

Floating Power

January/February 2010





welcome

Published bi-monthly since 1976,
Floating Power is the official magazine
of the Traction Owners Club Limited
Registered office: 58 St Augustine Road
Griffithstown, Pontypool,
Gwent NP4 5EZ

The opinions expressed by contributors
are not necessarily those of Floating
Power or the TOC. The TOC is not
responsible for the results of following
contributors' advice, nor does it
necessarily endorse the products or
services of any advertiser. The editor
reserves the right to sub-edit submitted
material as deemed necessary. This
publication may not be reproduced in
any form or part without the written
permission of the editor.

Missing Magazine?

Please contact John or Bev Oates
01629 582154
membership@traction-owners.co.uk

The closing date for input
to the March/April edition of
Floating Power is
Friday 12th February

Welcome to the following new Members who have recently joined the TOC

2104 Mr J & Mrs C Thompson, Andover, Hants
2105 Mr Christopher Holtom, Toddington, Glos
2106 Mr Laurence Acher, Osterley, Middlesex
2107 Mr Antony Green, Wighton, Norfolk
2108 Mr Nigel Watling, Dereham, Norfolk
2109 Mr Geoffrey Taylor, Lifton, Devon
2110 Mr George Manser, Southampton
2111 Mr Mathew Westwood, New Maldon, Surrey
2112 Mr Robin Chater, Newbury, Berkshire
2113 Mr Charles Cheesman, Orpington, Kent
2114 Mr Steven Hinchliffe, Holmfirth
2115 Mrs Jacqueline Hemingway, Kenilworth
2116 Mr John Crowther, Longstowe, Cambs

W elcome to the January/February edition of *Floating Power* in which again we have a tribute to a TOC Member, Cliff Richards, who has recently been taken from us. I last communicated with Cliff via email in July, when he sent me his entries for the 2010 calendar competition, and my sincere condolences go to Den and her family in their sad loss.

When you read the minutes of the AGM (page 6 onwards) you will read that I have resigned from editing the magazine and from the TOC committee. As there were no volunteers to replace me I have agreed to continue producing the magazine whilst the committee makes alternative arrangements but I cannot guarantee that I can continue to meet the normal timescales.

When you read further you will also find that, based on the voting at the AGM, the centre four pages of the magazine now have full colour photographs. For those of you concerned about the increased cost of the colour photographs I can assure you that in real terms there has been no extra cost to the TOC because for this edition we have started to use a new printer who is charging us less for printing the magazine in colour than we were previously paying for black & white.

As I wrote in the December edition of *eFP* - your Club needs you, if it is to continue operating effectively. John Ogborne, who has been the General Secretary for a number of years, will step down from the job at the 2010 AGM. Also Mick & Moira Holmes have now definitely relinquished responsibility for the Club stand at the Classic Motor Show at the NEC and, as stated above, I have resigned from the job of editing *Floating Power*.

The Club needs volunteers to carry out these tasks so if you are interested in finding out what is involved and if you could help please contact Bernie Shaw, John Ogborne, Mick/Moira Holmes or myself, as appropriate.

Finally may I wish each and every one of you a healthy and prosperous 2010.

John Barnes

COVER IMAGE: ANSELM AHERNE'S 1949 PARIS-BUILT 11B NORMALE, WHICH HE PURCHASED FROM STEVE SOUTHGATE IN 1992, PICTURED AT POWERSCOURT WATERFALL, COUNTY WICKLOW, IRELAND. ANSELM SUPPLIED THIS PHOTOGRAPH FOR THE 2010 CALENDAR COMPETITION. Photograph Anselm Aherne

contents

2	Welcome/editorial	21 - 22	Members Cars
3	President Ponders	23 - 24	Remembrance Service, Elvington
4	Chairmans Chat	25 - 26	Traction Avantageous
6 - 9	Minutes of the 2009 AGM	27 - 31	The making of Monsieur Bibendum
10	TOC News	31	The TOC's own 'Stig'
11	FBHVC News	38 - 33	Tough Love revisited
12 - 13	Section Scene	34	Events Diary
14	Cliff Richards	35 - 37	Events
15 - 18	Your letters	38 - 39	Classifieds
19 - 20	TOCTech		

TOC committee

The members of the Committee of the Traction Owners Club are all volunteers who work from home in their spare time. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately

PRESIDENT Bernie Shaw

Silvertrees, 2 Hardwick Close, Wellingborough, Northamptonshire, NN8 5AE
01933 274382 president@traction-owners.co.uk

CHAIRMAN Bev Oates

55 The Knoll, Tansley, Matlock, Derbyshire DE4 5FP
01629 582154 chairman@traction-owners.co.uk

SECRETARY John Ogborne

4 Whitegates, Bath Road, Wells, Somerset BA5 3LP
01749 675312 secretary@traction-owners.co.uk

TREASURER Tony Malyon

58 St Augustine Road, Griffithstown, Pontypool, Gwent NP4 5EZ
01495 763239 treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY John & Bev Oates

55 The Knoll, Tansley, Matlock, Derbyshire DE4 5FP
01629 582154 membership@traction-owners.co.uk

MAGAZINE EDITOR t.b.c.

editor@traction-owners.co.uk

TOCTECH EDITOR Jonathan Howard

21 Market Place, Chipping Norton, Oxfordshire OX7 5NA
01608 643065 toctech@traction-owners.co.uk

WEBSITE Mick Popka

151 Tadcaster Road, Dringhouses, York, North Yorkshire YO24 1QJ
01904 701005 webmaster@traction-owners.co.uk

SOCIAL SECRETARY Terence McAuley

7 The Normans, Bathampton, Bath BA2 6TD
01225 466939 events@traction-owners.co.uk

HELPLINE Mick & Moira Holmes

35 Mays Avenue, Carlton, Nottingham, NG4 1AS
0115 911 8218/0870 012 2002/0044 115 911 0960 helpline@traction-owners.co.uk

CLUB SPARES Chris Treagust

98 First Avenue, Batchmere, Chichester, West Sussex PO20 7LQ
01243 511378 spares@traction-owners.co.uk

CLUB SHOP Barry Curtis

22 Kings Drive, Pagham, Bognor Regis, Sussex, PO21 4PY
01243 266129 clubshop@traction-owners.co.uk

ADMIN & COMMITTEE ARCHIVIST Lynda Ogborne

4 Whitegates, Bath Road, Wells, Somerset BA5 3LP
01749 675312 committee-archive@traction-owners.co.uk

TECHNICAL & CLUB HISTORY ARCHIVIST Frank Grant

Dun Donnachaidh, Crathie, Ballater, Aberdeenshire AB35 5UL
01339 742272 technical-archive@traction-owners.co.uk

NON-DESIGNATED

Colin Gosling

Mark Harding

Sunnyside Farm, Parracombe, Barnstable, Devon EX31 4QJ 01598 763241

Tony Hodgekiss

94 Oving Road, Chichester, Sussex PO19 7EW 01243 781040

Peter Riggs

9 Newton Close, Rushden, Northamptonshire NN10 0HR 01933 419863

Steve Reed

1 Terwick Cottage, Rogate, Near Petersfield, Hampshire GU31 5EG 01730 821792

John Reynolds

18 Partridge Close, Upper Bruntingthorpe, Lutterworth, Leicestershire, LE175QY.
0116 247 8400 - john.reynolds53@btyahoo.com

Tony Latchford

22 Inchbonnie Road, South Woodham Ferrers, Essex, CM3 5FG
01245 328009

ADVISORS to the COMMITTEE

Health & Safety Tony Latchford

2 Inchbonnie Road, South Woodham Ferrers, Essex, CM3 5FG
01245 328009 health-safety@traction-owners.co.uk

Child Protection: Lynda Ogborne

4 Whitegates, Bath Road, Wells, Somerset BA5 3LP
01749 675312 child-protection@traction-owners.co.uk

President's Ponderings



Having seen the many pictures and reports I know the 90th Celebration was an excellent "do" and I am very sorry to have missed it. Pickering, although on a different scale, was apparently a very enjoyable event and I believe it is now likely to become a regular event in the TOC calendar. I did return in time to participate in the Remembrance weekend at Elvington. Prior to Sunday's ceremony we were all invited to take Saturday afternoon tea with the Lord Mayor of York at the Mansion House which we all enjoyed. It was also evident that our presence for the weekend was greatly appreciated by the French Party and the Museum Director.

Thanks to Mick & Moira Holmes the TOC's stand at the Classic Motor Show was a resounding success and together with the CCC and 2CVGB we were awarded a prize for the combined stands. However, if we are going to participate again next year we shall need somebody to come forward to take on the co-ordination and organisation as this was definitely M&M's swansong at the NEC.

As a parting gesture they did reserve us space for 2010 but we now require a volunteer to step up and continue their fine tradition – and preferably sooner rather than later. If you feel you might be interested Mick & Moira will be pleased to outline the basic duties so please contact them via the helpline.

Last weekend saw the AGM with the now traditional get-together the evening before. Once again Steve Southgate did us proud by arranging a meal with entertainment, reasonably priced accommodation and excellent meeting facilities - and all at a central venue convenient to the majority of members.

This year there were two special items on the AGM agenda. The first, coloured pictures in the TOCTech section of *Floating Power*, was agreed by a very large majority of members present as well as those who had voted by post. However, the second proposal which concerned the matter of a membership list for all (prompted by a letter in FP) proved more difficult to decide.

I had initially proposed that it should be on the "members only" section of the website in order to minimise cost of production and distribution and the amount of (volunteers') time that it would entail to distribute to all members. However, after a lot of discussion it was clear the majority of those present were definitely not in favour of any form of membership details being available anywhere on the TOC website. By contrast the postal vote had gone the opposite way, with the majority saying yes to making the list available through this medium.

The main concern of the meeting was one of the security of anything on the web - even on a password protected area of our own site. The majority present said they would not want their details included if we went down such a route and it was felt that those not present might also re-consider if they were aware of the discussions.

It was argued that if the prime objective in having a list is to allow members to find details of other members that objective would not be achieved if a large number of members chose to withhold their own details. In view of this the decision was made to put the proposal aside to allow the various arguments to be aired amongst the full membership.

In the meantime, as we were reminded in *Floating Power* recently, for a small admin fee a list of all members who have agreed their details may be shared is available to any member who requests it from the Membership Secretary.

In line with one tradition, at the end of the proceedings Tony Latchford passed the Chairman's gavel to his successor and in so doing set a precedent in introducing the Club's first female Chairwoman. I should like to repeat John Ogborne's thanks to Tony for his year "on seat" and add my best wishes to Bev as she breaks new ground.

In the last issue I appealed for volunteers to assist with Concours judging and am grateful to Pete Marley for stepping up. Pete Simper and I look forward to having him on board but this is still a big task and further volunteers will be welcomed with open arms. I therefore look forward to hearing from others in the next couple of months and, as I have said before, I shall be happy to answer any questions regarding the "duties".

Walter & Noella Callens kindly brought a quantity of the official Arras DVD to the AGM. They sold well on Sunday but I do still have five copies left and could send one in time to go under the Christmas Tree. At £19.25, first class post, or £20, "signed for", the price is slightly lower than if bought direct from France.

Finally, I wish all a healthy, prosperous, and happy 2010 and hope we shall meet under the TOC umbrella, (rather than under TOC umbrellas!) in the not-too-distant future.

Bernie Shaw

Chairman's Chat



Is the Traction Owners Club ready for this? Am I ready for this? The first female Chairman.

I was flattered when a member of the committee proposed me for election at a recent committee meeting. Anyone who knows me knows that I always have plenty to say and that I'm not afraid to voice my opinion – in an appropriate manner I hope.

I agreed to take on the Chair if I had the support of Bernie Shaw and John Ogborne plus my own unofficial 'vice' chair (John) who is very good at curbing my over enthusiasm when necessary plus giving me verbal signs as to when it is best to hold my tongue!

John and I joined the TOC just over 20 years ago after finding our Traction in a little garage called Eureka in Northern France. It wasn't long after that we got involved in starting the Peak Section which has had a very stable but ageing membership and still meets every two months.

More recently we took over the role of membership secretary. I say 'we' as John does all the complicated IT stuff and I write the cards and envelopes as my writing is neater!!

I look forward to the challenge of chairing the TOC and dealing with our current issues around publishing membership details, a relook at the recent changes to Company Law and how it might affect our own Club rules.

Also trying to 'persuade' you out there to get more involved in the Club. What about helping out with editing Floating Power? Taking on the role of Secretary? Helping out at the NEC? We can not keep hoping the same few people will keep doing everything.

"Your Club needs you" – where have I heard that before?

I would love to hear from members so please email me with any comments you have on the running of your Club.

Happy New Year to you all.

Bev Oates

Is there a Lawyer in the House?

The Memorandum & Articles of TOC Ltd and the associated TOC Club Rules were drawn up under the 1985 Companies Act. The 2006 Act is significantly different and will require us to make some changes, particularly with respect to proxy voting. Whilst the directors and committee are fairly confident in making these changes, we feel it would be best for a professional company lawyer to review the result to ensure compliance with legislation.

So, is there a lawyer out there who could help us please?

If you feel you could spare some time to look at this matter on behalf of the directors and committee, please contact John Ogborne or Tony Malyon as soon as possible; contact details are inside the front cover.



**Minutes of the Annual General Meeting of the Traction Owners Club, held at The Great Barr
Hotel, Birmingham at 11.00 on 29th November 2009**

Attendance

Terence McAuley	Noëlla Van Schil	John Barnes	Steve Reed
Karin York	Andrew York	Barbara Barnes	Lynda Ogborne
Pat de Felice	Paul de Felice	Sheila Marley	Graham Handley
Mick Popka	Mick Holmes	Moirra Holmes	Wendy Handley
Colin Gosling	Walter Callens	Richard Hutton	Peter Hutton
Richard Carlin	Jonathan Howard	John Oates	Carol Joyce
Peter Marley	Martin Baker	Bev Oates	Barrie Joyce
Tony Latchford	Diana Richardson	Fred Annells	Tony Malyon
Janet Latchford	Phillippe Allison	Barry Annells	Heather Leavesley
David Gardner	Pam Hutton	Julie Reed	Steve Southgate
Allan Reece	Bernie Shaw	Peter Simper	Sue Simper
John Ogborne	Robin Dyke	Andrew York	Madge Beard
Jan Reece	Alec Bilney		

Please note that 32 of the 50 attendees shown above are voting members.

Apologies for Absence

David de Saxe	Barry Curtis	Martin Nicholson	Peter Riggs
Walter Rey	Walford Bruen	Mark Harding	John Reynolds
Roger Dyer	Tony Hodgekiss	Chris Treagust	Frank Morpurgo

Annual General Meeting of the Traction Owners Club Limited

The chairman, Tony Latchford, opened the meeting by welcoming everyone, particularly those who had travelled from overseas. Apologies for absence were acknowledged.

Treasurer's Report

Tony Malyon distributed copies of the audited accounts for the year ending 31st March 2009 which had also been published in *Floating Power* earlier in the year and gave a summary of the main points. The surplus before tax was £9,384 which was down on 2008 but still satisfactory; turnover was up by £13,307 due to increased spares sales. Gross profit was down on 2008 but, at 22%, still in line with the long-term trend. On the positive side, advertising was up and administrative costs were down; on the negative side, magazine costs and bank charges were up. Cash balance is very healthy at £39,002, up by £8,322. Although the accounts have not been formally audited they have been checked by Terence McAuley ACA and found to be a true record of the club's financial activities.

Paul de Felice proposed and Peter Simper seconded that the accounts be accepted and all present voted in favour.

Appointment of Auditors and Fixing of Audit Fees

This item had been included on the agenda in error. Since the 2006 AGM the TOC does not appoint auditors.

Consideration for Nominations for Directors

The TOC must have between 3 and 7 directors; we currently have 5 of which a third must step down, being Roger Dyer and Andrew York. There were no other nominations and, as Roger and Andrew had offered themselves for re-election, the meeting re-elected them unopposed.

Any Other Business

There were no items raised and the AGM of the TOC Limited was closed at 11.23.

Minutes of the Annual General Meeting of the Traction Owners Club Members

Acceptance of the Minutes of the 2007 AGM

There were no matters arising from the minutes of the 2008 AGM which had been published in the January/February edition of *Floating Power*. It was proposed by Steve Southgate and seconded by Mick Holmes that the minutes be accepted as a true record of the 2008 AGM. All present were in favour of acceptance.

Items for Consideration under "Any Other Business"

Alec Bilney raised a point of order relating to the validity of the proxy voting forms that had been distributed with *Floating Power*. Alec stated that the Articles of Association of TOC Ltd and the rules of the TOC had been re-written in September 1998 to specifically exclude proxy voting and to substitute postal voting; postal votes are only upon request from individual members. The committee explained that the Companies Act 2006, which supersedes that of 1985, requires that all members be given the opportunity of a proxy vote. Alec said that the reasoning behind the rule changes had been to avoid proxy votes swamping the wishes of those present at the AGM who would have the benefit of any ensuing debate. Following a lengthy debate on the nature of proxy and postal voting and in view of the significance of this discussion, it was decided to bring forward consideration of the two resolutions.

Resolution 1 – proposed by the TOC committee. "That the TOCTech section of the TOC Magazine 'Floating Power' be produced in full colour."

It was firstly clarified that the insert provided in the Nov/Dec issue was simply to allow a comparison to be made and that the debate was between TOCTech (only) being in colour or black and white. John Barnes said that TOCTech was perhaps the most important section to members and that the extra cost would be about £1,200/annum which could be offset by a change in printing company; there would nevertheless remain a premium for the colour version. Alec Bilney felt that TOCTech was improved with colour but that this must not be the thin end of the wedge. Paul de Felice was concerned that in future it may be necessary to use professional publishers; costs would increase greatly, possibly resulting in the need to increase subscriptions with colour being an unnecessary expense. Richard Carlin said that, if necessary, it could revert to black and white. Barrie Annells said that it is always possible to renegotiate costs with printers.

The resolution was carried with 29 in favour, 1 against, and 2 abstentions. Proxy voting was 39 in favour, 9 against, and 2 abstentions.

Resolution 2 – proposed by the TOC committee. "That a membership list, containing contact details for those members who have agreed to it on their application form, be made available to other members of the TOC via the "Members Only" section of the web site with an alternative arrangement for those without internet access."

It was clarified that the "alternative arrangement" referred to in the resolution would be, in the absence of any other viable method, a printed list upon request from a member; this is the current arrangement although perhaps not well-known by the membership. John Oates said that very few had ever been requested. Steve Reed said that in the past a list had been used for commercial purposes. Bernie Shaw noted that the resolution had resulted from a single letter to the editor and explained that the web site was selected as an economical way of providing the list to the majority of members; John Barnes felt that the web site was a far greater risk than a printed list. Mick Popka confirmed that no web site is totally secure, even with password protection. Jonathan Howard mentioned that the rear wheel club to which he belongs issues a hard copy list every year with no obvious ill effects.

Following a query from Richard Carlin, it was confirmed that the list would only contain contact details for those who had agreed to it on their renewal or application forms. John Osborne said that, if this resolution were passed, the renewal form would require each member to reconfirm their agreement to inclusion of their name on the list with a clear statement of the circulation method. Peter Hutton suggested that provision of just a phone number would be sufficient to allow contact to be made; several others said that phone numbers could also be traced to addresses.

The resolution was rejected by those present with 5 in favour, 24 against, and 3 abstentions. However, the proxy votes were 46 in favour, 2 against, and 2 abstentions. This result illustrated the difference between those who had participated in the debate and those who were not present. In view of this discrepancy and the need for the directors and the committee to reconsider the nature and legalities of proxy voting, it was proposed by Robin Dyke and seconded by Bernie Shaw that the resolution be withdrawn. All present were in favour.

Chairman's Report

Chairman Tony Latchford opened his report by thanking all who had attended with special thanks to Steve Southgate who had arranged the venue for the AGM event. Tony, on behalf of the whole club, said how sorry we were to have lost two members during the year – Cliff Richards of Rugeley and Steve Shinebroom who had been such an active member. Tony gave a summary of the year's events including the Annual Rally, the Ace Café, and Arras, with thanks to Bernie Shaw for all his efforts. Mick and

Moira Holmes were thanked for their work with the NEC Show stand and Tony presented them with the plaque that had been awarded jointly to the 2CVGB, CCC and TOC for the best large club stand. He concluded his report by saying that he had enjoyed his year as chairman and would hand over to the incoming chairman at the conclusion of the meeting.

General Secretary's Report

John Osborne said that the secretary's role is one of coordination, organising meetings, and circulating agendas and minutes. John made it clear that 2010 would be his last year as secretary. Debbie Harding has volunteered to take the minutes. Conference calls have been successfully introduced and save both time and travel; it is planned to have four "attended" meetings with conference calls interspersed as the need arises. There were no questions.

Social Secretary

Terence McAuley summarised the social events of 2009 including Arras, with further thanks to Bernie Shaw for his work on the project over the last three years. Barrie Annells also proposed a vote of thanks to Walter Callens. The Ireland Tour attracted only four cars, due to the proximity of other events, but was nevertheless successful due to the hard work put in by Leslie and Joyce Scott. Once again the Vie-en-Bleu event at Prescott was held with thanks to Simon Saint for the TOC contribution. The Annual Rally in Falmouth was a great success with excellent organisation by Howard Speirs and his team. No TOC members attended the Brittany Rally this year due to the proximity of the Arras event. No UK TOC members embarked on the Paris-Moscow-Paris rally which had apparently not been well organised.

Future events include an invitation to conclude the 75th year of the Traction by photographing your car in suitable surroundings on 20th December. Robin Dyke's weekend in St Valéry-sur-Somme is now fully subscribed, although a few extra could be accommodated but they would not be able to attend the lunch. There will be a charity rally on the Isle of Wight in September. Graham Handley presented the programme for the 2010 Annual Rally in Northumberland and handed out copies of the proposed itinerary. He said that Hexham had adopted it as a Community Project and was giving it all their backing; the Sunday gathering will be at Alnwick Castle. Graham suggested that members e-mail him to indicate their accommodation needs.

Mick Popka reported on the "Wartime Weekend" in Pickering where 12,500 people attended, mostly in 1940s dress; it is held every October. Elvington Air Museum, also near Pickering, organises a Remembrance Day event every year attended by descendants of airmen who flew from the base during WW2. This year, nine Tractions were provided to transport the guests of honour to various locations during the weekend. Looking further ahead, the 2011 rally will be organised by Chris Hodgson in Kent, a rally in Carcassonne is proposed, and a possible rally in Northern Spain, maybe in the Picos. Walter Callens said that other European Clubs had not yet announced their programmes but that he will continue to keep communications going with the "Rest of the World". Barrie Annells confirmed that the Utrecht show would be on the 1st and 2nd of May 2010. Martin Baker has volunteered to organise a rally in Shropshire in 2012 unless it clashes with the ICCCR in which case it will be in 2013.

Mick Popka said that arrangements for the 2012 ICCCR are going well but that there had been problems with setting up the bank account at Lloyds TSB – an official complaint is being lodged. It will be necessary to contact those who have already sent cheques for registration to be certain that the cheques are still valid. The original site owners are bankrupt but new owners have taken over. Bookings can now be made using PayPal or other means at the discounted rate of £40/car and £10/passenger. Mick also mentioned a chance to try Tractions on the race circuit at Zandvoort in Belgium in May 2010 – date to be confirmed.

Membership

John Oates reported that there were currently 562, being the same as last year; 71 have left and 71 have joined.

Spares

Steve Reed explained that Chris Treagust was unable to be present. On Chris's behalf, Steve reported that it has been a very active year with sales significantly up on 2009. Chris says that he does his best to supply members with their requirements but sometimes that there are unavoidable delays due to his suppliers. Steve said that Chris spends a considerable amount of his time dealing with club spares.

Editor

John Barnes said that there had been six issues of *Floating Power*, each comprising 40 pages, 12 issues of *eFP*, plus the spares list. The calendar had also been printed and distributed with a record of 260 photos being submitted. *eFP* goes from strength to strength with in excess of 450 subscribers and only two asking to be unsubscribed. New software for magazine production – "InDesign" by Adobe – has been acquired enabling a more attractive layout to be achieved. Classified advertisements have reduced but paid advertisements have increased. Costs have increased because of distribution costs, due to John being out of the country, and postage increases. John will be handing over to a new editor within the next few months and he thanked the meeting for all the support he has had during his time in the post. Tony thanked John for his

work with the magazine over the last three years and the meeting responded with warm applause.

Club Shop

Barry Curtis was unable to attend the meeting but had sent a report. Traction cuff links are now available for sale at £11.99 and copies of the André Lefebvre book are in stock at £17.99. A limited selection of Shop items was available for sale at the back of the meeting room.

Helpline

Mick Holmes reported that he receives a mixture of technical and general queries from all over the world and that help is offered to members and non-members. If he cannot answer the question directly, he redirects it for an appropriate member to deal with. Mick confirmed that he and Moira will definitely not be running the NEC Show stand in 2010 although they will be available for advice.

Web Site

Web Master Mick Popka said that a new package is being used to manage the site and, although there were some initial problems with the Members Only area, it is now working well. Most technical material, including the contents of the Technical DVD which contains all technical articles from Floating Power from February 1976 to December 2008, has been transferred to the Members Only section. New material, such as brochures, leaflets, and literature, is always welcome and should be sent to Mick for inclusion. Advertising revenue from the site depends on the number of times links are used, so members are requested to click on these links at regular intervals; there is no commitment to purchase. John Reynolds has created a pictorial history of the Traction in conjunction with Mick who has converted it into a computer-based presentation. The first version of this was used at the NEC Show and the final version, which is still work in progress, will be available on the web site and will be used at future events.

Election of General Secretary and Treasurer

John Ogborne was the only nomination for secretary and Tony Malyon was the only nomination for treasurer; they were unanimously accepted with no abstentions.

Election of Committee Members

The committee must have between 8 and 18 members and it currently stands at 17. One third of the committee must stand down and, being the longest serving members, they were Colin Gosling, Tony Hodgekiss, Steve Reed, Peter Riggs, Terence McAuley, and Steve Southgate. All except Steve Southgate agreed to stand again and, there being no other nominations, they were unanimously re-elected en bloc with no abstentions. John Barnes is also standing down from the committee.

Any Other Business

Bernie Shaw invited members to inspect and comment on a new front wing that he had had manufactured at his own cost. An original wing was also displayed for comparison. If this example is deemed acceptable, the TOC will look into purchasing further supplies to add to the spares list. Barrie Annells asked if thought had been given to a questionnaire for all members to comment on the club, its management, and activities. John Ogborne said that a questionnaire had been sent out in 2005 (results in March/April 2005 Floating Power) but that the committee would discuss the need for another one during 2010.

There being no further business, Tony said that he had one more duty to perform in what had been a memorable year for the Traction. In a "first" for the TOC, he introduced Bev Oates as the first lady "Chairman" for the TOC for 2010. Bev gave a short speech in which she said that she was looking forward to being chairman and asked for as many ideas as possible from other TOC ladies. She also said that she had agreed to take on the job on condition that the President and Secretary stayed in post and, of course, with the support of her husband John. Bev was welcomed by all present with warm applause. John Ogborne thanked Tony Latchford for his year as chairman.

The meeting closed at 13.12

The 34th AGM of the Traction Owners Club Limited will take place on Sunday 28th November 2010 at a venue to be confirmed. Please keep this date free in your diary.

toc news



Since the beginning of December 2009 the Traction Owners Club has been able to accept payment for Spare Parts, Club Shop Items, Membership Renewals, Rally Registrations Fees via PayPal..

This payment facility has been introduced for two reasons:
- for security as the TOC is no longer permitted to accept credit card details sent by email, and because there are over 150 Million users of PayPal around the world

During 2010 it is the intention to introduce a "PayPal basket" on the TOC website so that Members can order goods and services from the TOC via the TOC website

All that you have to do to transfer money - free of charge to you - to the TOC PayPal account is:

1. Sign up for a PayPal account, which is free, by visiting their site at <http://www.paypal.co.uk>
2. Once you have set up your account, just log on and select the "Send Money" tab.
3. On the "Send Money" page in the 'to' box enter: PayPal@traction-owners.co.uk
4. Enter the amount and select GBP as the currency. (NOTE: PayPal will automatically translate your local currency into GBP)
5. For Club Shop and Spares items, select "Goods", and for Membership and Rally registration Fees select "Services"
6. If you are ordering Goods, please ensure that you have confirmed the appropriate postage charges with the Club Shop organiser or the Spares organiser (separate PayPal payments will incur additional charges to the TOC).
7. Click the "Continue" button
8. Scroll to the bottom of the page to the "Email to recipient (optional)" area and in the Message area type the following:
 - Your Name
 - The Service or Goods you have ordered
 - For Goods, your invoice or order number
 - Any other relevant information
9. You are then required to check the information before continuing
10. Press the "Send Money" and the money will be instantly transferred to the TOC PayPal account

Please note that if you are paying for 'Goods' the items will be despatched to the PayPal registered Postal address.

Please do not make payments into the TOC PayPal account for goods or services offered by anyone other than the TOC which might be advertised in Floating Power as the TOC will not forward PayPal Payments.

Tour to St-Valéry-sur-Somme - June 2010

The trip to St-Valéry-sur-Somme being organised by Robin Dyke for the weekend of 11-13 June 2010, which was advertised on page 37 of the last edition of Floating Power, is proving to be very popular and Robin reports that the tour is in danger of being over-booked for the lunch. Fortunately there are other lunch opportunities nearby (based upon a menu priced at 22€ per head, plus drinks).

Robin therefore needs to receive your £3 per head rally fee from you asap if you want to attend.

Proposed visit to the Citroën Conservatoire - June 2010

David Conway of the Citroën Car Club is organising a visit to the Citroën Conservatoire in Paris in June 2010 and is inviting Members of the TOC and of 2CVGB to join in. He needs to know asap the numbers of people who will attend so that he can liaise with the factory. If you are interested in joining the visit please contact David by email at: international-liaison@citroencarclub.org.uk or CITBOOK-SANDDVD@bigfoot.com or cv2@uktoy.com

Proposed rally in the South of France near Carcassonne - September 2011

A new TOC Member living in Switzerland - Hans Dürr - is very keen to organise a rally for TOC Members in the region of Carcassonne in the South of France, probably in September 2011. He would also like to invite the French Clubs and some of his Swiss friends..

Hans would like to gauge the level of interest that there might be amongst TOC Members and would therefore like you to contact Walter & Noëlla Callens, our Rest of the World representatives, if you would like to know more about what Hans is planning.

Walter & Noëlla will then liaise with Hans on our behalf.

Citroën Traction Avant 11 & 15CV for beginners

Daniel Eberli's book covering the workings, purchase, operation, driving, maintenance and modernising of the Traction Avant is now available in English (having been translated from its original German). The 80 page, full colour book is presented in a ring-binder format for easy use and covers topics such as how the braking, ignition and carburation work, advice on the required tools with greasing diagrams and electrical circuit drawings and advice on how to upgrade the standard car to 12v and on how to fit auxiliary gauges and heating. Details of the book, which can be purchased on-line, can be found on Daniel's website at <http://www.tractionavant.ch/Shop/RepbrochureE/RepbookAd03.htm> and costs 40 euros (Europe) or 45 euros (Rest of the world) inclusive of packing and postage. Daniel can be contacted at: Im Chellhof 3, CH-8463 Benken, by telephone on +41 52 319 25 17 or by email at eberlid@swissonline.ch



fbhvc news

Continuous Insurance

Just after the last newsletter went to press (September 2009), there was a sudden flurry of enquiries following media reports about new measures to enforce motor insurance regulations. The reports were triggered by a press announcement issued by the Department for Transport to coincide with the publication of their analysis of the responses to the consultation on a 'Scheme of Continuous Enforcement of Motor Insurance' (see Newsletter 2/2009).

There has been a series of consultations on this topic, going back several years. The underlying proposal is to undertake regular comparison between the DVLA database of vehicles that are licensed for road use and the motor insurers' database (MID) of vehicles that are insured. The comparison would identify vehicles that appear only on the former, and keepers of those vehicles would then become liable to penalty, whether or not the vehicle concerned was actually in use. Legislation to make this possible was contained in Section 22 of the Road Safety Act of 2006, allowing the Secretary of State to make appropriate regulations for the application of the new law and to decide when it should start. The latest consultation was concerned with the detail of those regulations.

Typically, some of the media reports caused needless anxiety for some whose vehicles were licensed, but temporarily out of use and uninsured, by suggesting this was some new idea and hinting that the new system was already in operation. A closer look at the press announcement would have shown the journalists responsible that DfT expects the new enforcement regime to come into force in the 'next financial year'.

At present, it is only illegal to use, or keep, an uninsured vehicle on the road - provided it is off the road, it doesn't matter whether it is insured or not. However, once the new regulations come into force, and Section 22 of the Road Safety Act of 2006 commences, it will be an offence to keep an uninsured vehicle unless it is SORNed (or has been off the road since before the SORN system began in January 1998).

FBHVC supports the principle of this scheme as it believes it will reduce the number of uninsured vehicles on the roads. The obvious caveat is the risk that a properly insured vehicle may not show up on the MID for some reason, such as being one of many vehicles on a multi-vehicle policy. Owners can check that their vehicles appear on the insurance database by checking at www.askmid.com - and FBHVC recommends that everyone should make that basic check shortly after each insurance renewal.

Ethanol in Petrol

Discussion took place at the DfT in October about ethanol in petrol. Concerns expressed by Federation members have been raised, in respect of fuel system corrosion and also high fuel volatility, which has been causing operational difficulties. The oil industry position is based on a safety concern over reduction of volatility. The validity of the safety concern was questioned and is now being checked by DfT, but it seems unlikely that there will be a reduction in fuel volatility other than a small correction to reflect the blending of ethanol into the fuel.

It is confirmed that Shell V-Power petrol is currently guaranteed not to contain ethanol. It is not an exchange product, being unique to Shell, so is under their close control, unlike most other fuels sold at filling stations. Thus for the time being, members wishing to avoid petrol containing ethanol can buy this product, which also has the advantage of being widely available.

The issue of corrosion concerns with petrol containing ethanol is being pursued further, but at present there is nothing more to report.

Lead replacement additives

Testing for suitable lead replacement additives took place prior to the withdrawal of leaded fuel in 2000. Since that date only very small quantities of leaded petrol have been permitted to be sold for historic vehicles by licensed garages who are members of the FBHVC.

The Federation originally tested 12 products to assess their performance in protecting against valve seat recession using identical test procedures on a Rover A-series engine. The results were conclusive and showed clear differences in performance between the various products tested. Those products that did pass the test were allowed to carry the FBHVC logo and the words: 'endorsed by the FBHVC' or: 'This product has been subjected to a valve seat recession test by an independent test house on behalf of the FBHVC. The results of the test indicate that the level of valve seat protection is likely to be adequate for all normal driving, but not including racing or other exceptionally arduous uses.'

Since then a number of these products have been withdrawn from sale but the following are still available:

- Millers VSP-Plus
- Red Line Lead Substitute
- Castrol Valvemaster and Castrol Valvemaster Plus

Each of these products has a different active ingredient and it is recommended that these products are not mixed in the petrol tank, in other words, choose one product and stay with it.

TetraBoost, which contains tetraethyl lead is, of course, also available from a number of stockists.

section scene



A set of TOC tools is available at this location



London Section

Peter and Sue Simper would like to remind everyone that a very warm welcome awaits all members of The Traction Owners Club at the London Section meetings which are held at The Rose of York, Petersham Road, Richmond, London TW10 (020 8940 8005) on the last Tuesday of EVERY month.

At the Rose of York you can enjoy the quiet ambience of this hostelry, with its ample room for people and their motor cars, free from the cacophony of piped music and singers (???) going on about Lurv and emotshun.

You can also bask in the evening sunshine of our long hot summers on a patio overlooking Petersham meadow and Old Father Thames. Do please come and join in the fun.

For further information about the next meeting which will be held from 8.00pm onwards on 26th January please contact Peter or Sue.

Pete & Sue Simper
0208 560 3267 (days)
0208 891 1093 (evenings)

Scotland Section

The Scotland Section's planned events are as follows:

26-28 Mar 2010	<p>Spring Weekend Break and AGM</p> <p>The venue is the Royal Dunkeld Hotel, Dunkeld, Perthshire, PH8 0AR (tel 01350 727322 email : reservations@2royaldunkeld.co.uk)</p> <p>A special rate of £42 per person per night for Dinner, Bed & Breakfast for the Friday and Saturday nights with the option of the same rate for Sunday night has been negotiated.</p> <p>Entertainment will be provided after Dinner on the Saturday night and the AGM will be held at 11.30 am on Sunday morning.</p> <p>To book please telephone Janet Murray at the hotel quoting 'Citroën Club Deal'.</p>
7 - 13 Aug 2010	<p>Week Long holiday Event - Royal Deeside</p> <p>Planning is now underway for this event which will be centred on the Aboyne- Balleter region of Deeside in Aberdeenshire where a series of events such as the Aboyne Highland Games, the Balleter Highland Games and the Balleter Victoria Week will be taking place.</p> <p>A list of places to stay is being compiled and because the area is busy in August early booking is recommended.</p> <p>To register your interest in attending please contact Ian Smith ASAP on 01224 715 221 or by email at smithy_stonewood@btinternet.com.</p>

Frank Grant

Surrey, Hampshire & Sussex Borders Section

Our November meeting at The Fairmile, Cobham had a record attendance of 18 Tractionists. At the meeting we discussed the forthcoming years' events and Alec Bilney and Peter Simper agreed to plan the Drive It Day event for next April.

December 20th, our Christmas lunch, has 58 people booked - which is also a record. It has been decided to rename Tony Hodgekiss, "Tony balloons Hodgekiss" because he will again be providing the entertainment at the lunch. (I haven't checked whether they have managed to remove last year's balloons from the beams at The Barley Mow.)

On New Years day the VSCC will, as usual, be gathering at The Barley Mow. There is always a good turnout of interesting vehicles, some of which also go on to Brooklands.

The Fairmile at Cobham will continue to be our Section meeting place in 2010, and we look forward to our regular meetings there on the third Sunday of each month.

The first trip further afield will be in April 2010 but as yet the destination is yet to be decided. I will be getting an outings list for 2010 as soon as possible but so far we know that we will be having a picnic and boules match, a trip to a Roman site, another steam train ride and visits to other places of interest throughout the Summer and Autumn.

Thank you to all Members for your support throughout 2009 - particularly the Members who live in the outer reaches of Hampshire and Sussex.

Helen Shelley
0208 330 7216 or mobile 077 905 383

West of England Section

As we are at the dark side of the year, it is time to wish all sectionistas a very merry Christmas and a reliable New Year. We hope to see you all at the Tunnel House on the Sunday 10th of January. For new folk this is a pub at Coates near Cirencester, and is usually our best attended meeting of the year. Bring your plans for 2010

Pip pip

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

Rest of the World Section

We' are currently busily trying to assemble a complete list of the 2010 program of events of the other European clubs which we hope to be able to bring to you in the next edition of Floating Power.

In the meantime we would like to wish everyone all the very best for the New Year.

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



Cliff Richards

It is with great sadness I have to report the sudden death of Cliff Richards who passed away at the beginning of November.

Cliff and his wife Glen joined the Traction Owners Club in July 2000 and soon became members of the Peak Section as they live in Rugeley, Staffordshire.

Cliff bought his 1955 11BL (JSK 195) from John Griffiths – members may remember this car as John won the “Traction with the least attraction” several years ago at an annual rally.

Cliff had the car restored – it is now a beautiful silver grey colour and looks superb, as can be seen from the photograph of the car which was taken at his daughter’s wedding.

Cliff had a lot of minor running problems with his Traction – whenever he came to a local meeting it seemed to let him down at some point during the day. Cliff never let it get the better of him but kept taking advice from members. In the end Cliff won.

The last time we saw Cliff & Glen was at our 'Drive it Day' in April when we had a nice drive around Derbyshire and a pub lunch in Hognaston. Cliff’s Traction was running perfectly and we all had a lovely day.

Peak Members along with John & I will really miss Cliff as he was such a happy and cheerful person – always smiling and ready to chat.

Our thoughts and love are with Glen and the rest of their family.

Bev Oates



Top - Cliff relaxing on a recent holiday in Greece

Right - Cliff's Traction at his daughter's wedding

your letters

Please send your letters and emails to:

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

The deadline is the 10th of the month

Dear John

Thank you for the calendar, a lovely surprise, and for the latest Floating Power magazine (I am having to prise them out of my husband's hands).

As a new Traction owner and TOC member I note that there is not much Club presence in the East Anglia Region. I would like to volunteer my Husband John to be on the Emergency Assistance Network. John's Traction experience is limited but he is a mechanic and may have some useful facilities to get fellow members out of a muddle.

It would be good to have a list of local-ish members to see if there is interest in co-ordinating some Eastern knowledge/socials.

Yours sincerely

Jasmin Gagen

[Thanks for the letter Jasmin and for volunteering John for the Emergency Assistance Network. I'm pleased you like the calendar. As reported in the last edition you can obtain a copy of the Member list from John & Bev Oates (on payment of a £3 fee to cover the administration and postage). However you will see from the Section News page we are looking for a new Section Co-ordinator for the Eastern Section so why not give Bernie a ring to see whether this might be something you would like to do? JB]

Hi John

A little more on the 90th anniversary.

Our local Citroën dealer, Duff Morgan, had our cars, a '52 Lt15 and my late '52 Big15, in the showroom for the weekend to 'celebrate' the 90th.

Andrew contacted them with the idea of displaying some historical Citroëns and they agreed to polish our cars and have them for the weekend.

I was a bit surprised that we were the only old cars as I know that some very nice 2cvs and D's are in the area but apparently nobody was contacted. It all seemed a very low key event and we were not even invited for a glass of bubbly.

Never mind, it was nice to have the car cleaned and apparently a lot of interest was shown, and a few stories told by loyal customers about when they owned Traction's. One involving an incident when the Traction ended up in a river, Floating Power or maybe sinking!

The other picture below is of our cars gracing a local classic car meeting in Norwich earlier in the year. I can't imagine what is so

interesting under the Cobra bonnet!

Andrew's car is a recent acquisition from Jersey - a very nice Slough Lt15 which was driven back to Norfolk with no serious problems.

All the best

Tom Evans



Dear Nigel,

Vapour lock.

Not an uncommon ailment in Tractions as well as many other types of older cars. My 5CV occasionally gets the dreaded 'Lock'!! in very hot weather if we ever get any!!!

Air bubbles showing in the fuel pump glass cover indicate an air leak in the system somewhere. Most likely culprit is the petrol pipe from the rear tank to the petrol pump itself. Check this carefully and especially check any rubber pipe connections which tend to crack with age, pulling in air instead of fuel. The rubber elbow on top of the petrol tank itself is a common source of trouble, so replace it if in any doubt. Check also that the gasket between the petrol outlet pipe is OK and similarly that the sender gauge gasket is also leak free. Whilst doing all this its worth pulling out the petrol tank outlet pipe and cleaning the filter as this can often cause fuel delivery problems.

Also don't forget the metal petrol pipe itself as this can corrode, especially under the rear wheel arch or inside the 'V' section under the floor. Corrosion means HOLES and holes mean AIR, so beware!!

If all this seems OK then remove the pump itself and play safe by stripping it out, cleaning it thoroughly, and re assembling with a new gasket set and valves which can be obtained from our excellent Club Spares Shop at a very modest price!

All this should cure the problem, but if not take a careful look at the pipe from the pump up to the carburettor. Mainly they are copper or cupro-nickel, which do not normally cause a problem, but if there are any rubber joints in the line check them carefully. Sometimes if the wrong type of rubber hose is used the petrol flowing through it can, after a period of time, cause the inside to swell and eventually close off the supply. The engine stops, the fuel flows back allowing the swelling to recede, and after a few minutes the engine will start again and off you go for a while - only for the whole process to be repeated again and again. Most difficult indeed to find and very frustrating as I personally found to my cost in hot weather in France some years ago. Answer...use the correct rubber fuel pipe if you have to use rubber pipe and make sure the connections are air tight.

Make sure also that the pipe is sheltered by the heat shield normally fitted in the area of the petrol pump and also check that the pipe to the carburettor is not too close to the water pump which will cause evaporation problems.

As for the carburettor it is worth checking the petrol level in the float chamber because if too many washers have been placed under the petrol inlet valve the level of fuel may be too low and this, together with a nasty dose of evaporation, won't help matters either. One washer is normally sufficient.. If in any doubt about the carburettor then pull it apart, blow it through with an airline and reassemble with a new gasket set (yes , the Club Spares shop again) making sure that all mating surfaces are perfectly flat and all jets are tight.

So often silly and obvious defects can cause these frustrating problems. We had a car in for servicing some years back which regularly 'conked out' according to the owner. Cause...no hole in the petrol filler cap which, after a while, caused a vacuum in the tank and petrol just ceased to flow. A 1mm drill came to the rescue did the trick all right!

Hope you cure the problem Nigel.

Regards

David Boyd

Good day John,

From a very warm (33deg C) and humid Durban, South Africa, trust you are well.

Have just received the latest "*Floating Power*" magazine together with the 2010 calendar. I am very proud and thank you to have my Traction once again on the calendar, I feel very honoured by this.

I should like to thank all those who were responsible for the selection of these beautiful pictures, it must been a very difficult task.

If we don't correspond before Christmas, may I wish you and all the members as well as the committee a very peaceful Christmas and may 2010 be a good year for us all.

With kind regards

Reg Taylor

Dear John

Here's a little story for Barb and the rest of the ladies:

Sally was driving home from one of her business trips in Northern Arizona when she saw an elderly Navajo woman walking on the side of the road.

As the trip was a long and quiet one, she stopped the car and asked the Navajo woman if she would like a ride.

With a silent nod of thanks the elderly woman got into the car.

Resuming the journey, Sally tried in vain to make a bit of small talk with the Navajo woman.

The old Woman just sat silently, looking intently at everything she saw, studying every little detail, until she noticed a brown bag on the seat next to Sally.

'What in bag?' asked the old woman.

Sally looked down at the brown bag and said, 'It's a bottle of wine. I got it for my husband.'

The Navajo woman was silent for another moment or two then, speaking with the quiet wisdom of an elder, she said:

'Good trade.....'

Helen Stoddart

Dear Sir,

I am a new member of the TOC and have only owned a Traction for a short while (although I had been looking for one for a couple of years).

I found it! The right car! CSK565. However, driving it home on a wet, windy day and on into the evening from London to my home in Devon, it turned into my worst nightmare.

I was under no illusion that driving a 1952 car was going to be none other than a challenge, compared to driving a modern car, but the choking and spluttering and lost speed in the most inconvenient places on a long journey was certainly more than I had bargained for.

By the time I arrived home with a throbbing head and aching arms I was ready to set light to the darn thing!

The next morning I telephoned Martin Vickerstaff who had been my mentor over the selection and purchase of a Traction and explained what had happened on the way home.

He knew what I was talking about! He knew the problem! Even better, he knew how to fix it! so we arranged a date for the following week.

I was met by my knight in shining armour (or should I say

knight in oily overalls) and his friend Jeff and I drove the car into Jeff's garage, put on my overalls and was instructed to make the tea for the next two days whilst "the knights" worked like Wallace and Grommet with spanners, hammers and miscellaneous tools flying all over the place!

Eventually the last pot of tea was made and the last mug of tea drunk. We were ready to open the garage doors and proceed on the test drive up various hills, around tight corners and up and down the narrow roads of Cornwall.

It was not the same car that had gone into that garage as she now drove so beautifully you just cannot imagine the difference. It was as if CKS 565 had received major heart surgery.

I am truly delighted with the car and know that my co-owner, Simon Bishop (already an owner of several vintage cars), my family and myself will have many happy hours enjoying this fantastic car. And I hope that this be will considered an apt way for me to personally thank two amazing men who turned my nightmare back into a dream.

Thank you, Vic and Jeff!

Michael Willats

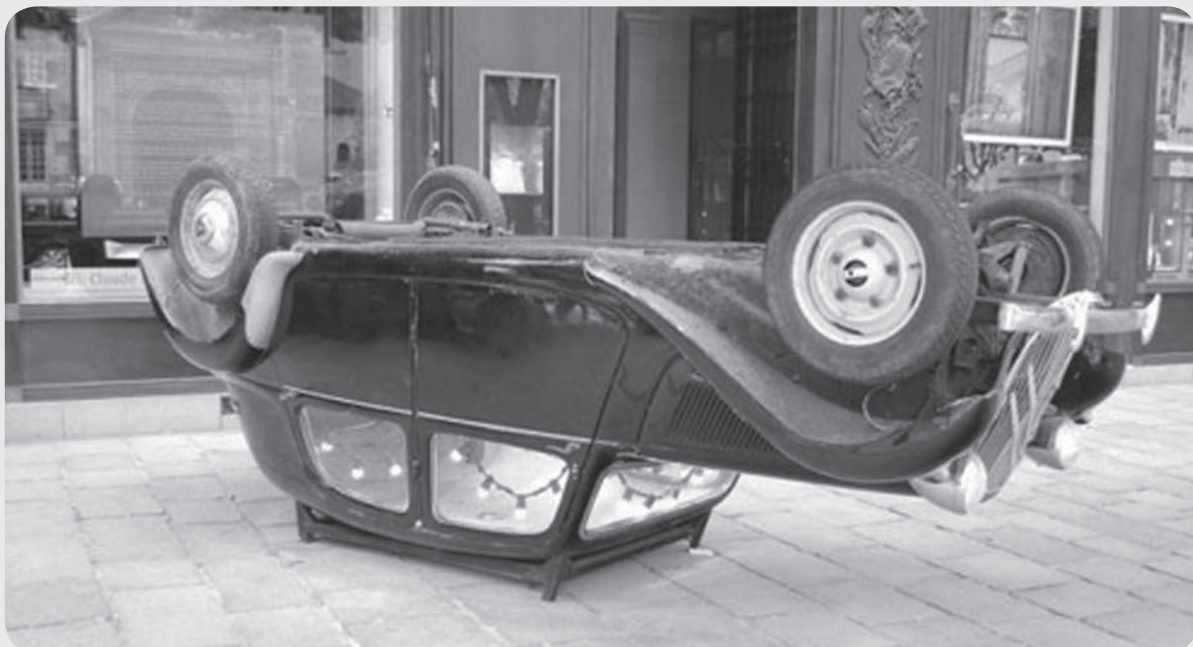
Dear John,

I'll let you supply the caption for this photograph that has been sent to me - something along the lines of 'don't let your wife drive your Traction to the shops' perhaps.

Regards

Mick Popka

[Thanks for the photograph Mick but you have to be joking - I wouldn't dare suggest a caption like that. Perhaps one of the Members is braver than I am. JB]



Dear John

I thought your members might be interested in this photograph of a Traction leading two 1930s Rolls-Royces on a tour of Larchmont, New York on 20 September, 2009.

Regards

Mark Gluck



John,

We normally spend two weeks each year touring in France and have had some real adventures. The car is a "passport to romance" and we thought you might like to see some of our photographs from a recent trip.

Regards

Mike Bigland



TOCtech - issue 50

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.

Jonathan Howard

21 Market Place
Chipping Norton
Oxfordshire
OX7 5NA
01608 643065
totech@traction-owners.co.uk

Headlamp reflectors

Later – i.e. post 1952 - Tractions tend to have headlamp reflectors which are pressed from thin steel, and which can rust.

Up until recently the only remedies were to use tinfoil, silver sticky tape or silver paint to mask the corrosion, and to hope that the MOT tester was unobservant or tolerant, because Citroën used to play one supplier of headlights off against another and there was a variety of types fitted.

The various manufacturers saw to it that it was not easily possible to interchange rims, glasses or reflectors meaning that replacement of rusted reflectors is not straightforward, because some of the new replacement units of rim/reflector/glass are awkward to fit and are not durable.

Confronted with the rusty reflector problem member Dr. Win Rampen discovered a firm that could re-silver the original reflectors using the method of metal vapour deposition. They are: VMC Limited, Trafalgar Works, Station Road, Chertsey, KT16 8BE. Telephone 01932 563434 or 01932 563435, email info@vmclimited.co.uk

They can re-silver a pair of reflectors for £50, with a three day turnaround and payment is possible by card.

Win says that his reflectors came back very shiny, but with a less smooth surface than new. He was assured that they would be durable, and that the actual light output would not be affected.

Water pumps

On a long journey in France last July my Commerciale suddenly started to use water. Although the motor was not overheating, water was being blown out of the radiator overflow in some quantity, which rapidly increased with more speed.

Taking the cap off the radiator, the surface was very foamy. There was no evidence of any leakage, and the oil was clear, with no water contamination. Mysterious.

An investigation after my return revealed that the carbon seal of the water pump was faulty, so that at higher engine speeds air was being drawn in round the impeller shaft, then frothed up by the impeller, with the more voluminous foamy water being blown out of the overflow,

Replacing the water pump with a reconditioned one cured what had at first looked like a serious problem.

Brake Shoes

On the four cylinder Traction the brake shoes have the leading shoe fully lined and the trailing shoe half lined. The reason for this is to make the linings of the two shoes wear evenly.

The wheel cylinder exerts an equal pressure on each shoe. The trailing shoe is less efficient (this is why the more powerful and heavy 15/6 has twin leading shoe brakes on the front) but if its surface area is halved, the pressure per square millimetre of its lining is doubled, causing its rate of wear to be approximately the same as that of the leading shoe.

I have recently changed the brake shoes of a car where someone with an imperfect understanding of the brakes had fitted shoes both fully lined. As can be seen (photograph 1 overleaf) the leading shoe is down to the rivets, while the trailing shoe is little worn.

Because the piston operating the trailing shoe was scarcely moving it had stuck, leaving all the braking up to the leading shoe and reducing the efficiency of the brake.

Some, but not all of the trailing brake shoes have a small reinforcing bracket fitted (photograph 2 overleaf).

When fitting the shoes ensure that this is on the outside, otherwise it will interfere with the snail cam of the adjuster, leading to binding or oddly functioning brakes.

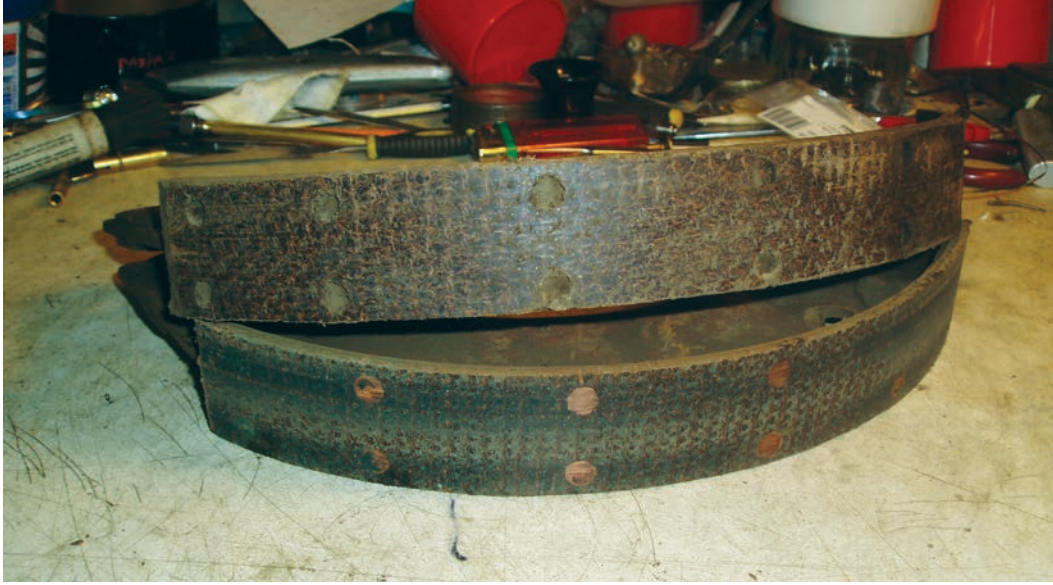
Photograph 2 shows a trailing shoe which has been incorrectly lined. The bracket has been drilled for rivets, which because of insufficient length are more decorative than functional

The brake shoe pivots have an eccentric adjuster. Even with a special tool these are awkward to get right, so that at times either the drum is difficult to get back on, or the braking effort is uneven.

Very frequently it is found after some miles the linings have worn unevenly, so that their useful life is shortened. Some years ago I was put on to top hat shaped bushes (see photograph 3 overleaf) by a French mechanic that can replace the eccentric adjusters. The mechanic told me that they were around in the nineteen fifties.

Fitting then greatly speeds up changing brake shoes, and the drum always goes back on without difficulty. Right from the start braking effort is even either side, and after thousands of miles wear on the shoes is even. These bushes are available either from the club spares, or from me.

TOCtech forum continued



Photograph 1
uneven wear of leading (bottom) and trailing (top) brake shoes



Photograph 2
reinforcing bracket of trailing brake shoe showing incorrect relining with rivets through reinforcing bracket.



Photograph 3
replacement 'top hat' bush on right and original eccentric bush and washers on left

Miss Buttercup joins the 2009 Rutland Rally

For a car, it's an odd name is 'Miss Buttercup' but when my new owners grandchildren Tom and Charlotte saw me in my brand new Yellow and Black livery recently they immediately said 'she looks like a Buttercup' ! The rest as they say is history.

By way of a brief introduction I was born on 3rd June 1925 in the Citroën factory in Paris and my model type was 5CV Trefle (three seats). I am RHD being made for the UK market and rated as 7.5hp. Over here the car was better known as the Cloverleaf and was quite popular especially with the ladies who used them for early experiments in 'Retail Therapy'!!

I was first registered in London where I was bought by Major Bernard Stevenson whose uncle was apparently one Robert Louis Stevenson, of Treasure Island fame. The Major and his wife Rose gave me a comfortable life, so comfortable in fact that to this day I have only ever covered some 13,000 miles in all. Sadly they passed away and I was sold in 1965, fully dismantled and left in a shed for 43 years until rescued by my new owners David and June Boyd in April 2008. I felt quite sorry for David who, quite apart from wondering what he had spent his money on, sat with his head in his hands trying to sort out this massive jigsaw puzzle spread out before him.

To his credit, and being a Citroën man, David set about the task with great enthusiasm and set himself a target completion date for June 2009 ie the Summer Rally in Rutland. Here I would make my Debut and be formally introduced to a remarkable collection of 'voitures' and their equally remarkable owners. I was finished with a week to spare!

Rutland is a quite lovely part of England and we travelled down on the Saturday afternoon in hot sunny weather to enjoy the pre Rally evening get together complete with Pig Roast all organized in the field at the rear of Willie and Dominique Sellars home in Great Easton. The atmosphere was delightfully convivial helped by the delicious food and abundant beverage. This really is a very good start I thought.

On Sunday morning all competing cars had to be inspected and I was 'examined' by a strange man called a 'Scrute' who fortunately pronounced me to be in good health and fit for the event.

Another hot and sunny day was forecast.

The VSCC Light Car & Edwardian Section rallies are really good and this one was no exception. They are not so intense and even the Experts who did the Navigational Rally seemed rather relaxed about it all. They were off first on Sunday morning followed by the 'Tourists' who like David and June and their friends were, I suspect, really only there for what you English call a 'jolly' I think. Maybe they were just failed Navigators perhaps.....whoops!!

The variety of cars was amazing for someone like me

who was last on the road some 44 years ago. Austin 7's were still in abundance together with Morgans, Rileys, Vauxhalls, Humbers etc etc not to mention a sexy BNC with a Renault, a Darracq and a Peugeot nearby.....Vive la France !!

Our Tour was 61 miles and quite demanding as besides enjoying the beautiful countryside which was at its very best in the summer sunshine we encountered some pretty steep hills which left me and others gasping for breath in temperatures of 25C plus. Pretty little villages were everywhere and the quiet roads were so reminiscent of the pre war days I remember so well. Rutland is full of interest and quite remarkable sights such as the 82 span Welland Aqueduct built in 1877 and completed in a staggering 2 years no less! It would take at least that to get Planning Permission these days never mind the construction!



Miss Buttercup on the Rutland Rally - photograph courtesy of Peter McFadyen

Willie and Dominique and their good friend Phil must have spent hours organizing the routes which saw England as only England can be... Well done indeed.

The Navigation Rally and the Tour finished about 4pm at Borrowden Village where everyone grabbed much needed liquid refreshment at the Exeter Arms before seeking the shade of the village green whilst waiting for our intrepid Organisers Andy and Charlotte Tongue to squeeze the results from their Computer. Well done to all concerned and many congratulations.

No Rally just happens and it is because of the enthusiasm of people like Andy and Charlotte and the Sellars family and their friends and neighbours in Great Easton that this one gave us all such a super time and enriched our memories of a remarkable landscape at it's very best. We send them all a really big 'Thank You'.

The story of Modestine



When I sent my 1951 11BL to CTA Holland in 2008, the car was pretty ropey not to mention not authentic - with the superficial appearance of a 1936 with its pre-war bonnet, boot lid and interior, the monocoque of a post-war car and the worn-out engine of possibly a Citroën ID.

Bought in a fit of madness, it didn't start reliably, pulled alarmingly whenever one applied the brakes, and leaked oil from both ends of the engine. After a year of work, at a cost which must never be discovered by my wife, I now have the car back. It is as phoney as ever but it runs like a new one. And with a host of goodies, it even handles like a new car.

My Traction - her name is Modestine, after Robert Louis Stevenson's donkey - was the folly of a Belgian general (who knew the Belgians had an army?) and I bought it off e-Bay five years ago and got it through an MoT in the UK before it became plain that the car was no fun and needed a complete restoration.

I ended up sending the car to Holland asking them to make me a vehicle that was 'as new' but looked as original as possible - always knowing that no expert would ever confuse my car for a 1936.

Because the car was not original in any sense I reckoned I had no responsibility to make it so, nor even the possibility, so I decided to make it a 21st century car - in effect, a new Traction built from the ghosts of several old ones. The originality of the car would be in something else. It would, for all intents and purposes, be in its useability as a new car.

What was done? Everything. New paint. New interior. New mechanicals.

CTA replaced the engine and gearbox with reconditioned ones, put two carbs on the 'new' 11D power unit, and serviced the clutch. The car now cruises very comfortably and no longer moans up hills. Fuel consumption is maybe up a tiny bit but the comparison is with an engine that was knackered.

The car was converted to 12V because you can't see this from the outside and because it opens the way for all the accessories I wanted - including the best one of all, electrical, power-assisted steering.

This is an amazing gizmo you can hardly see at the base of the steering column. It is hard to overstate the difference this makes to driving the car, although without subtracting from the fun or the feel. In fact, I would claim it is much more fun - gain without pain. Parking is a breeze.

With plenty of electrical power CTA put an LED kit in to light up the rear lamps and added stereo speakers and an Alpine head unit under the passenger dash, with blue tooth for hands-free phoning and iPod connectivity. The sound system is good and easily audible at 60mph (turned up to 11 and beyond).

As they stripped the car to bare metal it was apparent the vehicle was in worse condition than I'd imagined and CTA ended up having to rebuild the rusted out floor pan, plus sorting out rust on the door frames and replacing the fuel tank. You can see a lot of these pictures on my web site <http://jonathanmiller.wordpress.com>

As all this went on for months and I sent ever-increasing remittances to my new Dutch friends, and with the deadline for Arras looming, it did occur to be that for less money, I could have bought a small apartment in the Dordogne.

Nevertheless, I persevered and have got a fantastic car that is exactly what I always wanted but could never have had, were it not for CTA: a 'new' Traction. I can't say enough about CTA and their professionalism and pride.

The work on the car is really first rate although I think John the chief mechanic would have liked it for a little longer. I demanded that they deliver it to Arras and showed it there to great effect with huge interest and constant crowds around the car. Only a couple of old boys muttered that it was a triché - fake. But I made no bones about what the car was and had signs in the windows in English and French explaining the history and the project. Some 99%, I'd guess, thought it was great. So that was pleasing.

I drove the car back from Arras without a problem and back in the UK she passed the MoT that afternoon. She is still turning heads wherever she goes.

Since Citroën has refused to re-start production of the 11BL it was necessary to take matters into my own hands - or rather place them in the hands of CTA.

Je ne regrette rien.



Remembrance Service RAF Elvington

During the recent Traction Owners Club Wartime Weekend (see report in Floating Power vol 33 issue 6 pages 30 - 32) we met the director of the Yorkshire Air Museum who asked if the TOC could provide a number of Tractions on Remembrance Sunday to assist in the transportation of a group representing the families and relatives of French Veterans who flew from Elvington during the Second World War (Elvington being the only UK base from which French-crewed heavy bombers operated, flying the Handley Page Halifax aircraft).

Veterans from these squadrons and their families have visited the air museum on many occasions, through the Amicale des Anciens des Groupes Lourdes association, so TOC's Mick Popka agreed to canvass club members to supply the cars.

So it was that I left Carlisle at lunch time on Friday 6th November to journey down to York.

The Big Fifteen ran well except that it developed an annoying inability to tick over, and every time you stopped for traffic lights etc the engine died. I got onto the A66 a mile south of Penrith to find the road blocked by an HGV that had come off the lines about three miles up the road.

After it had taken about an hour to cover a mile a passing police motor-cyclist advised I would be stuck for at least another hour before the road could be cleared - which meant that by the time I got to Scotch Corner it would be dark.

The rain was coming down like stair rods and there was a load of muck in the carburettor; we were not at war and, discretion being the better part of valour, I turned and ran for home. In the workshop I removed the carburettor and cleaned it all out etc. to no avail. Five gallons of petrol and a match seemed like the best approach!!!

Saturday morning saw me again on my way to York - but this time in the BMW, which is a bit like taking a fox to the local rabbit show. However, I managed to hide the BMW and hitched a lift with Nick Hopkinson in his DS.

Ian Reed, the director of the Yorkshire Air Museum, had not informed the French visitors that the TOC would be providing their transport for the weekend so when our french guests arrived to board what they expected to be a bus they were taken aback to find a lineup of 8 Tractions and a DS waiting for them.

Introductions were made and we then drove to the Mansion House where the Mayor of York, together with his sheriff, entertained. The Tractions were cleared to park right outside the Mansion House in the pedestrian precinct for the Burghers of York to view. There were crowds of people milling around the cars and taking photographs of the event.

We left the Mansion House at about 17.45hrs and deposited our French guests at their hotel before making our way to the various establishments we were staying at overnight - having made arrangements to chauffeur our French friends to Elvington for the Remembrance Service at 10.00hrs the following morning.

Sunday dawned calm with wall to wall sunshine and blue skies. The Tractions, having collected the twenty members of the Amicale des Anciens des Groupes Lourdes from their hotel, drove to the village of Elvington and were parked in a privileged place opposite the war memorial in the village - the only memorial to the French Air Forces in the UK.

The local Scouts and Air Training Corps paraded to the memorial from the centre of Elvington prior to the Service of Remembrance, the Scouts providing an excellent marching band.

The Service of Remembrance itself was taken by the RAF Chaplain and wreaths were laid by serving officers from the RAF, the Canadian Air Force and the French Air Force. and by members of the Amicale des Anciens des Groups Lourdes - each no doubt remembering loved ones involved in operations from Elvington.

So who were these people - the 2,000 French aircrew, ground crew, armaments, riggers, fitters and administrators supporting 346 Squadron Guyenne and 347 Tunisie Squadrons based at Elvington during the war? They were young men and women - mainly in their teens and twenties - who got on with their jobs of fighting in the war.

The pilots were about 20 to 23 years old, not able to drive a car and yet able to take a Halifax bomber 400 miles into enemy territory against all the flack and fighters on operations from which nearly 200 aircrew did not return. When the Army and Navy could not engage the enemy, these aircrew boys were on the frontline night after night.

One Halifax pilot I know said that height was the answer.



Emblem of the Amicale des Anciens des Groupes Lourdes Association



A Halifax could attain perhaps 20 to 23 thousand feet fully laden, but he found a way to get it up to 28 thousand was by slamming full flap down and the aircraft would rear up 500 to 800 feet at a time! It played hell with the flap gear and the wing roots but there was less flack at 28 than 20 thousand feet. The temperature inside the aircraft at that height was a comfortable 35 deg - that's minus!



During the weekend I met a mid-upper gunner André, who enlisted in the French Air Force and operated from Elvington. He was 15yrs old at the time and had lied about his age. He completed five operations before the authorities found out and pulled him off aircrew! Such was the dedication of these people.



Another of our French guests I met was Madam Allain. Her father, Lt. Plagnard, was a tail gunner and Madam Allain was proud to show me the photograph of Lt Plagnard and his crew in the French Officers' mess.

When you talk to these people you can only begin to realise the debt that is owed to them.

Following the service in Elvington Village we transported the group to the aerodrome where there was a small service and wreaths were laid to commemorate the 346 Squadron Guyenne and 347 Tunisie aircrews who did not return.

Luncheon was served in the mess and we relaxed in good company before making our way home.

I am sure all my TOC friends who were chauffeurs in their Tractions will join me in thanking the directors of the York Air Museum for the opportunity to join with Amicale des Anciens des Groups Lourdes Association at their Remembrance Service.

I have a feeling that this will not be the last visit to the village of Elvington and the Yorkshire Air Museum on Remembrance Sunday.

Noel Davidson



Left, top to bottom : Saturday - afternoon tea with the Lord Mayor at the Mansion House

Right, top to bottom : Remembrance Sunday - Service in Elvington village and the Yorkshire Air Museum



TRACTION AVANTageuse

Brought up in the Twenties depression, a car of my own, prior to 1939, was unthinkable, during the war impossible and for some time after impracticable. So it wasn't till 1953, now married, housed and with the third infant just arrived, that I decided that a pram and push bike no longer provided adequate family transport. I found the trade offerings either unaffordable or uninspiring, but having been put in touch with a man with a roomy used car for sale I finally took the plunge with: --

CJH 82
Model 11C Citroën Big Fifteen
Chassis No. 116006 Engine No. DT 0620
First Registered 10Dec.1936

That she was Citroën and 'traction-avant' had no bearing on the decision but I thought her "avantageuse" in both senses, cheap (which was of the essence) and attractive, with her maroon finish in remarkably good condition (respray?). As I was polishing her up one day a lady approached leading by the hand a small boy who turned to look at the car and exclaimed "Cor!". Again, at my local garage, an elderly lady walked over to say "That is a nice looking car isn't it". Well they do say that "beauty is in the eye of the beholder".

When told what I'd got, a colleague remarked, "That could be dangerous". Surprised, I said that I understood the Citroëns to have good road holding. "That's the trouble" said he "its OK if you stick with them, but if you change you are liable to come a cropper at the first high-speed bend you take".

She was certainly roomy. The bench front seat could easily take three, plus a case and child at times. The rear seat would hold four (we had no obesity problem in those days) and we could stretch our legs straight out in front. The old-style boot capacity was strictly limited but travelling with bags and suitcases behind the front seat still provided adequately for the family, all their clobber and a birdcage too at times. The rear backrest was hinged. This provided for a distinctly uncomfortable emergency entry when I managed to lock myself out, keys inside, as I carried the separate boot key with my house key. Together with the hinged windscreen, this also enabled me to collect 12ft.lengths of timber pushed right through the car. The driver-door handle, when locked, was free to rotate, a feature I have never seen since. A security device?

On the road, Citroëns were not so numerous and passing drivers would exchange a friendly wave. No heater?----So we wrapped up warm. No windscreen washer?-----Well, who had? I recall a trip down the old A1 in drizzly weather. If you managed to get past a string of heavies you were practically driving blind for few vehicles had mud flaps and the wipers just couldn't cope. A stop at the next lay-by was necessary for a quick clean-up with hand sprayer and squeegee, hopefully before the heavies got past you again. Eventually DIY kits became available, by ducting air from

the radiator in the one case and by hand operated pump to nozzles in the other. The top-mounted wipers could be operated manually by the inside lever, if the drive broke down---which it did of course.

My first fill-up was of Esso Extra at 4s.7d. a gallon. Our first holiday by car, a month after purchase, was to N. Wales. With roads in pre-war condition and few facilities, we travelled with food, potty, pushchair etc. for use when and where. The trip of some 240 miles took us just over ten hours. That's when I really learned to drive and was initiated into roadside servicing. Early missing and loss of urge was caused by a loose distributor terminal (subsequently traced to a partially stripped thread and cured by tapping out for a size larger BA screw). Later on, having coasted to a stop, just after an awkward bend, with a complete loss of throttle control, a police car passed and pulled up. I was just reconnecting the ball-and-socket joint in the linkage, which had come adrift, when an officer arrived to tell me that I couldn't stop there to do repairs, as it was too dangerous. As if I had any choice! Is it a Parkinson Law that such incidents usually happen at the most inconvenient time and place?

Rather more difficult, somewhat late on one of our regular trips back to our Yorkshire roots, dimming lights demanded attention to avoid a flat battery due to loss of charge. I had just found that the 'cut-out' refused to 'cut-in' when, against all the odds, an AA man drew up on his combination. Told of the problem he informed me that he couldn't help, I needed a garage electrician, then went on his way knowing full well that there was no call-out or rescue service and the garages would be closed at that time. How-ever, with the aid of some cardboard packing I was able to jam the cut-out closed, which was fine so long as I could keep engine revs high enough to give charging voltage; otherwise the battery would do its best to drive the engine via the dynamo! So the rest of the trip required much anticipation on the approach to traffic lights, crossings, corners etc. using throttle and gears, including neutral downhill, to avoid dropping to idle or stopping

Some problems were of my own making. Punctures and roadside wheel changes were common enough for motorists those days. One day on a local trip the family were able to walk the rest of the way, leaving me to deal with the puncture. Citroën made sure those wheel 'embellishers' would never be lost by accident. They needed a hefty clout to put on and were nigh impossible to remove without a stout lever. I had a favourite screwdriver in the tool bag I always kept in the boot---except for that day! No way could I get the wheel off until a car happened to stop at a lay-by across the road and I was able to borrow a screwdriver. Then again, when first trying to change a tyre I struggled mightily to get the old one off until I noticed the eccentric wheel-well provided

for the purpose.

On the way to a meeting, a long-legged colleague accidentally caught the rather loose front door handle – the door flew open with a crash – I trod on the brakes and the door slammed shut on the rebound. That could have been real nasty; it was pure luck that we didn't hit anything or any-body! So be warned of rear-hung doors!

She was old of course and showing her age. The gearshift for example had a severe case of "stick-tion", strongly resisting any initial movement of the lever. I never cured that but quickly developed the knack of rapid gear changing by giving the lever a little knock into neutral then into the next gear during the obligatory double-de-clutching.

The Solex incorporated an independent starting carb with it's own rich-mixture jet, operated by a pull-out knob on the dash (and don't forget to push it back). Returning late one night, with the kids asleep in the back, a gradual loss of response gave signs of jet blocking. Reluctant to investigate on pitch-dark country roads, I pressed on with much use of gears, downhill momentum etc. but with slowing progress and increasing difficulty. At the last rise before the turn to our street she was clearly not going to make it! Only then did I think to pull out the starting knob at which she went off like a bomb.

At some stage I found a petrol leak due to a cracked 'air correction' tube which allowed draining from the float chamber when stopped or idling. At a local breakers yard I found a cheap replacement carb: same model and choke but rather smaller jets and 'slow-running' orifices, probably for a smaller engine. There were other odd differences, like blocked drillings in the 'new' which had been open in the 'old' etc. Had to drill for the vacuum advance suction tap-ping then transferred my old jets and gave it a go, only to find a petrol weep from the 'new' float chamber. This die-casting had internal hair cracks and was probably porous, which explained why the apparently unused unit had been sitting on a shelf at the breakers. So I switched float chambers and tried again. She ran much smoother than of old, with none of the problems I had feared from the various differences! Well who could fully understand the Solex internal labyrinth?

She was always heavy on oil, requiring regular decoking, before holiday trips for example. That cylinder head was just about all I could manage on my own. A tendency to burn exhaust valves required much re-grinding and replacements at times. This was all indicative of worn bores and valve guides: the latter were later replaced together with the seats. Eventually it became too embarrassing when, after idling a while in traffic, my take-off would leave the following vehicle in a cloud of smoke. I was also being troubled by a nasty clunking on starting, due to a broken tooth or two on the starter ring. Time for some more serious work. Having no home garage I was renting a lock-up at my friendly local garage so was able to pass on jobs for which I was not equipped. Did a pretty complete strip-down and clean-up. Starter ring was replaced, clutch overhauled, radiator reconditioned with new element etc. I jibbed at the idea of a rebore with oversized pistons or new liners and whatever. Instead I fitted a set of special Cord rings for oil control. The garage bill for all their

work with all the new parts, oil etc. and my lock-up rent for 22weeks came to £28-16s- 1½d. Well the pound was worth some-thing then, but it did improve things considerably... for a time!

From time to time odd jobs turned up like a broken bumper bracket to get welded. Tyre levers and stout wire can make a good temporary splint, or Jubilee clips might be better than wire, I recall keeping a pair in the tool bag, having used them for some such purpose. Brake systems needed maintenance. A replaced hand-brake cable came in useful later as a plumber's drainpipe 'unblocker' with a makeshift worm on one end and driven at the other by a carpenter's brace. I found refilling the shockers a bit of a job! Had to knock up a jig and lever contraption. Tyres batteries and other oddments were 'consumables' of course, but they all cost!

Petrol consumption varied with usage. At her best she would average some 25-26 mpg but commonly lower. On oil she nearly made 200miles per pint for a time (on SAE 50 I think) but again it was usually lower. It sunk down below 100 towards the end, for an end there had to be eventually. It was clear that a lot more work was needed to keep her running and she was becoming an expensive mistress to support. After all I was in the business of family transport not the restoration of a classic!

To give the old girl her due; she had provided near seven years family transport over some 20,000 miles and in the process had put me through a good apprenticeship in car mechanics and maintenance. And she never threw anything at me that prevented a DIY 'get-you-home' fix at the roadside!

So I parted with her (for a pittance) with regret, but I have to confess with some relief. The move was rather hastened by the availability of a one-owner 1953 Light Fifteen; but that is another story.

Stan Gray



On this trip we were three adults (my wife was taking the snap) two well grown teens and our three infants. If you add all their luggage, the children's clobber and oddments for a self-catering holiday it illustrates why I thought the Big Fifteen such a useful family vehicle. Incidentally, the nipper in the middle of our kids is our present TOC member Andrew Gray.

The Making of Monsieur Bibendum

The first of four extracts from Michelin Centenary 1905-2005, a celebration of Michelin's first 100 years in the British Isles published privately by the Michelin Tyre Company PLC..

Part 1 - The Story of the Michelin Dynasty.

Early in May 1889, two brothers from Clermont-Ferrand, (then just a small town in the remote and mountainous Auvergne region of central France), journeyed to Paris to attend the Grand Exposition Universelle, the great international trade and industrial fair which had just been opened to commemorate the 100th anniversary of the French Revolution and to celebrate the achievements of French science and technology. The brothers' mission was to exhibit the "Silent" range of rubber brake blocks for horse-drawn carriages and wagons that they had recently developed at their factory at Clermont, which specialised in manufacturing agricultural machinery and rubber goods, such as drive-belts and hoses.

Located on the Champ de Mars on the left bank of the Seine, under the shadow of the gigantic tower, designed by Gustave Eiffel, which had been constructed specifically to mark the event, the Grand Exhibition drew exhibitors from all over Europe and North America, as well as attracting enormous crowds of visitors from all over France and beyond. Over fifteen million people passed through its portals within six months.

The Exhibition's organisers hoped that by displaying the French Republic's engineering and manufacturing abilities alongside its accomplishments in the visual arts, they would encourage a marriage between artistic creativity and industrial skill that would guarantee the nation's prosperity over the next one hundred years. Clearly, they were entirely successful in this lofty aim, for the Exhibition resulted in many of the industrial innovations and commercial initiatives that were to transform France (and the world in general) over the coming century, and, most especially, in the field of transport. For example, prominently displayed in the Galerie des Machines and the Palais des Industries, were several primitive, early automobiles and internal combustion engines, exhibited by such pioneering firms or inventors as Peugeot (then principally a bicycle-maker), Serpollet, de Dion, Benz and Otto. Indeed the Exhibition's Gold Medal was won by the German firm of Otto and Langen for their low-speed, four stroke internal combustion engine designed for stationary power-production duties by Nicholas Otto and later built by the Deutz Motorenwerk. Undoubtedly, Karl Benz might never have found commercial success had he not attended the Exhibition, for it was here in Paris that he attracted the interest and support of the French entrepreneur Emile Roger, who signed an agreement to become his French concessionaire and placed an order for several

vehicles. The Exhibition also resulted in the meeting of Gottlieb Daimler (Otto and Langen's technical director) and Emille Levassor, who arranged for Daimler's new high-speed internal combustion engine (the first engine really suitable for mobile use in propelling an automobile) to be manufactured by Levassor's engineering firm, which led to the founding of France's oldest automobile marque, Panhard & Levassor.

It has often been said that while Germany fathered the motor car, France was its mother country. If so, it was at the Grand Exposition Universelle of 1889 that the fruitful union was consummated. Besides Benz, Daimler and Levassor, the list of motoring pioneers who are known to have attended the event included the Comte Albert de Dion, Alexandre Darracq, Louis Delage, Rene Panhard, Armand Peugeot and even Andre Citroën and Louis Renault. Although these two were only boys, aged eleven and twelve, at the time.

But the Grand Exposition also provided inspiration and encouragement for two other vitally important figures in the history of motoring - the two artist-engineer exhibitors from the Auvergne, whose names were Andre and Edouard Michelin. Although their "Silent" brake-block products had won a Bronze Medal at the Paris show, that achievement alone was not enough for the ambitious and enterprising pair. Convinced that the days of the horse-drawn carriage and wagon were coming to an end, and that the future of human mobility lay, initially, with the bicycle but, ultimately, with the motor car, bus and lorry, they vowed to take immediate steps to reorganise, revitalise and re-name their company, ready to meet the new challenges of the automotive era that lay ahead.

So it was that, just a few days after their return from Paris, on 28th May 1889, the refinanced and reconstituted firm of Michelin & Cie was formed, to take over the activities of the previous private, family-owned business, thus founding one of France's greatest industrial dynasties and creating an enterprise that was destined, over the following one hundred and sixteen years, to become one of the most widely recognised and trusted brand-names in the world.

The Bride from Scotland.

It is surely one of the strangest facts of industrial history that the major multi-national company that now dominates the manufacture and marketing of tyres world-wide - for aircraft, trucks, buses, tractors and earth-moving machinery as well as automobiles - had its origins not in rubber-ware but in sugar and candy.

The story really began in 1830 when Edouard Daubree, an ex-Army officer from Paris, established a sugar refinery at Lavort, about ten miles south-east of Clermont Ferrand,

Report on the 2009 Classic Motor Show

2009 is a very important year for the Club, as we are celebrating 75 years of the Traction Avant, and also 90 years of the formation of Citroen Cars in 1919 by Andre Citroen.

We therefore felt it was very important to put on a really good stand at this year's Classic Motor Show at the NEC Birmingham and we were supported in this by The Citroen Conservatoire in Paris and also by Citroen UK.

A History of Citroen was put together by John Reynolds. and turned into a film presentation, with a commentary, by Mick Popka. This was shown on a wide screen plazma TV. and attracted a lot of interest, both in the cars and the history of the Traction.

There were more visitors than ever to the Show, and our stand received a considerable amount of attention, several Membership forms were handed out to very interested parties, and one lady owner signed up on the day.

Unfortunately I had had a neck injury and was not able to contribute as much help as usual, but the volunteers who brought their cars to the stand did a sterling job in getting the stand set up, and also taken down, in record time.

Moira and I would like to take this opportunity to thank all the Club Members who put their cars on display on the Club stand this year and would like to thank Bernie Shaw and Steve Southgate in particular for bringing the back drops and display material, and also their own cars, and all the Members who helped to set up the stand.

As a Citroen Club Group, the Traction Owners Club, The Citroen Car Club, and the 2CVGB Club were jointly awarded the best Large Club Stand of the show, thanks to the efforts of the three clubs working together, and the loan of four concept cars from the Conservatoire in Paris, Citroen's own unique museum.

Moira and I would also like to thank everyone for their support over the last 12years that we have been organising the Club stand at the NEC as we have decided that it is time for someone new to take over.

We will, of course, be available to help with paperwork and guidance on what is involved in planning and running a Club stand at the Classic Motor Show at the NEC.

Mick & Moira Holmes

on the banks of the Allier river. The Daubree family had made its fortune by importing and refining sugar from the French Caribbean colonies during the eighteenth century, but this very profitable trade had collapsed as a result of the blockade imposed on French shipping by the Royal Navy during the Napoleonic Wars. The situation was made worse by the effects of Napoleon's Continental System, a trade policy which prohibited the importation of all British goods into Europe, including sugar from the West Indies. This scarcity had led to a boom in home-grown sugar-beet production in France during the early years of the nineteenth century, as an alternative to cane sugar, an opportunity which Daubree was intent on exploiting using his family connections and expertise. The reason for his choice of the mountainous Auvergne location seems to have been no more than the availability of valuable government financial incentives for the cultivation and commercialisation of sugar beet crops, together with an abundant supply of the large quantities of water required in the refining process .

It is interesting to note that the possibility of extracting sucrose from beet had first been discovered as early as in the sixteenth century by the pioneering French agronomist Olivier de Serres (1539-1619), a direct ancestor of the present-day French motoring author and Tractioniste Olivier de Serres. However, a commercial process for extracting sugar from this widely-grown root-crop (hitherto used only as cattle fodder) was not developed until some two hundred years later, around 1800.

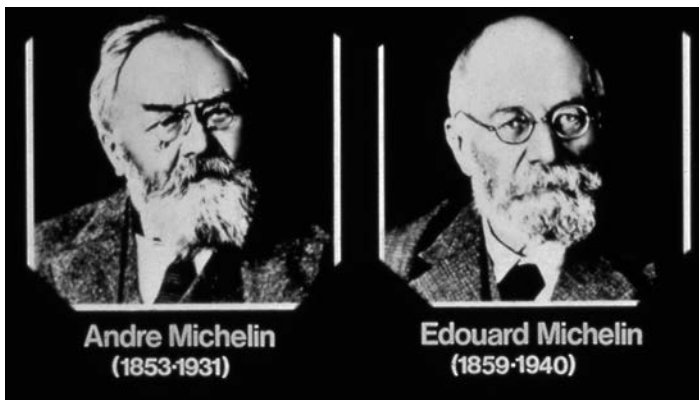
In October 1829 Edouard Daubree had married a young Scotswoman, Elizabeth Pugh-Barker, whom he had met in Paris where she was a pupil at the finishing school run by his mother; Apparently, the marriage took place at Saint Marylebone parish church in London. Elizabeth, then aged 21, just happened to be a niece of the pharmacist Charles MacIntosh, who had been the first person to discover the secret of dissolving natural rubber in benzine, knowledge which he employed to waterproof fabric and clothing, In 1824 he founded a company to produce the range of patented rain-wear and other outdoor garments that bore his name, corrupted to Mackintosh; this firm survived until 1925 when it was taken over by Dunlop..

Elizabeth (who died in 1858) brought with her to the Auvergne the know-how for making toy rubber balls and other domestic items, which she developed as a sideline to her husband's sugar-refining and confectionary business. This diversification helped the couple to survive the disaster that occurred during the winter of 1832, when following a flash-flood, the river Allier overflowed its banks destroying the buildings in which the sugar-refining firm was located.

Faced with ruin, Edouard Daubree invited his cousin Aristide Barbier (a lawyer from Paris) to join him in partnership and introduce further capital to relaunch the business which was by now relocated at Clermont Ferrand. Fortunately, the partnership flourished. In 1863 it was formally established as a societe commandite or private limited company registered as Barbier, Daubree & Cie. By then its activities extended well beyond its principal original purpose, and included

the manufacturing of farm machinery and equipment such as pumps and boilers. Its products are known to have won many medals and prizes at industrial fairs and exhibitions, including two gained at London in 1862. By 1836 it had already supported over 100 employees. But by 1890 it had expanded way beyond its agricultural beginnings to become a major industrial concern, manufacturing a wide variety of vulcanised rubber articles for domestic, industrial and agricultural uses, such as flexible hoses, drive belts and, of course, the Silent brake-blocks exhibited at the 1889 Paris exhibition.

By that time the management of the family-owned firm had passed into the hands of Aristide Barbier's two grandsons, the Michelin brothers. Andre and Edouard. Messrs Barbier and Daubree had died in 1863 and 1864 respectively, Daubree leaving two sons of whom the eldest, Ernest, succeeded his father as managing director, while Barbier left two daughters, Emilie and Adele. Emilie married a certain Jacques Mage but was widowed, childless, in middle age, but, in 1852, Adele found a husband in Jules Michelin, a government official in the French inland revenue service who was also an accomplished amateur watercolour artist, and had set up home with him at Clermont Ferrand where they soon produced three children, a girl, Marie, and two boys, Andre Jules Aristide (born 16th January 1853) and Edouard Etienne (born 23rd June 1859). Jules Michelin died in 1870, and Adele Michelin (nee Barbier) in 1898, so it was their sons who became the true founding-fathers of the present-day Michelin industrial dynasty.



The Patriarchs of the Michelin dynasty - Andre and Edouard Michelin

The eldest, Andre Michelin (1853-1931), trained as a civil engineer at the Ecole Centrale in Paris graduating in 1877, after which he entered the Ecole des Beaux-Arts to study architecture. Following these studies, for the next five years he became involved in map-making and cartographical design at the French Ministry of the Interior in Paris. Eventually his interest in maps and guides led him to join the family firm to take charge of its public relations and advertising affairs, and also to develop its publishing activities, including its famous series of road maps and touring guides for motorists, which were launched in 1900. At the same time he continued to be actively concerned with running the metal-working business, designing and making ornamental wrought-iron gates, that he had opened at Bagnolet on the outskirts of Paris in 1883, dividing his time between Clermont-Ferrand and the capital city, where he owned a large house on the boulevard Pereire which served as the Michelin company's Paris headquarters.

The youngest, Edouard Michelin (1859-1940), set out in life by studying law, but then took up painting at the Ecole des Beaux-Arts in Paris where his tutor and mentor was the academic painter William Bouguereau, the master of conventional or "official" art. By 1888 at the age of 29 he had set himself up in a studio in Montmartre intending to become a successful professional artist, though there is no suggestion that he would ever have followed in the path of the Impressionists such as Monet, Manet, Pissarro and Degas whose avant-garde work was currently revolutionising the Parisian artistic scene. Before long, however, he was forced to abandon this ambition and embark instead on a remarkable career as an engineer, administrator and entrepreneur, running the family business at Clermont Ferrand.

The crisis that provoked the Michelin brothers' change of career-plans occurred as a direct result of the death in 1878 of the family firm's current owner-manager Ernest Daubree, aged only 48. The son of Edouard Daubree. Ernest had proved to be a competent leader. By expanding the business he had provided the other family shareholders with ample private incomes and thus enabled Andre and Edouard to follow their own personal interests in Paris. Unfortunately, Ernest was succeeded as managing director by his lawyer and accountant, Jean-Gilbert Bideau, who had become a partner in the firm in 1868, since the obvious heir, Ernest's son Adolphe, was then only 14. Bideau proved incapable as an entrepreneur and businessman, so much so that the company soon went into a steep decline; the payroll which had once totalled as many as 320 employees fell to 30 and even then their wages were not always paid regularly and promptly. In fact, within ten years of Ernest Daubree's demise, the situation had deteriorated to such an extent that it threatened the financial security of the entire extended Michelin family, severely reducing the dividends upon which the Michelin brothers and their close relations depended..

Consequently, when Bideau retired in 1886 at the age of 75, Andre and Edouard Michelin were invited by the then head of the family, their aunt Emilie Mage (nee Daubree) to take the firm in hand and to re-organise and re-finance it with funds that she, Emilie, would provide. Under the circumstances, Edouard had little alternative but to close his studio in Paris and return to Clermont-Ferrand, eventually assuming full control of the company's affairs on a full-time basis, as managing director. Luckily for all concerned, his gift for business was such that, although he had received no commercial or engineering training whatsoever, in the course of the following fifty years he transformed a modest rural business into a substantial international organisation employing over 25,000 people. Later, as we have seen, on the 28th May 1889, the firm, (which was then trading as Jean-Gilbert Bideau & Cie) was reformed, recapitalised and renamed as Michelin & Cie. Remarkably, even today, the Michelin organisation remains exclusively a family owned enterprise. Although its non-voting class B shares are traded by investors on the Paris Bourse or stock-exchange, the important class A voting shares are still reserved entirely by the family and their nominees.

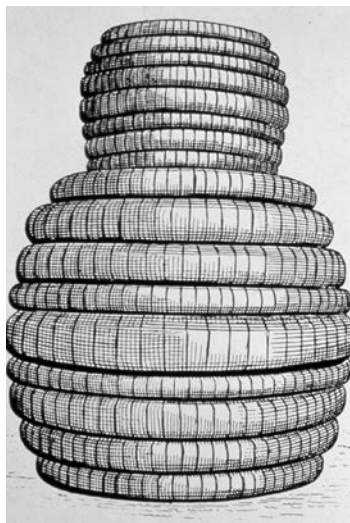
Interestingly also, both the two artistically-gifted Michelin brothers, Andre and Edouard, found their wives among the same Parisian family, by marrying the three daughters

of their Jewish-born piano tutor, Bernard Wolff, the former professor of music at the Paris Conservatoire and head of the Pleyel piano business. Andre married the eldest daughter Sophie and, later, following her early death, her sister Jeanne, while Edouard married the third daughter, Therese.

Enterprising and astute, the Michelin brothers prospered greatly in the bicycle and motorcar booms which took place before and after the First World War and soon became figures of great importance in the French economy. Despite being cunning and secretive (so much so that they were known in Paris as the old foxes of the Auvergne) they were certainly not backward or old-fashioned in their outlook. On the contrary, like a good many other entrepreneurs from a rural or provincial background, they proved to be extremely go-ahead in their business methods and embraced modern technology with enthusiasm. And although they were undoubtedly secretive to the point of paranoia they also possessed a flair for publicity, by creating their famous and ubiquitous Michelin Man trademark, Monsieur Bibendum, still regarded as one of the world's most widely recognised brand symbols.

The birth of Monsieur Bibendum,

Michelin's world-famous mascot and trade mark, the jovial, amiable Monsieur Bibendum, the Michelin Man, was actually born in April 1898, when Edouard and Andre Michelin exhibited their pneumatic tyres at the Universal and Colonial Exhibition held at Lyon. Observing a stack of tyres of different diameters, piled high to decorate their stand, Edouard Michelin remarked to his brother; "With arms and legs added, that pile of tyres would look just like a man!"



The pile of tyres that inspired the creation of the Michelin Man

Within a matter of weeks, the pair had commissioned the artist and cartoonist Marius Rossillon (who worked under the pseudonym of O'Galop) to produce a poster featuring the rotund, pneumatic personality of Edouard's imagination. The idea was that, with a body seemingly formed entirely from tyres of various sizes, this comic character would be able to demonstrate the virtues of their products pictorially, by being depicted in posters and advertisements, rolling down the road and consuming any rusty nails or broken glass strewn in his path with no

apparent ill-effect.

So it was that O'Galop's famous poster - first displayed in December 1898 - showed Edouard Michelin's creation as a bucolic, roly-poly creature drinking-up road debris as if it were wine and raising a glass in a bacchanalian toast. The Latin caption read; "Nunc est Bibendum - Now is the time to drink", a quotation from the Roman poet, Horace, which emphasised the proposition that Michelin tyres could be relied upon to swallow up all obstacles with impunity, thus preventing punctures..

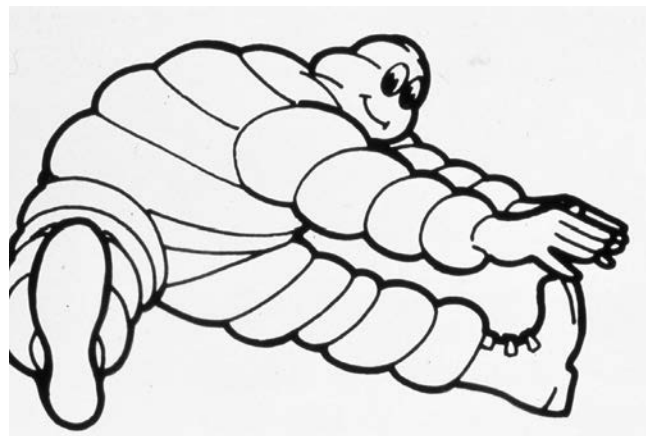


Nunc est Bibendum - C'est a dire, le pneu Michelin boit l'obstacle. An early appearance of Monsieur Bibendum, in a poster first published circa 1901

In the space of just a few months, Monsieur Bibendum had captured public affection and achieved celebrity status throughout France and beyond. At a bicycle trade fair held in Paris in December 1898, a man dressed as M. Bibendum attracted huge crowds to the Michelin stand and created a sensation. More public appearances at races, fairs and exhibitions followed, and the Michelin Man was soon on his way to becoming one of the most popular advertising characters of all time

For almost a century, Monsieur Bibendum continued to serve as Michelin's omni-present emblem and talisman, his appearance unchanged. Invariably depicted clutching an over-brimming wine-glass while smoking a huge Havana cigar, he epitomised good-living and conviviality. Possessing an undeflatable sense of optimism, he was adopted by French routiers or truck drivers as an alternative to Saint Christopher, the patron saint of travellers, and thus his ebullient figure was often to be seen riding high on the roofs of their lorry cabs, swaying along the routes nationales..

But, inevitably, by the 1970s, his bibulous appearance and personality had begun to be toned-down, in tune with changing social attitudes. Drinking, smoking and over-eating were no longer considered appropriate conduct for a motoring hero, and so Monsieur Bibendum was forced to give up his epicurean pleasures and go on a diet, in order to loose a few "spare tyres". Today, having bowed completely to the pressures of political correctness, he is a reformed character, energy-conscious, environmentally responsible and totally abstemious. Yet, despite having lost so much in weight and girth, he is still just as solid an embodiment of automotive progress as he has always been, as bouncy and cheerful as ever, and full of his usual bonhomie and savoir faire!



The Michelin Man as he appears in the company's advertising and publicity material today

Indeed, well over one hundred years since his first appearance on the motoring scene, Monsieur Bibendum remains an international cult figure, at home in over 170 countries and numbered among the ten most widely recognised and best-loved brand symbols in the world. This feat of enduring popularity is all the more remarkable since, until a mere twenty years ago, no advertising agency or publicity consultancy was ever employed by Michelin to enhance his image or boost his career!

John Reynolds

Mike Wortley reports on the TOC's own 'Stig'

The TOC's own 'Stig'

On page 13 of *Floating Power* volume 33 issue 5 there was a letter from Marcus Lasance regarding "The Stig".

TOC members may be interested to know that we have our very own "Stig", Dr. Willie Sellers, who - over the week end of first and second of August - put us all to shame by some very spirited drives up Prescott Hill climb.

As can be seen from the accompanying pictures [courtesy of my son Jonathan] Dr. Sellers '37 11CV is a credit to him, and the marque, and was rightly given a prominent place in the programme.

Incidentally this event started a week of celebrations to mark the 75th Anniversary of the V.S.C.C. The Classic car movement as a whole owes much to this organization for its encouragement to use our cars, not only in sporting events, but also in keeping them in the public eye.

Mike Wortley

top right: Dr.Sellers in action
bottom right: the opposition
(photographs courtesy Jonathan Wortley)



Tough Love - revisited

In Floating Power volume 33 issue 2 (page 19 - Tough Love) the story of James Simkins' journey in his 1948 Light 15 to his daughter's wedding in Cape Town was related. Unfortunately, due to lack of space, the photographs that accompanied James' account of the 2,100 km journey to Cape Town were not able to be published. James subsequently wrote for me the following background information on how his family came to be in South Africa and I am now printing this to accompany the photographs from his journey to Cape Town.

My great grandfather was a successful beef farmer and butcher on the outskirts of Nottingham during the period 1860 to probably the end of the Victorian era ... operating out of a village that was known as (as family history has it) Wickens. That name has been in the family for many generations and was/is carried as a middle name by my father, brother, myself and my son.

For some reason best known to himself, he sent both his sons overseas ... the heir to Ceylon (Sri Lanka) and his second son (my grandfather) to South Africa. By all accounts, my grandfather was nowhere close to being as successful as his older brother who established himself as a major player in the tea industry on the sub-continent.

My grandfather did not appear to be a wildly successful businessman or farmer, although he had a fine supplementary career in the military reserve. He was an officer in the Natal Mounted Rifles, fought with some distinction (and noted in dispatches for bravery) in the Boer War (on the side of the Brits) and was active during the occupation and defeat of the German held South West Africa (today's Namibia) during World War I. My mother still has a letter from the parents of a New Zealand soldier that he tried to save during the Boer War under heavy gunfire ... he was mounted on a particularly fine stallion (I believe his name was Champion) and rode out into no-man's land to pull this young man back behind the lines. Unfortunately, the New Zealander did not survive and my grandfather lost a lung as a result of an injury during that effort.

Sometime thereafter, he was farming in the midlands of Natal ... close to Greytown. In June 1902, he was received as a Freemason in Umvoti Lodge, No 1867 ... the only document I have that has his signature.

Soon thereafter, he married a young Scottish lass who came to South Africa as a governess ... Agatha (Aggie) and was later assigned as Captain of the unit to enter, defeat and occupy South West Africa in 1914. He had a black batman who had been with him for a number of years and who accompanied him to SWA. At the conclusion of hostilities, he settled in the Northern Cape (Calvinia), being not far from SWA where he was a small dairy farmer with some ostriches on the side.

By 1918, the Spanish Flu had hit Europe ... it took another

season before it made it to South Africa, but in 1919, was a major epidemic. My grandfather's black batman (who had stayed with him after World War I) contracted the disease ... my Grandmother was pregnant with my father, so it was left to him to nurse this poor fellow through the disease. Understanding the racial implications of the time, this may be considered unusual, but for whatever faults my grandfather may have had, loyalty was clearly not one of them. His batman survived ... but my grandfather, minus a lung from the Boer War did not ...

At the time, the only building of substance in Calvinia was the hotel ... and while my grandmother was giving birth to my father in late August 1919, her husband was dying a few doors down in another room ... this concluded just 12 days later. Some 6 months after that, my grandmother took my father back to the UK where he grew up in Scotland ... and in turn distinguished himself by achieving the highest marks in the national Maths exams in 1941 as part of his Electrical Engineering Apprenticeship, before enlisting as soon as he was permitted in the RAF. He flew in 88 Squadron for some 5 and a half tours (low level twin engine daylight bombers ... Bostons), before finally being OC Hamburg Airport before being demobbed in late 1945.

For many years, the good folk of Calvinia (a very Afrikaans town) could not understand why there was an Englishman buried in the military section of the graveyard (see photo attached) ... this is the story of why that occurred.

My father died in 1993, but way back in the 50's and 60's successfully handled the challenges presented by Lucas electrics ... my Lady Grey '48 Citroën is good evidence of that. During the same period, extending well into the 70's, he was responsible for converting the majority of South African lighthouses to automated functionality.

Just out of interest, on my mother's side, I am one quarter French Huguenot ... the Auvarge family of satin ribbon and lace came to London in the very late 1600's and during the mid/late 1800's owned and operated the Cheshire Cheese pub in the City.

The Slough built Lady Grey maintains that French/English "détente cordial" ...

James Simpins



Top left - Sociable Weaver nests ... this one a Condo and Penthouse. Hubcaps off as a result of some rough dirt roads

Top right - Hubcaps back on ... but a seriously tired silencer and pipe

Centre left - Cleaning out the radiator splines ... one at a time (in 45C heat)

Centre right - Brazing her up again

Bottom left - Heading down the mountain pass to the coastal plain

Bottom right - Destination in sight ... the famous Table Mountain, with the table cloth on ... 1,250 miles completed ... not long before the accelerator link sheared with just 9 miles to go

events diary

Please send details of future events to:

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

January 2010

22 - 31 Retromobile Paris Expo, Porte de Versailles. see www.retromobile.fr

April 2010

7 - 11 Technoclassica Essen, Germany.
25 Drive It Day Why not plan your Drive It Day activity as a charity fundraising event?

May 2010

8 - 9 Prescott Classic Car Hill Climb Charity event organised by Cheltenham Cleeve Vale Rotary Club includes climbs of the famous hill
9 Citroën-Jumble Annual Belgian Citroën-Jumble. Details to follow.
29 - 30 La Vie en Blue Prescott Speed Hill Climb. Club stand in association with CCC and 2CVGB

June 2010

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

July 2010

9 - 11 (t.b.c.) Brittany Rally Details to follow.
30 - 1 (Aug) TOC Annual Rally Northumberland. See page 37 for preliminary details.

September 2010

18 - 19 IoW International Charity Charity event in support of St Mary's hospital neonatal unit and the Earl
Classic Car Extravaganza Mountbatten Hospice - both on the IOW Free ferry travel to and from IoW
For further details contact Terence McAuley .

October 2010

15 - 17 War time Weekend 1940s weekend based around the North York Moors Railway at Pickering,
Levisham, Goathland and Grosmont. Further details from Mick Popka.

November 2010

14 Remembrance Sunday Elvington, Yorkshire
28 TOC AGM Venue and date to be confirmed.

July/August 2011

tbc TOC Annual Rally Kent. Details to follow

July/August 2012

tbc TOC Annual Rally Shropshire. Details to follow

August 2012

16 - 19 15th ICCCR/TOC Annual Rally 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

SATURDAY 29 & SUNDAY 30 MAY 2010



La vie en bleu 2010



PRESCOTT SPEED HILL CLIMB

HOME OF THE BUGATTI OWNERS' CLUB

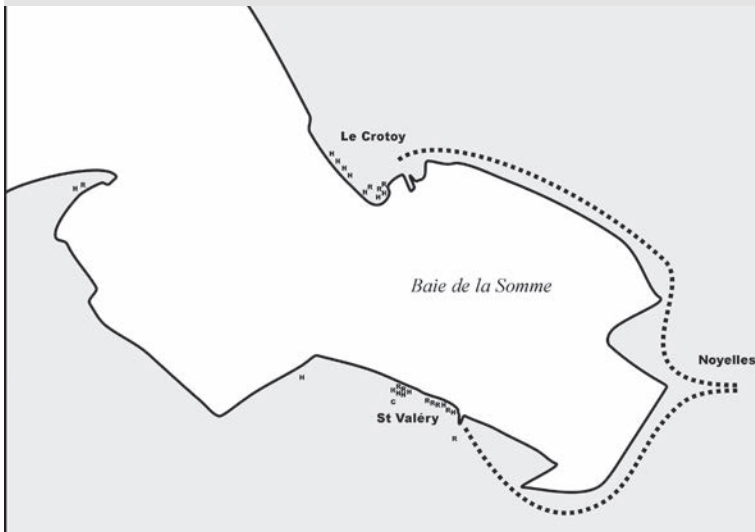


Join us at Prescott Hill Climb, near Cheltenham, for La Vie en Bleu 2010 – a wonderfully entertaining weekend of all things French. We celebrate the very best in French voiture design, with two days of invited French clubs, superb racing, entertainment and plenty of food and drink. Sat 29 & Sun 30 May 2010 – the date for your diary

"A huge thank you to you and your magnificent team for what must have been one of the best Prescott meetings ever! Who needs Monaco when they could have been enjoying all the best machinery and friendly people in our wonderful Gloucestershire surroundings under azure skies. We all enjoyed ourselves immensely... Roll on 2010!"

Tel: 01242 673136
club@bugatti.co.uk
www.prescott-hillclimb.com
Prescott Hill, Gotherington, Cheltenham,
Gloucestershire GL52 9RD, UK





St Valéry-sur-Somme

11-13 June 2010

I am already overwhelmed by the numbers showing interest in the meeting at St Valéry. There is no problem with this, except that the restaurant may limit the number of places for lunch on the Saturday.

However there are equally good restaurants within a few miles. There should be no shortage of accommodation in St Valéry, but if there is you might choose to stay in Le Crotoy.

When Joan of Arc was captured in 1430 she was imprisoned in the castle at Le Crotoy, then taken across the estuary to St Valéry and kept in a tower there before being moved on to Rouen.

A possible jaunt for the Friday could be a trip on the narrow gauge steam railway to Le Crotoy (about 1 hour), take leisurely lunch, and return. Trains leave each end and meet halfway, so you could take a shorter ride to Noyelles and change trains to return.

Or you could go to the huge bird sanctuary, you can even hire bicycles to go round. There are also guided walks on the estuary flats – I will check the times of low tides, but when we are there it will be a new moon so almost spring tides.

Saturday we go north for lunch with our friends from the Traction Universelle, and then to the Abbey and Gardens at Valloires.

You can plan your route either clockwise via Fort Mahon, or anticlockwise via Crécy (there is a watchtower on the site of the mill used by Edward III).

Sunday we go south (take your own picnic) en route to the Château Fort Rambures. Nearby there is an old wooden windmill (built 1630, struck by lightning 2004, restored 2007) – we are negotiating a visit.

This meeting will be informal - you can do just what you please. You each pay your own way as you go. We should get a group discount for some of the places we visit.

There will be a small administration fee of £3 (or 3€) per head for those attending the full rally (not our Saturday friends). Pay me whenever you next see me. However please let me know as soon as possible if you are definitely coming.

Robin Dyke
01865 858555

jrobinjdyke@btinternet.com



Top - map of the Baie de La Somme showing the train line
Centre - the narrow gauge steam railway to Le Crotoy
Bottom - the abbey at Valloires

NORTHUMBERLAND WELCOMES THE TRACTIONS

TOC ANNUAL RALLY 2010 - Friday 30th July to Sunday 1st August

Northumberland has been chosen as the venue for the 2010 Annual Rally. For those who haven't visited the County before it boasts magnificent scenery in unspoilt and quite remarkably sparsely populated countryside and is crossed by the 85 mile-long Hadrian's Wall, which stretches from Carlisle in the West to Wallsend, East of Newcastle.

Ridley Hall, which has been chosen as the base for the 2010 Rally, is a fine old country house located in its own 35 acre grounds in beautiful unspoilt countryside just half a mile off the A69, between Haydon Bridge and Bardon Mill, and 10 minutes drive from Hadrian's Wall.

Ridley Hall is now used as the boarding annex to the local state school in Haydon Bridge and its 25 bedrooms, refectory and lounges will be exclusively available to members of the TOC throughout the weekend. Each of the bedrooms is dormitory style (not bunk beds) with 4 or 5 beds per room. None have en-suite facilities but showers and toilets are close to each room - which will be allocated on the basis of one room per couple or family. The cost for overnight accommodation, including breakfast, is approximately £25 per person per night.



Rooms will be allocated in Ridley Hall on a first come first served basis. Camping facilities are available onsite next to the Hall and campers will have full use of the Hall facilities and may have breakfast in the Hall if they wish. Cost will be about £10 per night per tent with breakfast at an additional cost. Members wanting other accommodation, for instance B&Bs or hotels, can also be accommodated locally.

To assist the organisers would you please register your interest in attending the Rally as soon as possible by emailing your name and address, together with the number of people likely to be in your party, to: grahamhandleyhandley@btinternet.com. In your email would you also confirm whether you require accommodation in Ridley Hall, a camping pitch or other accommodation. .

Registration will be on the afternoon/evening of Friday 30th July at Ridley Hall and on Friday evening Members will be given an evening BBQ/Buffer meal (subject to weather) and be able to socialise with other members.

On Saturday morning we will be visiting Hadrian's Wall with a first stop at Vindolanda (see www.vindolanda.com) and time available for you to walk the wall, visit Steel Rigg, Housesteads, and Chesters etc. At lunchtime we will be visiting the old Market town of Hexham where we have been given special permission to park in the Sele Park, next to the town and Abbey, to display our cars to the public. A Continental Market will be taking place in Hexham town centre at the time of our visit. The evening festivities at Ridley Hall will include a set meal, dancing or just relaxing in the lounges of the Hall.

On Sunday morning we will be taking a scenic drive through the hills of Northumberland, stopping at various places of interest and arriving towards lunchtime at Alnwick Castle. The Castle is still privately owned by, and is the home of, the Duke and Duchess of Northumberland. It is often referred to as "the Windsor Castle of the North" and has been the setting for many films, most recently for the making of the Harry Potter films. We have been granted permission to park our cars inside the Castle grounds and our visit will include a tour of the Castle and its grounds (see www.alnwickcastle.com). The Rally is expected to finish about 4pm.



Application Forms and detailed costs will be available in the next issue of *Floating Power* but in the meantime make a date in your diary for the weekend of 30th July to 1st August to come to Northumberland and be amazed at such a beautiful area of England. You will not be disappointed.

Graham Handley

Classified adverts

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 'Tractions 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 the past 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.carcrimeawareness.co.uk>

<http://www.binary.co.uk/chequescam>

Please send adverts to:

John Barnes, TOC Adverts, The Byre, Brockhurst Lane, Monks Kirby, Rugby, Warwickshire CV23 0RA

email: editor@traction-owners.co.uk

Tractions for Sale



1949 Light 15. Full documented history through the TOC. This reliable, fast and beautiful right-hand-drive car had a full technical rebuild by marque expert John Gillard two years ago with very few miles since. By that I mean new silentblocs, suspension, entire brake system, gearbox rebuild with higher ratio final drive and bottom end rebuild. All receipts available. The expensive and difficult refurbishment has been completed on this car. Interior has restored grey leather seats, new headlining, carpets, door panels and seat belts. The car is in Old English white (great for weddings), has been rewired and has many rechromed parts. Located in Finland (Ryanair and Easyjet from London), could deliver to northern Europe or UK. 7,500 pounds. Contact Sean Crowley (sean@wider.unu.edu, seancrowley@hotmail.co.uk) +358 400 192271



1955 LHD 11B Normale. Ivory with grey cloth trim. Engine runs very sweetly, s/steel exhaust, electric fuel pump. Very good body and mechanical condition with new brake cylinders, re-ground drums, new cv joints, regulator, steering wheel and door seals. A really attractive car. £7,500. For further details call Harris Mann 01905 351840 (Worcester).



1955 Light 15 (VPP 989 photograph below left). RHD, MOT Dec 2010, excellent engine, good bodywork, new door skins fitted and sprayed (black) recently by my local Jaguar centre, new Michelin tyres, 4 'Pilote' wheels + 2 extra wheels. Restored leather seats. Used regularly for over 25 years. Reluctantly offered for £8,900. Keith Boyes, Swanland, East Yorkshire (1 mile from the Humber Bridge). Tel: 01482 631088 or 07752 851161 (mobile).

Parts for Sale

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

For Sale: Big Six engine, part dismantled. Head rocker cover, water pump etc., Gearbox casing, various gear parts. For details and price phone Martin Vickerstaff on 01209 821979 or (mobile) 07919 627659 or email: a.vickerstaff041@btinternet.com

For Sale: Parts from 1953 Light 15: Bonnet halves, rear axle beam, set of seats in red, two steering wheels, two road wheels, grill, two headlamps and three hub caps. For details and prices phone Jack Reay on 01925 728734 (Warrington)

For Sale: Complete Marchal chrome headlight for pre-1937 Traction. Reflector is good and on the glass is identification 'Agree AB TP 298'. Also a pair of good Marchal reflectors with glass and rims and a further complete chrome headlamp with identification 'Agree AB TP 97'. (These are almost the same as the first). For details and prices phone Tim on 01305 757518.

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

Official 75 for 75 DVD. When ordering please clearly state the delivery address and enclose full payment of €24 per video for UK delivery (€23 if delivery address is within mainland France). Payment methods: UK - Cash, Bank Transfer or Cheque*. France - Cheque* only (NB Cheques must be drawn on a French Bank). For costs for countries other than UK/France - or if you have any other questions - please contact Bernie Shaw (see FP page 3 for contact details). Please send order(s) to André JACQUEMAIN, 340 Rue Sidonie, Colette, 62800 LIEVIN, FRANCE



Citroen Classics

Tel: 01784 452299

⤴ Repairs ⤴ Parts ⤴ Servicing

⤴ Electrical ⤴ Rustproofing



6 Volt to 12 Volt converter now available.

Now you can run a 12V car radio, sat-nav or other accessory from your 6 volt electrical system.
This is purpose designed specifically for the 6 volt automotive market.
See our website or contact us for details.

www.citroenclassics.co.uk

Unit 8, Tims Boatyard, Timsway, Staines, Middlesex,
TW18 3JY



The CLASSIC CITROËN INSURANCE

Benefits of our policy include;
Free club track day cover
Discounts on Limited Mileage
Agreed value on vehicles over 10 years old
Discounts for Collections & Club Members
Full UK and European Breakdown & Recovery £25

Classic Car Specialists established 1965
Immediate cover available by telephone
www.heritage-quote.co.uk

For a quote call
0 8 4 5 8 1 1 8 1 1 8

PIRELLI
DUNLOP
RUOTE BORRANI MILANO

ongstone
CLASSIC TYRES

