

# Floating Power

September/October 2006



# toccontact



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As it is impractical for us to verify the accuracy of information and advice given in this magazine, neither the Traction Owners' Club nor officers and members thereof selecting or contributing any material, accept any liability for any error, omission or inaccuracy therein.

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ISSN 0265 0630

designed by Dale Studios, Leicester  
t: 0116 270 9975  
printed by Colourgraphic Arts.  
t: 01420 474 000

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Approximate position  
For details of area meetings, please contact your local organiser

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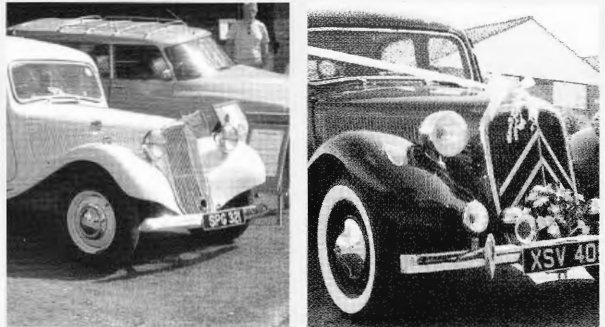
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## Editorial

Welcome to the **September/October edition** of Floating Power and my penultimate edition!

Firstly, I'd like to personally thank Mick Popka for organising such a great rally in such a great part of England. It was our first time in York and we absolutely loved it. We met some lovely people and got gloriously lost on Saturday with Walter and Noella Callens, to name but a few!, and had a fantastic drive through the Yorkshire countryside. Saturday evening, we all dressed in our 40s costumes and ate, drank and got wonderfully merry in an RAF museum. The whole weekend was fantastic - thanks again Mick. I've already got some lovely pictures for the next issue and I'm looking forward to re-living the weekend.

Thanks to all who have sent in letters and articles and its lovely to see a great article by Miranda and Juliet York on their trip to Brittany in the summer. It seems like only yesterday we went on our first rally and met them as very young children and now they are writing articles for Floating Power! Where does the time go?

I'd like to remind you about the AGM on 26 November at 11am. Please contact Steve Southgate if you wish to join us on the Saturday night for a get-together prior to the AGM. Steve has arranged a great deal with the hotel so do come along.

Pat De Felice

**Copy date for the next issue is 15th November.**

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## Chairman's Message

I can't believe Pat is already asking me for another epistle but if we are to maintain the timetable I must comply.

The overall percentage of new members does seem to be declining annually but, despite the lateness of the renewal notices, we have already had a good response this year and currently have over 500 paid-up members. However, there are still some stragglers and unfortunately they create extra work for Peter Riggs as well as additional costs for the Club. We are also going to be hit by the new postage rates where "size is important". We could either reduce the size of FP or the paper quality but I personally believe neither is a realistic option. The Committee will review the alternatives and make recommendations in due course.

The Classic Car Show has now announced the theme this year will be "Design of the Century". Mick Holmes is already in overdrive and is planning a stand loosely based on the 1934 Paris Salon. He will require small boot cars (preferably pre-war) and a suitable rear wheel drive model would also be an asset. Anybody who can help with either a vehicle or time should contact Mick as soon as possible.

As far as 2007 programmes goes, James Yeates' plans for a Spanish tour in May are taking good shape and the usual ex-pat suspects are also considering organising another Normandy tour for us next year. (I wonder if I can put the rumble off for another 5000k!).

Meanwhile the AGM is not far away and, as ever, we would welcome some fresh blood on the Committee. It is all very well the same bunch of stalwarts running the Club but I know there are members out there with different opinions and ideas which should be heard and considered. New Committee members can be co-opted at any time at the discretion of the Committee but the AGM is the main opportunity for somebody with a passion to stand up and make a difference. We do have volunteers for Treasurer, and Secretary so there is no need to step in at the deep end. My fear is that, unless we get some new faces on board to "learn the ropes" now, in the not too distant future there will be nobody to hand over to when we go to the great spare parts counter in the sky.

Bernie Shaw, 07 September 2006

## Front Cover

Cover: courtesy of  
Chris Hodgson  
Eastern shores of  
Lough Conn just south  
of Ballina in Co. Mayo





# Ambling down



## ...to Amberley



"One of the attractions for me of visiting Amberley Working Museum is the last part of the drive there. The museum, of which more in a moment, nestles in the South Downs, near the river Arun, just north of Arundel. We approach from Storrington, to the east, along a B-road just designed with Tractions in mind, I'm sure. It's a real switch-back of a road, with a few lovely bends, and glorious views of the Downs all around. Regrettably, I have no pictures of this lovely few miles for FP readers to see. And, for me at least, it's always quiet and sunny! I usually travel on a Sunday morning, visiting the museum to take part in one of their not infrequent classic car events. These are effectively an extra free show for people turning up to see the museum for its normal exhibits.

Amberley Working Museum is a 36 acre open-air museum dedicated to the industrial heritage of the south-east. The museum is set in a large disused chalk quarry, and it does therefore really nestle in the hills. It's beautifully sheltered and, though quite large, feels intimate enough, as it has lots of hidden corners. It is essentially, as its name suggests, a museum of 'work', featuring not only plenty of industrial archeology, but also craftsmen showing how things were made, in the 'old days'.

It has a strong transport presence. Not only does it have a super little industrial railway which you can ride on, but it also has a lovingly re-assembled 1920s village garage, a bus depot with a collection of Southdown buses - and, yes, you can take a ride on an old Southdown 'open-topper'. And there's a restored old AA box.

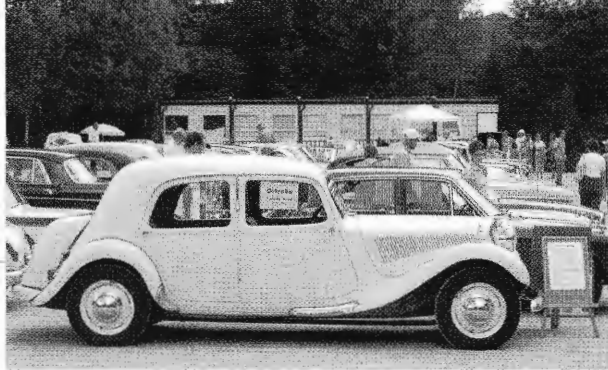
And more besides: apart from the transport, the museum contains a wide range of exhibits. There are industry-based collections, such as a print workshop and wheelwrights. The museum is also home to a number of resident craftspeople, who work to traditional methods.

As I say, the car shows are an added bonus. There are each year events for both 'classic' and 'vintage' cars [and in our lovely 1934-1957 Tractions, I seem to qualify for both!], and also for vintage buses, motor-cycles, and military vehicles. Each car event seems to attract the best part of two hundred vehicles

I hope the accompanying pictures give a flavour of the place.

I write all this with absolutely no vested interest in the museum. I'm just happy to share it with TOC members. The museum has a lovely web-site at [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

Andrew Rolph



# The Amazing Adventures of Miranda & Juliet:

## 22nd Traction-Avant de Bretagne Rally

On July 13th, a suspiciously unlucky date to start a rally, we gathered in the market place at Plelan le Grand to greet old friends and stare inquisitively at cars. After much kissing of cheeks the rally began and we drove to Rochefort-en-Terre, a pretty artisan village in the south of Brittany. We all took our French sticks and smelly cheeses to a field for a good old-fashioned traction picnic before exploring the village. We strolled through winding, cobbled streets filled with beautiful flowers and unique little shops and cafes. The sun was shining and

everyone was having a great time. It was going well, maybe too well and so we weren't surprised when we got back to the car to find everyone had left! This was due to one of many differences between the English and French handbooks! Eventually we caught up with the other cars, speeding (well going pretty fast for a traction) through the French countryside after an elusive motorbike, and made our way to the campsite: Le Parc Sainte-Brigitte dans le Domaine de Bréfiet. We put up our tents, had a few (or many) aperitifs and headed off for a meal at the old manor house nearby.

Day two took us to the local fishing village, La Turballe, for a tour of the port. Unfortunately the tour was in French but Bernie kept us going with his brief but comic translations. After being educated on the entire process of fishing including an intellectually challenging game of 'what came first the fisherman or the fish', we proceeded with a tour of the village. With the educational part of the rally concluded, we drove along the coast to Le Croisic for a picnic among the salt marshes. We were then given the afternoon off with the opportunity to visit the 'Musee Le Sel' but most of





# Driving around France in a clapped out old car.

By Miranda York



us went back to the campsite for a dip in the pool! Our second day ended with a leisurely boat trip along the river, including a four-course dinner and fireworks to celebrate Bastille Day. The food was delicious and the scenery picturesque but our personal lasting memory will be the French kids singing the French national anthem and then forcing us to sing the English one!

The next day, we drove to the 'Parc Natural Régional de Brière', a beautifully tranquil nature reserve interspersed with lakes and marshes and surrounded by idyllic thatched cottages reminiscent of

days gone by. In keeping with such a serene atmosphere we explored the area by boat, catching glimpses of the native flora and fauna among the rushes. We then took an even more idyllic, but a little less comfy, horse and cart ride through the local village before once again laying out the picnic rugs. On returning to the campsite, we were invited to the manor house for a farewell barbeque. After trying to fit as many tractions as possible in front of the manor house and a few group photos we sat down for some good food and 'interesting' entertainment from the French!

On the fourth day, everyone left the campsite for the final part of the rally. However, for Miranda and Juliet this was sadly the end of their amazing adventures in Brittany. As we waved goodbye to all twenty-four tractions, clutching the parting gift of a traction thermometer (its better than it sounds), we suddenly realised that this was not the end; our adventures had only just begun!

To be continued . . . .

# toc correspondence

## Worlds Easiest Quiz... NOT!

You require only 4 correct answers to achieve a passing grade.

It is that easy!!!

1. How long did the 100 year war last?
2. Which country makes Panama hats?
3. From which animal do we get catgut?
4. In which month do Russians celebrate the October Revolution?
5. What is a camel's hair brush made of?
6. The Canary Islands in the Pacific are named after what animal?
7. What was King George VI's first name?
8. What colour is a purple finch?
9. Where are Chinese gooseberries from?
10. What is the colour of the black box in a commercial airplane?

All done?

Remember, you need 4 correct answers to pass. (Answers on Page 19)

## Hanoi Roadsters

Dear Pat,

I am writing a journal on the Cream Machines journey from Peking to Paris 2007 and want to include a little of the history of the car. Several years ago a member took some photos of the car in the workshop in Hanoi where it was being built. I have lost track of the copy of Floating Power where the article was so could I put out a cry for help in the hope the member could get in touch with me.

Regards,

Alan - visit [www.chilbolton.com](http://www.chilbolton.com)

## Traction - down under

Dear Editor,

a friend of mine who has just returned from holiday in Australia was amazed to chance upon a fleet of Tractions in the car park at Ayers Rock.

He sent me this photo asking why I was not there also, with my 1948 Light 15. For more courageous folk than me, I suspect, but I thought other TOC members might like to share the photo. No doubt more will appear soon, hopefully with more scenic back-drops, on [www.tracbar.com](http://www.tracbar.com)

John Joyes



## Tinplate Traction Tots

I recently unearthed this photograph, taken many many moons ago, of me and my brother playing with what looks suspiciously like a Traction pedal car. It just goes to show, the obsession must have been destined at a very early age. I wish it was still in my garage!

Nigel Webb – Glastonbury



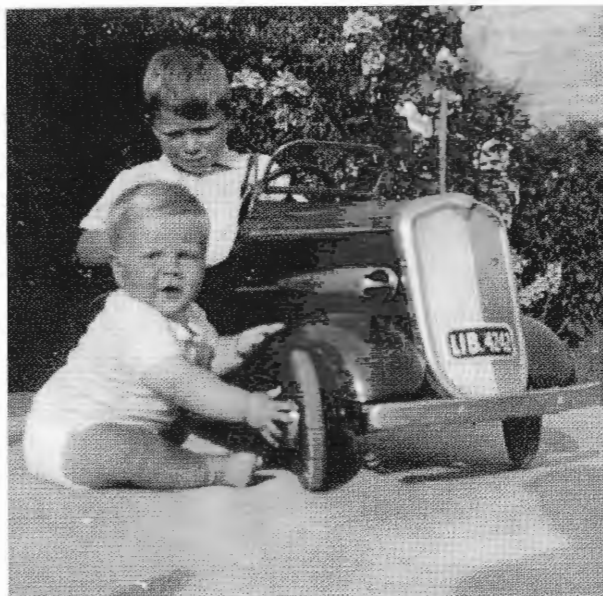
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# toc correspondence

## Swiss Minter!

Here are a couple of photographs of a 1935 Citroen 7C which I saw recently at the Festival de l'Automobile Ancienne in Thonon les Bains, France.

The car was in absolutely concours condition, hardly surprising, as no doubt the owner was Swiss, the car having a Geneva registration. It was difficult to photograph as, needless to say, it attracted a great deal of attention.

Richard Heskell



## goodbye - but not forever

A letter addressed to the  
Membership Secretary – Peter Riggs

It is with great regret that I shall be discontinuing my membership as from this year. Unfortunately, I find I have no time for Tractiioning these days, to wit: my long suffering Familiale continues to be laid up in a nearby lock-up, and in spite of the good resolution at the beginning of every summer to get down to what is probably no more that 30-40 hours solid work to get her roadworthy, other pursuits and responsibilities take precedence every time.

I am a subscriber to the Spares Levy. I remember reading in the Club rules that when a lapsed member rejoins, he/she is not asked to resubscribe to the Levy. I hope and believe this rule still stands, for I have every intention of rejoining the Club (hopefully with the same membership number!) when my schedule/lifestyle once again makes it worthwhile.

Please extend my good wishes to John Gillard, Bernie Shaw and all the Club officers. May your efforts continue to make the TOC and its services a club of which all members can be proud – as well as grateful for the time you all put in.

Murray Adams - France

## Janet Williams

It is with great sadness that we report the recent death of Janet Williams in hospital in Oxford. Janet had bought an ex-NZ Light 15 some years ago and her husband, Richard Harding, was gradually getting it restored. We were always pleased to seem them at local events. Our deepest sympathies go to Richard and their daughter Grace.

# toc correspondence

Hi Pat,

I was very sorry to read that you are standing down as editor, how can the time have passed so quickly? Well done and thank you very, very much for all your hard work, and the lightness of touch that you brought to the magazine.

I thought you may be interested in a photo I took a few years ago, which shows that birds of a feather really do flock together.

Over the years I have had many birds leave their calling cards at various points around my car, just to let me know of their fly past, which is of course very kind of them, but I am truly thankful that this swan, photographed at St Emillion, was content to stay on terra firma.

I was once lucky enough to snap a robin on my car's front bumper and this photographic scoop made my Christmas cards that year. I now wonder who in the club has the best photograph of a bird on their car? Kenny Cocker's "bird on car" is of course excluded!

Many thanks again for all of your help and best wishes to Paul.

Best wishes,

Steuart

Steuart Watson, 10 Ancrum Gardens Dundee, DD2 2HU.



## agm 2006

Notice is hereby given of the:

**Annual General Meeting of the Traction Owners Club Limited,  
to be held at Quality Hotel Walsall West Midlands**

**On Sunday 26th November 2006, commencing at 11.00am**

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 25th October 2006**

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, both of whom are eligible and are offering themselves for re-election: Alec Bilney and Roger Dyer. 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 25th October 2006**

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: Paul de Felice, John Oates, Bev Oates, Steve Southgate and Tony Latchford, 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 25th October 2006**

Nominations are invited for the post of General Secretary and the post of Treasurer. Tony Malyon, Treasurer, is offering himself for re-election and nominations are required for the post of 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 25th October 2006**

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 25th October 2006**

By order of the Company Secretary

**CITROËN**

**toc**tech



volume 1

Maintenance **30**

## **TECHNICAL**

Gear Selector

The Mystery of Coils

Another Gearbox Failure

Rear Jacking Points



The information given in this section represents the opinions and advice given by each contributing author. Neither the TOC, nor its officers and members, accept liability for any error, omissions or inaccuracies that it may contain.

## Gear Selector

Alec Bilney has made a few observations on David de Saxe's excellent article in the last issue. Unfortunately, the comments were too late to incorporate before publication of the last magazine, so here is a summary of the points that he raised.

The complexity of the gear selector is explained by the fact that

it was a last minute lash-up three weeks before launch, when the intended automatic gearbox was finally discarded. What is amazing is that the arrangement worked, and that it was not changed throughout production, even after the 6-cylinder's neat arrangement was designed.

## The Mysteries of Coils

A couple of phone calls – one from David Boyd and one from Mike Tenant – have pointed out that not all coils are marked in the same way. Mike also wondered whether coils are interchangeable between positive and negative earth cars.

French coils are most likely to be marked with "RUP" and "BAT". "RUP" is the abbreviation for "rupteur" (contact breaker) and "BAT" fairly obviously is for "batterie". So RUP = CB and BAT = SW.

I believe some coils are just marked "+" and "-". This is ambiguous as it depends on whether the coil is intended for a positive or negative earth car. For a coil originally intended for a negative earth car, + is equivalent to SW and - is equivalent to CB. The opposite would be true for a coil intended for a positive earth car.

Has anyone come across other markings on, for example, German, Italian, or Spanish coils?

It is quite acceptable to interchange coils between positive and negative earth cars. All that happens is that the electrical current, including the spark, will be in the opposite direction. The thing that is affected is the spark plug, where I'm told the design is slightly different depending on the direction in which the spark strikes. I will investigate further for another article. Coil connections should be maintained as marked regardless of the battery polarity.

It is interesting to note that the spark is actually a two-stage process. The first event is the creation of an ionised path between the electrodes and then the spark itself travels back up this ionised path. The same is true of lightning. The first event is the ground strike, which is invisible, and the light itself is only generated on the return strike. Of course, it all happens so fast that we cannot possibly see this and we make the assumption that there is a single strike from cloud to ground. Queer stuff electricity!

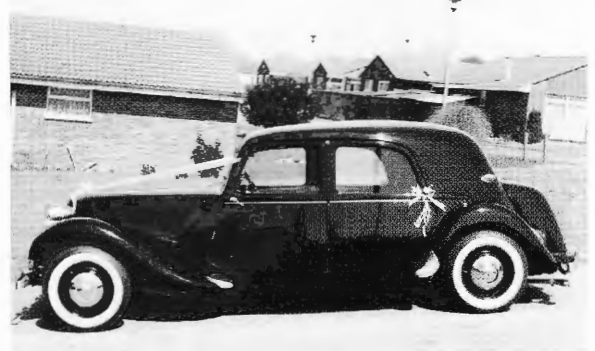
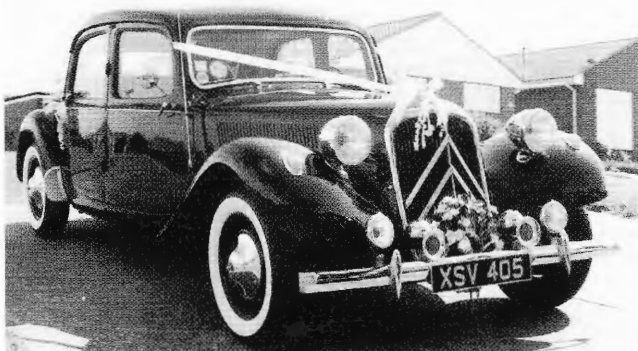
## Another Gearbox Failure

Carla Perry of Pouffonds, Deux-Sèvres, France has had a similar failure to the one reported by Mike Tebbett in the last issue.

In 1996, whilst backing my 1954 11B into my garage, over a small drainage gully in front of the garage, the layshaft on my gearbox snapped. I stripped down the gearbox and found that no other damage had occurred. Due to the fact that it is inadvisable to change just the shaft and not the crown wheel and the extra expense involved in buying the two, I was very fortunate to be able to source a very low mileage gearbox and changed the whole thing.

I just thought I'd let you know this as in your article it says that this is a very rare occurrence! Just trying to help with the stats!

And here are a couple of shots of Carla's car.



## Rear Jacking Points

**Alec Bilney has contributed this article which demonstrates ingenuity and resourcefulness – something TOC member seem to have plenty of. Alec sub-titled it “My Struggle”.**

A couple of years ago, I was doing some work on my '54 Paris-built Normale, and needed to jack up the right rear wheel. I have owned the car since 1974 and, with the thoughtfully provided jacking point on the rear suspension arm, I have easily performed this task many times. Imagine my surprise, therefore, when halfway up the car lurched sideways, though it did not fall off the jack. The jacking point had simply given way, and collapsed inwards into an S-shape. It was clear that the bent component could not simply be straightened and re-used, because corrosion had occurred on the shoulders under the suspension arm. So a replacement was needed. I quickly found new ones were not available. Restorers such as John Gillard and Dennis Ryland had met the problem but had solved it by cannibalising another, spare, suspension arm. That option was not open to me. Chris Treagust had never before been asked for one, but checked some catalogues and confirmed that none of his usual suppliers listed such an item.

So, once again, I was on my own. I tried a local engineering firm who agreed to have a look at it but, after several weeks and some chivying from me, declined to get involved. There was little urgency because the jack head could simply be put under the suspension arm instead. But things came to a head early this year when the same thing happened on the other side, the left of the car, and that one is used to locate the union for the brake flexible hose to the rear axle. Something now had to be done, and I decided to have a go myself. The original is a pressing, in two halves riveted to the suspension arm in such a way that the weight of the car does not come on the rivets but pushes up onto the suspension arm (diagram 1).

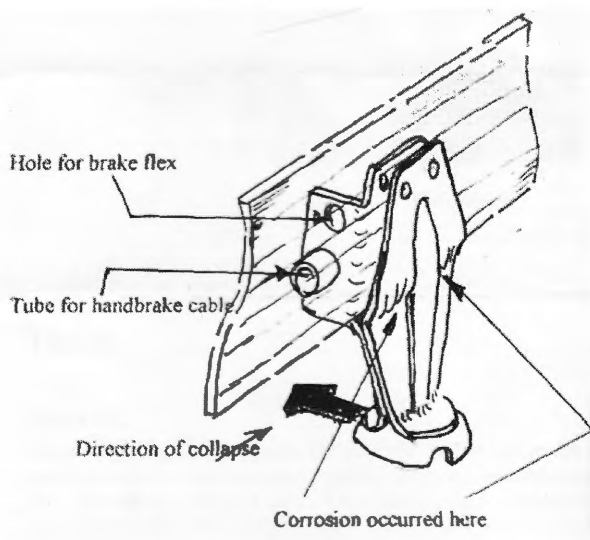


Figure 1 – Right suspension arm looking at car

I could not replicate the exact design, but could follow the engineering principle. I used a 10mm block of steel cut to the same rhomboid profile, and sliced it from the top to create a shoulder of the same width as the thickness of the suspension

arm. By using another plate also cut to the correct side profile, I would have had a simple new point. But it is subject to sideways forces during jacking so some stiffening was needed. It also serves as a support for the handbrake cable. I met both requirements by using some 50mm box section steel tubing cut as shown (diagram 2) to create ears with holes as appropriate, one of which had some copper tubing firmly fixed into it for the handbrake cable. It may not be as beautiful as the original pressings, but it is hidden on the inside of the suspension arm.

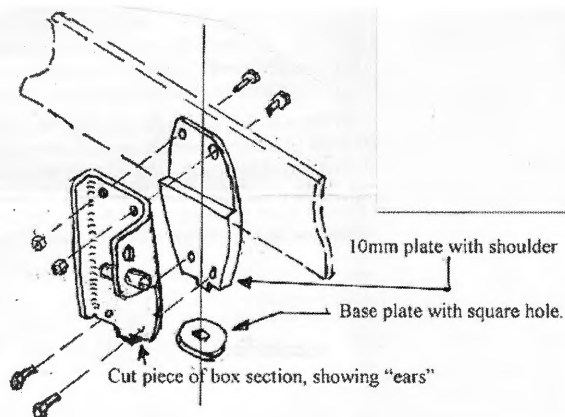


Figure 2 – Left suspension arm from under car showing new structure

The two parts were secured together by 6mm high tensile bolts from inside into tapped holes but not tightened yet. The whole thing was then mounted to the suspension arm with high tensile bolts tapped into the inner plate and backed by nyloc nuts. Then all bolts were tightened. I had worried that the brake pipe union on the left would need to be carefully placed but, in the end it proved straightforward to achieve with no effect upon the flex's length. Fortunately, although the originals were paired - that is, left and right are mirror images - a single design that is accurate on the left will do for replacements on both sides, because on the right the ear is only used to support the handbrake cable which can accept being 2-inches further rearward. The base plate for the jack head to push against is, on the original, a cup shape so that the supplied screw jack could be fitted into it, but on most cars now the cups have become distorted and, for modern hydraulic jacks, the shape is irrelevant. I simply created a disc of steel with a square hole that fitted over a spigot cut onto the two side plates. Since all thrust is upwards, careful hammer work riveted the spigot over enough to retain the plate.

When I mentioned my creation to a few people, I was asked to write it up for FP, in order to reassure the next owner who finds his car lurching sideways. I hope this article will help in that case. If anyone wants exact measurements, I can supply a copy of my drawing. Nevertheless, recognising that not everyone has the time to do what I have done (or the inclination - I still think of my Normale as a £30 banger but many people have paid thousands for their equally old car), CT has asked me to investigate small scale commercial production so that he can in future respond positively when asked the same question that I asked; “Do you have such a thing as ....?”

## Looking for Problems

The recent problem that turned out to be, amongst other things, the wrongly-connected coil produced some excellent advice and general information. If we consider how we learn about our own cars it is nearly always as the result of solving a problem, so why not share those problems with the rest of the TOC? Even an apparently trivial problem can be useful to other members and can generate a great deal of interest. It doesn't matter how you send it to me – e-mail, post, telephone, by hand, pigeon – and the more obscure, the more interest it will generate.

Here's one to kick off with. Just before the Perth rally a few years ago, I went to get the car out of the garage but when I pulled the starter, the spring on the "Benada" type motor literally blew itself apart – hence our appearance at Perth in a Peugeot 306. Today, I got a call from Terence McAuley who reported exactly the same thing.

When we returned from Perth, I decided that the simple thing

would be to obtain a new spring and fit it. The spring arrived and I imagined that an hour would easily see the job done and the car back in rude health. How wrong can you be! The spring actually comprises two incredibly stiff interleaved springs and fitting them turned out to be seemingly impossible using normally available workshop tools. I eventually gave up and ordered a complete assembly which was fitted very easily, although it cost a good deal more than the spring. There must be a way of fitting these springs but I can only assume that it involves a special jig, perhaps coupled with a hydraulic system sufficient to compress/expand the springs. Does anyone have experience of this and is there a home-spun method that Terence and I could have used?

Incidentally, nobody has responded to my request for guidance on brake fluids – that is to say which ones are safe to use and what do the various "DOT" specifications mean? Could my rubbers be rotting as I write?!

## going spare

### Speaking clearly on the spares line answerphone.

Chris is still receiving a number of calls which are barely audible or very garbled messages. Please take every care how you hold your phone and speak as clearly as possible to leave your message. If Chris is not sure of your message content, this will lead to delays in sending as he will need to contact you first to clarify what you needed. So please take care.

## Radiators & wipers.

In response to Mark Lefley's article in the March FP, page 7, reconditioned radiators are available ex stock from the club – part no. K49 and K50. Also, the Lucas wiper mounting plate, with rubber bobbins is also now available from the club,

## Brakes again.

The query on the picture of '6' brakes in the June issue, page 14, is explained by the fact that 6's have 'twin-leading' shoes, using a single-piston slave cylinder for each shoe, with the shoe pivots diametrically opposite other, as shown. There would be no gain from a half-length shoe here.

4-cylinder cars have a simpler arrangement, using one double-piston slave cylinder opposite both shoe pivots, giving a 'leading and trailing' layout. Citroen obviously concluded that that this arrangement would benefit from a half-length trailing shoe, which is what we have.

The club has shoes and cylinders for all 4 and 6 cylinder models in stock. Tony Hodgekiss

## 1946 Citroen Light 15

Dear Sir,

I am the proud owner of a 1946 Citroen Light 15 pre-war body (Flaps on the Bonnet and Pilotte Rims). The car has been the winner of 2 concourse and is in show room condition.

Would like some comment on the dash board, in my previous Light 15 the speedo was direct in line with the steering column. With this 1964 the speedo is to the left and this bothers me as some say it in an error during the restoration. I see a picture in one of your magazines showing a similar set up.

Can somebody please advise if some cars came out standard with the offset instrument cluster.

Must compliment you on your wonderful magazine, I spend many hours going through all the techs and specs.

Look forward to your comments.

With Kind Regards,

REG TAYLOR E-mail: reg.taylor@textilehorizons.co.za

## tochelpine

0870 012 2002

from abroad

0044 115 911 0960

email: toc.helpline@ntlworld.com



# NEC Classic Motor Show 2006



## NEC Classic Motor Show Birmingham 27th to 29th October 2006

The date has now changed for the above show from November back to October.

This year we would like to repeat our success at last year's show and have another splendid display of Traction and earlier models.

We have been fortunate enough to obtain another large stand which will accommodate up to 10 cars, being some 15 metres by 12 metres.

Our stand will be situated in Hall 1, and is half of an island, the other half accommodating the Citroen Car Club stand as usual.

We urgently need members to offer their cars for display, they do not have to be in concours condition as we would like to show as wide a range of models and cars of particular interest as possible, including rear wheel drive cars, and a selection through the years.. The cars would be needed from Thursday 26th, to set up the stand, to Sunday 29th October, the show being open for three days. Complimentary tickets are available for all exhibitors.

We will also need volunteers to man the stand, again complimentary tickets can be issued.

Last year everyone on the stand had a really great time, and we would now like to include more members in the fun. any display ideas are always welcome, as soon as we know the show theme we will let everyone involved know.

If anyone can help in either capacity, please contact me immediately so we can finalise arrangements in good time.

If you plan to attend the show as a visitor, you can save money and help your club by booking in advance by phone or the via the show website, when you would have a considerable saving. We would then be able to claim a stand grant contribution for each pre-booked ticket handed in to the stand. Please contact me on the helpline (01159110960) for further details.

I apologise for the lateness of this article due to some health problems

Finally, we need a fresh influx of members on the stand, it is your club, and the stand represents your club, so please do not hesitate to offer your help in any way you can.

Mick Holmes (Stand Co-ordinator and Helpline)

## Gibraltar Y España Rally 13th May - 21st May

A slow tour on N roads through Spain, staying in Parador hotels (4\* government run, mainly historical buildings) and ending in Gibraltar, showing the cars in Casemates square.

Travel between hotels will be limited to a max. of 250 miles with full day stops to enjoy the locations.

### By sea. By car. By rail.

The rally will be split into 4 legs:

**1st leg** from the UK to Bilbao in northern Spain.

**2nd leg** from Bilbao to Gibraltar via Sevilla (The Rota de Plata, west of Madrid).

**3rd leg** from Gibraltar to Bilbao via Madrid

**4th leg** home Bilbao to the UK.

Various travel options will be organised to get from the UK to Bilbao and back again.

One group (The Real Tractionistas) will travel via channel ferry or tunnel, and then through France.

While the other (The Wimps) will cruise from Portsmouth to Bilbao, by P&O ferry. Leaving Portsmouth on Friday 11th May at 9pm

The Wimp's route will take two weeks (11th May to 26th May), while the Real

Tractionistas route can take as long as they like.

The rally proper will be from Bilbao to Gibraltar (13th May to 21st May). We hope that our European members will join us at Bilbao, for this leg of the rally.

There are two options returning.

The Real Tractionistas will tour back via Madrid while the Wimps will hop on to the motor rail to Madrid and then drive back to Bilbao to catch the cruise ferry back to Portsmouth arriving in the UK on the 26th May

### The boring bit- How much?

The costs given are calculated for a driver, one passenger and, of course, a car.

Return ferry Portsmouth Bilbao in a basic cabin.

Motor rail, over night, Gibraltar Madrid.

Accommodation on a B&B basis, mainly in Paradors.

Meals (other than breakfast) are not included.

**1st leg:** Wimp option: P&O return ferry Portsmouth to Bilbao, in an inside cabin. £600.00

Real Tractionistas option: High speed return ferry (6 hrs) Portsmouth to Caen: £340.00.

Accommodation through France to be arranged by yourselves.

**2nd leg:** Bilbao to Gibraltar: Staying in Paradors for 7 nights: £900.00.

Staying in Gibraltar for 2 nights: £200.00.

Total = £ 1,100.00.

**3rd leg:** Wimps option: Overnight train to Gibraltar Madrid: £148.00 followed by 2 nights in Paradors: £258.00.

Total = £406.00

Real Tractionistas option: drive through Spain via Madrid.

**4th leg:** Wimp option: P&O ferry Bilbao Portsmouth

Real Tractionistas option: travel back home, take as long as you like, spend as much as you like, you are on your own.

Total cost:

Wimps £2106

Real Tractionistas £1440 + travel through France and driving back through Spain.

If you are interested and want more detailed information or just a chat contact.

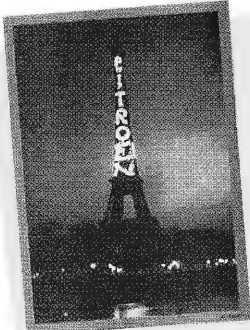
Jim Yeats on 0208 401 6190,  
Jim\_yeats@yahoo.co.uk

# 75th anniversary Traction Avant

2009, which is approaching very quickly, will be a year you do NOT want to miss....

In April 1934 Citroën brought a revolutionary car on the market at an affordable price... one of the finest automobiles ever. If we want to celebrate our beloved "Traction", we will have to make plans, because a good organisation needs an early start.

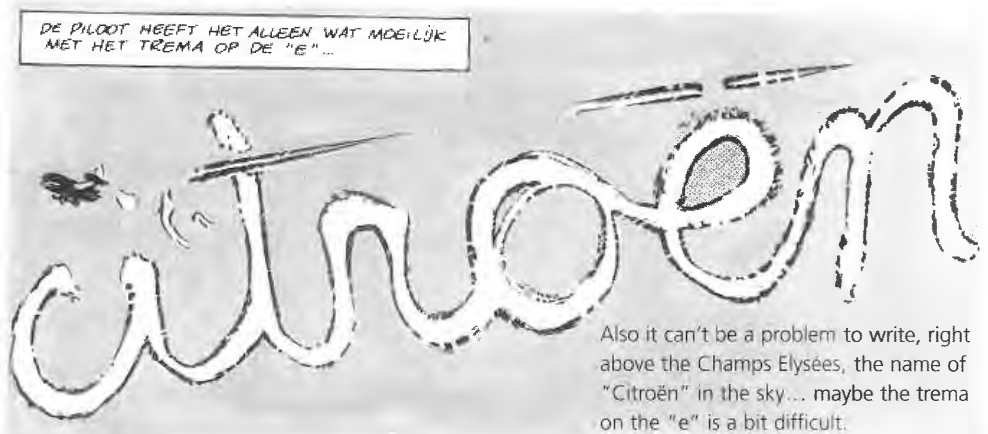
We have some wishes for possible events.



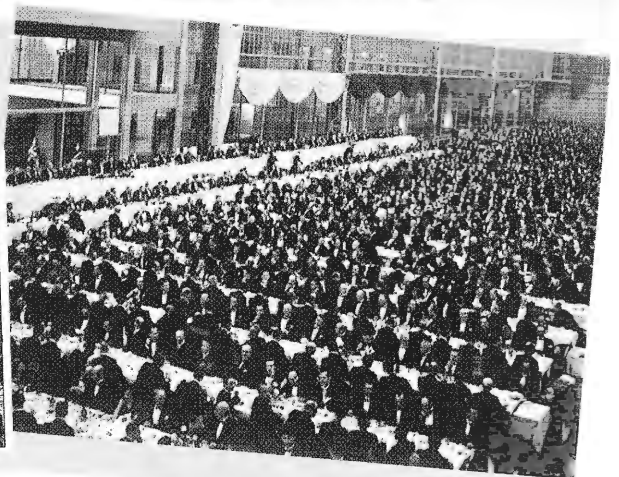
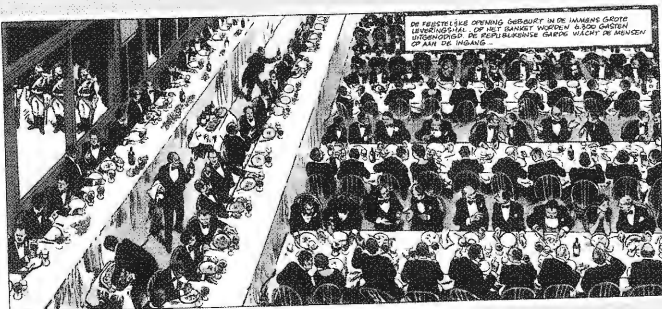
Inspired by the Citroën-history, it would be great to see Citroën-publicity once again on the Eiffel tower, we only need 125000 lamps.



And what about a croisière through Europe? We can't get lost, because Citroën has put 100.000 signs, with the chevrons on it, everywhere in Europe already in the early 1920's.



But most important, and according to André's flamboyant life-style, there has to be a big banquet with great food at the end of a manifestation. After starting his dealers-network (the first in the world) André had over 6000 guests for diner.



It can NOT be a problem to gather 6000 Traction.

If you don't own a Traction yet, you can take a loan to buy one or you can lease one; either way you get a guarantee on the car and you have to take a good car-insurance... all this was introduced by André Citroën.

I'm still working on adding a 13th month to the year 2009... because this is what André Citroën offered to his employees at the time.

What more do we need?... well if you can think of anything, just let Robin Dyke know.

Walter & Noëlla, Wenduine, Belgium.

# useful information



## The CLASSIC CITROËN INSURANCE

### Benefits of our policy include:

Free club track day cover

Discounts on Limited Mileage

Agreed value on vehicles over 10 years old

Discounts for Collections & Club Members

Full UK and European Breakdown & Recovery £25

Classic Car Specialists established 1965

Immediate cover available by telephone

[www.heritage-quote.co.uk](http://www.heritage-quote.co.uk)

For a quote call

**0845 811 8118**

## USEFUL SERVICES

Listed below are services that a TOC member has used and would like to recommend.

### COMPANY DETAILS

#### Armourtex Powder Coating

14-16 Rowe Lane  
Urswick Road  
Hackney  
London E8  
Tel: 0208 986 2028

#### Bainbridge Engineering

Unit 3A Spencer House  
Brettenham Road  
Edmonton  
London N18 2EU  
Tel: 0208 807 7453

#### Keith Ardley

Reflector Re-Silvering Service  
Bedford House  
14 Bridge Road  
Mepal Ely Cambs  
CB6 2AR  
Tel: 01353 778493

#### G. W Findly & Sons

262 Alma Road  
Enfield  
EN3 7BB  
Tel: 020 8805 0575  
Evenings: 020 8482 5453  
Mobile: 07931 521 377

#### Ashby Chromium Plating

Based in Hatfield  
Will pick up work and deliver back  
in North London and surrounds.  
Tel: 01707 258 607

### SERVICE DESCRIPTION

Powder coating for wheels etc.

General welding repairs to bodywork

Re-silvering of headlamp

Welding Specialists

Chrome Plating

If you are pleased with a specialist service you have used let us know so that TOC members can benefit. If you use any services in this section tell them you are a TOC member.

## REPAIRS & RESTORATION QUICK REFERENCE GUIDE

### TOC SPARES

Chris Treagust  
98 First Avenue, Batchmere,  
Chichester, West Sussex  
PO20 7LQ  
Tel: 01243 511378  
Email: [chris.treagust@tesco.net](mailto:chris.treagust@tesco.net)

### TOC HELPLINE

Mick Holmes  
Tel: 0870 012 2002  
From abroad:  
0044 115 911 0960

### TOC CLUB SHOP

Steve Shinebroom,  
2 Fallow Fields, Loughton,  
Essex IG10 4QP  
Tel: 0208 532 0813  
Email:  
[steveshine@btinternet.com](mailto:steveshine@btinternet.com)

### SALES & MAINTENANCE

Imperial Cars, Steve  
Southgate  
Oxford Street, Bilston  
WV14 8AA  
Tel 01902 495758

### SALES, MAINTENANCE AND RESTORATION

Classic Restorations,  
John Gillard  
First Floor,  
636 Old Kent Road,  
London SE15 1JE  
Tel/Fax 0207 358 9969  
Traction Renaissance  
Services, Dennis Ryland  
Woodholme, Frithwood,  
Brownshill,  
Stroud GL6 8AD  
Tel 01452 771011

### STAINLESS STEEL BUMPERS

Jonathan Howard  
Tel: 01608 643065  
Fax: 01608 642973

### INTERIORS

South Bound Motor  
Trimmers  
Little Dean Yard,  
London Road, Stockbridge,  
Hampshire SO20 6EL  
Tel: 01264 810080

### TRANSMISSION

Rogèr Williams  
35/37 Wood Lane, Beverley,  
North Humberside HU17 8BS  
Tel: 01482 863344  
Fax: 01482 888619  
Email: [rdrw@steam-car-dev.karoo.co.uk](mailto:rdrw@steam-car-dev.karoo.co.uk)

### RUBBER COMPONENTS

Mike Tennant  
49 Hollywell Road,  
Mitcheldean, Gloucestershire  
GL17 0DL

### INSURANCE

Heritage  
Tel: 0121 246 6060

### WWW

Club website:  
[www.traction-owners.co.uk](http://www.traction-owners.co.uk)  
Club chat: [inside\\_trac@egroups.com](mailto:inside_trac@egroups.com)



## Anniversaries

- 7 Sept 1928** First car to be fitted with an automatic gearbox passed a series of road tests.
- 12 Sept 122** Work began on Hadrian's Wall.
- 13 Sept 1929** An Act was introduced to standardise traffic lights.
- 22 Sept 1791** Michael Faraday was born, inventor of the dynamo and electric motor.
- 25 Sept 1897** First motor bus service commenced in Bradford.
- 29 Sept 1913** Rudolf Diesel went missing in the English Channel, presumed drowned.
- 12 Oct 1948** Morris Minor launched, priced £358 10s 7d.
- 14 Oct 1937** First London Motor Show held at Earls Court.
- 25 Oct 1415** Battle of Agincourt on St Crispian's Day.
- 25 Oct 1854** Charge of the Light Brigade at Balaclava.

## Answers to Worlds Easiest Quiz - from page 8

(Remember, passing requires 4 correct answers)

- 1) How long did the Hundred Years War last? **116 years**
- 2) Which country makes Panama hats? **Ecuador**
- 3) From which animal do we get cat gut? **Sheep and Horses**
- 4) In which month do Russians celebrate the October Revolution? **November**
- 5) What is a camel's hair brush made of? **Squirrel fur**
- 6) The Canary Islands in the Pacific are named after what animal? **Dogs**
- 7) What was King George VI's first name? **Albert**
- 8) What color is a purple finch? **Crimson**
- 9) Where are Chinese gooseberries from? **New Zealand**
- 10) What is the colour of the black box in a commercial airplane? **Orange, of course**

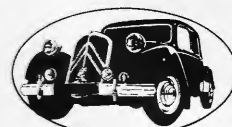
Now add up your correct answers.

What do you mean, you failed?

Me, too, and if you try to tell me you passed, you lie!

Advice: Pass this on to some 'brilliant' friends, so they can feel stooopid, too.

## New Members



**TRACTION OWNERS CLUB**

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

- |             |           |                      |
|-------------|-----------|----------------------|
| <b>1941</b> | G Field   | Wallington, Surrey   |
| <b>1942</b> | R Boston  | Great Baddow, Essex  |
| <b>1943</b> | K Plant   | East Morton, W.Yorks |
| <b>1944</b> | M Rolfe   | Hambledon, Hants     |
| <b>1945</b> | A Wallace | Edinburgh, Scotland  |

## tocshop

**TRACTION OWNERS CLUB**

ITEM	PRICE £ sterling
Enamel Traction Lapel Badge	£2.50
Floating Power Binders	£6.50
Greetings Cards (pack of 5, without envelopes)	£1.00
Mugs with Traction Decoration	£1.50
Poster Les Traction	£2.50
Poster 3D Traction	£2.50
Poster Traction Avant (bas relief)	£2.00
Spare Parts Manual UK to 1949 Repro	£32.90
Sports Shirt TOC Motif (S. M. L. XL.)	£14.00
Sweat Shirt TOC Motif (S. M. L. XL.)	£15.00
Tee Shirt TOC Print (S. M.)	£6.00
Tee Shirt TOC Print (L.XL.)	£7.00
TOC W/S Badge, Silver/Blue self adhering	£1.00
TOC Baseball Caps, black, "Traction Owners Club"	£6.99
TOC Golf Umbrella yellow/blue "Traction Owners Club"	£18.00
TOC Technical CD	£11.10 inc p&p

### MODEL

Autosculpt Traction (pewter like finish) £4.50  
Please allow 28 days for delivery.

### POSTAGE & PACKING

At cost.



Please send orders to:

**STEVE SHINEBROOM**  
2 Fallow Fields, Loughton  
Essex IG10 4QP

Tel: 0208 532 0813

Email: steveshine@btinternet.com



Cover your NUTS! Slough ones of course.

Now available from TOC Spares. High Quality Chromed Slough Hub Caps. - £23.80 each (Levy Price)

**Ring T.O.C Spares on 01243 511378**





123 High Performance  
Electrical Distributor

Traction Avant, Citroen ID and HY,  
6 and 12 Volt Negative Earth.

*New from Club Spares*

123 ignition keeps the look under the bonnet 'original', but makes the engine run like a Japanese sewing-machine! And you don't have to sacrifice your mechanical distributor.



- Simple installation with no mechanical alteration.
- Better starting.
- Better fuel consumption.
- No maintenance – ever again!
- Smoother engine torque curve.
- Variable dwell angle prevents low speed overheating of ignition coil and gives a better spark at all speeds.
- Better emissions.
- No burning out of the ignition coil (after stopping the engine, power is cut to the coil).
- Built in LED for simple static ignition timing.

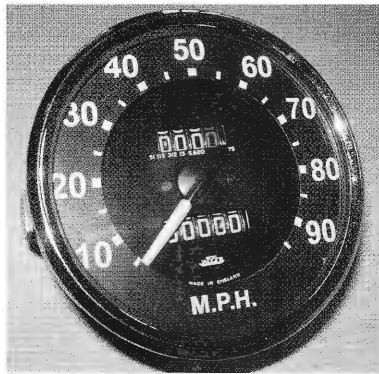
**Price £230 (Non-Lexy)**

Contact: Chris Treagust.

Tel: 01243 511378 Email: [chris.treagust@tesco.net](mailto:chris.treagust@tesco.net)



Replacement of Round Gauge Decals  
on Slough Traction

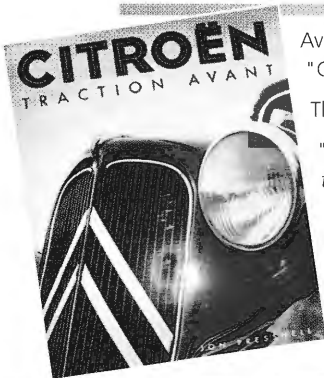


Most round gauges on Slough built Traction's have yellowed with age. The cause is the deterioration of the plastic decal disc due to sunlight.

These can easily be renovated with a kit available from the T.O.C. The kit consists of instructions, a round glass to replace the plastic disc, decal transfer and new seal. Two kits are available, one for the speedometer and one for the Fuel/Ammeter gauge, priced at £14.99 each.

Ring T.O.C Spares on 01243 511378

# Citroen Traction Avant



Available from the Club Shop is the fantastic new book "Citroen Traction Avant" by Jon Pressnell.

This is the first great book on the Traction in English!!!

*"This authoritative and highly readable history looks at all aspects of the Traction, charting the car's development over its 23 year life, in all its many guises, with the help of nearly 400 illustrations"*

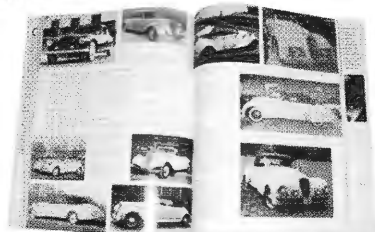
Contents include:

- The mythical V8 powered 22CV model
- Full history of the British built Traction Avant
- Weird and wonderful accessories
- Special bodied Traction Avants
- Traction Avants around the world
- The Traction Avant in French culture
- Detailed buying advice

Contact me to reserve your copy. Price £29.95  
Postage and packing if required £6.25

Regards

Steve



**tocspares hotline**  
01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,  
W. Sussex, PO20 7LQ. Email: [chris.treagust@tesco.net](mailto:chris.treagust@tesco.net)

## Are you NUTS about Slough cars?

Newly manufactured brass wheelnuts.

Limited Availability.

**Ring T.O.C Spares on 01243 511378**



# toc section scene

## South Midlands

### Next meeting Sunday 15 October

#### Arley Estate Arboretum, Kidderminster

Details of this meeting have been published in the previous two editions of Floating Power. Unfortunately Jane and I have recently received an invitation to a ruby wedding celebration and so will not be at Arley. We do hope that members who go do enjoy their visit.

### Visit to Peugeot National Rally on 23 July.

Four Tractions turned out in response to the Peugeot club's invitation to its national rally at the Cotswold Wildlife Park on the 23 July.

Jane and I packed the car with picnic and an overnight bag, not in case the car broke down but because we were combining the trip with a stay in Abingdon. We set off from Worcester at 10.30 on Sunday morning in drizzle which turned to proper rain but by the time we arrived at Burford things were beginning to dry up and we were able to set out our picnic on the grass.

We were joined by David de Saxe and Sue and Robin Dyke in their Light 15's and Jane and Terence McAuley in their Commerciale.

After a convivial picnic we were able to inspect the Peugeots as well as a number of 2cv's that had come along to fly the Citroen flag before doing a tour of the wildlife park. We dispersed in mid afternoon with Jane and I following Sue and Robin in small convoy as far as Abingdon town centre.



## Surrey & Hampshire Borders

For details phone Helen or John  
020 8330 7216 or mob 07790 530 383  
email [helenshelley@msn.com](mailto:helenshelley@msn.com)

## Peak News

We are still meeting every 2 months at various pubs and events. Our next 2 meetings are:-

**Sunday October 1st** - return visit to the Yew Tree Inn in Caudon, near Ashbourne.

For more information on any of these events please email us, or telephone - details on inside cover of FP.

Love & best wishes

Bev

## London Section

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

**Even months** - From 8pm at Ye Old Cherry Tree, 22 The Green, Southgate London N14 (020 8447 802). For further information please contact Paul De Felice on 07778 053 873.

**Odd months** - From 8pm at Cafe Dysart, Petersham Road, Richmond, London TW10 Tel 020 8940 8005). For further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (eve).

# toc section scene

## West of England

Two pictures from the West of England section's French Car Day at Cotswold Wildlife Park in July. Photos courtesy of David De Saxe



above: "Tractions of Robin Dyke, David De Saxe and Simon Saint and the Commerciale of Terence McAuley in the background"

left: "Picnic time for the McAuleys, the Saints and the Dykes (plus Spaniel!!)"

### SECTION EVENTS 2006

**October 22nd** There was a suggestion that we might go up to see the Autumn colours at Westonbirt. However, this is not set in stone and it may be that as the other events this year have a "north-ish" tendency, something further south may be better. The solution will emerge as the year unfolds.

**January 14th 2007** Tunnel House planning meeting. It will come round sooner than you think!!

## Forthcoming Attractions

I attach the list of members who have written asking to be included. Please fill in the spaces and return to me. I will try to fill up any seats in cars that you ask.

At present, it looks as if we can accept non-members, but I am still waiting for the notice to appear in 2CVGB News, which will no doubt add some more names. I have been asked about hotels, and a search today shows that many hotels in the area are already booked for that date. No doubt it is the combined effect of proximity to CdeG airport plus the Motor Show.

There is the Balladins at £38 per room per night, but it does not look as if it has its own parking.

A bit further away is the Campanile at Gonesse at £57 per night.,

My personal choice would be to go out on Thursday and stay north of Aulnay and back on Friday straight after the visit (If we leave at 4.30, we should be in Calais by 8.00pm - Dover by 9.00pm.... or stay an extra night to do the shopping on Saturday morning.

I prefer to travel with someone else but I will make the hotel and ferry bookings if you wish. - or in my car if you want.

Name	Home Town	Phone No.	No. in party	Day out	Day back	Travel by	Passengers?	Wants lift	Notes
David Conway	Wokingham	0118 9783533	1	Thurs	Sat	Car	Yes	Yes	would like to go as passenger
Andrew Cox			2						
Jack Garner			1			Car			
Jeremy Taylor			2			Car			
John Smith			2			Car	Yes		
John Self			1			Fly	No		
Julian Maddison			3	Fri	Sat	Car	Yes		
Mark Browne			1			Fly			
Tony Weller			2	Fri		Car			
Mick Holmes			2						
Mike Harker			4	Thurs	Sun	Car			
Nigel Mourtton			2	Wed	Sun	Car	No		
Stan ???			3			Car	Yes		
Chris Burjmaster			2			Car			
Denis Kelly			1			Car	Yes		
Leigh Miles			1			Fly	No		
Surjit Singh			1			Fly	No		



