Swiss rally novice acting as navigator and photographer.

The convoy starts out easily enough, and we just follow the other ahead, all plain sailing. But after having sheepishly adhered to our frontman's tail lights and getting lost, I start paying attention to Robin's excellent details and description of the route to follow.

It helps that I've been with the scouts for several years, but it takes a former Dutchman to explain to me what reason "tulips" have for showing up in rally documents. These logos show how to proceed at a crossroads. We discover that it's much more fun finding the way by yourself and haste onwards to the airfield, where we expect to see some driving tests. Alas, we arrive too late for the contests - not too late though for Richard to step on the accelerator and try a new top speed on his own.

I wish we could stay longer, but here we go again, for the West Convoy cum treasure hunt. Bumping along narrow country lanes, sticking one's head out for clues on the road to the tricky questions; "here, it's...", "no, wait", "we must have passed it".... this is certainly more fun than a barrel of monkeys!

The only drawback: With all the concentrating on the road, maps, tulips and questions, I get confused and start imagining things. "What colour is the Peacock?" goes one of the riddles. I stare my eyeballs out and peek behind every



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volume 1

Maintenance **9**

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Electrics - The Six or Twelve volts Connection

Engines - More on Liners Blocks & Pistons
- Carburettor Culprit (Solex)

Suspension - Bottom Ball Joint Adjusters

The Six or Twelve Volt Connection

Steve Reed comments:

When I bought my first Paris built Traction and was introduced for the first time to a 6 volt system and its apparent deficiencies I asked the question why?

Everyone said, ah! six volt; they're all the same, you've got to expect that its not as good as a 12 volt system. WRONG!! I'm an electrical engineer and I can build a 6 volt circuit that could knock you off your feet!

First, a little basic Ohms' Law. Wattage or electrical power is the same whether it is 6 or 12 volt, so a 6 volt 50 watts lamp will give out the same amount of illumination as a 12 volt; there is no difference. Wattage is a combination of electrical pressure or voltage and the rate of flow or current. So if the wattage is a constant, then the voltage and current are conversely proportional: i.e. 50 watts at 12 volts takes approx 4.16 amps (current) and 50 watts at 6 volts approximately 8.33 amps.

So why does it seem that a 6 volt system does not work as well as a 12 volt? The main reason is loose or bad connections and although both systems can suffer with the same problems, it is exaggerated in a 6 volt system. A loose or bad connection creates a resistance in the circuit which results in a voltage drop across that resistance; you can therefore appreciate that if the resistance is the same on both 6 and 12 volt systems; the voltage drop is proportionally greater on a six volt system

Example

A 50 watts lamp circuit has a loose connection which measures only 2 ohms resistance; on a 12 volt system that loose connection causes a voltage drop of approximately 5 volts or 42 %. On a 6 volt system that same loose connection causes a voltage drop of approximately 4 volts or more than 66%.

So you can see that the effect of a loose connection is far more pronounced on a six volt system than that of a 12.

The remedy is easier to enunciate than execute; there are often 70 - 80 connections in the wiring of a Traction and all must be clean and tight.

Loose screw connections are very often due to vibration and in areas that are particularly susceptible to vibration, a simple precaution once all the connections are clean and tight; is to coat the screw or nut with a little 'Thread Lock' or some nail varnish.

Poor connections that are not loose are generally caused by corrosion and although it is not possible to prevent all types of corrosion; a simple precaution before remaking the connections, is firstly, to clean the connectors themselves with either a very fine wet-and-dry paper or plumbers wire wool (make sure you clean up the loose strands afterwards) and then coat the connectors with a very fine film of petroleum jelly or 'Copperslip' paste. The other problem is that most people do not appreciate that the connections of the wires is just half of the circuit and that it is just as important to look at the connection of the equipment to the bodywork. Very often the wiring is clean and sound, but the fitting itself is perhaps rusty or the fixing bolts are rusty. It has to be remembered that the earthing of the equipment is just as important as the connections of the supply cables.

I think at this stage it would be better to go through a sequence of faults and remedies.

Fault *None of the electrical equipment works properly unless I have the engine running quite fast.*

Remedy *This can be caused by quite a number of things*

- 1) Check the battery for poor connections.
- 2) Establish that the battery is in good condition.
- 3) Check the regulator
- 4) Check the wiring to the ammeter; there are some fairly large cables going to the ammeter and if these are loose, which has proved in the past to be very often the case, you will be losing the supply from the battery. In my own case this wiring had been loose for so long that it had burnt out some 6" of the main lead from the ammeter to the battery and in fact one post of the ammeter.

Fault *The indicators do work, but only just.*

Remedy If the flasher unit is the original electro - mechanical unit; it has proved on many occasions to be the fault. Firstly make sure the ignition is turned off and then disconnect all the wiring from the indicator switch, making sure you make a note of where the wires were connected and then twist them together or join them in a connector. Switch on the ignition; if all the indicator lamps, both left and right are now fully and constantly illuminated; then I think it is probably obvious that the flasher unit is faulty and needs replacing. If however the indicators still do not work properly it is almost assured that the fault is within the indicators themselves. It is probably best to remove all the indicators completely, next check the wiring connections for both corrosion and breaks in either the cable or the insulation. Next remove the lamps from their holders and again check for corrosion on both the lamp holders and the lamps themselves. Polish the lamp contacts with wire wool and put a very light coating of petroleum jelly. The best way of applying this jelly is to first rub a little into a soft lint free cloth, work it well into the cloth and then you rub this cloth onto the base and contacts. Once the lamp, holder and wiring have been cleaned, check the contact between the base of the fitting and the body work. Mark the profile of the base onto the bodywork with a soft pencil and now carefully clean all the paint and corrosion off around the fixing holes (above and below) making sure not to go outside the pencil line. Polish these areas to bright metal and again coat with either Copperslip or coat with an aluminium based paint. Refix the base, but before you do, fit a shake-proof washer between the base and the bodywork, so as you tighten the bolt / nut, the washer digs into the base and the bodywork, ensuring a good earth. Reassemble the fittings and test. If after all this, the indicators still appear not to be working properly, it is almost certain that the body panel itself is not earthed properly. In this case, run a separate earth wire from the main body shell to one of the lamp fixing bolts.

Continued next issue.

If there are any particular electrical faults you would like answers to; please write a brief description of the fault, with any remedies you have already attempted and we will feature it in a later magazine.

Liners, Blocks and Pistons

Some expert advice from Roger Williams on the use of domed pistons and associated topics.

More thoughts on Liners, Blocks and Pistons

To accommodate domed top pistons in the Traction engine it is essential to take a small scallop out of the cylinder head as shown in the first photograph (1). In order to maintain the same compression ratio in all cylinders it is important that the same amount is taken out of each section of the head by accurate machining. For example, the pressure measurements in the cylinders of Steve Reed's recently modified engine gave three readings of 125 psi and one of 127 psi, corresponding to a compression ratio of approximately 8.5:1 in each. It would be difficult to achieve this degree of consistency by the use of simpler methods such as an angle grinder.

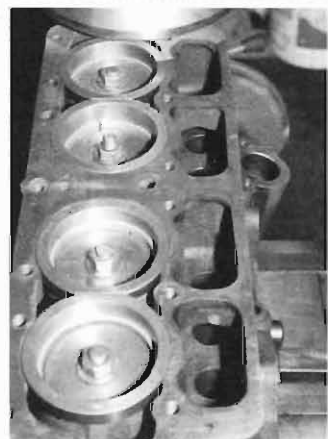
Another regularly encountered problem is that of warped heads and blocks. Cylinder heads are usually suspected of being the culprits and subsequently checked and rectified by skimming. However, the block also has a tendency to warp such that the centre becomes dished. The amount of distortion that occurs is small but nevertheless often sufficient to fail to adequately clamp each adjacent pair of liners. The second photograph (2) shows the skimming operation in progress. It also illustrates the use of clamps to hold the liners firmly against the bottom ledge, (with the bottom seals removed and the liner bottoms cleaned and

trued), such that their top rims may be skimmed precisely parallel with face of the block. When the seals are fitted, the liners can be set to stand proud of the

block by the correct amount of 0.004" +/- 0.001" and parallel to it. Note that no two liners should differ by greater than 0.001", necessitating the careful use of an accurate clock gauge.

In comparison with the original cylinder head gasket, currently available ones require a greater compression force to obtain a good seal. The recommended torque setting for head studs is 36

foot pounds but the modern gaskets require 45 to 50 foot pounds to form a reliable seal. Unfortunately the studs are not designed to withstand such a torque and the depth of tapping in the block is too shallow to guarantee that the threads are not stripped. The solution is to tap the holes to as great a depth as possible and to use 110mm high tensile steel socket head bolts of a high quality such as those made by Unbrako.



Bottom Ball Joint Adjusters

Many of us will have bought and fitted the replacement ball joint caps that allow adjustments to be made without the need for the time-consuming task of shimming. Roger Williams has some suggestions to overcome a design weakness that many of us may have encountered.

The first photograph shows the adjuster as purchased and it will be noticed that the metal is not particularly thick. With only three bolts holding it in place, the metal between the bolts tends to bow and this allows grease to escape. Additionally, due to the dome of the cap being close to the flange, there is a tendency for the bolt head to bite into the edge of the dome as it is

tightened. The solution is the aluminium clamp ring shown in the second photograph and which is shown in place in the third photograph. The cap is thus firmly held in place around the whole perimeter with no possibility of bowing between the bolts.

Whilst this is not an easily machined piece, if sufficient members are interested in obtaining a pair it may be possible to manufacture a small batch at a reasonable price for the club spares shop to hold. Drop a line to John Ogborne or Roger Williams if you are interested.



Carburettor Culprit

Approaching Newcastle for the ferry to Bergen at the start of the Norway Tour Robin Dyke's Light 15 lost power and sounded chuffy. The brand new Solex carburettor seemed a bit rich on petrol, but it had been running so well just before. All sorts of theories were advanced, but the lads (Bernie Shaw, Pete Simper and Mick Holmes) thought they could fix it during the crossing.

With the captain's permission and in the dim light below decks, the rocker box cover was removed to reveal a displaced push rod (No 2 cylinder inlet). This was slipped back into place and the tappet adjusted. The engine started and ticked over fairly well, perhaps a bit rich, but probably it was going to be OK. Then we noticed that the inlet valve stuck down about 1 in 20 times - so clearly something was wrong. Then the most horrendous noise started - a real rattle - and sounding as if coming from the sump. Clearly the car was not going to run. The best theory then to evolve was that a big end cap had loosened or even come off - and that serious repairs would be needed. The car was shipped back to England and the engine lifted out.

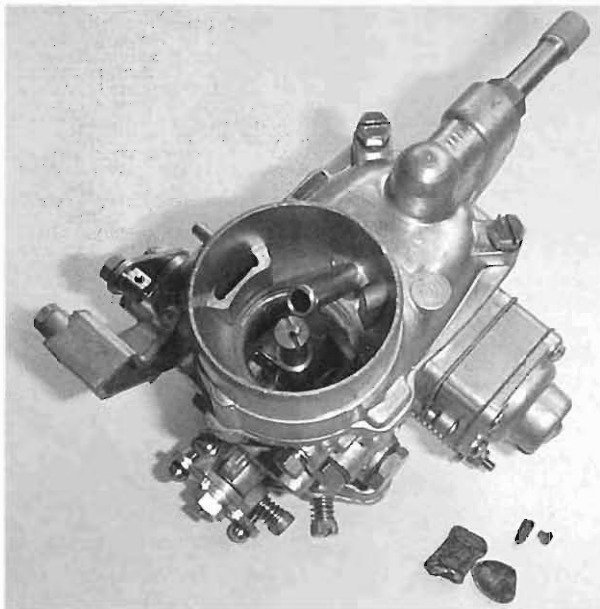
After the Norway Tour (which Robin & Sue completed in a hired Ford Fiesta) and after the Brittany Rally, Pete (watched by Robin) opened up the engine. Mostly it was good news - clean oil - good clutch - no gasket problems. Then the head came off - and sitting on top of the No 2 piston were two small lumps of metal. Where could they have come from? The underside of the head looked good - all the valves looked fine, even the No 2 inlet. Just to be sure, the engine was turned upside down and the sump removed. No problems here - a very healthy looking crank and big ends. So back to the head, and the No 2 inlet valve was removed. It seemed quite straight and undamaged, but the oil seal had slipped down the stem. The No 2 exhaust valve was OK too. So where had the metal pieces come from? They were of a very light metal, burnt to a charcoal grey colour, and each about the size of a thumb nail. One looked like a guitar plectrum, and on very close inspection the other might have been a flattened tube. But from where? And how did they get in?

So the new Solex carburetor came under inspection. So clean, so new, surely nothing could be wrong. But something wasn't right, something seemed to be missing. The air filter on another Traction was soon taken off, and then it was discovered that the overflow pipe was missing from Robin's carburettor. This is short brass pipe running up at about 45 degrees from the float chamber to take excess petrol to overflow into the main down-draught tube. Somehow this pipe (smaller than the cap of a cheap biro) had come adrift, dropped past the butterfly valve, got swept through the inlet manifold, and jammed the inlet valve. During the attempts to get the engine going on the boat, the tube became flattened and slipped past the opened valve into the cylinder. Just a few cycles of the engine flattened the pieces more - and changed their colour. The noise they made was truly horrendous, especially in the darkened car deck of the ferry. In fact the noise only started when they cleared the valve, and compression and firing began again. Close inspection of the piston head and cylinder liner showed no damage. The metal was too light, and the engine only ran for a few seconds.

Had this been known at the time, it might have been possible to remove and replace the head. Most cars on the tour carried some spares, but perhaps not a carburettor - and without the overflow tube the engine would have been running too rich. But this is all hindsight.

A new DS block has been obtained (1965 - one of the last). This has shell bearings, so should be more rugged than the old 11 block. The crank has been ground, there will be new shells, piston rods, pistons and liners. And the engine will be professionally balanced. The oil pump has been checked - and it will be more powerful than the old one. There will be a reconditioned head with new valves and hardened seats (for unleaded petrol). All in all the new engine will be wonderful.

However there is not a lot wrong with the old engine. It was running well, had good compression, and pulled like a Trojan. So if anyone is interested - contact Robin Dyke.



Another Useful Web Site and even more on Pistons and Liners

Richard Sheil from Dublin (1955 11B) has tracked down a useful web site and has more thoughts on pistons and liners

I note John's request for information on fitting domed pistons to his Traction engine and also his question as to whether this job could be done with the engine in situ. I also note the response in the latest issue of *Floating Power*, which basically suggests that it is possible to do the job but seeks further input.

Well, I don't know the answer but, as the saying goes, I know a man who does. I suggest that John subscribes to the ta-list on yahoo. This is full of enthusiasts who have usually done whatever it is you are contemplating. I find that if you post a query on this list, a reply appears in a matter of minutes and which usually leads to a solution. To subscribe to the list send a blank email to:

TA-L-subscribe@Yahoogroups.com

Once this is sent a reply comes back asking if you want to subscribe, you reply to this and you are in. Then all that you need to do is write your query and send it off to: **TA-L@Yahoogroups.com**.

There are a number of enthusiasts on this list, one in Sweden and one in the Netherlands who have done this modification so they are perhaps the best people to contact. An email to the list will be very likely to get the desired response.

As to whether the job can be done with the engine in place, I would think that in theory it would be possible but in practice it may be very difficult. The reason is that when I replaced the pistons and liners in my engine I found it was necessary to press the old liners out with a hydraulic press. This would not be possible with the engine in place. I reckon that the time taken to remove the engine would be well spent as it would make all of the other work much easier.

Finally Walford Bruen asks in this Toc Tech Forum about the liner base seals. I suggest that he contacts Roger Williams of gearbox fame who can supply suitable seals in a variety of thicknesses which makes setting the liner heights fairly straightforward.

I hope this is helpful and keep up the good work.



TVR meets T



Men on a mission

barn.... surely, Mr. Humphries and Mrs. Slocum must be just round the next corner to give me a clue to the dress of the famous floorwalker.

I am glad we slow down and rest for some time at Cogges Farm. A special group of splendid Tractions have already lined up, with a clutch of hens and historic farm buildings as a backdrop. Further on, in the Orchard, I get a chance to talk with Robin about the excellent rally documentation he's provided. Once again, very well done, Robin!

TWO APPARITIONS

Long Hanborough's Bus museum is another highlight of the day. While I pose in front of the "Spice Girls Bus", Richard and Cormack get their picture taken in front of a Hong Kong double decker. Inside, several beautifully restored overland buses bring the time from just after the war back to life. A time, when people had to rely on public transport and few were blessed with such gems as our Tractions - or are they? When I emerge from the museum, I find Richard in his blue overall and under his jacked-up car, adjusting the brakes! And he does this five or six times over during the rally, getting a better feeling for it every time. That's how you learn. He also cuts his head on the bumper when he appears from underneath - to everyone's relief, the poor car remains unscathed!

We come across the other apparition after the rally. On one of the quiet roads between Woodstock and Kirtlington, an imposing yet sleek, brilliant black Bentley R-type Continental swooshes past us, and its beautiful Mulliner fastback trails off in the rear mirror. As I find out later, we had come across one of only 208 ever made! I have to come back again for some more oldtimer spotting, that's for sure!



Morris near Oxford

MORRIS DRINKERS AND RAFFLE SURPRISES

Maybe I missed a point about the Morris Drinkers, the opening act to our Saturday evening dinner. Why put bells around your legs, dress up fancily and throwing all those sticks in the air instead of going to the bar straight away? Just joking - of course I enjoy them tremendously and the display is really quite an extraordinary thing for me. Like the flowery porcelain sugar bowl I win at the raffle! It's the first time I've won anything at such an occasion, but being the last to be drawn, I also have to take what's left...

nevertheless, many thanks, folks! At least some return on my investment of two quid.

The Yeates twins Amelia and Georgina deservedly win the treasure hunt prize, a big box of chocolate. It probably doesn't even make it back to where they're staying for the night.

SUNDAY SPECTACULAR

We meet again early on Sunday morning at Sturdy's Castle. The VW Golf Club have their meeting on the adjacent lawn. Lots of loudspeakers, subwoofers, neon colours.... well, different strokes for different folks! I catch a glimpse of Robin, who, unimpressed by the rivals, beams at the number of Tractions he was able to bring together.

As the Yeates family don't feel like joining the Oxford convoy, they ask Richard and Cormack, who are delighted to be among the chosen twenty. We travel along roads which are only open to traffic on special occasions, thus providing undisturbed photo opportunities on the historic cobbled streets and back alleys of the Colleges. One TVR barges in though, but the comparison is a fascinating study in time travel.

When we arrive at Blenheim, most club members' cars are already parked on the lawn in front of the Palace. After having done a first round, I take a tour through the stately rooms and relax with a sandwich

in one of the pleasure gardens. But then I get lost trying to find the maze. Not such a good idea, perhaps.... There's a sign saying "trespassers w". Where did I see that before? Anyway, I scramble through the hedge, jump the barbed-wire fence and land in a ditch, only to emerge exactly when one of the small trains goes by, leaving me standing embarrassed.

OK, back to the cars, that's what I came for after all. It's a bit unfair, I know, but when you have a gathering of one model, any other one differing is almost more attractive. Hence, the beautiful black and cream Rosalie catches my attention, as well as the open Hotchkiss tourer from the twenties. It's the oldest car in the rally, but the most attractive to the youngest oldtimer fans!

All too soon it's three o'clock and the gathering comes to close as the prizes are awarded. I don't recall all the winners, only Tim Walker seems to be the lucky man of the day with several cups at his feet. Finally, Bernie and Paul grin like Cheshire cats when they bring forth a warped piston as the last trophy. It goes to Bill, who made a narrow escape on the tour through Norway, when a loose rock fell from a cliffside and smashed the engine of his Traction. Now, it will be the "Traction with the least attraction" for a while, but Bill and his wife take it in good humour.

Many thanks again to Marcus, Richard, Robin and everyone else who made this dream of a Traction weekend come true!

PS: Several people asked me if I knew about the next ICCCR and whether it was going to be in Switzerland. I can now confirm that the Swiss Citroën Traction Avant Club is proud to be your hosts at the 13th ICCCR. It will take place in August 2004 at Interlaken, in the beautiful Bernese Oberland. For a first impression, please have a look at www.interlakentourism.ch. Further information will soon be available on www.iccr.org. We shall keep you informed and we're looking forward to welcoming you again in some 700 days, in the heart of Europe!



toccuttings

Reprinted from *Classic & Sports Car Magazine* - September 2002

VIETNAMESE TAKEAWAY

Does anyone want to buy this ultra-rare Citroën? Recently discovered in Vietnam, it's a 1937 B11 Faux Cabriolet and is now in Australia. According to Richard Fewster who found the car, it's the real thing: "Don't be fooled by the Big Six grille. That appears to have been added to the car in recent times. The chassis number is 119977, and the engine number is AN 09957 4MPVB78. The vehicle is complete, doesn't have any rust and I imagine it would be easy to restore. It's left-hand drive and goes. I was hoping to restore the Citroën myself but have since decided to sell it on if anyone is interested."

In the meantime, Fewster is keen to learn if there are any other survivors out there. If you know of any, or are interested in buying the B11, he can be contacted via C&SC



Rakish '37 Citroën was found in Vietnam with a Big Six grille. It's now for sale in Australia



MYSTERY MOTOR

Let Honest John identify that historic vehicle



Hopes razed

HERE is a real rarity that sadly existed as a complete car for only about a year. Mr CD Waters who sent me the picture, spent two-and-a-half years between 1945 and 1948 creating this stunning three-seater drophead, which he christened the CDW and registered HADI. It was based on a Citroën Traction floorplan with front-wheel drive and four-cylinder 2.0 Light 15 engine fitted with twin

SU carbs. Construction took 3,000 hours and absorbed £1,000 of hard cash. Autocar ran a feature on November 19, 1949 and interest was aroused all over the world. Then, while Mr Waters and his family were out on a picnic, a fire broke out in a barn adjoining their garage and destroyed the car.

• Hundreds more Mystery Motors at www.mysterymotors.com

French Spark



This beautiful Citroën Traction Avant was built in 1951. It waited until it arrived in France last month to get a fresh plug fitted. The breakdown insurers came to the rescue with a hire car. "We've done lots of tours with the owners' but so we thought it would be nice to meet a few new faces this time," says Paul. "We love the cafes and restaurants and how the wipers sit and wave at us in the old car."

Reprinted from *Classic Cars Magazine*, July 2002.

Reprinted from *The Daily Telegraph*



Around the Ardglass

The tenth Annual Irish Citroën Rally,
Sunday 26th May 2002. Around the Ardglass Peninsula, County Down

Michael Wood reports:

After a series of Irish Rallies that have taken place in the first week of August, we decided last year that the date should be moved forward, for a couple of reasons. Although there are a fair number of classic Citroëns in Ireland, we don't seem to be attracting many of them to our rallies. Also larger rallies in the North of Ireland for all makes of cars seem to be better attended in the early summer months when compared to rallies towards the end of the year - perhaps enthusiasm wanes as the year progresses. However, we did decide to keep the rally on a Sunday for the time being.

Thus a date in May was chosen. Unfortunately May 2002 has experienced the wettest weather we have ever seen, with constant deluges, and this may have put off a few potential rally-goers. Certainly the day before the event was dismal and damp, but Sunday May 26th proved to be blissfully cloudless, with the sun beaming down all day.

The cars met near Downpatrick, in the Kingdom of County Down, at Killyleagh Castle. From 10.00 a.m. Traction after Traction made its appearance in the very grand forecourt of the castle, which dominates the little village of Killyleagh. Lesley Scott had made a seven hour trip from Cashel, Co. Tipperary the day before, and Norman Moore arrived from Limavady, Co. Londonderry, at the other end of the country in his pre-war Twelve. For quite a while the only cars there were

a lovely array of Tractions, spanning nearly twenty years of production of the model. Eventually other models appeared too, including CX's, a DS, an XM and even a Riley RMA.

The first stop was to Quoile Pondage, where normally a huge host of swans and ducks tend to mill. Today, in the rare sunshine, they had obviously found somewhere else to go, however...

BENDIX

As is customary on these Irish rallies, my car broke down. Attempting to start off from Quoile, my Light Fifteen made a gruesome noise, and, like all Traction problems, the cause was quickly identified. The bendix on the starter motor had not sprung back and was permanently engaged with the engine. Most readers of this piece would know various techniques for sorting this out, and we tried them all, to no avail. You must also note that this is a mid 1955 Slough car with the last type of oil bath air filter, so quick removal and

replacement of the starter motor would prove to be very difficult. So the starter motor was moved back an inch or so in order to disable it, and various starting handles were brought out and compared. How many Traction owners have ever started their cars - successfully - with a starting handle? In fifteen years of Traction ownership I never have... I've attempted it a couple of times just to see if it is a viable alternative in case this sort of scenario presents itself, but without any success.

Moving forward to attempt the feat first was Malcolm Saggors, a man who has never needed to start his diesel engined Traction in this way. Just a couple of slow turns, a jiggle of the clutch, and the car fired up! It all seemed so easy! Perhaps the car would complete the rally after all!

We moved onwards to Audley's Castle, overlooking Strangford and Portaferry, and the ferry between these two towns at the southern end of Strangford Lough. When we reconnoitred the rally route three





weeks before this, Roy Hamley and I were able to go up to the top of the castle to enjoy the panoramic view there. In the meantime, however, the castle had been vandalised, and it had been closed in the interim, which was a great shame.

I anticipated that moving off from Audley's Castle would be no problem for my car, and duly Malcolm moved forward to do the honours. This time, however, the car didn't start on the starting handle quite so enthusiastically - in fact, it wasn't interested in starting at all...

BUMP START

After ten minutes of effort, the choice was simple - leave the car in the middle of nowhere, or bump - start the car down the hill. We all know the taboos associated with the bumpstarting of Tractions - i.e. Don't Do It! because of the weak gear casing, crown wheels, pinions, etc. etc. All these parts on my car are very original, by the way. Opinion was divided as to which course of action to pursue. The owner was fairly adamant that bumpstarts were not activities carried out by Tractionists. He was outvoted by the majority view that if the car was in third gear and travelling at no more than 5 m.p.h. then there would be no problems. They wouldn't be paying for the repairs though, would they?

Very unhappily, I got in and attempted this feat, working out at the same time how many more times this would have to be undertaken in order to complete the rally... if it was successful the first time. Desolation!

It worked, and at slow walking pace, the car fired up, and no oil poured out of the gearbox! (How many of you dear readers are saying 'Mug' or 'You Lucky Devil!') Let me make it quite clear - I was not at all happy about it..

We headed on to Castleward House, just a mile away, and we parked in an exclusive area in front of the grand mansion. Castleward House is unique, and has an amazing history. When it was built in the early 19th. Century, the Lord and Lady of the Manor could not agree in which style the house should be built, so they decided that one end should be built in a 'gothic' style and the other end in a strictly 'classical' style - a real hotchpotch. We were lined up at the classical end.

By this stage, most of the assembled group were gasping for refreshments, and couldn't care less about the gothic façades so everybody raced off to the nearby restaurant. David Crowley and his wife, however, were suitably prepared for the occasion with bottles of French wine. At

this stage we were joined by a CCC member in his Xantia, making yet another Citroën model attending the rally.

An hour and a quarter later, the dreaded moment came - where we had to move on. Would I have to bumpstart my car again and risk catastrophe? Malcolm Saggars was sceptical; the starting handle start was just a fluke and wouldn't happen again, especially as the pin at the front of my gearbox was wearing away rapidly, and was not allowing much 'bite' for the starting handle. Nevertheless an attempt was made with the starting handle, and... the engine fired! My heart lifted - perhaps I would survive the rally after all!

We headed for Kilclief, a secluded little beach in the Cloghy Rocks Nature Reserve, hitherto unknown - until now! On this cloudless, sunny day, it had been well and truly discovered and, although it couldn't be classed as 'packed', it was fairly busy. We spent half an hour watching seals basking on rocks in the bay, before the continuation of my personal nightmare - moving on...

Success with the starting handle again! I was almost getting blasé about the whole thing now! We followed the planned route from Kilclief through Ardglass, Coney Island and Killough to Ballydugan Mill, a lovely restored flour mill dating from 1798, and now recently converted into an hotel. It proved to be ideal for the final gathering prior to the various homeward journeys. For the first time in at least three years we had all three cups to present. Last year Lesley Scott won the Runner Up Cup for best Traction, but in

the absence of that cup he was given the Runner Up DS Cup to look after for the year. So it seemed sensible to present him with the proper cup this year. The Runner Up DS Cup had to go to Frank Bergin, considering that he was driving the only DS there! The cup for the Best Citroën at the Rally was the most difficult to work out. David Crowley's early CX was a lovely car and Richard Shiel's Onze Normale looks better every year, but we have had the pleasure of Malcolm Saggars's 'special' Light Fifteen for the past three years now. For the first two years it has vied with mine for the title 'Traction with the least Attraction', but now, after a full body restoration, facelift, makeover and respray in a deep blackcurrant shade, the ugly duckling has turned into a swan, and the Cup for Best in Show goes off to England for the first time.

INTACT

At the very end, as the first drizzle of rain started to fall, my car again fired up on its starting handle, leaving me to motor home in a far cheerier frame of mind, happy in the knowledge that, unless I stalled the car on the way, I would get home with gearbox intact!

Congratulations to Richard Shiel and his wife on their new arrival last week, and to Richard for managing to get out for the day! Many thanks are due to the owners of Killyleagh Castle for letting us start the rally there, to the staff at Ballydugan Mill for the excellent meal, and to Roy Hamley for co-organising this rally with me.

The plan is for next year's rally to take place in the vicinity of County Cavan, around the end of May next year, perhaps on a Saturday rather than on a Sunday. We await further developments with interest. Needless to say, everyone, whatever sort of Citroën you have, is welcome!

Ballydugan hill



It's not very often that we come across a Traction racing in the 1950's, but here's one with a difference for the driver is someone recently introduced to me as the mother of one of our "Paris Wedding Cars" brides.

The lady in question is driving her Light 15 at Goodwood in 1954 in the 'Ladies Race' and her name at that time was Audrey Lockyer Field, now Mrs Audrey L. Stevens.

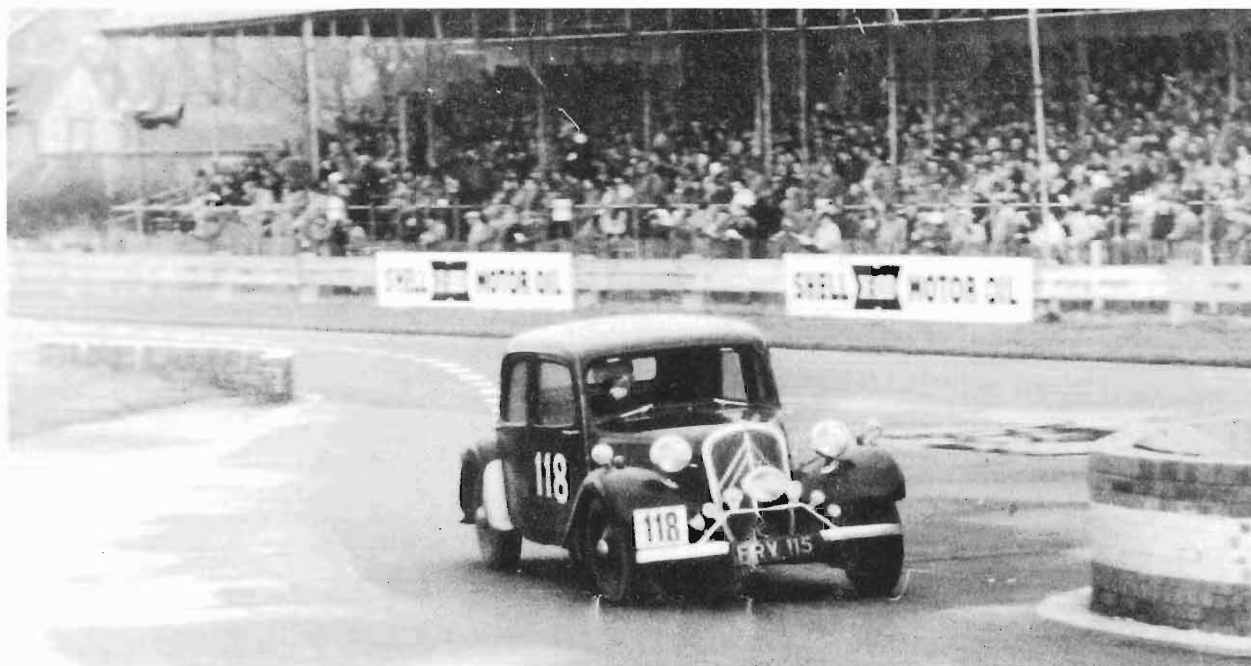
I believe the event was held around Easter time (yes it's already raining!!) and Audrey finished a respectable 7th, the eventual winner being Pat Moss in an MG.

Pat was the sister of Stirling Moss who at the time was an up and coming teenage racing driver who incidentally advised Audrey on the day to open her rear windows as the Citroën had to have its windscreen removed to qualify as the glass did not conform to regulations. Must have been a drafty race to say the least!

Audrey says they were great days with a lot of camaraderie amongst the competitors unlike today where it is more like 'dog eat dog'. Apart from Sterling and Pat Moss she became good friends with many of the 1950's racing hero's including

Mike Hawthorn, Villones, Reg Parnell, Baron de Groffenried to name a few.

Now in her 70's, Audrey is still a very 'with it' lady and is looking forward to her daughter Laura's wedding early in August so that she can once again travel in one of André Citroën's masterpieces. She says they were always her favourite motor cars (she also owned a Light 15 at one time - "bit under powered she says") and it was for this reason that Laura insisted upon being taken to the church in "Traction" style - who can blame her!



Barn Find

Last night Chris Bailey and I saw a very restorable 1954 Big 6 which the owner needs to dispose of. I can tell you that it is a very original car and worthy of restoring. It requires a bare shell bottom up restoration. The bumpers and radiator grille look beyond repair. The bumpers are badly bent and distorted. The radiator grille is bent and as it is not a brass example also badly rusted. The off side rear door has bad rust and would need a door bottom repair kit, but the other 3 doors are quite sound and could be repaired by just making good the rust in the corners. The wings are repairable and the sills look sound. The steering is very firm and there appears no play on the balljoints. The seats could be restored with saddle soap. The door covers are a bit warped from damp. The headlining is mostly complete, except one mouse hole. The floor feels sound, with no obvious holes



from water collecting and forming rust. The head has been dismantled and only loosely put back. Most of the rocker gear and head fastening bolts are in the back of the car.

The car has 50,000 miles on the clock, still has the original log book with only 4 owners from new. The present owner Bought the car in 1968 ran it for 4 years and has had the vehicle in storage since 1972.

Anyone interested give Martin the owner a ring on 01992 307581.

Paul De Felice



tocsection scene

Surrey, Hampshire Sussex Borders section

A brief report on the TOC BBQ at the Barley Mow West Horsley on Sunday 16th June. We were fortunate with the weather, it being dry throughout the day, and

no need to seek refuge in the barn (in the background of the photo) now referred to correctly as the Malting House.

There were thirty people in attendance and a plentiful supply of food provided by Brett, the Barley Mow chef. As Brett has an early finish on a Sunday Steve Reed volunteered to demonstrate his domestic skills, much appreciated by everyone.

The July meeting coincided with the National Rally, so attendance was low. We are looking forward to a good turnout on Sunday 18th August. For the October meeting on Sunday 20th there will be a convoy after lunch to Denbies Vineyard for a guided tour just prior to the harvesting of the grapes. If those people who wish to attend could let me know beforehand, Denbies will arrange the visit as a group.

Don't forget 3rd Sunday every month Barley Mow, The Street, West Horsley. For further information telephone John or Helen 020 8330 7216 anytime.

Whilst Steve Hedinger (right) makes a fine adjustment to the kebab sticks, his wife Francis, demonstrates to Lucy Butcher how easy it is to pickpocket his wallet.



London section

Regular meetings on the last Tuesday of each month at the following locations:

Even months: From 8 pm at "Ye Old Cherry Tree, 22 The Green, Southgate, London, N14 (Tel 020 8447 8022)

Odd months: From 8 pm at Café Dysart, Petersham Road, Richmond, London, TW10 (Tel 020 8940 8005)

If you need any further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

South Midlands section

I should like to thank everybody who helped at the Annual Rally. Sue and I are most grateful.

Our next meeting will be in April 2003, probably near Henley-on-Thames.

Robin Dyke Tel: 01865 858555 Email: robindyke@aol.com

West of England section

There was no meeting in July due to the proximity of both the Brittany Tour and the Annual Rally at Blenheim. In August we will be at 'The George', Nunney, near Frome for a pub meeting and an optional visit to Nunney Castle. In September we will be at the Roman amphitheatre in Caerleon, near Newport, South Wales and this promises to be an interesting and unusual location; the lunch venue is yet to be decided. Regulars will receive the usual communication but if anyone else wishes to join us - and all are welcome - give John Ogborne a call first to confirm date, time and place. Tel: 01749 870501

Lakes & Border section

September

This meeting will be at the end of September and be centred around Heskett New Market Brewery.

May 2003

The Lakes meeting at Keswick. It was decided to again have a Lakes meeting. It will be 2003 on the late May Bank Holiday weekend so put it in your diary.

Any one wanting further info can contact Jim Rogers on 01524 733473 or Bob Cuppage on 01697 478301.

tocdiary

2002

Nov 9th-10th	International Classic Car Show - NEC Birmingham
Nov 30th	Christmas Dinner Dance & Cabaret 'Bonsor Suite' Walsall Stadium
Dec 1st	AGM Quality Friendly Hotel - 20 Wolverhampton Road West, Bentley, Walsall, WS2 OBS (M6 J10). Tel 01922 724444.

2003

June 21/22/23	TOC National Rally - Perth, Scotland The event will be held at Perth Airport, on the outskirts of Perth, at a small, rural, privately operated airfield for light aircraft only and provides a very pleasant location for all our needs. Detail still has to be completed. Facilities available on site include: Sky Lodge Accommodation (www.scotland2000.com/skylodge/), Caravan/camping area. Rally field. Driving test area. Bar/restaurant. Function hall for dance/ceilidh. Sky Lodge rooms vary from a single room at £15 per night to double en suite £28 per night per room (not per person). Early booking for on-site accommodation is advised quoting Traction Owners Club Tel: 01738 - 555700 e.mail: Perth Airport Skylodge. Kenny Cocker Tel: 01821 650436 Email: ken@hillfoot.fsnet.co.uk
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2004

August	13th ICCR at Interlaken in the beautiful Bernese Oberland. www.iccr.org
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toc correspondence

TRACTION ELECTRICS

'Are they your weakest link' February/March and April/May 2002

I have been a member of TOC for about two years and I own a Paris built Traction that I renovated myself. As part of the renovation I wanted to keep the car as original as possible and therefore retained the 6-volt electrical system. However, I do have a problem, not with the lights, indicators, ignition or the funny wiper arrangement but the starter. The headlights had new units in them, I managed to repair the indicator switch and the ignition was cleaned and reset but the starter is a different matter. I stripped this down to find that it had not previously been reassembled correctly. Consequently I think it has been strained and although it seems to start the car once this has been run for a while, to start from standing over night is another matter. In this case I resort to using a booster direct across the starter terminals, it's surprising how quick it turns the engine over then.

I have contemplated introducing an additional and separate 12-volt circuit, just for starting, but not having a copy of the existing wiring diagram has held me back from this. It had been suggested that it is possible to have a 12-volt battery and dynamo operating through a 12-volt regulator and then feed the rest of the system through a resistor. An alternative to this was to introduce a second 6-volt battery and have a blocking diode in the circuit. Can any one comment on such arrangements? Also, if I did resort to changing the whole system to 12-volts, how do 'all' the other 6-volt instruments and equipment cope?

It was therefore a real pleasure to see the article in question as it has given me the opportunity to consider what I might now do and the fitting of a fuse board looks quite straight forward. I look forward to each issue of 'Floating Power' with great anticipation and read most of the articles during the first couple of days, however, with the article in question I have only just had time to read it in detail.

I am particularly interested in the detail that John Osborne has gone into and particularly the wiring diagram he has shown, but here lies a slight problem. While he has gone into great detail explaining the technicalities, how the two diagrams link up and clarified a lot of the queries I had, I believe there are some errors on the diagram. Or am I reading it Wrong?

The indicator switch leads that go to the front and rear, Right and Left indicators, go through the main terminal block (diagram A), at connections K and P and then to A and E on the small terminal blocks, but on (diagram B) the connections to the indicators are A and H. Also the rear lights switch wire (33) leads to the horn and the horn switch wire leads to terminal (N) the rear lights.

I would appreciate being put into contact with someone who might be able to give me some advice about the matters I have raised, if that is possible.

C.J. Richards, Rugeley, Staffordshire

SMH 244 NOW J822

I purchased SMH 244 from Bryn Hughes and John Gillard at Arch 124 in March 1985 and drove the car back to Jersey, where it has been since. I had always meant to buy another Light Fifteen following the sale of my previous car J 10472 on moving to London in 1974.

The maroon and black became deep blue about 10 years ago and the interior has been re-upholstered. The car has been in regular use, but not very much in winter. It has recently made a six month visit to Dennis and Martin Ryland for general maintenance and to have some long term minor irritations fixed. I have been several times on the TOC Brittany Rally, but only once in this car.

After many years searching and with help from John Gillard, I found, a few years ago, a 1938 Slough roadster CFG 715 which I hope Dennis and Martin will have finished at the end of June. It was generally in good condition and had certainly been well looked after by its previous owner, Mrs. Finn, but had a few inevitable bumps and scratches. As the paint colour was not original (and I did not like it) and not to mention that the car has been back to bare gleaming metal (at TRS) it is going to reappear in RAF blue, but with its old hood and trim,

To make matters even worse, last year I acquired a Slough 1935 Faux Cabriolet BTB 387, again with the help of John Gillard, who has now completed much work on the car and delivered it to Dennis and Martin to finish off.

Next year I shall have been addicted to Light Fifteens for thirty years and can only hope in these days of therapy for everything, help will soon be at hand.

W. R. King, Jersey, Channel Islands

RESIGNATION

It is with much regret that I wish to tender my resignation as TOC contact in the South West. I'm afraid that my many other activities mean I can't offer the commitment the members deserve, they are a great bunch and are always enthusiastic in offering advice and information on the Traction. I note that there are a number of new members in the area who have as yet not made contact, maybe one of them would like to take over. I shall of course still be around the area (sometimes) and attending as many local rallies as possible. I just have too much on at the moment to do justice to the Traction following in the South West.

Malachy Bell, Newton Abbot, Devon.

TOC Xmas Cabaret

30th November 2002

For our regular Xmas party members you will be pleased to hear that Walsall will be hosting our 2002 Xmas Cabaret, with a Spectacular Bee Gee Experience. Sixty prime seats at a Dinner and dance Cabaret have been reserved, total capacity of 320 seats. The venue is to be hosted at Walsall's premier 'Bonsor Suite' within the new Walsall Stadium. Nearby, rooms at the Quality Friendly Hotel, In10 M6, have been reserved at £50 per double room B&B. This hotel has been used for previous Xmas-TOC events and on this occasion the TOC AGM 2002 is to be hosted on Sunday 1st December.

Tickets for the Saturday night show are £26 and must be accounted for by 30th September.

If you are interested telephone NOW with credit card details to Steve Southgate on 01902 495758 (office hours) or 0121 352 1100 (eves)

tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in Floating Power

TOC members advertising Tractions or other Citroën related items: no charge.

Non-members and traders doing the same, £12 per issue. Ads such as holiday lets, £6 to members, £12 to non members per issue. For display advertisements there is a sliding scale based on a full page @£240, other sizes @£5 per single column centimetre.

Advertisements are accepted in good faith but no representations are made as to the truth or accuracy of the same. Readers should satisfy themselves as to the suitability of goods and/or services offered.

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

Please send all adverts to the Editor (address on page 3). Automatically included for two issues, unless you instruct otherwise.

CARS FOR SALE

1950 Slough built light 15. This car is ex South Africa hence no rust. The engine and paintwork have both been renovated by Dennis Ryland. It has unleaded conversion stainless bumpers and exhaust rewired and refurbished interior. **£7,250.** Tel Stewart Gater on 01788 510991 or 07711 441609.

Citroën Big Six 1954 2.8 Litre Saloon, Slough built, RHD. Beige leather interior. Needs a lot of TLC. Moveable but not running. Requires a complete overhaul due to standing, minimum rust. Stored in garage for 35 years. Workshop manual supplied. **£2,500 ono.** Buyer collects - Epping, Essex. Contact Mr Trower, Tel: 01992 307581.

1952 Paris built Big 15 Small Boot. Covered just 300 miles on engine totally rebuilt by John Gillard (bills of £2000+). New carburettor, clutch and dynamo. 12 volt electrics. Stainless steel exhaust. Excellent interior. Strengthened floorpan for Paris-Moscow rally. Original manuals. Engine stand and two spare wheels included. **£6,450.** Tel: 01276 62038 (eves)

Light 15, Slough Built - RHD. This faithful French mistress seeks good home. Burgundy red colour with beige lining interior, deep red leather seats. Sun roof, heater. Renovated by Classic Restorations in 1995. Garaged and well cared for. Average mileage driven 2300 p.a. Exceptionally good condition, many new parts fitted. MOT & taxed for 1 year. Reluctant sale. Offer around **£7,500.** Tel: Chris Burke 01929 425 544 or 01929 425967, Dorset.

1948 Citroën Light 15. Paris built left hand drive restored about 12 years ago and still in very good condition. MOT June 2003. Happily completed a 1200 mile holiday in France last year. Insurance valuation £9,000. For sale at **£7,000 ono.** Tel Peter Arnold 020 8763 2492 or 07931 562508 (Surrey).

NOW FOR SALE! ONE OF THE BEST :- 1951 L.H.D. 11B Normale finished in Grey/Black. S/steel hub caps, exhaust & bumpers. Roger Williams rebuilt gearbox just fitted also new ringear, clutch & starter motor 12v. electrics, unleaded cylinder head modification. This car was completely restored by Dennis Ryland in 1999. **£12,000.** Please contact Dennis Ryland tel. 0033 234 248 943 or e-mail rally26170@aol.com

Citroën Light 15, Black, Slough Built Taxed & MOT. £13,000 spent over 10 years. Not being used needs a new home. **£6,500.** Tel 07971 890235. Ross on Wye

Citroën Light 15 (Slough Built) 1949 Small Boot Excellent condition, shown at NEC 2001. **£5,000.** Steve Thompson Tel 01964 533433 (day) or 01964 535287 (eves).

Citroën Light 15 1953 Big Boot. Complete rebuilt motor and clutch. Body original, 99% rust free - stored in barn twenty years. Slough built, motors well. **£5,250 ono.** Robert Chapman Tel 01962 870005 Winchester.

1953 LHD 11BL Body completely stripped, resprayed & retrimmed. Major mechanical overhaul with many new/second parts. French registration but new MOT. **£7,750.** Anthony Scratchley (West Country) Tel 07904 121099.

Rare Paris built 1936 11A with rack and pinion steering, in good original condition - a runner. A worthwhile restoration project for enthusiast. Unused and garaged since being imported in August 1997. Original engine, 1949 gearbox, 6-stud wheels. Requires repair to floor pan, re-wiring, a respray, new tyres and some re-welding. Doors need attention. Interior trim needs completion (cloth available). Visible near Peterborough. Offers around **£3,000.** Contact: Colin Gosling 0208 467 1965 (London)

Light 15 Black 1951. Right hand drive, small boot, Slough built (ex Dennis Kallend car, restored to showroom condition by Dennis Ryland, Traction Renaissance Services, Stroud) sadly to be sold because of health problems after only 3 years ownership (driven only 1500 miles, kept in dehumidified garage in Hants.) Price: **£13,000.** Please contact us either in Lyndhurst (Tel.: 02380 284098) or in Switzerland (Tel/Fax No. 0041 41 410 82 81)

Traction 1948 Slough built for restoration or spares, engine runs. **£600.** Tel: 07855 772785 Dorset.

PARTS FOR SALE

Engine: 1953 11 engine in good order. Offers to Robin Dyke 01865-858555

For Sale: Totally original Citroën repair manual. Invaluable original edition. Original Slough book in English covering all 1938 - 1950 Traction Avants. **£40** (includes P&P). Please telephone Alan Smith 0117 924 9821.

Parts for Sale. Original Repair Manual (in English), Citroën 'Twelve' & 'Fifteen' models 1938-1950 illustrations and repair procedures. Good condition **£35 o.n.o.** Steve Driver 01306-730552

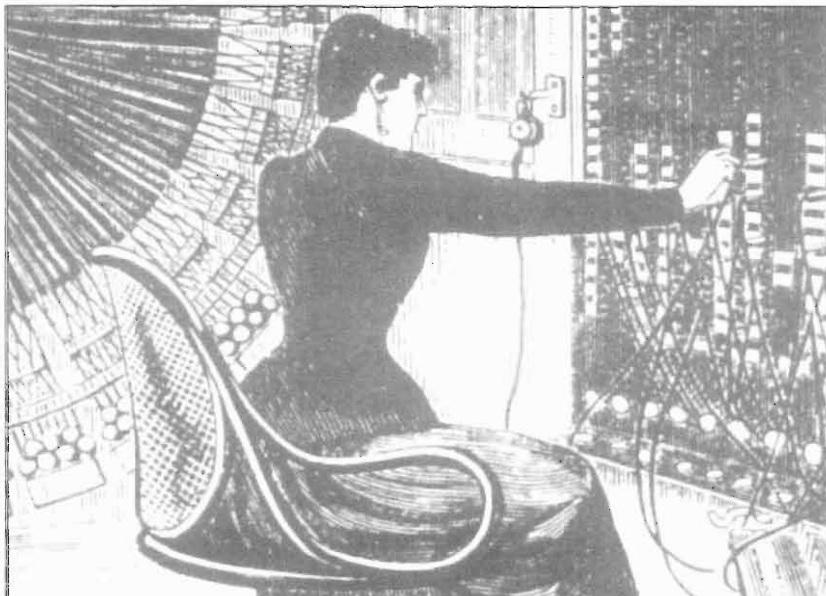
WANTED

WANTED - a set of chromed over-riders to fit the design of bumper pictured on SPG 321 in the April/May Floating Power [on page 18]. Must be in A1 condition to match bumpers. Phone Andrew Rolph on 01293 774408 or e-mail andrew.h.rolph@btinternet.com

Wanted: Scrap post-war Light Fifteen radiator grille (i.e. brass based) to repair 1934 Big Fifteen grille (which has the smaller starting handle hole). A damaged grille would be fine so long as the area around the starting handle hole is sound. Also wanted, pre war / immediately post war Lucas distributor (type DKYH4A CJ32). Walford Bruen 01548 810655.

DIFFICULT STARTING AFTER STANDING OR WHEN HOT?

Our simple addition to the fuel system overcomes these problems and saves bonnet up pump priming when it's pouring with rain! Easy to fit. Send **£15** (includes P&P) to David Boyd, Tanglewood, 114 The Ridgeway, Astwood Bank, Redditch, Worcs, B96 6NA. Tel 01527 892134.



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