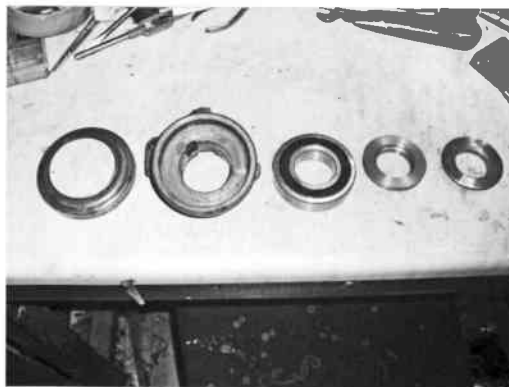


Floating Power

March/April 2009





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SATURDAY 23 & SUNDAY 24 MAY 2009

La vie en bleu 2009

PRESCOTT SPEED HILL CLIMB

Join us at Prescott Hill Climb, near Chatterton, for La Vie en Bleu 2009 - a wonderfully entertaining weekend of all things French. We celebrate in style the best in French vintage design, with two days of excited French clubs, great racing, entertainment and plenty of food and drink. We will have our display of Veterans of course, together with the biggest collection of French cars yet seen in the UK. The date for your diary is 23 & 24 May 2009.

Advance Tickets available online from 1st December
 Advance Tickets: £12, £15 on gate Saturday or Sunday
 Weekend Tickets: £24 Advance, £28 on gate

For more information
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 www.prescott-hillclimb.com
 Prescott Hill, Gillingham, Chatterton, Worcestershire GL220D

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«29

30



32»



...s volunteers. None of them are paid for the work they do and all work from home in their spare time, most around
 ... demands you make on their time. They are happy to help you but may not always be able to do so immediately

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welcome

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permission of the editor.

The closing date for input
to the May/June edition of

Floating Power is

Sunday 12th April

Welcome to the following new
Members who joined the TOC in
January 2009

2059 Mr Andy Shepherd, Essex
2060 Mr Paul Vogel, Illinois, USA
2061 Mr Rene Dijkxhoor, Scheemda, Netherlands
2062 Mr Roger Arnold, Brightlingsea

As I sit here with the french windows open wide, the sun blinds down, the temperature climbing above 24C, a gentle breeze blowing off the ocean and the distant sounds of a Canarian afternoon I find it difficult to believe that just four hours flying time away the UK is having to endure the snow and severe weather conditions being reported on CNN.

Thank you to all those who found time to provide feedback on the new format for 2009 of *Floating Power*. As a result you will find that the print size throughout this edition has been increased and that one or two of your other suggestions has also been adopted.

In this edition of *Floating Power* you will find reviews of two books that would never have been written had there been no Traction Avant - Oliver de Serres' *Citroën Traction - Au Panthéon de l'Automobile* and John Reynolds' *André Citroën - Engineer, Explorer, Entrepreneur*. Also, because there is life outside of the TOC, there is a review of a third book - *Within the Secret State* by Peter Evans - which I found to be a fascinating, if disturbing, account of the use and misuse of power by the State over the past 20 years.

You will also notice that it contains four pages more than normal - the reason being that after V1 of the magazine had been sent to the printers the local postman delivered seven more adverts to me. The easiest way for me to deal with these was to add four extra pages - so you are now reading V2.

Hopefully you won't mind too much and will join with me in thanking all of the contributors who provided such interesting articles.

In closing I must extend my normal plea for input from you. *Floating Power* (and *e-FP* for that matter) cannot continue to flourish without your support - which means sending to me articles, photographs, event details and snippets of news and means sending to Jonathan Howard the questions and technical tips that he needs to provide you with TOCTech.

John Barnes

COVER IMAGE: PREPARING FOR THE 2009 ANNUAL RALLY. Members of the rally organising team on reconnaissance at Perranporth are undecided which way the convoy should go next. Photograph Howard Speirs.

Chairman's Chat



Hi all. I'm sitting here writing this in early February, watching the snow falling and thinking of the problems this causes to car drivers and of how our Tractions perform better than some of the moderns in this weather - despite the lack of heat and de-misting which keeps most to them safely in the garage until later in the year.

By the time this appears in *Floating Power* the Retromobil in Paris will have been and gone, but there may still be time for you to make Ponterson in Brittany for their annual bourse des exchange on March 1st which is run by the Mont St Michael classic car club. This event is well worth a visit as they close off part of the main road and turn the sports hall and car park into a treasure trove of parts - old and new - for most models of Citroën, Peugeot and Renault. And if this isn't sufficient incentive then Remy (of Brittany Tour fame) usually has a stall selling his off his surplus Traction parts.

I have received news from Steve Southgate that the Quality Hotel in Walsall (the venue of many a TOC pre-AGM dinner and dance) has closed down. Steve is now looking for a new venue but warns that the cost of the pre-Christmas weekend at the end of November 2009 may well have to be raised from the levels that we have now enjoyed for the past several years.

Finally don't forget that 26th April is the FBHVC-inspired Drive It Day when every classic car owner is encouraged to use his/her car on the public roads (assuming its fully road legal) or to park it in a prominent place on his/her drive in order to promote the historic car movement to the wider public. Please check with your local Section coordinator what is being planned in your area and please take part if at all possible.

I look forward to meeting you soon.

Tony Latchford

Should *Floating power* continue to be printed in black & white only?

The big debate

Richard Carlin's question at the AGM last year about why *Floating Power* could not be in colour has sparked a lot of reaction from Members - interestingly virtually all of it in response to *e-FP* articles.

At its meeting in January the TOC Committee briefly discussed the matter and decided that I should be asked to obtain quotations for the cost of introducing colour into the magazine.

This has now been done and the answer is that a move from black & white to colour for *Floating Power* would cost approximately £6,000 per annum (based on the current size of the magazine and there being six editions per annum).

The committee will debate the matter again at a future meeting but in the meantime I have prepared two versions of some of the pages of this magazine, one in black & white (which you are reading now) and the other in colour.

The plan is that, assuming the Committee agrees at a special teleconference meeting on 18th February (when this will be one of the agenda items), the colour version will be made available to Members as a PDF to download from the Club website so that they can judge for themselves what the differences are.

If the Committee does agree to their being published please download the colour version of the pages from this magazine (you can do this in any library if you do not have your own computer) and let me know what you think.

Meanwhile a flavour of some of the feeling that the question has raised can be gleaned from the following emails from Members:

.....a colour Floating Power is unnecessary Richard Hayden
.....colour would mar/spoil the whole mag.... Jon Palmer
.....FP would lose it's distinctive appeal in colour...Nic Shaw
.....selective use would enhance what we publish... Hugh Macrae
..... RETENTION of black and white photography...Richard Heffer
.....colour photographs in FP worth considering...David Murphy
..... FP should remain black & white James Simkins
.....hope it stays in the black and white format.....Ian Harvey
.....I do not see how colour would enhance.....Roger Powley
..... I have no desire to have colour in the real FP...Tim Walker
.....no colour in FP.....Nicholas Hall
.....magazine should stay in black and white....Jim Goulding
.....against adding colour to the magazine for every edition... Andrew York
..... we should not depart from the present presentation... Alec Bilney

John Barnes

The President Ponders



Another day
another
Dollar –
or any other
currency that
is likely to be
stronger than
Sterling ... and
as we charge
fearlessly into
2009 I trust all
had an enjoyable
Christmas and
New Year and
that not too many
of you are stuck
with unwanted
presents that
can't be returned

because they were bargains in the Woollies sale!

There is not much to report on the home front although I have spent a couple of very cold weekends playing with my brakes whilst I wait to get on with the real winter project of re-fitting the Gregoire Suspension some 20+ years after it was removed from my Légère.

I shall visit Retromobile the weekend of 7th February for the AGM of the ACI. At that meeting representatives of both the 75th anniversary and 2012 (York) ICCCR will make presentations to the ACI and Citroën.

Both projects have been promised financial support from Citroën so we are all keen to know what effect, if any, the economic downturn will have on the assistance we can expect.

Despite the economic situation - if registrations for both the Summer Rally in June and "75 Hours for 75 Years" in July are indicators - the average TOC member seems determined to make the most of the poor situation.

The TOC Summer Rally organisers report an encouraging response so far but, as I said in the last issue, the earlier they know precise numbers the sooner they can finalise a programme which will offer the best value for money to all participants.

Equally important is the fact that accommodation in Cornwall is limited - even when foreign holidays are not even more costly because of the weakness of Sterling which could mean increased numbers of holidaymakers in the UK this year - so it is necessary to book early.

If you intend to go to the Rally but have not yet acted, please help by sending your application as soon as possible.

To whet hither-to-dormant appetites this month's cover photograph is of a fantastic view of Vic Vickerstaff's 1939 Light 12 with Howard Spiers' car in a typical Cornish setting

at Perranporth - not far from the rally base at Pendennis Castle.

This month I have written a separate note for Arras, which can be found in the TOC Events Diary section, as I have found I am being asked questions - the answers to which have already appeared in *Floating Power* in one or more of my earlier efforts.

I should also like to thank Jonathan Howard for stepping into the "TOCtech" shoes from the last edition of *Floating Power*.

In addition I think Theo Smout and all his contemporaries will breathe a great sigh of relief and give their own thanks to Lynda Ogborne who has kindly agreed to take on the roll of Child Protection Officer to keep us abreast and conformant with the appropriate legislation.

(Personally, I still don't understand why we need the children - as Theo and the Pennington offspring will undoubtedly testify).

And now, an appeal Tony Piper has managed the Club Shop for several years but will no longer be able to continue to do so after March. Therefore, on behalf of the Committee and all members, I thank him and Jeannie for their effort and the splendid work they have done for us.

Tony's decision means we must now seek a volunteer to take over the Shop as soon as possible.

And finally another appeal We have learned that the Quality Hotel in Walsall is to close and that we must relocate the AGM which is planned for November 29th.

We have held the AGM in Walsall in the past because of its central location, which is thus convenient to the majority, and because prices there have been reasonable.

Whilst Steve Southgate is currently looking to see if another venue can be found in or near Walsall the Committee will be pleased to receive suggestions from Members for alternative venues for the AGM and pre-AGM social event.

Any alternative location should be as central and as accessible as possible and the better the price, the more members are likely to attend.

If anybody has any suggestions for alternative locations the Committee will be pleased to receive them - and ideas for the Saturday night evening entertainment will also be welcomed as apparently there is a rumour that the "Bee-Gees" don't perform more than three miles from the centre of Walsall.

Bernie Shaw

toc news

TOC Shop

As you will have just read in Bernie's ponderings Tony Piper unfortunately will not be able to continue managing the Club Shop after the end of March.

A volunteer is urgently needed to take over the operation of the Club Shop so would any Member willing to take on this post please contact John Ogborne (or any other member of the Committee) as soon as possible.

If you might be interested but want to just find out more before committing yourself please contact Tony Piper on 0208 532 1468 for a chat about what's really involved.

TOCTech

As we reported in the last edition of *Floating Power* we now have a new editor for TOCTech - Jonathan Howard.

For TOCTech to continue as a feature in *Floating Power* Jonathan needs your help and your input - so if you have any technical tips or you have any technical queries relating to the Traction Avant please contact Jonathan by post at : 21 Market Place, Chipping Norton, Oxfordshire, OX7 5NA, by telephone on 01608 643065 or by email at: toctech@traction-owners.co.uk.

e-FP

The fourth and fifth editions of *e-FP* were issued at the beginning of January and February, feedback continues to be very positive and the circulation has now risen to 407.

If you aren't receiving a copy and have access to email please send your email address to me at editor@traction-owners.co.uk.

If you are not receiving a copy but would like to read what has been in *e-FP* (and only a very limited subset is reproduced in *Floating Power* itself) back copies are now on the Club's website and can be accessed using the free internet facilities available at any public library at: <http://www.traction-owners.co.uk/E-Floating%20Power/Index.htm>

What do you think?

In the last edition we asked whether Members thought *Floating Power* (and the TOC Calendars) should continue to be printed in black and white or whether colour should be adopted for the magazine and calendar.

Many Members have responded to the question - the overwhelming majority saying that *Floating Power* should remain a black and white publication but that perhaps colour might be used where it would particularly enhance a specific photograph in the calendar.

One or two Members are firmly in favour of a move to

colour for *Floating Power* (and the calendar) whilst one or two suggested selective use of colour in *Floating Power* - perhaps for photographs in TOCTech to emphasis the points being made.

The Committee briefly debated the matter again at its meeting in January and will debate the matter more fully once it has quotations for the cost of various different options on the possible use of colour in future editions.

Meanwhile see page 5 for some of the feedback received from Members to date.

Committee Meeting:18th January 2009

Bernie Shaw welcomed Tony Latchford as the new chairman and Tony welcomed Moira Holmes to the committee. Tony Piper had resigned from the committee and from running the Club Shop but will continue until March to allow a replacement to be found. John Reynolds, motoring author and recent re-joiner, was to be invited to join the committee. Membership was up by 11 since November to 573.

Mark Harding suggested that Traction tax disc holders would be a good idea and it was decided to investigate various designs and to obtain costs. The Helpline answering machine needs replacing and expenditure for this was approved. Volunteer(s) were still need to organise the stand at the NEC Show, Mick and Moira Holmes having stepped down after ten years. "e-FP" was again discussed in response to a letter from a member suggesting that hard copies be sent to those without internet access; as at the AGM, it was decided that this was not appropriate.

The 2009 West of Ireland Rally now has a web site up and running and a booking form is to appear in the next magazine. The "24-for-24" meeting in Arras is coming together well with the period costume gala dinner, "Baptême en Traction" (TOC responsibility) and the "Homage" to Francois Lecot. President Bernie is attending monthly planning meetings in Arras.

There is the possibility of forming a new section in the North Wales/Cheshire region and steps are being taken to gauge interest. Plans for the annual rally in Cornwall are pretty well complete and members are urged to book as soon as possible bearing in mind the demand for summer accommodation. Provisional rally locations have been identified for 2010 and 2011. Plans for ICCR in 2012 in Yorkshire are also well advanced; this will take the place of the 2012 annual rally.

The web site has undergone some enhancements including a members' cars section. A major change that will be introduced in April or May is the "Members Only" section which will allow us to add more technical and TOC-only information whilst maintaining the benefits of membership.

Draft tool instruction sheets to accompany the area tool sets had been compiled and are currently being reviewed. Repairs to some tools had also been carried out. Prices are being obtained for replacement wing tips and for re-chroming bumpers.

Two letters had been received from Stan Platts, Northern Area Representative, raising a number of points including concerns about e-FP, tool sets, and the proposed North Wales/Cheshire area; Chairman Tony Latchford was to respond in detail to Stan's points.

The subject of colour being used in *Floating Power* was briefly discussed with a general feeling that it would be worth trying, so the editor was requested to obtain a quotation for the printer.

The next committee meeting will be on Sunday 19th April at Steventon.

TOC website

A new section has been established on the website by TOC 'webmonkey' Mick Popka which, at the time of writing, contains the details of eleven Members' cars.

Mick would very much like to extend this feature in a bid to encourage new Members to join the Club so please send him details and photos of your car for inclusion.

And talking about the Club website - did you know that in the twelve months to November 2008 there were more than one million visitors to the site?

And finally - have you seen this car driving about in Yorkshire? If so you are one of the favoured few as sightings of this 'Presidential' Limousine are rarer than that of the fabled 22CV !!!!



TOC Spares List

It had been hoped that a copy of the new, enhanced TOC Spares List would be included with this copy of *Floating Power* - unfortunately the work to create the new list and to include in it all the latest (rapidly changing) prices of the spares available from the TOC Spares operation has not yet been completed.

The plan therefore is that the new style Spares List will now be distributed with the May/June edition of *Floating Power* - meanwhile a copy of the old style list, showing the current prices, is available on-line on the TOC website for those wishing to check on prices before ordering parts from Chris Treagust.

The new, enhanced list - which is being prepared by John Oates, Tony Hotchkiss and Chris Treagust will contain - in addition to the TOC part number, the original Citroën number for the part, the price and the model(s) that it is fitted to together with better descriptions than are contained in the current list.

2009 West of Ireland Rally

For those of you who were getting concerned about the lack of detail on the 2009 West of Ireland Rally - some good news.

The 2009 Tour will commence where the last Tour finished - at the Creamery Bar at Bunratty Castle - and Day One will consist of a tour through the Burren to Galway. Day Two will include a visit to the Arran Islands and Day Three will be a tour through West Galway's Killary Harbour (Ireland's only fjord) to Westport, County Mayo.

The organisers, Leslie & Joyce Scott, are hoping that everyone will be interested in staying in one Hotel each night (to avoid any possibility of drink driving etc. and to get better rates) where there will be a tour dinner - but they are at the moment investigating suitable campsites (although they are having some difficulty in this area).

A booking form is expected soon but in the meantime Leslie & Joyce can be contacted by email at lesliescott@eircom.net or visit their website to get the latest information and register at http://www.farmworks.ie/irish_traction_tour_home.html

SeaFrance TOC 2009 discount

The TOC has again entered into an agreement with SeaFrance, which is the only French operator on the Dover to Calais route, that gives TOC members a 10% saving on standard SeaFrance fares.

To obtain the TOC discount call SeaFrance on 0871 22 22 500 and quote offer code CTA or visit www.seafrance.com and enter the promotional code CTA.

The Terms & Conditions that apply to the offer are:

1. The discount applies to standard SeaFrance rates but is not available on promotional fares or any other offer.
2. Return travel must be completed before 30 December 2009.
3. Travel is subject to SeaFrance's full Terms & Conditions of Carriage
4. Proof of eligibility (your TOC membership card) for this offer will be required at the SeaFrance check-ins and failure to produce such proof will result in a surcharge being levied prior to departure.

Morgan's Historic & Classic Vehicle Events Yearbook

TOC Members living north of a line from Aberystwyth to the Wash and up to the Shetland Islands (and indeed any TOC Members planning to visit this area in 2009) may be interested in Morgan's Historic & Classic Events Yearbook which has been produced by the Rotary Club of York Vikings.

The guide, which is 72 pages long and contains the details

of over 800 events that involve Steam, Veteran, Vintage & Classic Cars, Commercial vehicles, Motor Cycles, Tractors & Buses is the most comprehensive 'almanac' available for the area it covers.

As well as enabling event organisers to advertise their events free of charge sales of the yearbook to enthusiasts (6000+ in 2008) and financial support from 60 advertisers have together allowed over £ 70000 to be donated to national & international charities supported by the Rotary Club of York Vikings over the past five years.

Copies of the 2009 yearbook, which cost \$3.50 each (including postage) can be ordered now on www.morgansyearbook.co.uk

Sound Bites

Are there any Members of the TOC who need an audio copy of *Floating Power* or *e-FP* because their sight has failed and they are no longer able to read the Club magazines?

If so an FBHVC volunteer, Fred Parker, has offered to produce an audio CD of up to 70 minutes in length. He has a recording studio at home and has recorded magazines such as *Car* and *Practical Classics* in the past.

Fred is a member of the Renault Classic Car Club and for some years was a volunteer reader and recordist for Talking Newspapers in Heathfield. He has the time and equipment to record magazines at home and wondered if there would be any demand for club magazines on CD for those who are unable to read them because their sight has failed.

As long as the CDs are for registered blind people, there would be no postage charge and Fred would be prepared to cover all other costs himself - although a donation would probably be gratefully received though!

Fred can be contacted at: Fred Parker, Panthers Paw, Horney Common, Uckfield, East Sussex. TN22 3ED. Tel: 01825 712916 email: 911@fredparker.e7even.com

Drive It Day 2009

Drive It Day 2009 is on Sunday, 26 April and the FBHVC is again appealing for all members of affiliated clubs to make DID a day when we not only think about those who are not lucky enough to have their own historic vehicles, but also do something to give them a stronger flavour of what historic vehicle ownership is all about.

So instead of just joining in on one of the TOC Section runs this DID why don't you offer a ride for the day to someone who isn't lucky enough (yet) to own a Traction?

You might also think about giving a younger family member or relation or even one of your acquaintances an opportunity to drive your Traction because RH Specialist Insurance are offering top-up cover whereby named drivers over 20 who have held a full licence for a year can be put on comprehensive cover for the day.

This year they can only offer this to those who already insure their vehicles with RH, because of the high administration costs, and conditions will, inevitably, apply.

Peter Best Insurance Services are also able to offer a 'Sons and Daughters' scheme to encourage more young drivers into our historic vehicle world if you are insured with PBIS instead.

The primary aim of DID, of course, is to showcase the historic vehicle movement and some people have suggested that - in this age of concern about emissions - the FBHVC is acting unwisely in encouraging people to use old vehicles.

The historic vehicle movement, as the FBHVC survey of 2006 showed, is a significant contributor to society: hundreds of thousands of people derive pleasure from it, tens of thousands earn some or all of their income from it, and it contributes over £3 billion to the national economy.

All of this depends of course on our having the freedom to use our vehicles as and when we wish. To uphold the freedom we need, above all, to keep legislators on our side. Two things that always weigh heavily with legislators when they are considering new measures are, first, the number of voters who will be adversely affected and, second, whether the benefit resulting from the proposed measure is sufficient to justify upsetting that number of people.

DID helps both: it shows the large numbers of people who own and enjoy historic vehicles, and by making an obvious contrast with the other days in the year when it is rare to see anything over 20 years old, it shows how little historic vehicles are used. It thus demonstrates that restrictive measures will have negligible benefit on emissions, but would upset large numbers of people.

Classic Car Insurance for Younger Drivers

A major concern is the shortage of young people interested in historic vehicles and in joining Clubs like the TOC. One of the obstacles may well be the prohibitive cost of insurance for this age group (in addition to the cost of the vehicles themselves now)..

Peter Best Insurance Services Ltd (PBIS) has been operating a very selective scheme for the sons & daughters of MG Car Club members and the Morris Register and is now able to extend this scheme to other member clubs of the FBHVC - albeit limited to smaller engined models.

The policy is only available to sons and daughters of current active club members who should additionally already be clients of PBIS. The policy is comprehensive with agreed value and there are a number of conditions.

For further details and quotations please call Matthew Best at PBIS on 01621 878751 or email matthew.best@peterbestinsurance.co.uk

A new era - Citroën reinvents itself

At the age of 90, and on the birthday of its founder, Andre Citroën, Citroën turned a new page in its history and began a global brand project that encompasses a new visual identity, a new relationship with its customers and an exciting new line of automotive products.

The new Citroën logo is the first visible sign of change -

the chevrons have escaped from their frame and are now three-dimensional.

The red colour used for the new brand name typography is a new, deeper tone and a new brand identity: *Créative Technologie* has been adopted for use in advertising worldwide.

Citroën Sport now becomes Citroën Racing and the unique qualities of WRC – speed, vitality, impetus – have been incorporated into the new Citroën Racing logo.

Over the next few years, Citroën's 8,000 sales outlets worldwide will be transformed to provide a consistent and standard setting level of service to customers using the concepts developed for C_42, the company's showcase on the world-famous Champs-Élysées, which some two million people have visited since it opened in September 2007.

Citroën is also launching Citroën Select, which will incorporate a strengthened range of services for used vehicles, including a warranty extension for vehicles over seven years old and Citroën Business, which is a range of targeted products and services provided by specialist salespeople in dedicated areas designed to increase sales to professional customers.

Alongside the changes to its sales outlets and customer commitments, Citroën is also thoroughly transforming its product strategy and over the next three years, will launch six new models in Europe at the rate of one launch every six months.

Customer expectation is changing as mentalities shift from "wanting more" to "wanting better" which Citroën is responding to with two different product approaches:

1. Practical but stylish - is the Citroën approach to address the needs of customers who, having down-sized, are on the look-out for more economical – and more intelligent – products, with the C3 Picasso, and, going forward, the C-Cactus project car as examples.
2. Motoring pleasure and pride of ownership - is the Citroën approach for customers who are looking for prestige, thrills and refinement, and to address this need Citroën is launching the DS Line - the first illustration being the CITROËN DS INSIDE concept car.

Starting in 2010 Citroën will introduce the DS3, DS4 and DS5 with DS meaning Different Spirit.

DS trounces top Ferraris, Jaguars and Lamborghinis

What's the most beautiful car of all time? A multi-million pound Ferrari or the curvy Jaguar E-type perhaps? No, it is now officially Citroën's humble DS, the car most famous for saving President De Gaulle from assassination.

That was the verdict when Classic & Sports Car magazine polled a jury of the world's leading car designers to nominate the most gorgeous cars ever.

The 20- strong panel ranged from Car designer of the

Century Giorgetto Giugiaro - the man behind the Maserati Bora, VW Golf, Fiat Panda and Lotus Esprit - to current Jaguar director of design Ian Callum, and each picked their top three beauties.

Although Ferrari secured the most votes as a marque, they were spread across nine different models, leaving the Citroën to scoop the honours as the single most beautiful classic.

The top 10:

1. Citroën DS
- 2= Jaguar XK120
- 2= Ferrari 275GTB
- 4= Cord 810/812
- 4= Ferrari 250GT Lusso
- 4= Ferrari 250GT Short-wheelbase
- 4= Jaguar E-type
- 4= Lamborghini Miura
- 4= Lotus Elan
- 4= Lotus Elite (1957)

James Elliott, editor of Classic & Sports Car, said: "The Citroën is a benchmark design, but we were still astonished that it came out on top when you look at the sexiness - and values - of some of its rivals. Apart from the Mini, it's by far the most affordable car to get any nominations at all, which probably means it's a great investment!"

Citroën starts 2009 with 1-2 finish as Loeb wins in Ireland

Sébastien Loeb and Dani Sordo started Citroën's 2009 World Rally Championship campaign in perfect style as the two drivers led a one-two finish for the French manufacturer, while Citroën Junior drivers Chris Atkinson and Sébastien Ogier finished fifth and sixth.



Loeb takes to the air in Ireland

fbhvc news

Occasional Sales

Not so very long ago, there was widespread concern that the controls on occasional sales (which include autojumbles) imposed by Local Acts such as the 'Kent Act' might be extended nationwide. We know the Home Office (as it then was) was planning to consult on possible new regulations in 2005, but those plans were quietly dropped.

At the time, we pointed out that the Kent Act is by no means unique, and we asked for examples of occasions when individuals or organisers had been inconvenienced (or worse) by the provisions of such acts. We had only one report, and that problem would have been resolved if the Home Office had decided to proceed with a national Act to replace the provisions of the various Local Acts.

Now James Fairchild, of the Transport Yorkshire Preservation Group, has raised a query that has shown that local authorities do already have some (but by no means all) of the powers that are contained in such Local Acts.

Section 37 of the Local Government (Miscellaneous Provisions) Act of 1982 covers 'temporary markets' and gives local authorities the power to demand that anyone organising such a market, and the owner of the land or premises where it is to take place, seek appropriate permission from the authority.

There are exemptions for sales where the proceeds are to be used for charitable, social, sporting or political purposes, but some authorities still demand notification, perhaps using a relevant Local Act or ancient charter entitling a council to control markets as justification.

The purpose of such controls seems to be more to do with preventing unfair competition for traditional markets than anything else. Club events, especially if they are infrequent, are unlikely to be of interest to local authority enforcement officers as it would hardly be proportionate or in the public interest to take action on a modest event attended by a small group of people.

A monthly car boot sale, on the other hand, would certainly attract attention. Nonetheless, organisers of club autojumbles or table top sales might be wise to check the position of any such event that they plan with the local authority.

EU proposal to ban paint strippers containing dichloromethane

This subject was raised back in 2006 but at the time no-one had realised the implications of the ban for historic vehicles - for example, only products containing dichloromethane (methylene chloride) are suitable for use on porous surfaces and aluminium.

The most well known of these products is of course Nitromors.

In the UK the Health and Safety Executive HSE considered that there was no evidence to suggest that banning DCM would lead to a reduction in fatalities or serious injuries (the number of these being so small, or non-existent).

It is now the subject of a Proposal for a Decision in Brussels. As the number of affected individuals within the vehicle movement is likely to be relatively small FBHVC has decided to link up with English Heritage, Fedecrail and Heritage Railway Association who have all made submissions. FIVA will also be looking at the problem in Europe.

European Parliament examines tyre proposals

Two European Parliament committees preparing the report on the proposal for a Regulation which aims to amend existing tyre design rules in order to reduce road noise are proposing to increase the proposed decibel tyre noise limits to avoid safety concerns. The European tyre and rubber manufacturers' association has already welcomed the proposed amendments but the environmental organisation T&E has claimed that a report on which the Committees based their conclusions (that the stricter noise limits would impact safety) is flawed.

MEP proposes big changes to road charging plans

The MEP drafting the report on the heavy goods vehicles road charging proposal has drafted amendments which would include greenhouse gas emissions as well as air and noise pollution in infrastructure charging unless and until they are included in fuel duty. He has also proposed that the 'maximum chargeable costs' proposed by the commission to limit the amount of cash raised by authorities that choose to charge lorries be removed. The proposed amendments would also remove the possible derogations for vehicles weighing under 12 tonnes and would call on the Commission to consider mandatory road charging from 2013. Centre-right MEPs are not supporting these proposals - but they do support the view that all revenues from charges must be earmarked for the transport sector - a proposal which is not supported by member state finance ministers.

German government slows drive towards biofuels

Germany has proposed to slow down plans to increase biofuel consumption in order to avoid competition in agriculture between energy and food crops.

The new proposal is to lower mandatory blending levels in fossil fuels for 2009 from a proposed 6.25 per cent share to 5.25 per cent. The plan is for the share to then increase to 6.25 per cent in 2010 but then remain unchanged until 2014. The move follows a decision earlier in the year to cancel a plan to increase the biofuel content to ten per cent by 2010.

Ethanol in petrol

Facts

At concentrations of less than 5% there is no obligation for the petrol pumps to be labelled at point of sale, so petrol on sale can be 0% - 5% ethanol.

Ethanol is hygroscopic so manufacturers should have added corrosion inhibitors to it before blending with petrol.

Ethanol changes the volatility of the fuel such that although it can give a slight benefit to cold starting this is at the expense of increased vapour lock problems and hot start problems in susceptible vehicles.

Corrosion could be a problem if inhibitors are not used.

Effects on tank sealants etc.

Any tank sealant manufactured in the USA should not be affected by ethanol (e.g. the Frost brand) as ethanol has been in USA petrol for some time.

To be sure of avoiding problems anyone buying a tank sealant should check that the product they intend using does indicate it can be used with fuel containing ethanol.

Many seals have a 'memory' and may leak when introduced to ethanol when they are old. The same type of seal may not leak when new.

Particles resulting from the breakdown of tank sealants moving through the fuel system may cause problems, although this should be for a finite time (ie until it has all been washed through).

A solvent is available to remove existing tank sealant - Epoxy Remover made by Tank Cure. However the active ingredient in this product is methylene chloride, aka paint stripper, which is the subject of a proposed EU ban.

Feedback required

At present the number of problems that have been reported to the FBHVC is very small in relation to the number of vehicles which could be affected. The FBHVC will be monitoring the situation closely and would like to hear from anyone who is experiencing problems, giving full details of the vehicle concerned. If the situation is seen to be more widespread than the FBHVC will look into the possibility of further research.

Incentives to scrap old cars

At the end of 2008 the motoring and national press were full of stories about the scrapping of older vehicles. The FBHVC are strongly committed to preserving the right to continue to use classic vehicles on the road as freely as modern vehicles may be and deliberately does not get involved with any matters concerning more recent vehicles, because this would tend to dilute its efforts and its influence.

The FBHVC is able to negotiate concessions from various

requirements, particularly nowadays environmental requirements, on the basis that there are limited numbers of classic vehicles, and they cover only a low mileage.

Similarly, the international body FIVA have been told by the EU that at the present level of historic vehicle numbers they are prepared to continue to grant concessions, but would be concerned if the numbers rose as a proportion. Partly for that reason, FIVA have raised the age in their definition of historic vehicle to 30 years.

A corollary to there being limited numbers of historic vehicles is that the vast majority of mass market cars are scrapped, perhaps to be re-cycled, when their economic life as everyday vehicles is ended, with only a limited number being kept by enthusiasts to become classic cars.

A House of Commons select committee, the Environmental Audit Committee, in its report on VED as an environmental tax, has proposed a cash incentive for scrapping old cars on environmental grounds. This has been supported in a paper prepared for the RAC Foundation suggesting an incentive to scrap cars that are 17/18 years old, the last tranche not fitted with catalytic converters.

FBHVC does not object to this in principle, but would be very concerned to examine the precise details of the proposal if it should be adopted by the government.

FBHVC wishes to see a reasonable number of cars surviving to become the classics of the future, and would be strongly opposed to any element of compulsion, if that were to be suggested.

FBHVC would also of course object to any more widespread incentive that would apply to vehicles approaching 25 years old or older, and perhaps encourage the scrapping of what would be potential restoration projects or source of spares.

Insurance 'from the record'

Having reported in the last FBHVC newsletter that there had been no further information forthcoming on enforcing insurance from the record, the Federation were informed at the recent DVLA meeting that the issue of a further consultation paper on its introduction is imminent.

Whilst it is in the interest of all motorists that the problem of uninsured vehicles be cut dramatically, the FBHVC are concerned as to the accuracy of Motor Insurance Bureau records and the effect on the pre-SORN vehicle park.

Other issues are policies which are non-vehicle specific or rely on periodic declarations of use. We are aware that some high value cars are only insured for road risks by the day (or weekend) at short notice, but remain taxed whilst on display at museums.

Since inevitably an automatic system will slavishly pick up taxed vehicles and look for a matching insurance record at the same moment, timing problems may lead to constant bureaucratic requirements to SORN and re-taxing.

Once the consultation document is to hand we will see how many of these issues are covered.

your letters

Please send your letters and emails to:

TOC Editor, The Byre, Brockhurst Lane, Monks Kirby, Rugby
Warwickshire CV23 0RA email: editor@traction-owners.co.uk

John,

Thanks again for a sterling job on *Floating Power* which arrived this morning, the last day of December.

I liked the use of the "title flash" on pages 22 through 30 - could the same idea be used for the TOC News section as it seems very "plain", possibly the emboldening of headings as well as a larger font..... and the 3-D shading on "call out boxes" looks good and comes over well.

I look forward to seeing how the style develops as you get to grips with the new software...

Mick Popka

Dear John

A couple of comments: as a somewhat elderly person I'd much appreciate a point larger for the print size; and why on earth the discussion about colour? OF COURSE not - the period black and white sets FP apart from the others. Colour the calendar if you must - but not FP, thank you.

David De Saxe

Hi John

I just wanted to make a comment or two about the new layout of the Traction News in the magazine. In previous issues the headings were printed in very black bold print, which drew one's attention to the content, thus being able to easily select the things of most interest to read first. This month's I have found hard going and thus have put it down too often which is not like me. Is this something you can change for *Floating Power* in future as both Pam and I feel the new identity you created when you took over is being eroded by new technology.

Also, for those with failing eyesight like us, and thus probably a fair percentage of TOC membership, the captions on the photos or those alongside are a strain to read, especially when the printing is white. It's also a shame that the easily identified greyed section headings are no more as it was easy to flick through to find what you wanted. But enough "whinging"....!!

Richard Hutton

[Some of your comments about the 2009 layout for *Floating Power*. Interestingly enough the print was 0.75 point size larger and was blacker than in previous issues, but I've increased it again in this issue by a further 0.75 point - so hopefully now it is legible. As to Mick and Richard's comments I've increased the size of the news item headers and emboldened them - I can't have members putting the magazine down unread can I. JB]

Hi John,

I have been corresponding with Jean-Pierre Caffin, in Alsace, and he has sent me this photograph of the Citroen Garage in Amiens which originally sold his 10HP B2 Citroen when it was brand new. I suppose it has long gone for re development!

It is not a very good quality picture but it shows a very different France from that which we know today.

I have also sent a photograph of his B2 (because we don't see many rear wheel jobs in FP these days!!)

Regards,

David Boyd



Citroën Amiens - 19??



Jean Pierre Caffin's 1923 B2

Dear John,

Whilst I have no doubt that there are many members that know the answer, I thought I would come back to you on the subject of Bob Whittaker's suitcase.

The case is one of a set of two or three and without its partners it may be a bit difficult to see what its role is.

I found a set in the Paris retromobile about eight years ago and enclose photos of the suitcases and their nesting place in the back of my 7C

As you can see the bottom case has a raked front but otherwise will stand up normally. The upper case is raked front and back and will always fall over unless placed on its base.

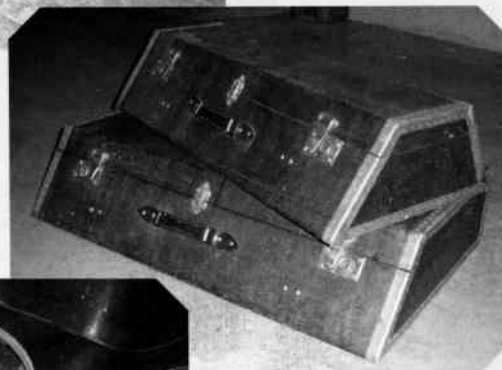
Like Bob's, they are made of wood and lined with cloth. Mine do not have a manufacturer's label.

If he wants to look further, I remember John Gillard used to have two or three sets in his office in the Old Kent Road. (about ten years ago, that is).

Just for the record, and Mr. Whittaker's interest, there is correspondence and more photographs of suitcases in FP volume seven number six of January 1983.

Regards

John Kiddell



Dear John

Many thanks, I sold the roof rack that I advertised in *Floating Power* on the same day that the magazine was delivered to me.

Julian Taylor

In view of the current state of the banking market, if one of my cheques is returned marked 'insufficient funds', does that refer to me or to the bank?

Hello John.

My name is Orville Platelle and I'm a new member of the TOC.

The reason for this contact is the article in a recent edition about Dennis Hewitt's 1949 L15, which I found confusing. Here in South Africa we did not have a big selection of TA's - the first were 1946 French 11BL's and later (1947 - 1955) Slough L15s.

As far as I know all post war L15's had louvred bonnets (except for a limited number of hybrids assembled from parts that survived the war (see page 133-Jon Pressnell-Citroen Traction Avant) and the speedo was in the centre of the dash) not opening flaps as shown on the photo. Also Pilote wheels were all pre-war so did they continue with them in France until '49? Although a RHD, the petrol filler is on the right side. It also has French H/Lights.

I'm curious to know more. Regards

Orville Platelle

23 Vista Montana 3
Benitachell 03726
Alicante
Spain.

Dear John,

The reason for writing is that I have been wondering for some time if there was any chance of finding out the previous history of my 11BL (formerly USU 551) and I understand that as is your want when enquiries of this nature hit your desk you divert them to that magician of Traction geneology, Robin Dyke. Perhaps you would kindly do so again in this case and ask him to work his magic once more if possible.

I know that my Paris built car was manufactured on 1st July 1955. The chassis number is 656061 and the engine Number is 10530655 and there is a number 4 MPV B78 on the same plate. The bodywork is black.

The previous owner, James Holland, purchased the car on the 9th August 1996 from John Gillard of Classic Restorations (photo copy of sales invoice attached overleaf) who sold it on behalf of Jeff Arnold who was then living in Guildford and who I have tried to contact without success. For me the trail ends there. Did my car spend much of it's youth in France, and where, I cannot but help wonder?

My Traction has been a super car since I bought it from James almost exactly four years ago. It is used regularly as well as being taken on a rally every month of some 60/100 Km, often up into the mountains, with the classic car club that I belong to.

I have clocked up some 20,000 Km without any mechanical problems apart from a broken spring in the starter motor and the engine is now running better than ever!

Having a classic car down here is terrific due to the super climate which allows you to drive your car all year round and as an added bonus, on mainly deserted roads.

Hoping Robin can help.

Regards,

Melvyn Ford
Alicante

Hi John & Melvyn,

From the chassis number 656061, I estimate the build date to be about Thursday 17th March 1955. I think it most probable that the date of Friday 1st July 1955 is when it was first registered.

You can get a date of "commercialisation" from the Citroën Conservatoire in Paris. Tel: 00 33 1 56 50 80 22 Email: conservatoire@citroen.com. You have to provide proof of ownership and as much data as possible including the coque number. There is a fee to pay.

The coque number is 2 letters and 5 numbers, and it is a better way of dating the car. I think your car should be between chassis 655967 coque BJ 59318 17th March 1955 and chassis 656182 coque BJ 59945 21st March 1955

An engine number of 10530655 is about right for an 11D engine in 1955, but you can't date a car by its engine - it may have been swapped. The other code number 4MPV B78 means 4 cylinder Moteur in a Petite Voiture with a Bore of 78 mm. André Citroën always referred to the Traction as his "little car".

You should be able to find the casting date on the engine block. It is probably some numbers which look as though they are the day and month, probably followed by a letter F. (A was 1950, B 1951, etc.). Also there may be a date on the gearbox (but not 515703 - that's the part no), and of course the gearbox may have been changed.

Jeff Arnold, and USU 151, was mentioned in FP 15:1 in early 1990 (see overleaf) but I can't provide any earlier information.

Robin Dyke

[Can anyone else help Melvyn with information on the early history of his car? JB]

FOUL PLAY

Surrey Tractionist Jeff Arnold returning home from work recently in his Onze Legere though he had hit a blackbird. As the bird did not appear in the rear view mirror he assumed that it had flown clear. A few moments later out of the corner of his eye he



Above: copy of article about Jeff Arnold's encounter with a blackbird, which appeared in Floating Power in 1990.

Right: copy of bill of sale for USU 551 to James Holland in 1996

noticed a bird shape peeping over the rear door window sill.

Jeff pulled over to investigate and discovered a black chicken caught by its backside (or was it the place the eggs come from?) on the curvy door handle. He continued his St. Francis of Assisi act and released the bird which accordingly flew off with a smile on its face!

Jeff pictured here at the White Hart, Whitchurch checks to see how the eggs are cooking! (Thanks to Martin N. for the above-Ed).

INVOICE/STATEMENT

To	J. HOLLAND	From	CLASSIC RESTORATIONS MORNINGTON ROAD LEWISBURG, OHIO 45301
Invoice No./Reference	97029	Date	9.8.96
VAT Registration No.	54805056	Tax Point	
Description	SALE OF CITROEN 11BL 1955 REG NO USU 551 # 656061 TO: JAMES HOLLAND XX <i>[Signature]</i> ON COMMISSION ON BEHALF OF JEFF ARNOLD 25 PENWILEY HILL GUILDFORD SURREY GU1 3SN AS SEEN & TESTED FOR THE SUM OF XX £ 4,150		
Payment Terms:	Total	VAT @ % TOTAL INVOICE £	
Received payment with thanks. <i>[Signature]</i>			
Published by Ryman			

Dear John.

I wonder what, if any, would be the merits of fitting an electric [6volt] fuel pump to my car which, if left a few days, takes ages to prime.

I note that the electric pumps on offer have different 'bar' ratings and wonder, should I go down the electric pump route, what sort of 'bar' rating I should NOT exceed.

I realise that one pumping 'too strongly' would possibly lead to leaks at the carb end.

My car is 11B normale 1953 fitted with Solex 32 PBIC.

Regards

Jon Palmer

Dear John

I expect many Traction owners have substituted - as I have - a cheap Casio or similar alarm clock case and movement, using the old face, in place of the original dash clock.

But for those who want to maintain total originality, I have come across a first-class car clock repair specialist.

He is John Ostick, tel: 01535-662701; email: john_ostick@hotmail.com. His charge is normally £35 plus postage.

Yours sincerely

David De Saxe

Dear John,

My grandfather - Mr. Murcutt - used to own a Traction Avant.

He was an architect based in Tanzania, and purchased a RHD Light Fifteen. This would have been in the 1950s, and I don't know if he purchased the car new or secondhand.

At any rate it is a Slough built Light Fifteen - am I right in thinking that RHD Traction sold in the Empire/Commonwealth were Slough built? It is a postwar model, with the louvred bonnet sides and small wheel, dating the car from 1946 to 1952.

The registration is DSE 270. It appears to have Rubery Owen wheels.

He left Tanzania for Baghdad in the 1950s - I know he must have sold the car, as he did not take it with him.

Does anyone know where it went after the after 1950s, and does it still exist? I have had a good look through the recent editions of Floating Power at the list of extant Traction, but it was not on the list.

It was in three colours throughout my grandfather's ownership - white, black and burgundy, but I don't know in which order these colours appeared.

I attach a photo of the original photo.

Regards,



Nick Yeomans,
nicholasyeomans7@hotmail.com

Hi John,

A non-member, Andrew McMeekin, has asked if anyone has any knowledge of a 1939 Light 15 Roadster (Slough) which he owned back in the 1960's .

It was Registered DOU 22.

Andrew purchased it in 1964 but decided to sell the car before he was posted abroad with the RAF. At The time he was based at RAF Northolt just off the A40 London/Oxford road.

It appears that the car was sold to a man who ran it for about a week before a Taxi collided with the back of the car and went over the top of the poor thing.

As a result it was carted off to 'Yeading Breakers', Nr. Greenford, Middlesex and was deemed to be 'beyond reasonable repair'.

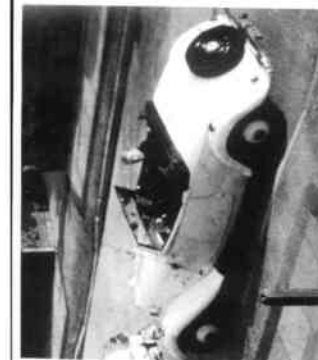
Andrew would like to know if his old Roadster survived, either as a whole or used for parts.

He enjoyed owning it and has sent me a couple of nostalgic photographs which show that whilst it was all there it was looking a bit shabby and needed a little TLC.

By the 1950/60's these cars were of course, becoming a bit dated and could be picked up quite cheaply , probably for £200/300 or less depending on condition. Oh for the benefits of hindsight!!

My guess is that it probably didn't survive but you never know and if anyone out there has any info then I'm sure Andrew would be both delighted and grateful to receive it. Please contact me on Tel 01527 89 4599. Thanks.

Happy Tractioning to all in 2009.



DOU 22
1939 Citroën 'Traction' Convertible Roadster
SOLD BY JOHN C. 1964 TO C. 1966 BY JOHN McMEEKIN.
PHOTOGRAPHS IN MUSEUMS ABOVE. (C) 2009
Some good wheels' later...

David Boyd

Hi John

I have just read Mike Tebbett's email on the Yahoo T-AL site saying that he fitted some brake parts which had been supplied by Jonathan Howard.

I enquired some time ago, in *Floating Power*, whether anyone had ideas for DIY tools for adjusting the brake shoes but I did not get any useable replies.

I wasn't aware of the parts available from Jonathan Howard, which I find is a major problem within the TOC club - ie if you do not know a person, and no one tells you, you have no idea just what is out there.

Also by the time you send in a question AND possibly receive a reply it could be over 2 months down the line, and you could be pushing daisies up.

Within our great club there is an absolute wealth of knowledge which, if shared could help a lot of people.

I do realise that people may be reluctant to do so for fear of being forever having to answer the phone, or email SAYS HE having ranted on.

Regards

Jon Palmer

[A valid observation Jon which we have tried to address with the Services Directory that we issued last May (and will update in April this year) and which you can also find on the TOC website. If you, or any other Members, can think of anything else we can do to unlock and publicise the information in Members' minds please let me know and I'll see if we can make it happen. Technical questions could also be sent to me for publication in e-FP - which has already proved itself very effective in obtaining rapid responses from Members. JB]

Dear Editor,

I concur with the overwhelming majority of respondents to the question about using colour in *Floating Power* - we should not depart from the present presentation. The notion that we should experiment with colour centrefolds as something modern is mistaken; the essence of FP is its high quality presentation in black and white, and it should remain so.

On a second subject, please delete me from the circulation list for the e-FP. After five editions, it seems to serve no purpose except to circulate general information about old car matters, most of which can be gleaned from traditional magazines. The twelve or so pages contain almost nothing about Tractions; even the very little Citroën information is about factory news or about modern models. I feel non-recipients of e-FP are missing nothing significant, so am happy to join them. I congratulate you on the initiative, and admire your commitment, but its relevance to the TOC is not obvious.

However, *Floating Power* itself remains impressive, and I continue to receive that with expectation.

Yours sincerely,

Alec Bilney

Dear TOC Members

Herewith picture of steering wheel. Sad in' it!



Although exposed to the elements for 30yrs or so I would like to salvage it for my '48 L15. Do you feel it is beyond redemption, not worth restoring?

The rim is the problem for me. I can machine a new boss if this is necessary, but the rim would be out of my line.

If the costs involved to refurbish it are prohibitive, could you give me some idea as to how I could perhaps go about it myself.

Your comments please.

Orville Platelle

Greetings from South Africa.

I wish to compliment your Club on your outstanding Newsletter, it is always such a pleasure to receive it.

As Secretary of the Citroen Car Club of South Africa I would like to know if you would like to receive regular news from our Club. We do not do a regular Newsletter, but are on internet to our Members & have very interesting items we send out, plus our monthly events, shows, etc.

We hope to be able to do Newsletters again this year & will then send them to everyone.

We may have a small group of Club members attending one of the events in Europe this year & would look forward to Meeting with yourselves if you are attending.

We would also be visiting England & Ireland/Scotland & would like to meet with any of your Members who are available. We would especially like to see Bernie Shaw & any other people who remember us. Perhaps we could attend one of your meetings?

Hoping to hear from you soon. Regards.

Joyce & Stephen Le Roux
stephen@citroen-a1.co.za

[I have replied in the affirmative and will include anything received from South Africa in future editions of e-FP and/or *Floating Power*. JB]

My apologies to all the Members whose letters have not been printed this month because of lack of space in the magazine. I have tried to ensure the more time critical were published and shall ensure that all the others are printed in the next edition. Thanks for your understanding and continued support. JB

Tough Love

Some 33 years have now passed since my wife Valerie and myself undertook the last long trip in my '48 Light 15 ... our honeymoon to Cape Town and points beyond. While Val has become smarter with age, I have not and in-spanned my son Jonathan to join me on a 2,100 km, four day trip to Cape Town for the wedding my daughter Kathryn at the peak of the South African summer.

We decided to go via the hot and dry Northern Cape, parts of the country we had never seen. Late in 2007, I had received an e-mail from a Dr Japie Basson, a GP in the town of Douglas at the confluence of the Orange and Vaal Rivers, the largest rivers in SA. Japie has a collection of 4 Citroëns, including a DS, SM, C5 and a TA hot rod in Douglas and this then became our first target destination.

Arriving from the USA a few days prior to departure, we headed to my brother-in-law and accomplished mechanic Trevor Burt, who looks after the Citroën in my absence. We broke a wheel puller trying to remove the front drums for some brake servicing (so had to satisfy ourselves with external adjustments), but otherwise were reasonably happy with her by the day of departure ... if one was to ignore an occasional squeal from the front bearing of the water pump.

We duly set off on the first leg ... some 600 km ... early in the morning so as to try and avoid the worst of the late afternoon heat. Car running beautifully, headlights blazing, we turned onto the Western Bypass Freeway of Johannesburg and headed south. 8 km later ... everything shut down ... lights, ignition and even the retrofitted CD/MP3 player.

Coasting onto the side of the freeway, I recalled an overnight trip back from Durban in 1972, where the Prince of Darkness gave me an option of driving without headlights ... or standing still with them ... running down the battery.

Checked connections, tapped the relay ... called Trevor for roadside assistance. Suddenly, lights reappeared ... and she restarted. By now the sun was rising and we could drive without lights ... thought that was advisable as clearly something had overheated. Cancelled Trevor and off we went ... over the provincial border to the Orange Free State and in great style at a steady and comfortable 80 – 90 kmh through the agricultural heartland of the country.

Approaching Kimberley on secondary roads, we were faced with an option ... save a total of 50 km by taking a 30 km dirt road. She had always been pretty comfortable on dirt and the front wheel drive allows one to enjoy drifting gently through the more acute curves in the road ... so off we went. 20 km later, another sound that I recognize from many years before ... Ping..ng..ng..ng ... ding..ng..ng ... Looking out the passenger window I see the offside

rear hubcap overtaking the car and gracefully exiting the roadway into the overgrown shoulder. 45 minutes later, we found it, but were now really into the heat of the day as we drew many admiring looks and smiles driving through Kimberley and headed west to Douglas.

She was running well though and we made excellent progress, expecting to be in Douglas in less than 15 minutes when an almighty explosion of steam and very hot water invaded the cab through the old heating vent on the passenger side of the car. Turns out the extreme pressure in the cooling system had actually blown the one radiator hose off its sleeve ... this being a two part hose as clearly the previous replacement was not an original shape. Japie Basson came out to meet us with large containers of water and we gently covered the final 12 km to finish day 1.

Douglas is a small town and only has one supplier of radiator hose ... which was only available in straight lengths. Not to worry ... there was an exhaust shop and with some craftsman steel tube bending (fortunately of the correct diameter) we created probably the first stainless radiator hose in the history of Citroëns ... all this in the midst of a thunderstorm of Biblical proportions. The hospitality of Japie and his mother ... fine food with suitable beverages made for a pleasant end to the day.

Time to move on to Upington and the Augrabies Falls further downstream on the Orange River the next day ... left at a civilized hour and made good progress. After a couple of hours stopped to admire the very large nest of perhaps 120 pairs of Sociable Weaver birds ... and developed a vapour lock in the fuel system. After some time, realized that some of our now substantial reserves of water would be useful in cooling down the fuel pump, we were successful in moving on and in due course stopped in Upington to obtain a more traditional radiator hose, a fire extinguisher (heavy handed filling of the tank had seen some overflow the previous day) and a flexible magnet to remove some of the loose metallic crud in the top of the radiator.

As we crossed the Orange River, the accelerator pedal disappeared up to the top of the firewall ... a fairly simple fix of reconnecting the small ball joint in the engine compartment to the horizontal link to the butterfly connection to the carburettor ... simple, but should have been an indicator of a more significant issue ... more on which later.

During the day, the Light 15 had sounded increasingly throaty and at one stop we noticed that the final joint of the exhaust had detached itself. We found a drive up ramp and while replacing and tightening it, noted that a large hole was developing in the pipe immediately before the silencer. Moved on, and though aware of some water consumption in the final 50 km into our destination, made it in time for dinner.

Ready to run again in the morning, we came out to find the contents of the radiator had now transferred themselves to the ground below the Citroën. Hmm ... now looked like the radiator itself was leaking from a number of joints ... obviously the extended high pressure had inflicted some pain. We decided to take a day off ... we had seen an exhaust place not far from where we were and headed off there (with water bottles in hand) to get the exhaust done. Big improvement ... eliminated four 90 degree bends (two each side of the silencer) with more gentle curves and she sounded quite civil again.

We heard that there was a small radiator repair shop in the next small town ... described as a rondavel and shed next to a large shade tree ... on the left past the only traffic light (known as a robot in SA) in town. We found it and parked under the tree while we went to talk to the proprietor about possibly re-coring the radiator ... I had last done that in the mid 70's. A suitably amazed look at the offending unit confirmed that was not an option, but they believed they could restore it - if we removed it from the car.

Parked on an east-west axis under the tree, important as we gradually moved the car to keep it in the shade on this 40 degree plus day (105 Fahrenheit plus) while they opened up the brazing, acid bathed the unit and then continuously flushed it while using a rod to open up each channel. Some two hours later they put it all together again, re-brazed all the seals and re-sprayed the top and sides gloss black. Delivered the bill ... US\$6.20 ... GBP 3.00 ... just about the same price as two litre bottles of anti-freeze ...

During the course of the day, many local farmers and citizens of the small town stopped to talk to us and look at the Citroën. One took me to his grape farm (this area is noted for sultana and raisin production) and gave us a hat full of some of the sweetest grapes we have ever tasted, another organized accommodation for us that night ... good rural hospitality. We also took the opportunity to rotate all tyres, adjust both drivers door and boot locks, and attend to other small items that needed attention.

Early the next morning, we headed off at dawn on a leg of some 450 km to Calvinia, the town where my father was born in 1919 and where his father died exactly 12 days later ... a victim of the Spanish Flu that had spread from the Northern Hemisphere where it was most devastating the prior year. Semi-light called for the occasional use of headlights for on-coming traffic ... with the predictable result ... we lost all power again.

This time, it did not recover ... after thinking about it for some 45 minutes, we decided to hot wire the coil from the far side of the voltage regulator. Worked like a dream ... although stopping the engine required pulling off the live lead to the coil or deliberately stalling her.

One more chase after the same errant hubcap and an additional re-connection of the accelerator were the only other challenges that day and we arrived in Calvinia early afternoon.

A pleasant evening followed, savouring some of the exceptionally tasty Karroo lamb and good wine, and we duly set off for Cape Town the next morning on the final

600 km of our journey. Heading gaily down the mountain pass from the Escarpment to the coastal plain, I suddenly realized that perhaps our ability to slow ourselves down (never mind stop) was probably compromised and discretion kicked in ... 2nd gear and liberal use of the brakes followed by smoke/steam from the front hubs over the next kilometre before we stopped to cool down the hubs. Those supplies of water were once again useful.

We had a great drive down the coast towards Cape Town (the difference in power at 6000 ft and at sea-level is significant) and enjoyed the looming mass of Table Mountain.

Just 9 Km from our destination the accelerator pedal once again shot skywards. No problem, we know the fix now ... but this time was different, Opening up the bonnet we saw the horizontal link missing ... the spring steel rod to the butterfly connection on the carburettor had actually snapped. I couldn't believe it ... but as luck would have it, we were in slow traffic and the link was sitting on the sloping side of the engine compartment, adjacent to the side spring engine mount.

What I had not realized before was that the link was failing because the slide adjustment on the bulkhead had moved and the horizontal connection was no longer straight ... sufficiently so to snap the spring steel rod. Dumb ... particularly so because there was nothing I could do roadside to get her moving again.



We travelled the final few kilometres on the back of a AA flat bed truck ... sad, as the Citroën then missed the wedding.

Some good things came out of it though ... with the brothers of a good friend of ours in Cape Town we rebuilt the throttle linkage with a new spring steel rod, Mariette Daubenton also found a gentleman by the name of Orville Platelle - a retired Citroën dealer who rallied TAs and also took his honeymoon in one back in the 50's - who has done some very high quality work on rebuilding the front brakes, the water pump (which had progressively become more unhappy) the instrument cluster, trafficators, tappet settings and the wooden dash.

The next adventure awaits ... and I relish the challenge once again. After all, cars are there to be used, albeit reasonably sympathetically.

James Simkins

TOCtech forum

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, omission or inaccuracy that it may contain.

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Cylinder Blocks - continued

In the last issue I wrote about the advantages of using an ID/DS block fitted with a perfo or 11D head. This leaves the question of making a working flywheel/clutch arrangement..

First route: Find an 11D flywheel.

This will have six 9.5mm. holes for the retaining bolts, and a seventh for the dowel. If you are using a post 1961 crank, you will need to enlarge the six holes to 10.5 mm.

Otherwise it is a straightforward fit and you can then fit the entire original clutch mechanism.

Second route: Find a perfo flywheel.

You will need to enlarge the six holes for the bolts to suit, and accurately make a seventh hole for the dowel. Removing the dowel is possible, but not recommended. It is there for a reason.

Then fit the entire original clutch mechanism.

Remember however that the perfo flywheel has the slot for setting the ignition static timing at 8degrees instead of 12 degrees so that setting the timing 'by the book' will mean that is slightly retarded, leading to a loss of performance.

Third route: Retain the ID/DS flywheel.

Have it machined as shown in diagram 1. This will enable it to fit within the Traction bell housing.

There is a good case for lightening the back of the flywheel at the same time but it is important in all cases to have the flywheel and crank balanced.

As a standard bearing of the right dimensions is unavailable, you will need to fit a sleeve which will enable the traction flywheel centre bearing to fit. This is retained by a circlip, as the D flywheel bolts do not have a locking plate.

The original friction disc can be used but usefully an H van disc has linings suited to the D flywheel and pressure plate, and a splined centre suited to the traction gearbox.

This setup is lighter, more durable and less prone to judder

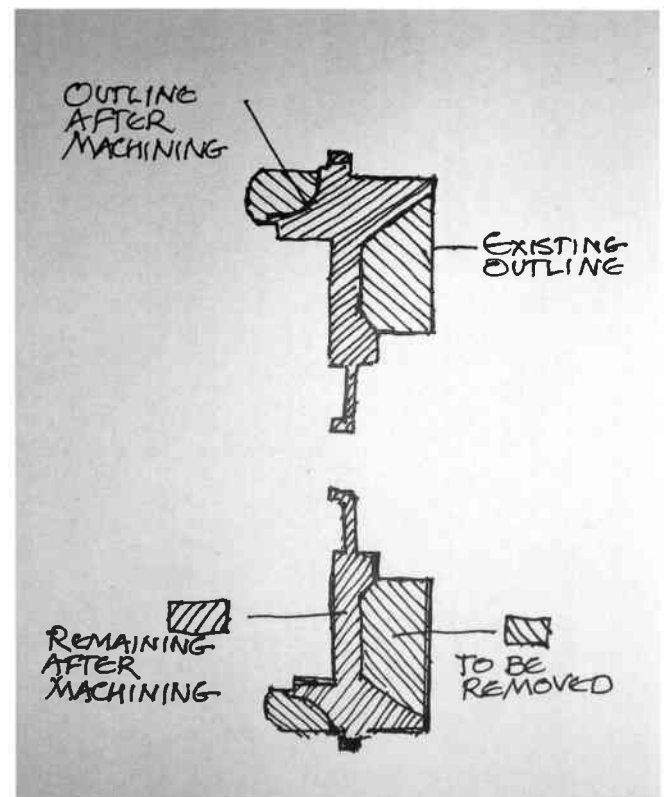


Diagram 1 - ID/DS flywheel modifications

than the original traction item.

Next the thrust race (photo 1 overleaf) needs to be modified.

Remove the original thrust race from its holder and retrieve the hardened collar from it (photo 2 overleaf).

Find a sealed (2rs) bearing no. 6207 (used as an inner front wheel bearing on all 11CV tractions).

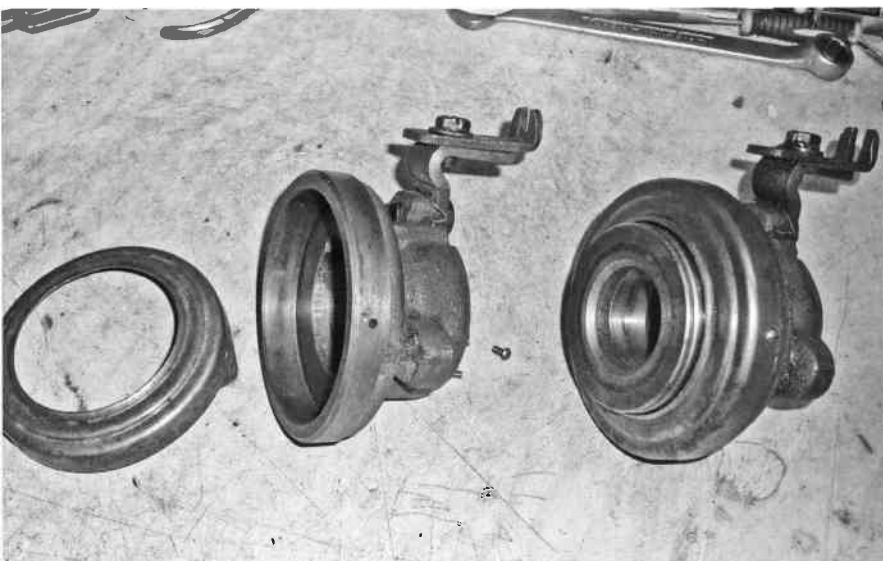
Make up or obtain a spacer that presses in to the bearing and into which the collar can be pressed (photo 3 overleaf). This effectively extends the thrust race by 6mm., making up for the slightly shorter D crank.

Using a sealed bearing avoids the possibility of the race being ruined by debris from the clutch, or a leaking water pump.

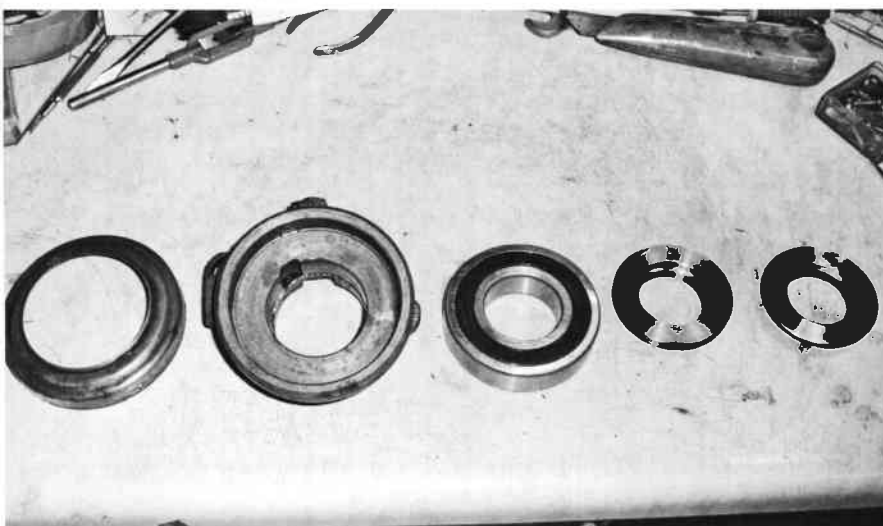
TOCtech forum continued



Photograph 1 - Original Thrust Race



Photograph 2 - Thrust Race with collar



Photograph 3 - Thrust Race with new sealed bearing and collar plus spacere

Dwell Angle

Jon Palmer wants to know what the dwell angle of the SEV distributor fitted to his 1953 Paris-built Normale should be.

I did not know the answer to this, but happily John Ogborne did, and it is 40 degrees +or- 2 degrees.

It is important that the points gap is correct (12-15 thou) and that there is minimal play in the rotor bushes.

Windows 2009

John Ogborne was getting fed up with the side windows in his Normale! They did the basic job of keeping (most) of the weather out, but some were sticking, some were winding up at an angle, and they all rattled. It was time to do something about it and, as the results have been pretty good, he thought he should share his experience.

The starting point was to carry out a general inspection by removing all door panels and decide upon the materials and components that I would need.

Within each door panel there is the winder mechanism (804.022 RH; 804.023 LH), which is secured by four large countersunk screws, the vertical metal channels that hold the conduit which guides the glass, and a "stop" to prevent the window going down too far.

At the window slot there is a rather pathetic rubber strip on the inside edge (222.925), which is presumably an attempt to stop the glass rattling and to prevent detritus from disappearing into the door, and a small rubber buffer (224.644) in the centre of the outside edge.

The glass has a rubber-lined metal channel along its bottom edge (216.170, 171, 174, 175, 180, 181 depending on model and RH/LH plus 216.179 rubber) into which the winder rollers fit.

On my car the condition of these components varied, but I decided that replacement would be the best plan in most cases. The majority of vertical metal channels were misaligned, the conduits were in poor condition, the rubber strips were either badly perished or had disintegrated, and the bump stops had set solid or were missing. The glass support channels were all in a dreadful state – rusted and welded to the glass by the perished rubber lining.

From TOC Spares I ordered 8 metres of window conduit (J2), 3 metres of window bottom channel rubber (F31), 4 window support channels J4 (now the same for all four doors), 24 window support channel clips (J4), and a pack of 50 body trim nails (J68).

I had also decided that it would be a good idea to install "skim rubbers" on the outside of the doors, as found in all modern cars, to prevent as much water as possible from getting into the door. I found that CTA supplied these specifically for the Traction and therefore ordered four of them (222925B) together with four inner rubber strips (222925) and four bump stops (224644).

If you decide to fit the outer skim rubbers, the bump stops are more or less irrelevant and I wouldn't bother with them. Tony Hodgekiss also sent me a sample of a different and better version of the outer skim rubber which had a felted glass bearing surface making it glide more easily when the window is wound up and down. However, I had already bought the CTA version which had the advantage of a metal strip bonded to it for ease of fixing. Nevertheless it would be worth investigating the availability of alternatives.

And so to work.

I decided to complete the job on each door in turn so that the car was not off the road with all four windows out; this also enabled lessons learnt on one door to be carried forward to the others.

Removing the door restraints is useful so that they can be swung through 180°. Having removed the handles, inner panel and window surround, begin by removing whatever remains of the inner skim rubber and its cardboard mounting strip; it is retained by body trim nails (sometimes called gimp pins) which are 20mm nails with a spiral shaft – a pretty primitive arrangement!

Unscrew the four countersunk screws holding the winder mechanism and push the winder shaft through to the inside of the door panel and allow it and the window to drop. With what I can only describe as "wangling", it is then possible to release the winder rollers from the channel and remove the winder through the panel opening. The glass can then be removed by tilting and withdrawing it up through the window slot.

You will then be covered in ancient grease from the winder and rollers and small scratches from the wangling process - but the result is the starting point of the repair procedure.

Photograph 4 shows a winder mechanism, all of which on my car were in good working order but, should you need them, TOC Spares has a good second hand selection in stock.

Cleaning and re-greasing the winder is straightforward but removing the old channel from the glass is not easy if, as in my case, it has been there since André Citroën was a boy.

On the worst examples, I found that copious quantities of WD40 left for a few hours plus a certain amount of brute force finally prised the old channel from the glass, but the underlying problem is that the old rubber perishes and very



Photo graph 4 - window winder mechanism

effectively bonds the rusty metal to the glass. Patience, care, and ingenuity are the required ingredients and it is worth noting the position of the channel before removing it to help re-assembly.

I cleaned up the glass using Halfords glass cleaner, which is a mild abrasive sufficient to remove the deposits and polish the surface without scratching it. Any really obstinate deposits can be removed with a Stanley knife blade taking great care not to scratch the surface.

Now turn your attention to the door.

If the window flexible conduit needs replacing, strip out the old conduit and inspect the metal channel inside the door panel to ensure that it is not distorted or out of place. It is quite flimsy and easy to pull back into shape and re-position.

Where the flexible conduit runs around the window aperture it is held in place by metal clips – these may or may not be re-usable. Photograph 5 shows the new clips as well as the body trim nails and bump stops.

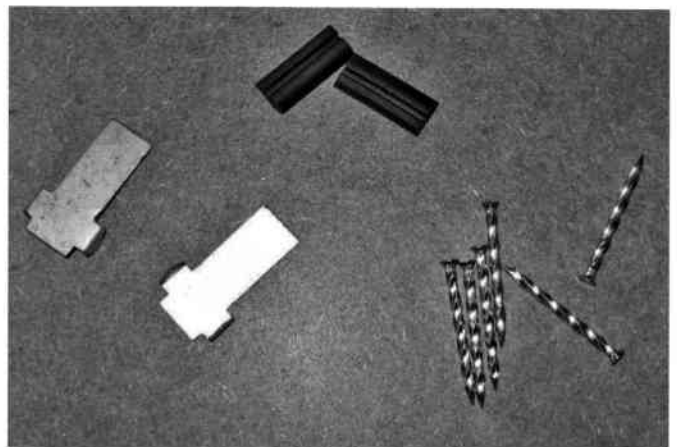


Photo graph 5 - new clips, body trim nails and bump stops

Using the old window conduit as a pattern, cut the new conduit to length and insert it into the metal channel and window frame. I found it useful to drop the two ends down into the door and, starting at one end, push it into the channel, crimping the end of the metal channel slightly to retain it. Work up around the window frame and down the other side making it as tight a fit as possible and forming it into the corners.

The clips are not very convincing but the theory is that the metal spikes imbed themselves into the back of the conduit and the tab is then retained by the window surround. I don't know if the holes in the door frame were intended to help retain the clips but, as can be seen from Photograph 6, it works quite well if the tab is inserted into them.



Photo graph 6 - trim clip in place



Photo graph 7 - formed skim rubber



Photo graph 8 - fixing the skim rubber in place

If you have decided to fit outer skim rubbers there is a choice; they can either be cut to the length of the straight portion of window frame or shaped to run up around the curved sections at each end. Cutting them straight is clearly the easier option but this does leave a significant length where the rain can still enter - so I decided to shape them.

Photograph 7 shows how this was done with a series of small saw cuts into the metal mounting strip (taking care not to cut too deeply).

Form the strip to the shape of the window frame by pressing it into position. The rubber does kink slightly on the bends but it is possible to achieve a reasonable fit.

If you do decide to fit the bump stops as I did (in retrospect not worthwhile) you will also need to cut out a slot to accommodate it as can be seen in Photograph 7.

The method of fixing the strip is, as recommended by CTA, bonding with Araldite; the problem is holding it place while the Araldite sets. I used Araldite Rapid to cut down on the waiting time and devised the method shown in Photograph 8 (Not sure why the window winder is in place!).



Photo graph 9 - the finished job

I cut small blocks of wood of the appropriate size to hold the strip in place with a few pieces of masking tape (not visible) to hold the rubber down as required on the outside.

Align the rubber skim strip such that it will just touch the surface of the glass as judged from the window conduit position – not easy, but important; too light a touch and it won't seal, too heavy a touch and it will catch on a dry window when wound down.

The finished product can just be seen through the front window aperture on the rear door and a better view in Photograph 9

The inner rubber strip can be fitted at this stage but I found it better to wait until the glass was in place, but it is a good idea to inspect the pin holes in case any are over-size (the pin holes only really work once because the pilot hole is the same diameter as the minor diameter of the pin but opens out when the pin is nailed in).

Try one of the new pins and if it is unlikely to hold, re-drill with a 2mm hole in a new position close to the old one.

I also found that the pins supplied were too long (33mm) and needed to be trimmed back to about 20mm as, in some places, they fouled on the bodywork. I simply used a pair of large side-cutters and cut them at an angle to preserve some sort of point.

Fit the glass support channel and rubber insert to the glass. I discovered that I had two different thicknesses of glass and that, whilst the thinner of the two went together easily, the thicker one was not easy to assemble.

I would recommend sprinkling talcum powder (preferably freesia perfume) on the rubber to help the glass and metal slide over the rubber surface; washing-up liquid also works but is much messier and smells worse.

The rubber insert has a lip on one side which should be on the side of the channel that faces out (it prevents any water that runs down the glass from collecting in the channel and rusting it).

With the thicker of the windows I had to use a wooden mallet to assemble the channel to the glass but the others went on easily but firmly.

As the channels are now universal, the positioning is not obvious but as long as one end is in the same place as the one you took off, all should be well.

Now the wangling starts again as you lower the glass into position in the door, re-insert the runners in the new channel, and fit the four winder screws.

I find the technique impossible to describe but it definitely involves many oaths and much blood but the task is definitely achievable.

In one case I found that, because the new channel runners are longer to accommodate all four windows, I had to take

the glass out and re-position the channel on the glass to enable the rollers to be inserted.

It may be that other Members have an easier method, in which case it would be good to hear from them.

Check that the window winds up and down satisfactorily but remember that the conduit in the window frame is not fixed and can frustratingly come adrift, clips and all, as you test the window.

If you have fitted the outer skim rubber, check that it touches the glass but not so firmly that it catches when the window is wound down.

I found that the inner rubber strips were both too long and too wide, so I had to cut them to length and offer them up to the window to see whether they needed trimming along their length. As with the outer skim rubber, they need to just make light contact with the glass.

Nail them in position with the pins, using the new holes where appropriate (Photo 10). Re-fit the window frame (ensuring that the conduit clips are in place), the inside door panel, and the handles.

Job done!!

6v LED lights

A late autumn weekend break, en-Traction, with Richard & Pam Hutton on wet and dirty roads in Dorsetshire finally convinced John Barnes that the 6v lighting on his 1954 11B Normale cars is just not safe in modern, fast moving traffic - so this is what he did.

I had been considering fitting LED lights to my Traction since travelling to the Rome ICCCR in August, when it became apparent that the rear indicators on the Normale are just not visible to other vehicles - even those who are looking for them (ie like Peter and Sheila Marley who were travelling behind us in their Light 15 for much of the way).

At the ICCCR I had purchased a 6v hazard warning kit (made by AXO.HARPON) which I spotted on one of the trade stands so I decided that the time had come to do something about fitting it and LED lights to the Traction.

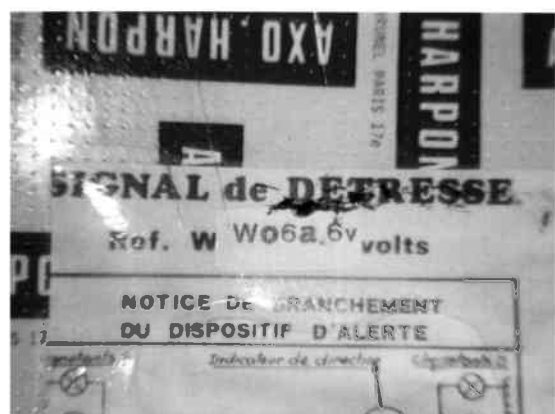


Photo graph 10 - the 6v hazard warning light kit

A quick search of the Internet told me that replacement 6v LED bulbs were readily available for the front and rear indicator bulb holders in my car and that 6v LED rear/brake light boards were also readily available.

A few more minutes investigation told me that there were a few things to consider and that prices varied enormously (well certainly they did in the halcyon, pre-credit crunch days of October/November 2008 when a £1.00 sterling would buy you nearly \$1.60 US).

Being of extremely low resistance, LED bulbs draw virtually no current at all so seemed ideal for a 6v car, but the very nature of the bulb provided the first problem to consider.

Indicator light flasher units require a relatively high resistance to make them work. So if you intend, as I did, fitting LEDs front and rear they just won't flash - unless you introduce a resistance into the circuit to make the flasher unit work.

(This isn't the case if you are replacing 12v bulbs with 12v LEDs because you can now buy replacement 12v electronic flasher units specifically for LEDs).

So my shopping list consisted of four 19-LED 6v bulbs, two resistor units and two rear/stop lightboards.

The 6vLED bulbs were purchased from Superbrightleds.com at a cost of \$7.95 each, the 3 ohm resistor units were purchased from autolumination.com at a price of \$8.99 each (both plus packing/shipping) and the rear/stop lightboards were purchased from Paul Goff at NORBSA02@aol.com at a price of £21.95 each (including postage and packing).

Everything arrived within a few days except the 6v LED bulbs from Superbrightleds. Instead I received (within a few days) a letter from Parcelforce, acting on behalf of Her Majesty's Customs and Revenue, demanding the payment of £12 customs duty before they would deliver my bulbs.

The difference between my order to autolumination.com and superbrightleds.com was that I opted for a carrier for the bulbs but just post for the resistors. Big mistake. The option to have your bulbs sent by post from superbrightleds.com is there - I just ticked the wrong one.

Once everything had arrived fitting the bulbs was easy - I just took the old ones out and put the new ones in. Fitting the resistors however was slightly more problematical. Wanting to retain external appearances as close to the original as possible I thought I would fit the resistors under the dashboard, at the indicator switch end of the cables that run to the front and rear indicator lights.

I did this and nothing worked - no indicator lights front or rear. I then fitted the resistors between the indicator light terminals on the junction strips in the engine compartment at the front of the car and earth - and everything worked correctly.

I then wired in, under the dashboard, the new flasher unit and the switch for the emergency 4-way hazard warning lights, as per the instructions on the packaging, and again everything worked correctly.

To mount the rear/tail light lightboards I made two small aluminium brackets to fit them to the existing rear light units using the top mounting bolt (photograph 13).

The only other change that I made was to scrape off the silvering from approximately the top 30% of the reflector unit attached to the rear light lens units because the reflector unit itself was blocking a significant amount of the light that should shine to the rear of the car.

A couple of hours work (including soldering and heat shrink sealing all the joints) and I now have significantly improved rear lighting and, hopefully, safety.



Photo graph 11 - the resistor unit in position

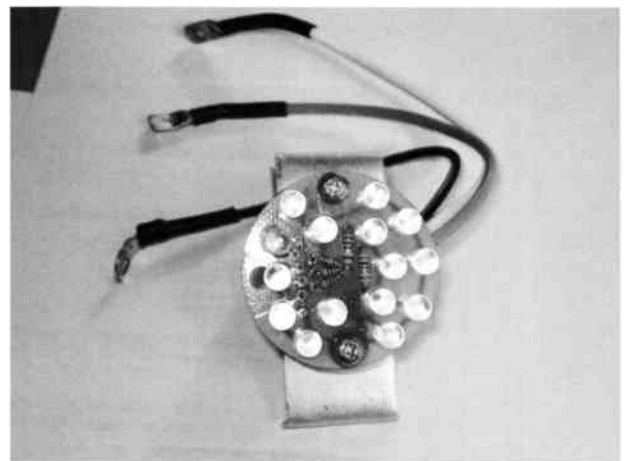


Photo graph 12 - the rear/stop lightboard



Photo graph 13 - the lightboard in place (note the Dorsetshire mud still on the car)

Bangers and Vines

Here in Cognac country the long balmy summer days are at an end and the joys of motoring along seemingly deserted dusty French roads in a 'real car', flanked by vines and sunflowers, will have to wait until next year.

But, in October, to squeeze the last of the summer wine from the cask I joined a local group of enthusiasts in the Charente, called 'Les Fanas des Vieilles Caisses' (lit: The old bangers club), for their last sortie of the season.

Based around the town of Aigre in the Charente, the club organises four or five tours a year. A good crowd of about 50 French members (and two Welsh!) fielded 25 cars for the October event.

The oldest was a 1920's Delage Torpédo and among the other pre-war cars were a 1936 Renault Celtaquatre, a Talbot, a 1937 Fiat Balilla and my 1940 Simca Cinq. Post war cars included a gaggle of Citroën 2CV's, a good number of the very popular Renault 4CVs, a Panhard Dyna with it's 'Flash Gordon' style chromework and, for the TOC interest, three good looking Tractions.

Living here in France one soon gets used to the idea that even though the members of any club may be fanatically enthusiastic about their subject, be it cars fishing, golf etc., everything takes second place to food and drink, and the day's programme reflected this.

To start we all chugged off for a pleasant run through the pretty villages around Aigre, which are normally sleepy little places, however on October 27th everywhere was a hive of activity. It was the time of the 'Vindage', when all the grapes have to be harvested in a matter of days, so our column was soon augmented with tractors and trailers beetling back and forth between the vineyards and the pressing.

Next stop was a guided tour of the Gautier Cognac production in Aigre and then another half hour run to 'Chez Roland' for lunch.

It was noticeable that the average speed on this leg increased appreciably as the clock had now passed twelve and the famous French 'low blood sugar syndrome' had kicked in.

Four hours later.....well you see what I mean - two hours behind the wheel and four hours lunching - we all set off for home to much tooting and shouts of « Bon courage ».

A good day to end the season.

Bob Whittaker



Bob's Autumn Amble with 'Les Fanas des Vieilles Caisses'

book reviews

Citroën Traction Avant by Olivier de Serres.

British Tractionistes will need no introduction to the outstanding work of the leading French motoring writer Olivier de Serres., undoubtedly the foremost expert in, and chronicler of, the history of the Traction Avant. Twenty five years have passed since he produced his first book on the subject, *le Grand Livre de la Traction Avant*, published by ETAI in 1984. Although widely regarded then as the definitive account of the conception and production of the Traction, in 1993 he followed this achievement by producing a revised second edition that added greatly to our understanding of the world's first mass-produced front-wheel-drive car.

But now he has excelled himself once again with a truly splendid third edition, even larger, heavier and more comprehensive than before. Published this time (in autumn 2008) by Editions Anthese of Paris and entitled *Citroën Traction, Au Panthéon de l'Automobile*, the new book runs to no less than 450 pages and includes over a thousand illustrations, in both colour and black and white, together with an annexe giving full production details and chassis numbers for all versions. Also featured is a preface written by Andre Citroën's grandson, Henri-Jacques Citroën, endorsing Olivier's work.

If enthusiasm for the Traction Avant can be regarded as a religion, then Olivier de Serres is surely the high priest of the cult and the author of its bible. In fact, he is a direct descendant of one of France's most famous renaissance men, his namesake Olivier de Serres, a protestant nobleman who lived from 1539 to 1619. A scientist and agronomist, this distinguished forbear revolutionised the cultivation of vineyards in France as well as pioneering the technique of producing sugar from root-crops. He was also responsible for introducing the silkworm into France thereby helping to establish a textile industry. Clearly, Olivier has inherited his ancestor's scholarly diligence and capacity for original research. His passion for Citroëns came from his parents and grand parents, however; all were lifelong devotees of the Double Chevron marque,

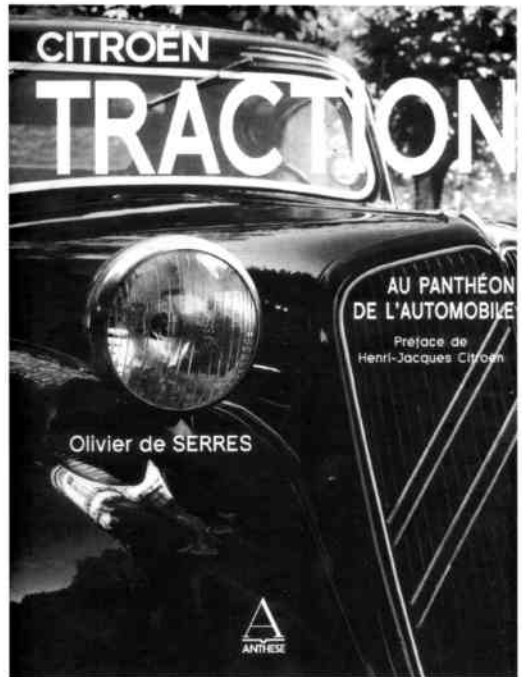
Entirely redesigned and printed to the highest standards on best-quality paper, his new book boast an expanded text of well over 100,00 words written with a pains-taking accuracy that reflects Olivier's unrivalled knowledge of the Citroën marque, gained both as a practical collector and owner-driver and as an expert author. As before, it is divided into five main sections covering the design and gestation of the Traction, the production and service history of all the different authentic versions, 7CV, 11CV and 15CV, pre and post war alike, plus full accounts of the Traction's manufacture and sales in numerous foreign countries including Great Britain and the British Commonwealth. Added to this is a large section dealing with the various special editions and coach-built examples, together with a *memento pratique* or detailed guide to the many variations in the model's interior and exterior features and fitments, including dashboards, upholstery fabrics and paint colours.

For all those enthusiasts who do not already possess either of the first two editions of this book, its purchase is essential, the French text notwithstanding., Moreover, those who contemplate acquiring a copy but are put off by the cost should ignore misguided suggestions that this latest, third, edition is merely a re-hash, beautifully produced but containing nothing new except the pictures. While Olivier has little to reveal about such mysteries as the abandonment of Sensaud de Lavaud's semi-automatic Turbine transmission, (proposed by Andre Citroën but never adopted for series production due to problems experienced with the prototype) he has one startling discovery to unveil, none the less. His account of the strange short-lived career of the 3822cc-engined 22CV is illustrated by a previously unpublished photo showing three prototypes undergoing on-the-road tests in the French Alps during the autumn of 1934. Proof enough that the car was potentially a viable proposition – but which of the two possible V8 power-plants lay under their bonnets, the Citroën or the Ford? We shall never know!

Despite its heavy price, made heavier still by the recent fall in the value of the pound sterling against the euro, this weighty book cannot be too strongly recommended. After all, isn't an account as substantial, authoritative, comprehensive enduring and beautifully-produced as this well worth the cost of, say, a tyre or a tank full or two of petrol - items that we would purchase for our cars without a second thought?

Citroën Traction – Au Panthéon de l'Automobile. ISBN 9782912257352
Available from www.anthese.fr price 75 euros.

John Reynolds



André Citroën – Engineer, Explorer, Entrepreneur

In the second edition of his definitive book on André Citroën John Reynolds (a member of the TOC) charts the extraordinary life and work of the man who was primarily responsible for popularising the motor car in Europe.

Using previously unpublished material and photographs generously provided by the Citroën Family in this second edition of his book John has been able to show why André Citroën can rightly be regarded as one of the key figures in the social and industrial history of the 20th Century and contains a

In this book, which is a rewrite and not just a rework of the first edition, John charts the brief but eventful life of the man who was not only an innovator in automobile engineering but also in the fields of advertising, publicity, architecture, cinema and geographical exploration.

He also explains, in far greater detail than has previously been made public, the circumstances that really led to the financial collapse of André Citroën's firm - including the role played by the Michelin family - and how, eventually, Citroën's remarkable achievements were almost destroyed by the Great Depression and the rise of fascism.

Also revealed are details of the heroic sacrifices made by members of Citroën's family in the resistance against the Nazis during World War 11, after Citroën's untimely death in 1935, at the age of only 56, having lost his company, his fortune, the rights to his name and having even been banned from entering the factory he created at Quai de Javel.

With 25% more text and with 30% more photographs than in the first edition this book, and with its completely new chapter dealing with the creation and early days of the Traction Avant, this is an extremely readable book which provides a fascinating insight into this very complex man, his motivations and his work.

A must for the bookshelf of every serious Citroën enthusiast.

André Citroën – Engineer, Explorer, Entrepreneur ISBN: 1 84425 320 1

Published by Haynes RRP £30

Available from the TOC Club Shop price £20



Within the Secret State

Peter Evans, the author of this disturbing new study of the use and misuse of power by an increasingly interfering, centralising state bureaucracy, was a journalist on the Times for 30 years and Home Affairs Correspondent for 17 years.

During this period he was ideally placed to observe, at first hand, the way the State uses and misuses power, the inexorable rise of the surveillance society and the way in which the threat of terrorism is being exploited to undermine our civil liberties and to put systems first and people second.

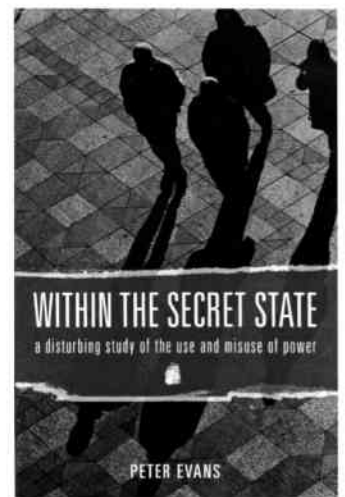
Central to the process is MI5 with its growing power, its lack of public accountability, its harassing of individuals and its use of smear tactics, together with its failures over the attacks on London which killed 52 people and threatened the lives of many more.

In this well researched book Peter Evans shows how individuals and institutions – the police, the armed forces, the judiciary, the prison services, MPs and journalists – have all suffered from encroachment and damaging interference by the Secret State in a systematic shift of power that is threatening the very heart of the British way of life.

Evans' book, which is intended to identify the various threats, to explore them and to bring them to public attention uses the journalist's traditional tool of disclosure to achieve its objectives in a challenging, but constructive, way and provides a stark and, in places, frightening warning of the dangers from the Secret State facing us, the British public, today.

Within the Secret State ISBN: 978 1 84624 243 4

Available from Book Guild Publishing. RRP £16.99



John Barnes

magazine reviews



TRAXION - TAN-clubmagazine

November 2008 Pages 230-250

News - 2009 Paris-Moscou-Paris: an invitation to Arras from July 10-13 and, afterwards, to join the P-M-P leaving Paris on Monday July 20th.

Events - the TAN 2009 AGM will be held on April 19th in Northern-Holland.

History - "La plus longue": 4 pages about the 15-6 Familiale Limousine. At 4.95 metres the longest and rarest Traction.

December 2008 Pages 254-278

News - announcement of the new book from Olivier de Serres 'La Traction, au Panthéon de l'Automobile' - 448 pages and TAN welcomed member n° 6000.

Events - announcement of "Tour de Montaigne" 20-24 May 2009 annual TAN-weekend and repeat of "75 heures pour 75 ans" 10-13 July 2009 in Arras details

Members Reports - the daughter of a TAN-member gave a lecture about the Traction to her class (with 3 Tractions parked in the playground of her school)

History - 4 page, illustrated story from 1934 of a Traction-wreck in Saint-Malo.

January 2009 Pages 1-22

News - "Nederlands Goud Zilver en Klokken-Museum" - Schoonhoven : exhibition (Dec 16-May 17 2009) of all kinds of clocks in cars drawn from several private collections.

Members Reports - "Tractions on the film set" an article about TAN-members & their Tractions acting in the Dutch movie "In het vuur van de storm" (In the fire of the storm) set in WW2.

Restoration - an article about how to do welding work on your Traction.



Walter & Noëlla

TRACTION UNIVERSALLE

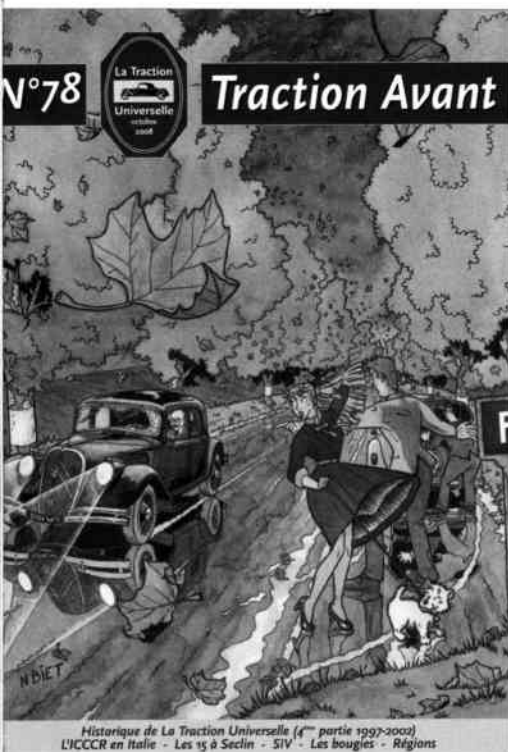
N° 78

Imagine the scene, it is a wet and windy November night, your 15-Six is broken down in a lay by on a Route Nationale, and speeding past you see the ghost of André Citroën in the legendary 22cv eight-cylinder prototype. This is the dramatic picture painted by Marc Bizet on the cover of the latest «Traction Avant» magazine (N° 78) which completely justifies the purchase of the magazine.

This issue contains the fourth of the five-part history of the Traction Universelle club over the last four decades. Also featured are reports of the ICCCR in Rome with 334 Tractions, and the 15-Six Anniversary at Seclin with photos of new member Chris Amery with his Normale and Chairman Steve Southgate in his Six Roadster. There is a good report of the Rallye CCCS 2008, this an annual tour for Coupés, Cabriolets & Carrosseries Spéciales (Special Bodies) and is attended by the proud owners of some very rare Tractions. Amongst the 25 équipages were 7 from outside France (Holland Great Britain, Belgium, Switzerland and Luxemburg), and inexplicably an H-Van snuck in.

In the chronicle of the Traction Sans Frontière our good friend Olivier de Serres revues our Floating Power, Veteran (Germany), Citroophile, Traxion (Holland), and Front Drive (Australia); and in Echo Presse the TU editor Dominique Bellière revues La Vie de l'Auto, Citroscopie, Citropolis and Citromania.

There is a very comprehensive technical article on sparking plugs (bougies d'allumage) and a warning on renewing the Carte Grise (log book) for historic vehicles. On the chat pages (feuille de chou) the TU welcomes its 1000th member, and the magazine continues with 18 pages of section news. And finally in the for sale section there is a fine 1934 blue 7C cabriolet in very good order.



A big surprise this quarter - Traction Avant N° 79 is in full colour. Now I can now see that some of those cars which had appeared black are in fact blue, green or burgundy. People are more identifiable in colour, there are good photographs of Olivier de Serres (dark blue jacket) with "Danaë" his midnight blue 11B coupé on her 70th birthday, and Mark Cooper (nifty cream jacket and blue jeans) in front of his black 11BL roadster with André Jacquemain (leather jacket and pale blue polo shirt). Modesty forbids me to comment on how smart my burgundy Light 15 looks with its freshly-painted light cream wheels. The editor and typesetter have cleverly tagged the headings and subtitles with blocks of colour - red for news, blue for reports of events, yellow for letters, green for press reviews, etc. - they are to be congratulated for their artistic clarity.

This issue contains the last part of the history of the Traction Universelle club (2003-2008). There are familiar photographs from the 70th anniversary events at Versailles and Dunkerque, both Tractionades, Le Mans, Montlhéry, Monte Carlo Historique, CCCS rallies, and François Lecot's restaurant. By the end of 2008 the TU membership had reached 1,026 with 16 sections in France and 1 in Belgium.

There is a revue of events celebrating the 70 years of the 15-Six at Seclin, la Bourse de L'Aigle, Automèdon, and Epoqu'Auto. The technical pages contain notes on improved fuel consumption with a 4-speed gearbox, fitting 12v GPS to a 6v Traction, and restoring Dominique Peter's 1934 7B.

I rather liked a cartoon of 2 Frenchmen - the glum one is reading the stock market pages and his thought bubble shows a declining graph - the smug one has his Traction in a large safe and his thought bubble has an ascending graph. On offer also are coins depicting Tractions and André Citroën - from www.monnaieparis.fr at collectors' prices from 45 € to 345 €

Robin Dyke

CITRO EXPERT

2008 n° 3 80 pages

Contents of issue number 3 included coverage of commemoration events to mark the 60th anniversary of the 2CV, which was launched at the Salon de l'Automobile in 1948. in Dunkerque-France, and in Holland. Also a story about the DS18 'Activa' 1954 and Citroën's patent on the hydraulic suspension. The next "Citromobile" in Utrecht : 2009 May 2&3 was previewed and details of a previously unknown HY-variant - Citroën LE BASSAC. - from a brochure, in Vietnamese, found in April 1975 in Saigon, were published. A 1938, 6 page Citroën-sales manual "How to sell a Traction?" which encouraged salesmen to visit the potential buyer in his home and to stay until he had signed the contract! and part 3 (stage 1 : Paris to Fontainebleu) of the description of the French route 66 - the RN7 from Paris to Menton.

2008 n° 4 80 pages

Issue number 4 revealed that 1.4 million Dyane's were produced and that the model was designed by the engineers of Panhard; that from 1948-1950 new Tractions delivered to Amsterdam were left in front of the Amsterdam-railway station, where buyers had to collect their cars, because there was no Citroën-showroom in Amsterdam, and that from 1959-1960 the M/S Holland was a floating Citroën-showroom (on a riverboat) on the Asterdam-canal. There was an 8 page report on the Citroën VISA and part 1 of a report on the 14th ICCCR in Vallelunga, together with an 8 page story about the "pilgrimage" to the CONSERVATOIRE (organised by CitroExpert for its readers) which concluded that Citroën MUST make a museum of it.. Finally, in the tourism section, there was part 4 (stage 2 : Fontainebleu - Montargis) of the description of the French route 66 - the RN7 from Paris to Menton.

Walter & Noëlla



To be featured on this page please send a couple of photographs and (up to) one page of text about yourself and your cars to the Editor.

Members' Cars'

I am now on my fourth Traction. The first I bought in the South of France in 1982 for £80. I was on my way back from a year-long overland trip to South Africa in an old Land Rover and spotted it on a garage forecourt. A big boot, black model in very sound condition. The garage proprietor kindly made up an A-frame from a bit of old Citroën rear end on which it successfully followed us back to the UK. It became my daily transport for the next year. I was then advised to register it in the UK so rather than do so I sold her on.

It was quite some years before my 2nd Traction, but by 1991 I was feeling the need for something interesting as I had just finished a 5-year rebuild of a 1941 Harvard fighter Trainer. It was a 1954 big boot, Slough-built L15. Lovely condition but painted grey rather than its original metallic silver grey.



Tim's ultimate Traction - his 1936 7C with it's 73 year old patina

Before long I had her stripped down and repainted in the original colour. We had many good trips in her, including to the 50th Anniversary of the Traction en Fete' Caen in 1994.

She only let me down the once, due to a blocked oil way in the rocker shaft and that was whilst on the 1994 Caen rally, so we missed the scenic tour. I think I sold her the following year, including all the special Traction tools I had acquired (BIG MISTAKE, never sell tools).

Two years later came a phone call from a friend with details of a 1948 South African import, still on African plates. The South African owner had thought he would settle in England, making a buck at the same time by bringing in a couple of old cars.

It didn't take long for him to decide that the English lifestyle was not as he had dreamt and his ticket home was duly booked. Thus he had to off load his two classic cars and my third Traction arrived. I got her UK registered, drove her a little and then predictably found another project – so she had to go.

This was followed by a couple of boats, a divorce and two house moves to where we are today. Meanwhile my job/business repairing Citroëns continues and in October 2008

led me to purchase a Bijou in need of restoration. Whilst collecting the Bijou my eye was taken by several Tractions protruding from the surrounding undergrowth. I was told that many were suitable only for spares but that the 1936 7C was sound and would only require a small amount of work to get her roadworthy.

This to me was the ultimate Traction and a deal was rapidly done. The surface corrosion/patina is impressive and the interior is remarkably original, complete and good. She has the twin air vents on the front scuttle, rolled rim wheels, steering box and exhaust down pipe that disappears through the monocoque front RH arm.

Most impressive of all, after cleaning and setting the points, the carburettor was primed and she started on the third swing of the handle and ran without faltering.



Although I realise that there will be a shed load of unforeseen work required for the time being I am concentrating on the electrics and hydraulics. For the remainder I intend to keep her more or less as found – after all it has taken 73 years to get the present patina.

It's good to be re-listed as a member and to receive *Floating Power* once again. In response to your new section for Member's Cars I thought possibly mine could be of interest. I do not have photos of my first Traction from the 70's but enclose some samples of the following three. I would appreciate their return [Done - JB]. I hope to be attending some future events and to meet fellow enthusiasts in the coming years, although for some time to come I am more likely to be in a 2Cv than the old Traction.

Tim Lane



Left : Tim's 1948 Light 15 and Right: his 1954 big boot Light 15

section scene

Eastern Section

The Eastern Section meets every two months on the LAST WEDNESDAY of EVEN months at The Royal Forest, Rangers Road, Chingford, London E4 7HQ from 8.00pm onwards (or arrive earlier for a good pub meal).

The Royal Forest is within easy reach of East London, North London, Essex, Hertfordshire, and is close to the A10, M11, M25 and A406.

The next meeting will be 29th April from 8.00pm onwards.

Happy Tractioning in 2009

Steve Shinebroom
0208 532 0813

London Section

The London Section meets on the last Tuesday of each month from 8pm at The Rose of York, Petersham Road, Richmond, London TW10 (020 8940 8005).

For further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

The next meeting will be 31st March from 8.00pm onwards.

Pete & Sue Simper
0208 891 1093

Peak Section

The Peak Section normally meets for lunch in a variety of hostelrys in Derbyshire on the first Sunday of every second (even) month.

26 April	"Drive it Day". We will meet at 11.00 in Ashbourne for a scenic drive before ending up in a pub for lunch.
7 June	As it looks unlikely that there will be an official High Peak Run this year we will use one of the previous routes - more detail nearer the time.
2 August	Visit to the Cromford Steam Rally. Bev or John will need to know in advance if you want to display your Traction.

Bev & John Oates
01629 582154

Scottish Section.

Scottish Section Spring Weekend Break & AGM - 27/28th March

For the past few years we have held our Spring get together up in Blair Atholl and have enjoyed great weekends there. However, our contact there, who made it such a bargain weekend, has moved on and so, coupled with a desire to try somewhere new/not so far North, but still giving us the quality of service and accommodation, we have been searching for an alternative.

We think we have come up with a great weekend package for 2009 based in Dunkeld - The Royal Dunkeld Hotel, Dunkeld, Perthshire, PH8 0AR (Tel: 01350 727322, email: reservations@royaldunkeld.co.uk, website: www.royaldunkeld.co.uk) where our contact is the manageress, Janet Murray.

This is a private hotel on the town's main street with 25 rooms in the main hotel, a further 10 rooms in an annexe and a private car park to the rear. All rooms are twins or doubles with en-suite facilities, colour TV and hospitality tray etc. There are 2 bars, pool and snooker tables, lounge, dining room and a cosy function room with a dance floor a small bar and ample seating and tables around for a great nights fun.

Dunkeld is just off the A9, a few miles north of Perth, and is on the main railway network. The hotel is right in the centre of the small town, with the Cathedral and many interesting small shops within walking distance.

The special rate we have negotiated is £42 per person per night for dinner, bed & breakfast for the Friday and Saturday nights - with the option to stay on Sunday night as well at the same rate.

There is a £15 supplement for single room occupancy with a limited number of rooms available in the annexe where this charge will be waived.

Please note there are no lifts in the hotel.

The weekend is open to all members from all Sections of the TOC as well as our friends from 2CVGB/ECOSSE and their friends and families.

The usual format is to arrive on the Friday, settle in, meet up with old friends from the various sections and then, after dinner, to enjoy a dram and a natter in the very comfortable surroundings.

On Saturday there is a vast selection of things to do in the immediate vicinity, including local shopping and sight-seeing in the town itself, as well as visits to the many attractions in the surrounding area. In the evening, after dinner, we have managed to get Jimmy Lindsay, the renowned and popular master accordionist, to entertain us with a selection of Scottish dance music.

Our Section will pay for Jim's services from our kitty but we will probably hold a small raffle on the night to help defray the cost.

On Sunday, at 11.30am, we will hold our AGM in the Hotel and would urge as many members of the Section as possible to come along and help us plan the 2009 calendar of activities.

Thereafter you can either continue the holiday or head for home. It may be possible to stay on at the hotel at the same special rate for as many nights as you wish (before or after the weekend) if there are rooms available.

These are really great rates for a fine hotel with good facilities. To book ring Janet and quote 'Citroën Club Deal'

See you there

Andy Burnett

South Midlands Section

LA VIE EN BLEU - 23th & 24th MAY, 2009

This is an annual event organised by the Bugatti Owners Club at the famous Prescott Hill Climb near Cheltenham and is a celebration of the French Automobile.

Last year the TOC had a joint stand with the Citroën Car Club and 2CVGB and we will have the same arrangement again this year.

We will have our own designated display area and Citroën UK have kindly agreed to supply us with one of their mobile exhibition units which provides a very welcome facility and a substantial focal point for the stand.

There will be a French market, catering and a licensed bar and the Bugatti Trust will be open to visitors.

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb, including a demonstration of the Bugatti Veyron.

There is plenty of general parking space and you don't have to have a vehicle in the club display to come along. The atmosphere is very evocative of the period and having been to the event for the last two years I can thoroughly recommend it.

The site is about 3.5 kilometres due East of the A435 between Evesham and Cheltenham via the village of Gotherington. OS Map ref. 987297. Post Code GL52 9RD.

At the present time we anticipate that there will space on the stand for 6 vehicles from each club, however we are hopeful of having a larger area than last year. If you are interested in putting your car on display, please contact me as soon as possible on 01905 454961 or at janeandsimonsaint@hotmail.com. You could display your car for one or both days.

Entry fees for all whether or not you are displaying your car

in the Club stand are per person as follows:-

On the gate Saturday £15, Advance purchase ticket £12

On the gate Sunday £15, Advance purchase ticket £12

Weekend Ticket £26, Advance purchase ticket £24

You can purchase advance tickets over the phone on 01242 673136 or 679796 or email: club@bugatti.co.uk

There will also be an Autojumble. Pitches will be available at a cost of £10 for a 5m x 5m pitch. Camping will be available at a cost of £7 per unit/per night.

Simon Saint
01905 454961

South West Section

The South West Section will be meeting at The Eliot Arms (Square & Compass), Tregadillett, Launceston, Cornwall at noon on Sunday 29th March. It's a beautiful country pub just a minute or two off the main A30, and all members are cordially invited for a pleasant pub lunch and chin-wag!

Walford Bruen
01395 568 909 kembu@btinternet.com

Surrey, Hampshire & Sussex Borders Section

Firstly a big thank you to the 50+ who attended a successful Christmas Lunch at the Barley Mow, which was the culmination of a very busy year for the section.

We are now looking forward to this years meetings and outings and hoping that we are as lucky again with the weather for our 2009 schedule of events, which is as follows:

March 15th	Meeting at The Fairmile.
April 9th	Convoy to R.A.F. Tangemere nr. Goodwood. leave 10.30a.m. from The Fairmile, Cobham, or meet there
April 26th	Drive it Day. Meet at Denbies vineyard nr. Dorking 11 a.m. Destination to be decided. Alec Bilinearney 020 8546 7071 will be leading this event.
May 17th	Meeting at the Fairmile Cobham from 12 noon
June TBC.	Woking Hospice classic car show. An area will be booked for TOC. Contact Helen 02083307216 if you wish to enter your car.
June 21st	The TOC National Rally in Cornwall, for those not attending meeting at The Fairmile Cobham
July 5th	Citroën and Renault day at the Rural Life Centre, Tilford nr. Farnham. All Citroën cars welcome.
July 19th	Arundel Castle, Wildlife and Wetlands Centre, free electric boat trips around The Wetlands. Meet at The Fairmile to convoy 10.30a.m. or see you there.
August 16th	Weald and Downland Museum, this date coincides with A Steam Rally at the museum so plenty to see. Meet At the Fairmile 10.30a.m. to convoy or meet there.

Sept. 20th	Rural Life Centre Tilford Road Nr. Farnham. Surrey Classic car show. Plenty to see train rides, and exhibits of how life used to be in the Country . We will try to arrange for a TOC area. Contact Helen to book.
Oct. 18th	To be decided.
Nov.15th	Meeting at The Fairmile, Cobham
Dec 20th	Christmas Lunch in the Malting House, at The Barley Mow (bookings only through Helen).

For more information on any of the above please phone John or Helen also, should you wish to join in a convoy please phone Helen in advance so the convoy doesn't leave without you.

Helen Shelley
0208 330 7216 or mobile 077 905 383

West of England Section

Following our annual get together at the Tunnel House, we have come up with the following programme for 2009. Details will be added as the year progresses, and the recession worsens:

26 April	"Drive it day", we are to don pith helmets and sensible shoes and mount an expedition to discover the source of the River Brue. In an unguarded moment, Noel Hutchinson has volunteered to discover a source of lunch (details nearer the time). There is also talk of a Boules match involving local 2CV folk.
23/24 May	La Vie en Bleu at Prescott. To date we have had rain and gales for this, so this year we should get lucky. Simon Saint is the main man for this so watch this space, or rather his space!
21 June	TOC Annual Rally, which everyone will be going to.
12 July	Another minor matter somewhere in France.
2 August	A much more important event: Time for a BBQ chez M et Mme Hackett. Usual thing, turn up, bring food, burn food, eat buns, go home.
1-3 Sept	Stoberry Park in Wells. This is a proper, grown-up, visit to an "open garden" day, part of the National Gardens Scheme (£3.50 on the gate), there will be cream teas as an added bribe. This is preceded by lunch at the Britannia Inn in Wells (next door to the Osborne residence). It was cracking good lunch last year so we thought we would come back for seconds.

And that's it for 2009. We could do more but there are only so many weekends in the year and there is even rumoured to be a life beyond Tractions.

Once Santa has been again, it will be time to gather at the Tunnel House once more, another year older and more sensible, on the 10 January 2010!

Pip pip

www.traction-owners.co.

Jane & Terence McAuley
01225 466939 mrsjane.bear@toucansurf.com

Rest of the World

The following greetings have been received for the TOC and it's members from friends around the world.

1. Switzerland : Traction Avant Club Switzerland wishes all the best for the new year. *'Enjoy the friendship among our fellow Tractionists'.*

2. Western-Australia : *All the very best for the New Year. May your Traction live forever!*

3. California, USA : *Best wishes for 2009 from this side of the planet !*

4. Cape Town, South-Africa : *Best wishes to all.*

5. Vienna, Austria : *All the best!*

6. Paris, France : *Happy New Year and Happy 'Tractioning' through the whole of 2009.*

7. Normandy, France : *Best wishes.*

8. Buenos Aires, Argentina : *Best wishes from the Gaucho Tractionist.*

9. Dordogne, France : *Best wishes to all and have a pleasant time at the steering Wheel of your Trac, from PERTRAC.*

10. Dannevirke, New-Zealand : *Seasons greetings*

11. Schiedam, the Netherlands : *Veel geluk en gezondheid in 2009.*

12. Lokeren, Belgium : *Beste wensen voor een gezond en voorspoedig 2009.*

13. Bussum, Netherlands :



Walter & Noëlla
0032 50 425 836 (weekends only)
walternoella.callens@hotmail.com



events diary

Please send details of future to:

TOC Editor, The Byre, Brockhurst Lane, Monks Kirby,
Rugby, Warwickshire, CV23 0RA
email: editor@traction-owners.co.uk

March 2009

7 - 8 22nd Salon Champenois de Reims
Véhicule de Collection,

April 2009

6 Vintage Car Show Amberley Museum, West Sussex. Details: www.amberleymuseum.co.uk
26 Drive it Day Contact Section co-ordinators for details of local arrangements

May 2009

2 - 3 Citromobile Weermarkthallen, Utrecht, Holland
2 - 4 TOC Ireland tour Please contact Leslie Scott +353872592447 or lesliescott@eircom.net
16 - 17 MotorMart Autojumble Beaulieu. Details from www.beaulieu.co.uk
22 - 24 Swedish TA-meeting Kastlösa on the isle of Öland. Details from Walter & Noëlla
23 - 24 La Vie en Bleu Prescott, details from Simon Saint

June 2009

19 - 21 TOC Annual Rally Pendennis Castle Cornwall.

July 2009

9 - 15 25th Brittany Tour Details to be confirmed but we think it will end in Arras
10 - 13 75th anniversary event Arras, Northern France see: www.75heurespour75ans.com
18 - 28 Aug Paris-Moscow-Paris tour Tour organised by CAAR Netherlands. Details from Terence McAuley

August 2009

14 - 16 Danish TA-meeting Helsingør. Details from Walter & Noëlla
22 - 24 151st Egham Royal Show Egham, Surrey. For further details contact Andrew York.
28 - 30 Norwegian TA-meeting Sola close to Stavanger. Details from Walter & Noëlla

October 2009

3 Swiss Classic British Car Show Morges Switzerland, on Lake Geneva

November 2009

28 TOC pre-Christmas Dinner/Dance venue to be confirmed
29 TOC Annual General Meeting venue to be confirmed

June 2010

11 - 13 St-Valéry-sur-Somme joint TOC/TU tour. Further details from Robin Dyke

July 2010

24 or 31 TOC Annual Rally Northumberland. Full details to follow

August 2012

16 - 19 15th ICCCR Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk

If you know of any forthcoming events that may be of interest to other TOC members
please inform the Editor

'Float in Power to Cornwall'

TOC Annual Rally 2009

19th to 21st June



Firstly, a big "thank you" to all those members who have already sent in their Booking Form and payment, and a reminder to those who have yet to do so. Please note that you should pay either the "Weekend Rally" amount (plus Geevor Tin Mine visit if required) or the "Sunday Only" amount... but not both.

On to lighter matters... as Rally Administrator, I couldn't resist a little statistical analysis: As at 31st January we have 22 vehicles confirmed, with a good mix of Slough and Javel, Light and Big, 'Bombe et Plate' and body styles from Roadster to Familiale. As yet we haven't any 6 cylinder entrants... so please wheel them out and dust them off... your Club needs you!

It's good to know that to date we have unanimous take-up of the Tin Mine visit, and it's also interesting to note that all respondents have requested the Traditional Steak Pasty... what a testosterone laden bunch we are. It must be something to do with steering... and muscle bulk!

I'm delighted to confirm that our local Citroën agent, P.C.Tonkin & Son of St.Austell have been appointed as principal sponsor to the event, and are providing a very generous sum towards the Rally budget. We look forward to working closely with Jeremy Tonkin and his staff to promote the event, and to recognize their significant contribution to the marquee, in the local press.

As you can see from the cover of this issue, we are busy looking at suitable locations for our Convoy Run. It's a tough job... but somebody has to do it! As a genuine Cornish car, first purchased in Truro in 1939, Vic Vickerstaff's Light 12 simply had to be the centre piece. Newly restored to it's original colour scheme, the rebuild was barely completed in time for our January photo shoot. I must confess, lovely as the coast looks, it was a bit brisk up there... roll on summer!

Some new developments: We are currently discussing the logistics of running a "Bring & Buy Table" and possibly "opening a branch" of the Club Shop on Sunday at Pendennis Castle. I'll confirm this in the next issue, but we feel these would be an interesting diversion to while away a lazy Sunday... and a great opportunity to find (or get rid of) some Traction related items. In the meantime... start looking out those unwanted toy cars, postcards, literature and gearboxes!

And of course... if you have a Traction part, but never quite knew what it was, or where it might go... please bring it along to Walford Bruen's "Guess the Part" table (also now on the Sunday). A panel of experts will be on hand to advise on its provenance, and provide valuations for insurance purposes!

Further afield, Walter and Noëlla Callens have very kindly made contact with various clubs and individuals from Holland and France. My thanks to them both, and thanks also to Nick Greene for the French translation. We hope the current strength of the Euro may tempt some of our "mainland" brethren across the water... and of course with our Breton Band and dancing on Saturday night, we aim to make all our visiting "Tractionistes" feel very much at home!

And talking of home, if any members from the South-West Section would like to join us for our next planning meeting at The Eliot Arms (Square & Compass), Tregadillett, Launceston at noon on Sunday 29th March. Meetings are always very informal and laughter has been known to occur so do come along for a pleasant pub lunch if you can (just contact me nearer the time so I can confirm numbers).

The full Rally itinerary, accommodation guide and booking form can be found in the previous issue of *Floating Power* (if the dog has chewed that to a pulp) via the "Social" link on the TOC Website. If you have any queries, please do contact me at mail.howard@btconnect.com or on 01872 862386.

Of course, no Rally report would be complete without this bit. There are a million reasons why one might delay booking (especially in these troubled economic times) but I shall give you just one good reason to book up now. The Cornwall Tourist Office is anticipating a bumper year in 2009 as the weak pound makes "holidays at home" more attractive. Hotels, B&Bs and Camp Sites will soon be turning people away as bookings flow in. So, if you would like to join us for the 2009 TOC Annual Rally and "Float in Power to Cornwall"... please get booking as soon as possible!

And finally, on a lighter note... some useful Cornish phrases for our visitors:

Cornish: Wannumdiddee? English: He didn't want them anyway, did he? Useful defence for the Member who has aggressively negotiated an excessive (in the view of his peers) discount on some Marchal lenses at the Bring & Buy Table.

Cornish: Madderdoee? English: It doesn't matter, does it? What Cornish Traction owners say to their wives when the car unexpectedly rolls to a halt in the middle of Bodmin Moor... in the rain... at night...

Cornish: Lullystaykinum! By now you should be getting the hang of this... it refers to the tenderness of the meat in their Pasties!

In the next issue, I shall publish a guide to naming parts of the vehicle in Cornish... should they require attention... on Bodmin Moor... etc. etc.

That's it for this time. I hope our cover photo will inspire you to come and explore Cornwall this summer... and we're working hard to make sure you will experience the best our county has to offer. As I said, it's a tough job...

Howard Speirs

P.S. Booking Forms can also be printed off directly from the TOC Website so if you haven't already booked print one off or copy the one from the last issue of *Floating Power* and start scribbling right away!

Hope to see you soon.

West of Ireland Tour

2nd - 4th May 2009

The 2009 TOC Ireland Tour will commence where the last Tour finished - at the Creamery Bar at Bunratty Castle.

Day One will consist of a tour through the Burren to Galway.

Day Two will include a visit to the Arran Islands.

Day Three will be a tour through West Galway's Killary Harbour (Ireland's only fjord) to Westport, County Mayo.

The organisers, Leslie & Joyce Scott, are hoping that everyone will be interested in staying in one Hotel each night (to avoid any possibility of drink driving etc. and to get better rates) where there will be a tour dinner - but they are at the moment investigating suitable campsites (although they are having some difficulty in this area).

TOC Members interested in taking part in the tour should contact the organisers, Leslie & Joyce Scott, as soon as possible to register. Leslie & Joyce can be contacted by telephone on 0035 387 259 2447, by fax on 0035 350 442 228, by email at lesliescott@eircom.net or by visiting their website at http://www.farmworks.ie/irish_traction_tour_home.html [by the way make sure the sound volume is set correctly on your PC before logging on to this site - and enjoy!!!]

75th Anniversary Event

Arras, Northern France

10th - 13th July 2009

I can again report that arrangements for the 75th anniversary in Arras are progressing well. Total registrations have doubled in the last two months which means we have received payment for over 300 cars and drivers plus a slightly higher number of additional passengers.

The Dutch are currently top of the registration league with 111 entries and the French are close on their heels with 96. 30 of the remaining 100+ are TOC members, all but one of whom is UK based, and I am assured several other ex-pats do intend to join us - assuming crazy £/€ exchange rates don't force repatriation before July.

If you have not yet registered and are hoping to attend the Gala Dinner you should be quick because there are now very few places left.

My appeal (in the last edition of *Floating Power*) for would-be campers to advise their intentions apparently fell on deaf ears - unless only one TOC member plans to camp or (perhaps even more likely) nobody bothers to read my ramblings! Anyway, I am pleased to say we are now in discussion with a dedicated campsite within a few miles of the town centre so I anticipate our lone TOC representative will have decent facilities in a convenient location and, thanks to TAN in particular, will have lots of other Tractionists to talk to. Details will be released as soon as possible.

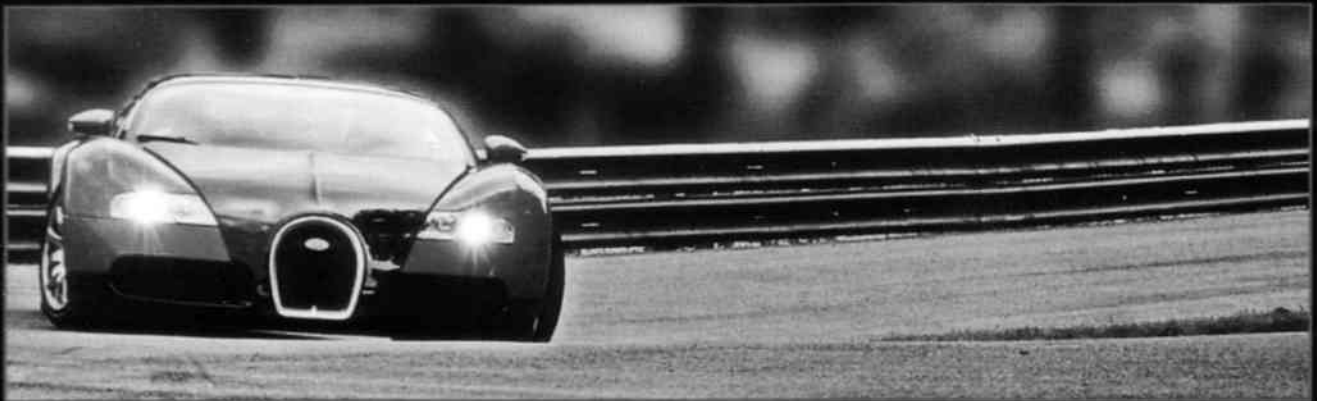
As well as supplying a number of cars for the museum the TOC will also assume responsibility for the "Baptême en Traction". The object of this event will be to provide an interest for some of the non-Tractionists who find themselves caught up in our event by offering short rides.

It is envisaged that this will primarily be of interest to those who have not previously been in a Traction but I anticipate there may be some older people, perhaps with pleasant memories from their youth, seeking one more ride for nostalgia's sake.

Finally there could be some LHD Traction owners who would like to experience the added export luxury of a Slough car. To this end I ask all TOC members who will attend (French or Slough car owners) to let me know if they are prepared to spare a couple of hours on Sunday, (12th), to help with this worthwhile P.R. event.

Bernie Shaw

SATURDAY 23 & SUNDAY 24 MAY 2009



La vie en bleu 2009



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Advance Tickets: £12, £15 on gate Saturday or Sunday
Weekend Tickets: £24 Advance, £26 on gate

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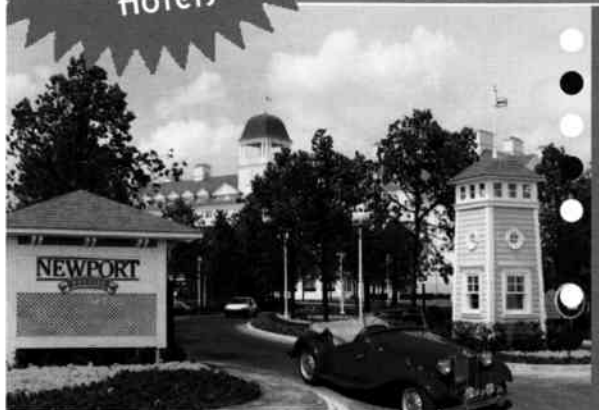
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Classified adverts

Please send adverts to:

TOC Adverts, The Byre, Brockhurst Lane, Monks Kirby, Rugby
Warwickshire CV23 0RA email: editor@traction-owners.co.uk

The deadline for receipt of adverts is the 10th of the month

Classified Adverts

1 Small ads are free for current members of the TOC and are for the disposal of vehicles and parts that are their personal (private) property.

2 Ads for accommodation from members are charged at £6 per insert.

3 Members' ads should include your membership details or payment.

4 Ads from non-members cost £12 per insert and must be accompanied by a cheque payable to "The Traction Owners Club Ltd".

5 Ads may be edited or refused, and the Editor cannot guarantee insertion into any specific issue, although every effort will be made to publish an advert in a specific month if requested.

6 The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes. Please write legibly, and if you email your ad please only use plain text and no colours.

7 Ads for VIN plates, V5 documents etc. will not be accepted.

8 Ads received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.

9 Ads are only accepted by post or email, and must be sent to the address above. If ads are sent to any other address they will be delayed or may even fail to appear at all.

10 Ads sent by email should be in plain, unformatted text.

Trade Display Adverts

Trade display advertisements cost £240 per full page, pro rata rates apply for panel advertisements less than one page. Other trade advertisements cost £5 per column cm.

Warning

Unless members specifically request otherwise all advertisements that appear in the 'Traction for Sale' and 'Parts for Sale' sections of this magazine will be displayed on the TOC website approximately one week after the magazine is published. In recent months advertisements on the TOC website have attracted attempted phishing and 'cashback fraud' attacks on TOC members. Members should therefore maintain the utmost vigilance when dealing with responses to their adverts. If in any doubt check out the following websites for advice on what to look out for:

<http://www.met.police.uk/fraudalert>
<http://www.carcraftmeawareness.co.uk>
<http://www.binary.co.uk/chequescam>

Traction for Sale



1937 Traction Limousine This car is a very rare model being probably just one of a handful still around which has all its original and distinguishing features such as all-round narrow wings, rear curved door (like a front door), a flat rear floor (no well for strapontin), flat fronted headlights and the inner wing curving around the front grill. This car now needs a new home. Price 17,000 Euros. Contact John Savelli on 0033232901383 or by email at jsave115@msn.com for additional photos.



1951 RHD small boot Light 15. Red with red upholstery. Extensively overhauled and little used. Reconditioned engine/gearbox/clutch. Stainless exhaust. Renewed front silentblocks, c/v driveshafts and recent brake overhaul. Fully re-upholstered but seats in PVC (Leather replacements available). £8500 John Gillard 0207 358 9969 (Trade)



1952 RHD big boot Light 15. Black with red upholstery. Sills and doors repaired in 2000.



1952 LHD 11BL. Black, big boot model. 11D engine (good compression but would benefit from overhaul) OK gearbox, new clutch. Bodywork very solid, some rust in doors but not rotten. Converted to 12V. Brakes recently overhauled, new MOT. Interior reupholstered in blue. Tidy and reliable. £3750 John Gillard 0207 358 9969 (Trade)



1953 RHD Light 15. Big boot model. Maroon with black wings and red upholstery. Good engine, recently converted to unleaded. New brakes, front silentblocks and c/v driveshafts. Rewired, radio, fully reupholstered interior. New MOT. £9000 John Gillard 0207 358 9969 (Trade)



1953 RHD Light 15. Black with red leather interior and black carpets. In daily use. 11D engine. £4750 John Gillard 0207 358 9969 (Trade)



1953 RHD Light 15. Big boot model, Snow-berry white with red interior, In daily use, D engine with perfo head, reconditioned gearbox, new clutch. New front and rear silentblocks with fully overhauled brakes and c/v drive-shafts. Fitted with Clayton heater and front and rear seatbelts. Rewired. Reupholstered front seats. New MOT. £6000 John Gillard 0207 358 9969 (Trade)

1955 RHD Light 15. Big boot model with sun-roof, Restored rolling bodyshell - structure and panels fully repaired, new floor, sills, gutters etc. ready for painting. Brakes, steering and suspension overhauled. All parts available or can finish to requirements. £4500 John Gillard 0207 358 9969 (Trade)



1937 Traction Limousine This car is a very rare model being probably just one of a handful still around which has all it's original and distinguishing features such as all-round narrow wings, rear curved door (like a front door), a flat rear floor (no well for strapontin), flat

fronted headlights and the inner wing curving around the front grill. This car now needs a new home. Price 17,000 Euros. Contact John Savelli on 0033232901383 or by email at jsavelli5@msn.com for additional photos.



1954 big boot Light 15. Slough built and exported to New Zealand in 1954. The car appears to have had very few owners, is virtually rust free, has been used regularly and the mileage of approximately 110,000 miles appears genuine. The car returned to the UK in 1992. The interior was redone in NZ and the seat and door coverings have been professionally recovered in dark red vinyl. There was a bare metal re-spray in 1994. A new crown wheel and pinion and rebuilt gear box in 1995, and new radiator and head gasket 1997, a classic Clayton heater fitted 1998. All work done by Classic Restorations. A new exhaust manifold and four new hub caps have just been fitted. Used regularly, kept in heated garage and one owner and MOT's since 1993. Supplied with 12 months MOT. £8,250. Contact Julian Pratt on: 01306 711712 or Mobile: 07824 313541 or email: julianpratt@iib.ws

Parts for Sale

Difficult starting after standing or when hot? Our simple addition to the fuel system overcomes these problems and saves bonnet up pump priming in the rain! Easy to fit. Many satisfied customers. Send £15 (includes P&P) to: David

Boyd, Tanglewood, 114 The Ridgeway, Astwood Bank, Redditch, Worcestershire. B96 6NA. Tel 01527 894599

For Sale: Pirelli and Michelin Classic tyres for your Citroën. Buy direct from the wholesalers at unbeatable prices! Remember to mention you're a TOC member when calling. Tel: 01590 612261 or visit www.vintage tyres.com

Reversing Light originally for late 40s Vauxhall but would suit a small boot Traction. Looks like a miniature headlamp, black with chrome rim, unused, with switch and fittings in original box. £20 plus p&p. Robin Dyke 01865 858555

Tyres: Michelin and Pirelli 165R400, 185R400, 130/140x40, 150/160x40 and 135x45 all Michelin. Please call Dougal at Longstone Tyres on 01302 711123 or email sales@longstonetyres.co.uk

Miscellaneous

DVD of Annual Traction Rally 2007, No music, no commentary, just the glorious sight and sound of classic Traction. List of participating cars. £4.99 each, including postage. Tel: 07867 971110 or nicholasyeomans7@hotmail.com

New Book: Citroën 1945-64 in the Nostalgia Road Classic Marques series; 52 pages, many illustrations. £9.95 inclusive of P&P. Pre-order direct from author, Malcolm Bobbitt, Javel 4 Holmewood Paddock, Cockermouth, Cumbria CA13 0DN. Tel 01900 825581, malcolm.bobbitt@googlemail.com

Citroën DS-Design Icon. Signed copies of this fully illustrated 192 page book direct from author, Malcolm Bobbitt, Javel, 4 Holmewood Paddock, Cockermouth, Cumbria CA13 0DN, Tel 01900 825581, malcolm.bobbitt@googlemail.com. £35 inclusive of P&P

Strokes!!! - Identify them early and save Lives

Neurologists believe that if they can get to a stroke victim within three hours they have a chance of totally reversing the effects of the stroke. The difficulty of course is getting the stroke recognised, diagnosed and then getting medical care for the patient within the three hours.

Often the symptoms of a stroke are hard to identify and unfortunately it is easy for people nearby to fail to recognise the symptoms. Doctors however say there three simple tests that can help determine if a person may have suffered a stroke.

S - ask the person to SMILE

T - ask the person to TALK and speak a simple sentence coherently (eg "It is sunny out today")

R - ask the person to RAISE BOTH ARMS

Another indication that someone may have suffered a stroke is their tongue - so ask the person to 'stick out his/her tongue'. If the tongue is 'crooked' ie it goes to one side or other of the mouth this could also indicate that a stroke may have occurred.

If the person has trouble with ANY ONE of the three simple tests call 999 (or 112 on a mobile) IMMEDIATELY, tell the operator that you think the person may possibly have suffered a stroke and describe the symptoms.




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