

Floating Power

March/April 2010





welcome

Published bi-monthly since 1976, *Floating Power* is the official magazine of the Traction Owners Club Limited
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Missing Magazine?

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

The closing date for input to the May/June edition of *Floating Power* is
Monday 12th April

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

- 2117 Ms Shuk Kwan Law, Kowloon, Hong Kong
- 2118 Mr Richard Ashby, Liss
- 2119 Mr William Thresher, Banwell, Somerset
- 2120 Mr Trevor Barnett, Southampton
- 2121 Mr Kenneth Buchanan, Colchester, Essex
- 2122 Mr Raymond Jowett, Weston-Super-Mare

Welcome to the March/April edition of *Floating Power* which starts with an apology from me to the wife of the late Cliff Richards who I inadvertently referred to as Den and not Glen in the last magazine. Then I'd like to thank all the Members who have written to me since the last magazine with your thanks and best wishes - your messages are very much appreciated.

Those of you have scanned the magazine ahead of reading this section may have noticed that there is again a name in the Editor's space - mine. As there have been no expressions of interest in taking over the job of editor I have told Bernie that I will continue to produce the magazine until October whilst we are in Canada.

This does mean however that I am again reliant upon you all to start sending me articles, photos and letters so that there will be some content in your magazine for the rest of the year. And whilst you have your cameras out don't forget about your entries for the 2011 TOC Calendar.

In this edition, in addition to Club news, there is the second of John Reynolds' extracts from the history of the Michelin Company's first 100 years in the UK, an interview with Pierre Terrasson (who was a test driver at Citroën in the months following the launch of the Traction Avant), a collection of photographs submitted by TOC Members for the 'Last Hourrah' project on 20th December 2009 plus several pages of forthcoming Traction events and advertisements.

On the subject of advertising, Members will be pleased to know all of our commercial advertisers have renewed their adverts for 2010 and that, with the increased commitment from Vintage Tyres and the lower costs of our new printers, the commercial advertising will this year pay for the cost of printing one edition of the magazine.

Finally, as there have been a number of changes to the contents of the original 'glove box' Services and Suppliers directory, I had planned to produce an updated version this Spring. The committee has decided however that an update is not required and doubtless their next 'In Committee' report will explain why.

John Barnes

COVER IMAGE: TERRY WARD'S 1956 PARIS-BUILT 11B NORMALE PICTURED ON THE D73 (YES THIS REALLY IS A ROAD) AT MONMARTIN SUR MER DURING HIS FIRST TRIP ABROAD WITH THE CAR LAST YEAR. THIS PHOTOGRAPH WAS SUBMITTED FOR THE 2010 CALENDAR COMPETITION. Photograph Terry Ward

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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

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President's Ponderings

Let's get the appeals out of the way first – all three of them. Those of you who receive *e-FP* will be aware that in the February newsletter John Barnes confirmed he will not let the TOC down and will continue as Editor until a volunteer steps forward. I am sure everybody will be as grateful as I am for this very kind offer because we would be in trouble if John had stepped down as planned.



However I am conscious that we are now taking advantage of his kindness and I personally believe that is unfair and should be corrected as soon as possible. So, please, is there somebody out there who would like to help the TOC by taking over as Editor of the Club magazine in the not too distant future?

The other appeals are for somebody to take charge of the Club stand at the Classic Motor Show this year (I have it on good authority we can probably hope to have help from the Conservatoire again in 2010!). And finally, are there any more volunteers for Apprentice Concours Judge?

As one of the two UK delegates I attended the recent Amicale Citroën Internationale (ACI) AGM. We learned of a number of changes within the Citroën organisation and it seems the Heritage Department will continue to receive good recognition and funding. In fact both the NEC and the 75th were mentioned favourably by Citroën's Heritage Manager, Denis Huille. With 2012 on the horizon I thought it an appropriate time to accept the invitation to get involved at a higher level so I volunteered for the ACI Board – and was elected. I can obviously offer no queue jumping but I do hope to be in a position to see any 2012 plans receive a good hearing.

Meanwhile, back in the garage, I have spent some time on my engine in order to try to get to the bottom of the very unusual (and most uncharacteristic) overheating problems I experienced in November.

Truth is I found no obvious answers but I took the opportunity to reface the cylinder head (something which was not done during the 2007 overhaul) and have the valves all re-seated once again. In 2007 I fitted new valves and the seats were re-faced but they definitely needed re-doing again, which at least accounted for the weird compression readings I was experiencing.

So, were poor valve seats the cause of my overheating problems – or perhaps a result of them????

Finally, on the advice of David Boyd, I decided to completely remove the water distribution tube from the head before I re-assembled and refitted it during the first week of January. By then the garage was so cold the gas completely refused to leave the bottle and feed the sole available heating source. In fact I ended up bringing the gas cylinders into the house overnight to warm them up enough to enable me to work the following day! Hey ho, the things we do for fun.

Now all I need is some decent weather to give it a blast – watch this space!

Bernie Shaw



CAUGHT ON CAMERA

This photograph was taken in a Traction belonging to a prominent Member of the TOC on its way to Arras last year.

The speedometer is calibrated in mph (not kph) so therefore the owner was clearly exceeding the speed limit.

The TOC does not condone or approve of its Members breaking the law so if you can identify the owner from this photograph please ask him/her to adhere to the posted speed limit in future.

If identified doubtless he/she will deny all knowledge of the offence - but the camera doesn't lie (does it?).

Chairman's Chat



I would like to thank those of you who have contacted me with kind messages and offers of support as I take on the role of Chairman for the year. I really do appreciate your comments.

By the time you read this I will have endured or enjoyed my first Committee meeting – I hope the 'chaps' (& Moira) will be gentle with me!

We have two main challenges at the moment. The first being VAT and how it affects our sale of spares. Secondly the Companies Act of 2006 and its implications for a small car club such as the Traction Owners. This means for me lots of reading to try and understand what the various Laws mean and how it might impact on our future.

We are still looking for volunteers for various posts within the Club such as Editor, Secretary and NEC Co-ordinator as mentioned in my last Chatter – why haven't You come forward yet? Please don't be shy. If you need to find out more about the duties, time needed etc then please feel free to telephone me, or any other member of the committee, for details. If you are willing to help but not take on the whole task then please let us know as we can look at ways of splitting tasks and roles.

April 25th is Drive it Day so I hope lots of our Sections are organising days out to "show off" our lovely Tractions. I look forward to seeing photos and reading reports in our next *Floating Power*.

I met with Mick Popka recently to look at our TOC website and possible changes. Please could you help us keep it up to date by letting Mick know if you notice any errors on it or out of date information. All comments on our website are welcome – either direct to Mick or to me.

Please would all Section Co-coordinators please email events direct to Mick as well as to the Editor. I am also guilty of this as I haven't kept Mick updated on the Peak news– sorry Mick!

As you will see later in this edition Graham & Wendy have moved the base for our annual rally in Northumbria. Luckily they discovered the potential problems at Ridley Hall well in advance and were able to move to a hotel. Thank you both. I hope the location will mean that lots of our northern and Scottish members are able to attend. Also those 'south of Watford' will journey north to see the lovely countryside and coastline we have 'up north'.

Bev Oates



Legal Advice

To comply with the most recently enacted Companies Act laws the TOC Ltd, and the TOC, need to make changes to existing Club Articles and Rules. A TOC member (preferably a lawyer with experience of the Companies Act 2006) is needed to advise the directors and committee on the required changes.

General Secretary

John Ogborne, who has been the General Secretary of the TOC for a number of years, will step down at the 2010 AGM and will not continue in the role after that date. The Club therefore urgently needs a volunteer to take over from John as soon as possible..

NEC Classic Motor Show

After twelve years service Mick & Moira have stepped down as the organisers of the Club stand at the NEC each November. If there is to be a TOC stand in 2010 a volunteer is urgently needed to take over this important job. Advice and assistance will be available from Mick & Moira.

Interested? Would like to know more? Please contact John Ogborne as soon as possible, his contact details are on page 3.

toc news

FROM e-FP

For those members who have chosen not to receive copies of e-FP and for those without email facilities the following news items from the January and February TOC newsletters are reproduced below.

If you would like to receive future copies of the TOC's monthly electronic newsletter please supply your email address to the editor (editor@traction-owners.co.uk).

Wedding Hire

Do you hire your Traction out for Weddings? If so, assuming you have the appropriate insurance cover, you are not required to hold a licence issued by your Local Authority.

However if you hire (or offer) your Traction for any other types of event (other than funerals) such as anniversaries, tours etc you need three different licences - operator (the person who handles the bookings); driver and vehicle.

See *Floating Power* (volume 32 issue 6) Nov/Dec 2008 page 7 for further details.

Lucas Electrical Correspondence Courses

All 10 sections of the Correspondence Course originally produced by Joseph Lucas Ltd for Overseas Mechanics in order for them to understand not only how to service Lucas electrical equipment but also the theoretical aspects of electrical components from Batteries to Electrical Overdrives have been donated to the TOC and have now been loaded onto the Club website.

TOC members can find a copy of the 10 sections of the full course at : http://www.traction-owners.co.uk/tech.htm#Lucas_Courses. Members without access to the internet should contact Mick Popka for a copy.

ACI 'Event of the Year 2010' - 24th to 25th April 2010

The ACI "Event of the Year" 2010 - The Citroën Story - is being held at the Zolder Formula 1 Race circuit in Belgium in April.

More information appears on page 33 of this edition of *Floating Power* and you can find out even more by visiting : <http://www.citroenstory.org/index.htm> or by contacting Walter Callens at walternoella.callens@hotmail.com

If you do decide to go don't forget that SEAFRANCE offers a discount to TOC Members. Visit : <http://www.traction-owners.co.uk/Promotions/SEAFRANCE.htm> to see full details of the available discounts.

The organisers of the event have kindly offered a free stand at the show to the TOC and volunteers to "man" the stand are required by Mick Popka to assist him. Mick can be contacted at : webmaster@traction-owners.co.uk

Visit to the Citroën Conservatoire - May 3rd 2010

The visit to the Citroën Conservatoire in Paris has now been confirmed for May 3rd 2010 from 10.00 to 12.00. There are still places available for the visit so TOC Members interested in attending should contact David Conway as soon as possible at cv2@uktoy.com or conwaycv2@talktalk.net or cvc1tcv2@googlemail.com or international-liaison@citroencarclub.org.uk or CITBOOKSANDDVD@bigfoot.com.

CitroTour 'Contrasts in Pas-de-Calais' - 26th to 27th June 2010

Following the hugely successful '75 hours for 75 years' event held in Arras last year many people who had never really previously 'visited' the Pas-de-Calais area of France were surprised by the beauty and treasures that abound there.

As a result TU Nord (Traction Universale Nord) has decided to organise a tour of the Pas-de-Calais area for Citroëns more than 30 years old which is designed to show the diversity of the region, including the agriculture, rivers, hills, mining and first world war battlefield areas.

The tour will take place over the weekend of 26th/27th June 2010 and the registration fee will cover lodging at an hotel or at a camp-site, food and entry-tickets. A copy of the registration form can be found at: <http://www.traction-owners.co.uk/sections/world/Grafik/2010-citrotour-inscr.pdf>. To take part in the event please print off the registration form, complete it and post to the address provided.

TOC Annual Rally 2010 - 30th July to 1st August 2010

Latest news from Graham & Wendy Handley is that since details of the event were published in the Jan/Feb edition of *Floating Power* they have learned that a refurbishment will take place at Ridley Hall at or about the time of our visit. They have therefore changed the base for the Rally to Riverdale Hall Hotel, which is about 10 miles north of Hexham at Bellingham (pronounced Bellingjum). Details of the hotel can be found at www.riverdalehallhotel.co.uk.

Riverdale Hall Hotel is a country house hotel with plenty of parking and all rooms are ensuite. Both the Friday and Saturday evenings entertainment will now be at this hotel. In addition the hotel is offering a special tariff if you wish to stay the Sunday night for B&B and evening meal before setting off on Monday morning.

[The latest information appears on page 37 of this edition of *Floating Power* but to find out even more email Graham Handley now at grahamhandleyhandley@btinternet.com.]

'Pertrac Dattier' tour to Morocco - October 2010

TOC Member Ronald Knoth, a Dutch member who lives in

France, regularly organises long-distance Traction Rallies to raise money for charity. In 2006 he organised the "Pertrac Palmier" rally to Morocco (see *Floating Power* March/April 2007); in 2008 he organised the "Pertrac Roses" Rally to England and in 2009 he participated in the Paris-Moscow-Paris Rally

At the moment he is planning a second rally to Morocco, the "Pertrac Dattier" rally, which will run from early October 2010 (exact dates to be confirmed).

There is one (possibly two - absolute maximum) place still available on the rally for a very positive and motivated Traction team which must meet the following conditions:

- must be able to meet and be responsible for all personal costs
- must be prepared and willing to play an active role during the Rally
- must have a good/acceptable capability in French
- must be able to perform all the mechanical work likely to be necessary on his/her Traction during the rally

The rally itself will be of about 3 weeks duration and will start at Sète (southern part of France) for the ferry to Tangier (36 hours, 2 nights, cabin for two) and will include about 2 weeks in Morocco, staying in small hotels (where accommodation will be in double rooms with private facilities, with breakfast and dinner).

The cost of the car ferry to Tangier (return) will be approximately 220 euros (max) per team, including a Traction and a two-person crew sharing a two berth cabin with WC. Other costs to be confirmed.

The maximum number of teams that will be allowed to participate is 6 so if you are interested, and meet the above requirements, please email Ronald directly on: r.a.knoth@zonnet.nl.

REUNION OF ESCAPERS & EVADERS – ESCAPE LINES MEMORIAL SOCIETY

The annual re-union for members of Allied aircrew who bailed out over enemy territory and evaded capture to return to their own side, or who escaped from enemy Prisoner of War camps to make a Home Run back to Britain, and also for civilians of the occupied countries who helped them on their way – members of the Resistance, Safe House Keepers etc will take place at Eden Camp in Yorkshire (about 18 miles NE of York) on Saturday 24th April 2010.

The TOC has been asked to provide a number of Tractions to help transport members of the wartime French Resistance from their hotel (the Best Western Monkbar Hotel in York) the 18 miles to Eden Camp for the start of the event at 10.00am.

Would any Members able to provide transport in their Traction please contact Mick Popka (webmaster@traction-owners.co.uk or telephone 01904 701005) as soon as possible so that he can liaise with the organisers.

TOC MEMBER DISCOUNT WITH SEAFRANCE

With the addition of the SeaFrance Molière in September 2008, SeaFrance completed its fleet of new generation vessels. Having a total length of 203 metres, the SeaFrance Molière is the longest ship ever to operate between Dover



The SeaFrance Molière is the longest ship ever to operate between Dover and Calais

and Calais and, together with the award-winning SeaFrance Rodin and her sister ship the SeaFrance Berlioz, her arrival means that all SeaFrance tourism crossings will be aboard modern state-of-the-art superferries.

Members of the Traction Owners Club can obtain savings of 10% on 2010 cross-Channel fares by calling SeaFrance on 0871 22 22 500* and quoting offer code CTA. Alternatively TOC Members can book online by visiting www.seafrance.com and entering the promotional code CTA.

The Terms & Conditions that apply to this offer are:

1. This discount applies to standard SeaFrance rates but is not available on promotional fares or any other offer.
2. Return travel must be completed before 30 December 2010.
3. This promotion can be withdrawn at any time without prior notice.
4. Travel is subject to SeaFrance's full Terms & Conditions of Carriage – a copy is available on request.
5. Proof of eligibility for this offer will be required at the SeaFrance check-ins; failure to produce such proof will result in a surcharge being levied prior to departure.

* Calls to this number are charged at 10 pence per minute from a BT landline, calls from other networks and mobile operators may vary.

DID YOU KNOW - IT HAPPENED IN MARCH OR APRIL

15 March 1877 - First Test Match at Melbourne

31 March 1889 - Eiffel Tower opened

5 April 1878 - François Lecot born at Nantua (département de l'Ain)

18 April 1934 - Citroen 7A launched

25 April 1792 - Claude Joseph Rouget de Lisle composed La Marseillaise

OPIE OILS

The TOC is now registered as a 'Member Club' at Opie Oils and TOC Members are eligible for a discount of at least 10% (the discount varies from item to item) off the oils, lubricants and service items that Opie Oils sells.

From time to time Opie Oils has special offers for 'Member Clubs' which are in addition to the above discount. These can be checked out online by visiting www.opieoils.co.uk and registering as a Member of the TOC.

Members wanting to take advantage of this offer should contact Mick Popka for guidance on registration as a TOC Member if they experience any difficulties.

"IN COMMITTEE"

Committee Meeting held on Sunday 29th November 2009

This meeting took place immediately before the AGM at the Great Barr Hotel, Birmingham.

It was reported that, as result of greater than usual turnover in spares, the VAT limit had been breached earlier in the year. Turnover history suggests that this was probably a blip, possibly due to the high level of repair and renovation taking place for the Arras 75th anniversary celebrations, and that turnover would return to a normal level in the coming year.

It was decided that, before contacting HM Revenue and Customs, a VAT specialist would be consulted and that the club would act on the advice given. It was also agreed that the next committee meeting would dedicate the major part of the time discussing ways in which spares turnover could be monitored more closely and, if necessary, controlled.

The treasurer had been informed by Barclays that the TOC will no longer be able to accept credit or debit card details by e-mail; elaborate security arrangements would need to be put in place. The alternative of using PayPal had been investigated and found to be a viable alternative. Charges are similar to those for credit and debit cards and a trial account had been set up and successfully used. Details were to be included in *Floating Power* to allow members the option of using the system.

All questions concerning the annual accounts had now been answered in *Floating Power* but there would be a further opportunity for questions at the AGM. Bernie Shaw's expenses for Arras were approved and a vote of thanks was proposed to Bernie for the outstanding work he had put into the project. Walter Callens was also thanked for his hard work and for providing hospitality to Bernie on numerous occasions. The Arras project is currently showing a loss but it is hoped that much of this will be recouped by the sale of DVDs of the event.

John Barnes stated that, after three years, he had decided to relinquish the post of editor; he was prepared to assist with preparation of the next two magazines. The chairman thanked John for his exceptional work and said that every effort would be made to find a replacement as soon as possible; the committee enthusiastically endorsed his thanks.

Potential editors had been approached but none had felt able to take it on, so an appeal would be made at the AGM and in *Floating Power*. Proxy voting figures showed a clear majority

in favour of TOCTech in colour and John Barnes said that he had found a more competitive printer which would offset the additional cost. There was also a clear proxy majority for distribution of the membership list, although John Barnes felt that those present at the AGM would not reflect the proxy vote.

Although Chris Treagust attends many committee meetings, he was not actually a member of the committee; Chris was voted onto the committee with all in favour. The policy regarding guarantees on spares was restated; viz. the original manufacturer's/supplier's guarantee will be passed on to the purchaser as the TOC is unable to offer a guarantee in its own right. Work was still progressing on the revised spares list format. Chris Treagust said that he is confident about VAT registration and accounting if it proves to be necessary; there may be a need to purchase a new computer and software.

Some difficulties in downloading the membership form from the web site had been reported; Mick Popka believed it was a compatibility problem with Google "Chrome". The situation will be monitored for reports of further problems. Martin Baker had volunteered to organise a rally in Shropshire in either 2012 or 2013 depending on arrangements for the 2012 ICCCR. The meeting closed with thanks to Steve Southgate for organising the AGM weekend.

2009 TOC AGM

The minutes of the TOC 2009 AGM, held on Sunday 29th November at the Great Barr Hotel, Birmingham, were printed in the Jan/Feb issue of *Floating Power*.

Unfortunately there is an error in the minutes of the AGM which currently show that the advance booking fee for the 2012 ICCCR is £40 plus £10/passenger.

This is actually what was said at the meeting but it has subsequently been confirmed that what should have been said was £50 + £10/passenger.

The correction would normally only be made at the next AGM (as indeed it will be) but it has been decided that this correction should be provided for Members at the earliest opportunity.

BRITTANY TOUR 2010

The Brittany Tour this year will be held from 14 -17th July.

Early, provisional, information is that the Tour will probably start from the Golf Club of St Cast, which is about 30 kms West of St Malo and that the campsite will be at La Chapelle aux Filtzméens - which is just off the main road between Rennes & St Malo, to the west of Combourg.

At this stage it is expected that there will be excursions to the Cotes Armor (Dept 22) and Ile et Vilaine (Dept 35).

Further information will be provided as soon as it is received from CTAB (Club Traction Avants de Bretagne) but if you are planning on attending the Tour this year be sure to reserve these dates in your diary now.

1953 SLOUGH-BUILT LIGHT 15 - NXY 597

If anyone has any information regarding this vehicle could they please email Bev Oates .



STOP PRESS

In the last issue of the FBHVC newsletter in 2009 it was stated that Shell V-Power petrol was guaranteed not to contain ethanol. Just before the first FBHVC newsletter of 2010 went to press the FBHVC discovered that this is no longer the case. A recent statement from Shell states: 'Shell, like many other fuel suppliers, has begun blending ethanol into some Unleaded grades, including Shell V-Power at Stanlow, to comply with the legal obligations of the RFTO'

SCRAPPAGE

In response to a question from one of our member organisations regarding how an historic vehicle that has passed through the Scrappage Scheme could be saved, the Department for Business, Innovation and Skills (BIS) sent the Federation the following statement:

A Certificate of Destruction must be issued for all Scrappage Scheme vehicles. Whatever their age or condition, these vehicles are effectively being declared End of Life Vehicle (ELVs) by their last owners at the dealerships which accept them. To comply with the 2003 ELV Regulations, the vehicle must be initially treated at an Authorised Treatment Facility (ATF), to the standards required (fluids drained, battery and tyres removed, airbags deployed or removed), and it would then no longer be classed as hazardous waste. The scrapping process could stop at that stage and the vehicle could be preserved and sold on, should the ATF wish to do so. Although a vehicle should not be put back on the road, even if this is possible, it could be saved for display or donation to a museum.

Further information is available from the Vehicle Scrappage Team, Tel: 020 7215 5000 Email: scrappage@berr.gsi.gov.uk

ANTIFREEZE

Technology moves forward and new products are constantly being launched with claims to improved formulations and performance.

With the recent bitterly cold weather in January antifreeze has been in the headlines, with some alarming stories which at first seem to be about the well-known tendency of antifreeze to find the tiniest hole and cause leakages – but in these cases it has led to catastrophic engine problems.

Traditional blue ethylene glycol is a toxic but highly effective antifreeze and contains silicates as an inhibitor

to help prevent corrosion in an engine with mixed metals in its make-up. Bluecol and Blue Star are well known brand names and both of these are declared suitable for 'classic cars' on their company websites. Be aware that there are also low- or no-silicate ethylene glycol formulations (usually red) available which may not be suitable for all engines.

Propylene glycol is another well-known and less toxic antifreeze formula and usually contains silicates but Comma, the main manufacturer, have now discontinued it in favour of an ethylene glycol product containing 'bitting agents' to make it less palatable and minimise the risk of accidental poisoning.

Both of the above products use inorganic additive technology (IAT).

Recently problems have been reported concerning the use of antifreeze mixtures using organic acid technology (OAT). OAT was introduced in the mid-1990s and the products are biodegradable, recyclable and do not contain either silicates or phosphates and are designed to be longer lasting. However these products do seem to cause problems in older engines; over and above the ability of antifreeze to find the smallest crevice and leak, OAT antifreezes have been accused of destroying seals and gaskets and causing a great deal of damage in 'old' engines. For this reason the manufacturers do not recommend their use in historic vehicles. These products are usually coloured red, pink or orange.

The final category is HOAT. These products use hybrid organic acid technology in an ethylene glycol base with some silicates in the formulation alongside the organic corrosion inhibitors. The product is usually coloured green and are NOT recommended for use in historic vehicles.

The Federation are still researching this problem but our advice at the moment is:

- only use blue coloured IAT antifreeze in historic vehicles;
- only use OAT products ('advanced' or 'long life' antifreeze) if the vehicle used it when new and if specifically directed by the vehicle's manufacturer;
- never mix different types of antifreeze without thoroughly flushing out the system;
- always replace the coolant within the time scale specified by the antifreeze manufacturer as the corrosion inhibitors break down over time.

HERITAGE OPEN DAYS 2010

In the last FBHVC newsletter of 2009 there was a brief report of a display of historic vehicles on the Heritage Open Day

at Baddesley Clinton in September 2009. This was arranged at very short notice by the Standard Motor Club and the TR Register but nevertheless was considered by all concerned to have been a great success.

Many clubs already make good use of local attractions as start or finish points for their events etc. but Heritage Open Days are a different situation. They are organised locally but run under the auspices of English Heritage and to quote from their website: <http://www.heritageopendays.org.uk> :

'Heritage Open Days celebrates England's fantastic architecture and culture by offering free access to properties that are usually closed to the public or normally charge for admission. Every year on four days in September, buildings of every age, style and function throw open their doors, ranging from castles to factories, town halls to tithe barns, parish churches to Buddhist temples. It is a once-a-year chance to discover hidden architectural treasures and enjoy a wide range of tours, events and activities which bring to life local history and culture.'

Typically there are some 4000 attractions throughout England

and Wales taking part and it is clear from the feedback from the Property Manager at Baddesley Clinton and from the ladies at English Heritage that they will positively welcome a small display of historic vehicles as an additional feature.

Why not consider attending a local HOD as a club event next September? [TOC Section co-ordinators - what about an event like this in your area?]

The HOD dates for 2010 are Thursday 9 to Sunday 12 September.

Attractions wishing to hold HOD are required to register with English Heritage between March and August and a list will appear on the HOD website from March onwards. In addition the website still carries the 2009 list, if an attraction near you opened in 2009 you could contact them and ask if they intend to open this year and take it from there.

The Federation is very happy to act as a facilitator and to answer any questions that it can but does not have the resources to arrange individual events. The FBHVC suggests that club secretaries, or events secretaries, liaise directly with the local property manager.

other news

OLDER DRIVERS ARE THE SAFEST, SAYS IAM

Drivers over 70 are no more likely to cause crashes than any other driver, and are considerably safer than younger drivers, according to a report published on 18th January 2010 by the IAM (Institute of Advanced Motorists).

Neil Greig, IAM Director of Policy and Research said: "The report contradicts the common assumption that older drivers are a danger on the roads. Just eight per cent of drivers are over 70 and they are involved in around four per cent of injury crashes; but of the 15 per cent of drivers who are in their teens and 20s, 34 per cent are involved in injury crashes."

Older people rely heavily on their cars, and the ability to drive gives many older people better mobility and access to more activities. Men in their seventies make more trips as car drivers than men in their late teens and 20s.

Mr Greig added: "The IAM recommends that, rather than seeking to prevent older people from driving, we need to make them aware of the risks they face, and offer them driving assessments to help them cope with these risks."

Greg Lewis of Age Concern/Help the Aged said: "We believe that where drivers wish to continue behind the wheel beyond the age of 70, only convincing reasons should prevent them from doing so."

Mr Lewis added: "An elderly person's risk of being killed or suffering a serious injury as a result of a road crash is between

two and five times greater than that of a younger person because of their increased physical frailty."

Other key findings:

- In the next 20 years the number of male drivers over 70 will double, female drivers will treble.
- Drivers over 70 are safer on bends and overtaking than 50 year olds, but are more at risk at roundabouts, junctions and slip roads on high speed roads.
- In some traffic situations, older drivers are less likely to be in a crash because they tend to adopt a more careful and restrained driving style.
- No particular age was identified where there is sudden increase in crash involvement.
- Older drivers self regulate and take fewer trips on motorways, in poor light or wet weather, or at peak times.
- Drivers over 85 are four times more likely to have caused a crash than to have been an innocent victim of one.
- Crashes in which older women are to blame peak about five years earlier than those for older men.

"The IAM strongly believes that there is no case for compulsory retesting of older drivers at an arbitrary age. More research is needed on the best age to renew driving licences and there needs to be a wider debate on the introduction of restricted licensing," said Mr Greig.

POTHOLE DANGERS

With potholes estimated to cost motorists £320 million every year, and more potholes than ever appearing with the thaw of the recent cold-snap, the IAM (Institute of Advanced Motorists) has issued advice on how to deal with them.

Neil Greig, IAM Director of Policy and Research, said: "Potholes form and get worse after icy spells as water gets into small cracks in the roads, expanding as it freezes and forcing the tarmac apart. For this reason, roads will increasingly start to show signs of damage as the weather warms up".

"As well as worrying about your vehicle, with potholes being a major cause of suspension failure, drivers should be particularly conscious of cyclists and motorcyclists trying to get past a pothole and give them a wide berth. They are entitled to a wobble and would appreciate not having a motorist attempting to overtake just as they avoid a hole in the road," added Mr Greig.

More pothole advice from the IAM:

- Leave plenty of room between you and the vehicle in front so that you can see the road surface before you drive or ride on it
- If you do hit a pothole accidentally, make a point of checking your tyres once you've stopped. Check the inner as well as the outer tyre wall, which may have been damaged as a result
- Avoid suddenly pulling out to avoid a hole – you might discover that there is a motorcyclist trying to get past you, or encounter an oncoming vehicle
- Bikers and cyclists need to look well ahead and change direction early so they have time to deal with the holes, and so that their movements don't cause surprise to other road users
- Potholes tend to reappear in the same place again and again as previous repairs fail - remember where you saw one and expect it to be there again
- Be extra vigilant on roads with lots of lorries and also around bus stops. Extra pressure is put on the road surface wherever heavy vehicles stop, start or turn

"Always make a point of reporting a pothole to the local authority as an early repair could prevent a future accident, although councils are reluctant to carry out permanent repairs until the winter conditions subside," Mr Greig added.

DIGITAL DASHBOARDS ARE A SAFETY HAZARD

The internet dashboard, or 'infotainment system' is the next in-car device that could cause a major distraction to drivers, says the IAM (Institute of Advanced Motorists).

Intel and Google are both looking into interactive dashboards, including 10-inch screens above the gearstick which will show 3D maps, web pages and even videos. Other similar systems are being previewed at trade shows.

Peter Rodger, IAM Chief Examiner, said: "If drivers were tempted to use the internet or watch videos on the move, the results could be deadly,"

"If it's not acceptable to read a novel while driving, how can it be acceptable to read a multimedia display? Just how much information can a car driver absorb and still drive responsibly?"

"There is a fine line between providing useful extra information and causing a dangerous distraction. This system appears to cross that line," Mr Rodger added.

"Viewing things like restaurant reviews and venue information online while driving should be illegal, and it should be an offence to buy, sell, fit and transmit information for this particular use."

The systems are not designed to be used on the move, but not all systems will be impossible to use while driving. One car manufacturer's version, due out this autumn, bears the notice: "Please only use the online services when traffic conditions allow you to do so safely".

"It should be made clear that the system should only be used when the vehicle is parked," Mr Rodger commented.

SPEEDING DRIVERS SHOULD GET 'ASDOS'

Drivers who repeatedly break the law by speeding should have their vehicles tagged to constantly monitor their behaviour behind the wheel.

That's according to Trimble, the Mobile Resource Management experts, who are calling on the government to launch an Anti Speed Driving Order, or ASDO, which could help save hundreds of lives every year.

"With 1,200 road deaths every year relating to speeding, it's time to take action," says Andrew Yeoman, MD of Trimble.

Trimble has recently launched a GPS tracking box, dubbed the 'Driver DNA', which can tell when a driver breaks the speed limit.

Currently first time offenders are given the option of a fine and taking an educational course, instead of gaining three points on their driving licence.

But Trimble says a more effective way to tackle bad behaviour would be to install the 'Driver DNA' in vehicles. The box could then automatically record speeders' behaviour to ensure they don't re-offend.

"While educating people is an important initiative, safety on our roads needs to be improved and enforcement is crucial," says Yeoman.

"Having the box fitted to cars following a speeding conviction will ensure people stay below the limit and help them get into a routine of driving more responsibly."

Trimble already provides the 'Driver DNA' box to more than 30,000 commercial vehicles.

section scene



A set of TOC tools is available at this location



Eastern Section

Drive it Day 25th April, lunchtime meeting at The Three Horseshoes, Stowes Hill (on A1141), Cockfield, Bury St Edmunds, Suffolk IP30 0JB. Please call the Horseshoes direct to make your Sunday lunch booking on 01284 828177 if required, or bring a picnic.

At this meeting we hope to take suggestions for future events, with a run to follow, run details to given on the day.

Looking forward to meeting you.

Jasmin Gagen
01284 827039

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 30th March please contact Peter or Sue.

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

Peak Section

We met at the Knockerdown Inn near Carsington Water for our February gathering and lunch. I was so pleased that we had 19 people there. We must be the most 'un local' group in the TOC as members came from Yorkshire, the Wirral, Cheshire, Staffordshire, Notts and Oxfordshire. There were only 4 of us who actually live in Derbyshire.

Our next meeting will be on Sunday 25th April which is 'Drive It Day'. Richard Carlin has volunteered to organise a Run with a lunchtime stop in a Pub. Hopefully we will have a good display of cars so we can add a photograph of cars and members to the Section News on the website.

When details are finalised I will email them out to local members - if you are not on our Peak email list but wish to join us then just get in touch.

Bev & John Oates
01629 582154
peak.toc@virgin.net

South Midlands Section

LA VIE EN BLEU - 29th & 30th MAY, 2010

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

This year the TOC, CCC and 2CVGB have again got together to organise a joint Citroën presence at the event.

We will have our own designated display area and Citroën UK have kindly agreed to supply us with one of their mobile exhibition units.

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

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb, including a demonstration of the Bugatti Veyron. On the Sunday you will also be able to register to take your car up the hill climb in a non-competitive convoy.

Having been to last year's event I can thoroughly recommend it to any motoring enthusiast.

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

At the present time we anticipate being able to put around ten cars on display, as we have been able to negotiate a larger area, and if you are interested in putting your car on display, please contact Brian Drummond on 01273 833745 or e-mail chairman@citroencarclub.org.uk as soon as possible.

We would like to have a representative display of models and cars will be chosen to achieve this. If you only wish to display your car for one of the two days this will be possible..

All offers of help in manning our stand would also be gratefully received.

Entry fees for all (whether or not you are displaying your car in the Club area) are - per person:

Saturday on the gate - £18 , advance purchase - £15
Sunday on the gate - £18 , advance purchase - £15
Weekend on the gate - £30, advance purchase - £26

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

There will also be an Autojumble and pitches will be available at a cost of £10 for a 5m x 5m pitch.

Camping will be available at a cost of £7 per unit/per night

Simon Saint
01905 454961
janeandsimonsaint@hotmail.com

Scotland Section

The Scotland Section's planned events are as listed overleaf

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>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>Full details can be found on page 35 of this edition.</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
01339 742272
frankgrant@btinternet.com

South West Section

After last years excitement, with the Annual Rally and all, things have been fairly quiet in Devon and Cornwall. But as the days gradually get longer and the daffodils start to bloom, we are already looking forward to prising open the garage doors.

Our newest member Geoffry Taylor is anxious to host a get together in Mid Devon so that he can meet everyone. Then there is Drive-It-Day on 25th April (venue to be decided) and the V.S.C.C Wiscombe Hill climb on the 9 May (a minibus may be available from Truro).

A small S W team will be going to St Valery sur Somme in June and then there are the Wadebridge and Powderham Rallies in July.

Later on in the Year we are looking at a possible joint get-together with the West Section in East Devon but details are yet to be finalised.

Walford Bruen
01395 568909
kembru@btinternet.com

Surrey, Hampshire & Sussex Borders Section

Dear John,

I wish to thank you on behalf of The Surrey Hampshire Sussex Borders for your commitment to producing *Floating Powers* since you became editor. I applaud the fact that I have sent information at times within a hairs breadth of the dead line for publication not expecting to see it in print within the appropriate edition, but happily pleased that our section has a mention.

We had a record number of 58 members, family and friends attending the Christmas Lunch at The Barley Mow on the 20th December despite the weather being a real worry. Barry Annells, with Fred and his son Peter, made it from Lincolnshire even though they had to make a detour, Alan and Jan Reece made it from Essex, Margaret and Michael Rolfe travelled from Portsmouth as did many others from around the area. This being the 90th anniversary

of The Citroën Car club and the 75th anniversary of The Traction Owners Club, we were pleased to welcome Brian Drummond Chairman of the Citroën Car Club and his guests.

Our next meeting will be in the Cedar room on March 21st from 12noon until we all feel its time to go home.

Helen Shelley
0208 330 7216 or mobile 077 905 383

West of England Section

We duly had our postponed meeting at the Tunnel House on 24 January, well attended by most of the usual suspects.

There were several ideas of things to do locally this year, the outline of a schedule is as below and details will be painted in as the year progresses, but nothing as yet set in stone:

25 April - Drive it day. Noel Hutchinson has again kindly volunteered to create an event, in conjunction with the local 2CV lot, probably somewhere in the Bruton area. Details to be advised.

27 June - possibly a visit to Lacock. This is Glastonbury weekend, so it will probably pour down!

25 July - possibly a visit to Bristol. We went to the Cottage pub at Ashton a year or three back and had a boat trip on the river, which seemed to go down well.

29 Aug ish - possibly a visit to Wroughton. Mike, the local vicar is finding out when the open days are.

26 Sept - possibly a visit down south to meet up with Walford & co, lunch followed by gardens or cars.

31 Oct - possibly something else.

23 Jan 2011 - back to the Tunnel House. This is the only fixed feast in our firmament. Consensus seemed to be that having the meeting a bit later in January worked well

Lots of possibilities!

Any other ideas gratefully received.

Pip pip

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

Rest of the World Section

The main news this month from the Rest of the World Section is about the ACI Event of the Year 2010 - "Citroën Story" which will take place on 25 - 26th April at the Zonder Race Track in Belgium and the "Pertrac Dattier" Rally to Morocco in October.

Both of these events are covered in detail in the TOC News section.

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

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

Edmonton
London

We are dropping you this short note to let you know that we wish not to renew our membership of the TOC this coming year.

At the same time we would also like to say a big Thank You to all the Members who have made the last twelve years so memorable.

Margaret and I have enjoyed every event that we have both been on - with the trip to the 12th ICCCR in the USA being the trip of a lifetime.

If it would be possible to put this letter in the next edition of the magazine we would be very grateful.

Thank you everyone - a GREAT Club.

Sincerely

Graham & Margaret Pitcher
membership number 1498

Dear John

My name is Graham Bradley and my membership number is 31.

I'd just like to say many thanks for the great job you have done as editor of *Floating Power* - I can't wait to read it as soon as it drops onto my doormat.

I should also like ask if it would be possible for you to arrange for me to receive copies of e-FP in future.

Good luck for the future.

Graham Bradley

Hello John,

I just wanted to send you and all the other TOC Members my best wishes.

Sadly I haven't made any progress on Shaun's car recently as it has been so cold that I've found it impossible to work in the garage.

However the weather is now improving so look out for a follow up article in the very near future.

Andrew Kemp

Hi John

I thought you might be interested in this photograph I took recently. I have owned the Light 15 for 14 years (3rd owner), and my son Richard owns the H van. The van originated from the Jura Department of France where it spent most of its life as an ambulance with the French fire brigade. It still has many of its original features including the two-tone siren and can now be seen around South Devon, where my son (a French-trained pastry chef) operates it as a mobile patisserie.

Regards

John Wain



Hi John,

The year is 1967. The two students in the photograph below, like myself, had just qualified and we were all about to go our separate ways.

At the time messing about with Tractions was part of our everyday lives - they were easy to buy from the Exchange & Mart magazine and, being at college in Egham (not too far from Slough) there were plenty of scrap yards around where we could find a dying Traction to raid for 'essential' parts.

My two fellow students bought the Slough-built Light 15 in the photograph for £5 and then decided to drive it to Rome before real life took over and things started to get really serious.

To provide more storage space they decided they needed a roof rack, so a fellow student volunteered to provide one and welded dexion directly on to the roof. They all stood back laughing when they realised the heat had set fire to the headlining and molten lead was running down the bodywork. A wire brush soon cleaned up the damage however!!!!

In anticipation of having to drive through "waddies" (geography wasn't part of our degree course) the exhaust was brought through the bonnet. Yes, I know what you are thinking, what an awful mess it must have looked!! (The guy who did the welding says that's a very polite way of putting it!!)

They did get to Rome and they sold the car there for £50 - giving them enough money to fly home to the UK.

Some 43 years later I have been asked if I could find out if anyone knows the whereabouts of this car (sorry the number plates are what you see)?

I know it's a long shot but if the car still exists the owner may recognise it from the description of the seriously bad welding that had been done to it.

I would be interested to find out where it is.

Graham Handley



Dear John,

Could you please pass on my sincere thanks to David Boyd for his very informative reply to my "vapour lock" problem printed in "your Letters" *Floating Power* Jan/Feb 2010.

We have implemented some suggestions and now wait for the heat of summer to return to the South of France to see if this has cured the problem or if we need to proceed further with his suggestions.

Best regards

Nigel Dent

Dear John

I just wanted to let you know how much I have enjoyed reading the magazine under your editorship. You have done a brilliant job, and on finishing reading every issue from cover to cover I can't but wonder at your editorial skills and at the huge amount of time and effort that each issue must have taken.

Praise where it is due, you have now set the standard and will be a hard act to follow.

Best wishes for the future

Melvyn Ford

Hello John.

I have just been reading the latest e-FP and was OK until I got to 'Tailpiece' and the Darwin Award nominees - then I hit trouble.

You see I had a hernia repair operation last week and if you have had that experience you will know that apart from sneezing, laughing is the one thing to avoid.

May I suggest that from now on 'Tailpiece' carries a health warning.

Otherwise, as always, thank you very much a most interesting and entertaining read.

With best wishes.

Simon Saint



Dear John,

I purchased the above (red) Traction last year to replace the black one (on the right) that needed cosmetic work doing to the body and interior. I worked out that it would cost me less to purchase the red one and sell the black one (both had current MOT's and were structurally sound). The previous owner of the red car had owned it 17 years and it took him that time to get it up to the condition it is now in. There are certain items on it that are not original but I believe, as he did, that the car benefits from this (the red colour was genuine for the British Light15 whereas the car is French). After purchasing the red one I sold the black one and it was shipped out to Poland. I am just a driver who has always loved these cars - by which I mean that any work that needs to be done I have to have done for me (and probably end up paying through the nose for!!!).

Ken Punter

Dear Editor,

6Volt to 12Volt Voltage conversion

Operating a navigation system (e.g. TomTom, Garmin, Becker, etc.) or mp3 music player or mobile phones in a 6V Traction does not require a 6v to 12V converter.

Using the manufacturer-supplied car charger (see the photo below) you can keep the device fully charged while you drive by plugging the adapter into a car cigarette lighter socket fitted to your car. The standard in-car charger is rated for the normal 12-24v of most modern vehicles but in reality will work equally well in your 6V Traction (or Deuche).



French Tractionniste Alexandre Clairac discovered that these navigation systems (and mp3 players, iPods and iPhones) always charge at 5V so all you need to do is fit a cigarette lighter in or under the dash board to plug the charger into. The charger always converts the input voltage (12V - 24V or 6V) to 5V.

A 6V to 12V voltage converter is therefore NOT necessary if all you want to do is operate a navigation system or a modern mp3 or iPod in your car. I have been operating a TomTom Classic XL navigation device and an Apple iPod in my 6V-Traction 15-Six for 3 months without any problems.

Christian Pirkner

[Wish I'd read this before fitting my 6V - 12V converter for Barb's Garmin. JB]

Dear Editor

I found this when I was in Damascus over New Year. It seems to be used as an everyday car and could have been there since the French Protectorate days maybe. Damascus is an interesting place, my step-daughter works out there as a journalist so we have been a couple of times now.

As you will know the French were in charge there for a while in the mid 1900's and there are still lines of machine gun bullet holes in the roof of the sique from strafing runs of French planes.

It is a land of mend and make do - hence our vintage friend I suppose. I have no idea what model it is but I have always appreciated Citroën cars (having had a Dyane and BXs) and thought it might be of some amusement to your readers.

Best regards,

Peter Cox



The Surrey, Hampshire and Sussex Borders Section's Christmas lunch at the Barley Mow on the 20th December 2009

TOCtech - issue 51

TOCtech forum

Jonathan Howard

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

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.

D/Perfo engines

Having recently rebuilt another D/Perfo engine I thought the following additional points and information might be useful to Members.

The currently available liners have only a minimal chamfer on the bottom end, making a piston ring compressor indispensable. One can be made simply and quickly by cutting off the bottom of an old liner and making a slot down it using an angle grinder. Use a jubilee clip to adjust the diameter.

With the rod on the piston arrange the ring gaps at 180 degrees to each other, and oil the rings. Fit the compressor over the piston with the crown of the piston protruding, (photograph 1), then position it over the oiled liner in the block. (photograph 2).

On these engines the front main bearing shells are handed and it is vital that they are correctly fitted so that the holes in the shell coincide with the oil ways in the block (photograph 3). An incorrectly fitted shell will shut off the oil supply to the front main bearing, no. 1 big end, and the front camshaft bush, causing massive problems.

While the D camshaft sprocket fits on the perfo camshaft, because its journal is slightly longer it protrudes slightly (photograph 4).

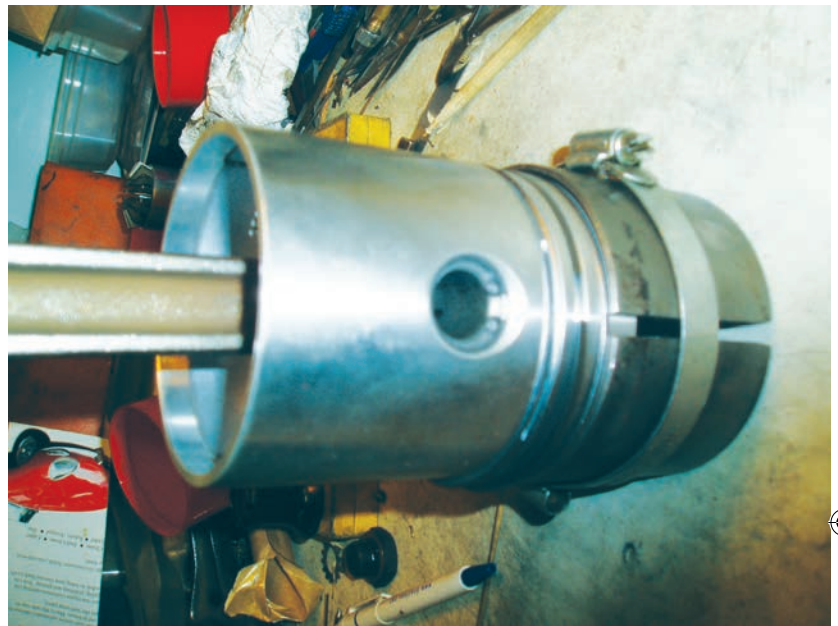
It is therefore necessary either to fit an extra thick washer as well as the lock washer or to turn a recess in the nut (photograph 5) to ensure that the sprocket will be properly tightened on to the camshaft.

Mixing D and perfo sprockets is not a good plan as the chain will not line up. Check that the sprockets are in line using a straight edge (photograph 6). Finally fit the chain, ensuring that the lock washer on the crankshaft cannot foul the chain (photograph 7).

The timing chain cover has three of its fixing bolts that pass into the interior of it (photograph 8).

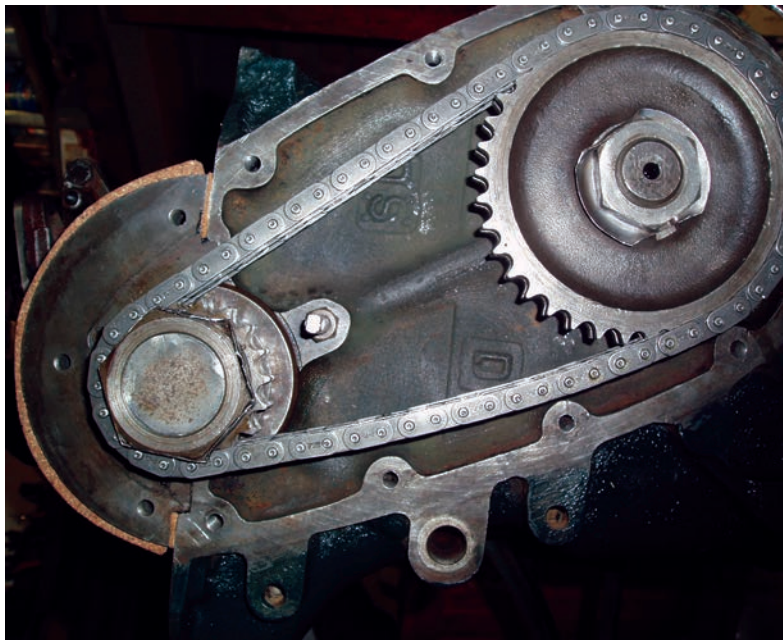
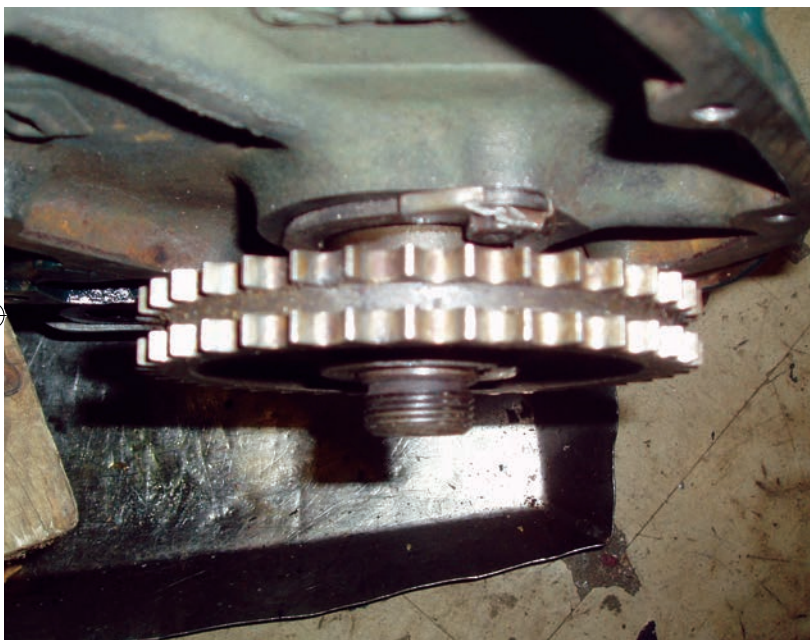
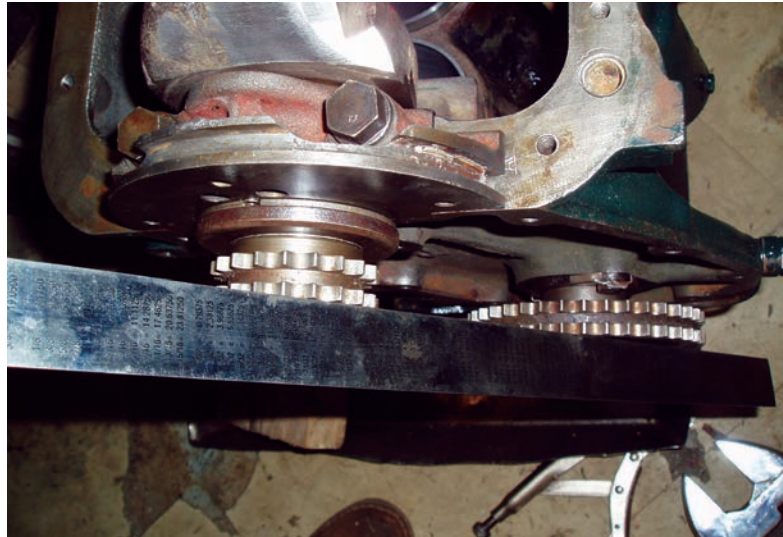
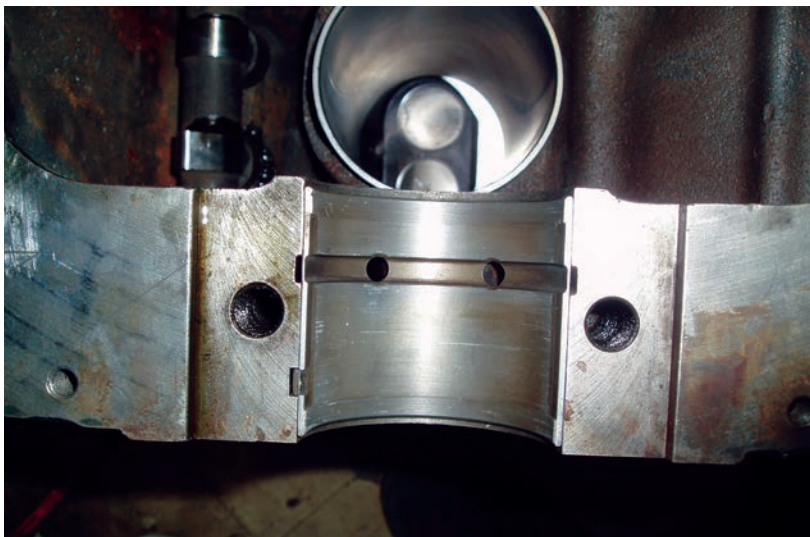
These three bolts must have plain flat washers fitted under their heads or oil will leak from them. This in turn will cause the rubber block supporting the engine gradually to turn to toffee, causing problems. Take great care getting this right, as curing leaks in this area is an engine out job.

When a used engine is out, it is sensible to replace the timing chain, as when worn they not only make irritating noises they can damage the sprockets and can even start to saw through the cover bolts, as photograph 8 also shows.



Top : photograph 1 - inserting the piston into the home made piston ring compressor
Bottom : photograph 2 - fitting a piston using the piston ring compressor

TOCtech forum continued



TL : photograph 3 - correct fitting of front main bearing shell

CL : photograph 4 - D camshaft sprocket on perfo camshaft

BL : photograph 5 - recess turned in the camshaft locking nut

TR : photograph 6 - Check that the sprockets are in line using a straight edge

CR : photograph 7 - ensure the lockwasher on the crankshaft cannot foul the chain

BR : photograph 8 - timing chain showing fixing bolts that pass into the interior and damaged bolt

Wheels

The late Malcolm Sagers converted Traction wheel rims from 400mm. to 16 inches, enabling them to be fitted with tubeless taxi radial tyres. The advantage was that the tyres cost half as much and lasted twice as long as the originals.

TOC Member Dr. Win Rampen has also created a set of Traction wheels - although his are lookalike pilote wheels with 15 inch rims.

This is what Win says he did.

About twenty years ago I exported my 1953 11B Normale to Canada. It initially rode on some very original Michelin white-wall tyres, which are still mounted on the original cream steel rims.

As I was a little concerned about their venerable age and the general non-availability of metric tyres in North America I decided that I needed a work around to fortify my underneath. Purists should now look away!

This led to the concept of making some new wheels based on standard sized rims for which tyres were readily available.

There were a number of 70s cars shod with 165R15 tyres at the time – Volvos, Saabs and Volkswagens to name a few. There were also Michelin ZX tyres available to be mounted on 15 inch rims, including some nice ones available for next to nothing in junk yards in the pre-ebay era.

So decision made, I acquired a set of rims from a scrappy and cut out their centres. I then designed a centre disc with spoked cutouts, to resemble the Pilote rims (which I do fancy).

These were cut out of 5 mm steel plate with an oxy-acetylene pattern cutter, though nowadays laser cutting is the obvious route.

I used a Pullmax machine to bend a consistent dish, at the point where the spokes sprouted out of the solid centre.

Then I mounted the spoked disc onto a lathe and turned the outside diameter to get it trued up. (This step may not be necessary in the days of laser cutting – though success will depend on getting the dishing operation really consistent around the circumference.)

I then prepared a thin ring of approx 5 mm thickness (memory suggests that it was a section of pipe) and turned on the o.d. to taper slightly from the base to the top. I welded this onto the spoked centre as a stiffener and as a base on which to seat my original hub caps.

I then welded the centres into the previously prepared rims.

I made a bent strap, 25 x 4 mm section, with a nut welded on at the topmost point to allow the hubcaps to be attached. Sandblasting and two pack paint in a bright and very original red colour followed to complete the work.

As you can see from the photos the result (to a non-purist at least) looked moderately authentic.

The 165R15 tyre has a rather smaller rolling radius than the 165R400 original - which is far from optimal on the driven wheels. I have recently therefore converted the front tyres to Barum 185R15 van tyres which cost £50 each fitted. These have an almost identical rolling radius to the original metric tyres and look perfectly good to my eye.

If I were to do it again I would use laser cutting and I would also start with taxi rims, which at 16 inches are very close to the original and permit the use of 165R16 taxi tyres.

In disclosing this information, and potentially encouraging others to follow suit I would like to absolve myself of any responsibility – no stress calculations were done in the pursuit of these wheels! (though they seem perfectly strong).

Win Rampen

(Traction owner since 1984, new TOC member)





The cover of the latest edition of *Traction Avant* (the magazine of Traction Universelle) shows two immaculate 11BL cabriolets in California.

In the events section the main feature is a 4 page article on Arras with some excellent colour photographs. There are also reports on EuroCitro, a tour in the Swiss Alps, the meetings in California and at Saratoga Springs, the Paris-Moscow-Paris rally, and a journey through Turkey & Iran.

In the technical section 7 pages are devoted to Quillery steering wheels and 2 pages to adjusting the rear ride height and the front wheel parallel alignment. The regional section reports fill 16 pages.

Traction Universelle are offering moleskin radiator muffs and some neat door mirrors. These latter are mounted on a small pillar secured between the door handle and the door – they are priced at 50 euros each.

The TOC has purchased a number of copies of a special, full colour, '75 Heures Souvenir Edition' magazine produced by TU which TOC Members can buy from the Club Shop at £8 each (including UK postage). If you would like a copy please contact Barry Curtis at the Club Shop (details on page 3). Other merchandise available from the Club Shop is advertised on the website.

TOCtech forum continued

Fuses

TOC Member **David Murphy** recently wrote in relation to an article in *Floating Power* regarding fuses. He asks does anyone have a tabulation showing what fuses (including ratings) should be fitted to a Traction? Apparently he had a problem recently with a phenomenal 50 amp rated fuse blowing intermittently. Eventually he traced the short circuit to a faulty headlamp fitting and since that time has gradually been reducing the fuse rating until it now stands at 20 amps'

Regarding fuses, there is not much in the way of tabulation of values, and Paris-built cars had no fuses fitted.

If you fit an in-line fuse to protect the entire loom (except the starter circuit) on a 6volt car the fuse needs to be a minimum of 30amps.

Slough-built cars originally had two fuses fitted. One protected virtually the entire loom, and the other protected the circuit for the ceiling light. (Yes really.)

If you rewire a Traction it is a good idea to proceed on the basis that there are three circuits that need to be protected:

1. Charging circuit
2. Lighting circuit - which includes headlamps, side, parking and interior lights
3. Ignition circuit - which includes wipers, fuel gauge, stop lights, horns and indicators.

The suggested values for the three fuses would be 30A for the charging circuit and 20A for the lighting and ignition circuits.

**After 60 years
and nearly
300,000 miles,
the 'Grey Lady'**

-
James

**Simkins' 1948
Light 15**

-
**is getting a
well deserved
front
suspension
overhaul**



Top - fitting the silent blocs
Bottom - reassembled as new



Interview with Pierre Terrasson

By Fabien Sabates, translated by Reg Winstone - originally printed in *Floating Power* Vol 4 no 1, February 1971

Q: How did you become a test driver with Citroën?

A: When I was 18, in 1930, I became an apprentice at Quai de Javel; Andre Citroën had started a three-year training scheme in automobile engineering.

The first year we were introduced to basic technical principles, workshop practice and the use of machine tools; during the second year we learnt sheet metal and body work, upholstery and electrics on all models of the C-4 and C-6 range.

The third year we specialised in whichever aspect of the work attracted us most. I chose the mechanical side, doing stints repairing customer's cars.

At the end of this final year, being interested in testing and in the prototypes, I went for a course at Montlhéry. At that stage the company didn't have its own test track so it hired the Montlhéry Aerodrome for the purpose.

Q: Did Citroën ever visit this training school himself?

A: Yes; from time to time he'd come to check on our progress. He was very interested in the project and followed its development closely.

Q: What exactly did the testers job consist of?

A: The work consisted of taking out prototypes or production line models and driving them in such a way as to put individual components to maximum stress. The nature of each test was determined by the criteria established in the research department. Each car was loaded with sandbags equivalent to the weight of four passengers and 100lbs of luggage.

In 1933 I tried the new 'Rosalie' engine that later on would be fitted to the first Tractions. A good engine – powerful, flexible, fast and silent. It was during this period that the famous record-breaking 'Rosalies' were using the circuit at the same time as us, but unfortunately I never got the chance to drive one.

Q: Did you know then the Traction Avant was in preparation?

A: Absolutely not. Secrecy was total. You know, at Citroën all the departments were very compartmentalised.

Until the beginning of 1934, when I did my military service, all we knew were the Rosalie series. If the Traction was tried out at the Aerodrome it must have been after February 1934 when I left.

In April the car was announced because it was a question of life or death for the company, but it was in no way a viable proposition in its original form. I was with my regiment

when I heard about its launch.

I went straight to the nearest dealer, in Nancy, and I remember telling him "It's fantastic! – it's only three months since I left the Citroën factory, I was a tester and I've never seen the '7'. All I know is the engine!"

In June 1935 Citroën himself died and control of the testing department passed to a friend of mine, a contemporary at training school, who replaced Colonel Pierre Prevost. After two months in the research department I started driving prototypes again.

Q: Were there many accidents?

A: If we gave the cars a hard time they certainly repaid us in kind! Accidents were everyday occurrences. In 1935 Tractions were breaking up all over the place – stub axles, drive shafts and torsion bars broke like they were made of glass, the handbrakes wouldn't work and the body coque collapsed or split open whenever we drove them really hard.

A big problem was the brake drums. As they heated they would split and disintegrate and usually that meant a wheel gone for a burton! We spent ages trying to perfect a cooling system for them. I must have lost fifteen front wheels and half a dozen rear ones. The danger varied according to where one was of course – on the track it was OK: the car would stop by itself on the brake back plate. But on the road, without brakes, it was a different matter, trying to avoid the other traffic!

It happened to me once driving back to Paris from Montlhéry. The stub axle broke and suddenly I saw my front wheel disappearing down the road in front of me! I had to dodge between cars, pedestrians, innumerable market barrows, horns blaring, no brakes and a useless hand brake!. I was lucky that time. There were other test drives less lucky, who ended up thrown out of their cars or wrapped around trees.

When they asked us to test the first cars equipped with rack and pinion steering they weren't at all properly sorted. I had a car whose steering jammed as it was coming out of a bend and I ended up out of control in a ditch, being brought to a halt by a telegraph pole, which only just missed my head! As a matter of interest, incidentally, although this was a completely standard car it was painted scarlet not black.

Q: What did you do when a component failed?

A: In the first place we gathered up the bits scrupulously, we then put them in numbered bags with the time, place, date, mileage etc clearly marked. These bags were then handed in to the research and development labs. Then, if we had a spare in the car, we'd replace it. In the case of major breakdowns far from home we'd call the nearest dealer.

Q: Did you ever drive any Tractions that differed substantially from the standard models?

A: I remember driving an 'Onze légère' which was completely aluminium bodied. The welding on the coque held up perfectly. Lightened by 400 lbs compared to an all-steel car it was faster and had superb road holding. It was abandoned because of the cost of production and the difficulty of repairing aluminium.

At the end of the trials it was returned to R&D at Rue du Theatre (This car must have been destroyed in 1944 along with the first prototype, the last 22CV, V-8 and other, unknown prototypes on the orders of Pierre Boulanger. At the time these 'old crocks' were of no importance - NDLR).

In 1936 and 1937 I drove a completely 'aerodynamic' Traction on which everything was streamlined - grille, wings, door handles etc. It was only used for speed, acceleration and fuel consumption tests. I don't have any pictures of it and I can't remember it very well unfortunately.

In 1938/9 we tried the celebrated 15-6 convertibles. I drove at least three of them. What a great car! It wasn't based on the modified bodyshell of a big Fifteen you know - it was a specially produced, tailor-made job.

Q: Was the work tiring?

A: We worked eight-hour shifts for some tests. Eight hours at sixty mph without a stop - that's hard work. We only stopped for refuelling and for specific measurements to be taken. It was also tiring to do a shift all in reverse gear, or diving in first for weeks on end. Being unmarried at the time I was able to work nights for months at a time.

Q: Any 'tester's tricks'?

A: The gears always used to slip out on the first Tractions so, to keep in second, we'd put a rubber band between the windscreen opener and the gear lever.

Q: What about the V-8?

A: I never saw one. I heard a lot about it though. It was never tested at Monthéry. On the other hand I did see an engine running on a test bed while I was on a course.

Q: In 1937, when you were driving the Six prototypes, were you noticed by any curious individuals on the road?

A: Of course. We were questioned often, but we were under strict instructions never to reveal anything about the cars. It was difficult because a Six in 1937 certainly didn't go unnoticed. It was developed really quickly - most of the problems were ironed out in trials of the four-cylinder cars.

Q: How did you get to Monthéry?

A: One of us would drive a Citroën coach from Paris. We'd take it in turns between the ten of us.

One day when I was driving the rear axle broke up and the sparks from the chassis on the cobbles set the petrol tank alight. The coach blew up and was completely destroyed.

I succeeded in bringing it to a halt and getting everyone out before it went up. I was awarded a month's extra wages by the company for that!

After night testing we'd be driven home in a test car - the journey would count as part of the testing procedure itself. Nobody wasted any money at Citroëns - not with the Michelins in command!!

Q: How did you take the pictures?

A: What with the secrecy it was of course absolutely prohibited to take any pictures - on pain of getting the sack. On the open road it was easy since we were between ourselves. On the circuit there were guards on duty all the time but we managed all the same.

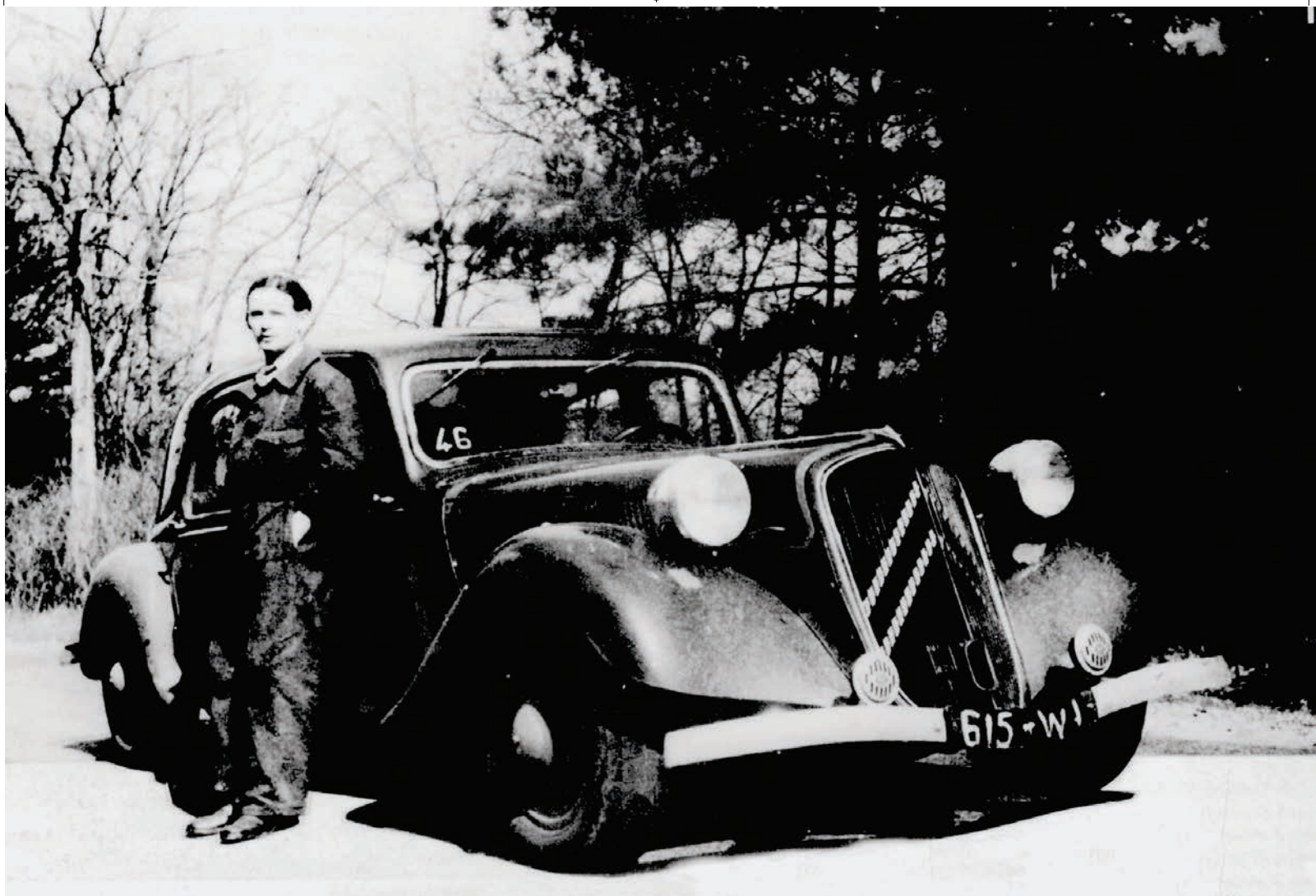
At La Ferte-Vidame it was really difficult. To take this picture of the prototype 2CVs in 1938 I'd hidden my camera in one of the cars which, luckily, the security guards didn't thoroughly search. Because of the secrecy and the threat of dismissal the film remained undeveloped until 1941.

If I'd known that these pictures would have interested anyone forty five years hence I could've got some fabulous pictures. Like that of the 4WD Citroën Jeep with the Traction engine. It worked really well. It had big rollers on the front to help sudden inclines and ditches.

The war came along too soon though. After the war my department at the factory was temporarily suspended and I had to change jobs.

Below : Terrasson "resting in the forest"

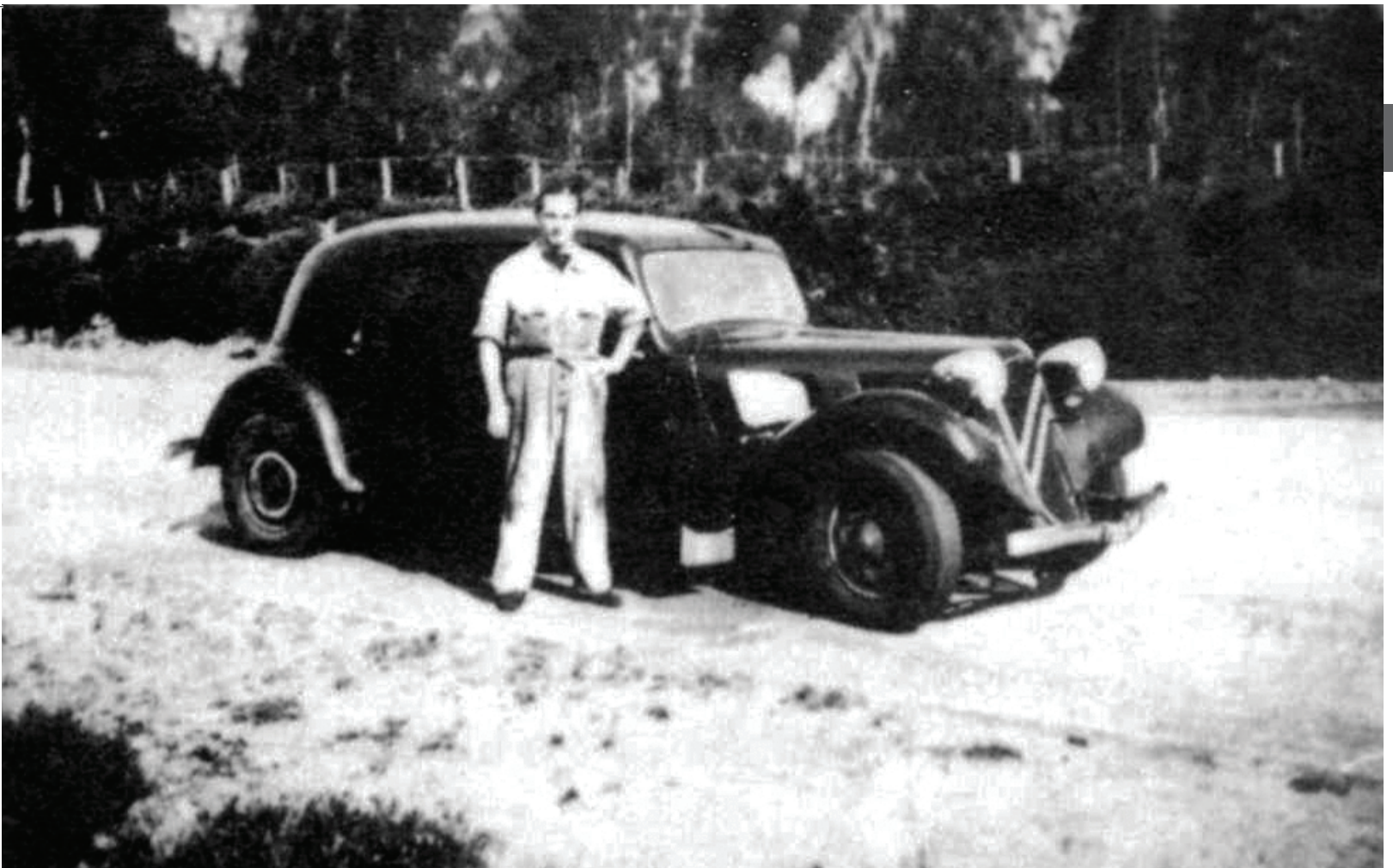




Top : the forty-sixth 15-6 on test at the end of 1937

Bottom : La Fertr-Vidane 1938. The only existing photo of the prototype 2CVs. The right-hand car is the air-cooled twin, the other two are water-cooled fours .





Top : an 11 CV on test; note the odd 6-stud wheels

Bottom : 1946 W1 is the 'Rosalie' equipped with the first Citroën diesel. Terrasson is on the extreme left.



The Making of Monsieur Bibendum

The second 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 2 - The creation of the detachable pneumatic tyre.

At the outset of the Michelin brothers' involvement with their family's rubber goods business, the Clermont-Ferrand firm's activities had little connection with wheels, tyres or transport matters in any shape or form, except for the manufacture of brake blocks for wagons and carriages. But shortly after Edouard's return from Paris to take charge of the enterprise, an event took place that brought about a complete change of direction for the business, eventually producing a spectacular transformation in the fortunes of the Michelin family as a whole.

The invention in the mid 1880s of the chain-driven safety bicycle equipped with a metal frame, two equal-sized wheels, brakes, pedals and ball-bearing hubs, brought with it a craze for bicycling that swept across England, France and the USA in the last decade of the nineteenth century. Unlike the penny-farthing and bones-shaker that had preceded it, almost anyone could ride one with ease, though not necessarily in comfort. So for countless middle and upper-class young men and women (who lacked the means or inclination to travel on horseback) its arrival brought freedom and mobility and the urge to escape from the towns to explore the countryside. It also brought prosperity to the many manufactures that entered the bicycle market at this time, among them such famous names as Rover, Humber, Clement and Peugeot whose badges would later adorn the earliest automobiles

As more and more producers joined the business, prices dropped and a bicycle boom ensued – a process that was accelerated yet further by another important innovation, the pneumatic rubber tyres which soon began to supersede the solid rubber tyres used hitherto. Patented by John Boyd Dunlop in the United Kingdom in 1888, these comprised an inflatable inner tube surrounded by an outer cover of hard rubber, which was actually bonded semi-permanently to the wheel by glue, and thus could not easily be detached, repaired and re-fixed in the frequent event of a puncture. After making the necessary repairs to the tube, the cyclist had to re-unite the outer casing with the wheel using an adhesive which took several hours to set. Normally, he or she would have to wait until the following day before being able to resume the journey.

In 1889 a cyclist on a tour of the Auvergne called at the Michelin factory, seeking assistance. His machine, a

Humber (British in name but probably French-made) had suffered a puncture to the novel Dunlop tyres with which it was equipped, and had been carried to the rubber works in a farmer's ox-cart. After struggling for more than three hours in an unsuccessful attempt to repair the tyres and put the bicycle and its rider back on the road, Edouard Michelin had the visionary idea that led to the world's first detachable pneumatic tyre for bicycles, an invention that in due course he repeated with a similar tyre for automobiles.

Even at this very early stage in events, he was convinced that, given the rough gravel or cobbled roads of that era, such an innovation could hardly fail to transform road transport. The comfortable ride produced by the pneumatic tyre would guarantee its success - providing that the problem of punctures could be overcome. He therefore began a series of experiments to work out a system of repair that would enable a cyclist to " replace an inner tube within a quarter of an hour by a simple means, and without the need for a specialist... In other words, a detachable tyre which the layman can repair on his own and without fuss "

Creating an easily repairable pneumatic tyre became the Michelin brothers' top priority, a crusade in which they began to invest all the time effort and money they could spare. Never-the-less, it took two years of painstaking work by trial and error before Edouard's idea bore fruit and a truly practical marketable solution was found. From then on, it was possible for cyclists to ride in comfort on a cushion of air- and, when experiencing the inevitable puncture, to overcome the difficulty at the road-side by rapidly removing and repairing the tyre, patching the inner tube with the kit that Michelin provided, and then re-inflating it with a portable pump also supplied by Michelin.

Patented in France in August 1891, the first Michelin detachable pneumatic tyre for bicycles comprised a flexible rubber inner tube containing air held under high pressure by a valve and protected by an outer cover of canvas coated with a layer of vulcanised rubber, moulded with a smooth finish and lacking an indented tread. The process of curing or hardening raw rubber by adding sulphur and carbon black and then subjecting it to very high heat in a mould (usually by applying superheated steam) had been discovered in 1839 by Charles Goodyear in the USA.

Unlike the Dunlop version, which relied on glue, the Michelin cover could be clamped securely, but not permanently, to the wooden wheel rims of contemporary cycles by a series of seventeen nuts and bolts located on its circumference. In short, the Michelin invention offered three vital advantages over the solid rubber tyres then generally fitted to bicycles. Firstly, the elasticity provided

COGNAC BOURSE D'ÉCHANGE (Auto jumble)

Twice a year Martin Florent of the Rétromobile Club Cognaçais' organises an Auto jumble at the Espace 3000 hall in Cognac. The first one of the year took place on the 16th and 17th January and as Cognac is just half an hour up the road I headed over there with the prospect of some good rummaging and perhaps unearthing the odd treasure amongst the 300 or so stalls.

The weather here had been arctic the week before with temperatures dropping to minus 7 at night, and in Britain the very heavy snow falls had even made the French news! But today it seemed as if the weather would be kind to the classic car enthusiasts of the Charente.

There were a few 'voitures anciennes' parked up outside the main hall including a few 2CV's, a beautifully restored Renault 4CV with its nifty little matching trailer, and a great looking two-tone 1939 Peugeot 202 Berline (one of my favourite French cars) but sadly not a Traction in sight! After chatting with the owners it was time to hit the junk and I decided to snoop around the outside stalls first, which turned out to be a wise choice. I had spotted some roof racks and I was very much hoping to pick up an O.L.D. Galerie for my 7C.

Well there were plenty of roof racks and even some O.L.D. ones amongst them, but unfortunately for me they were either the right size but the wrong price or visa versa!

I was however very pleased with a vintage bakelite tyre pressure gauge that I picked up for a couple of euros complete with its tin and instruction sheet, and I was just haggling with a Dutchman for a rear light when I felt the first drop of rain. Within minutes the heavens had opened and amid cries of "merde!" and "putain!" plastic sheets were being hastily flung over the stalls and everyone was fleeing towards the hall to be greeted by the aromas of strong black coffee, pastis and merguez sausages.... definitely time to re-charge the batteries at the food counter.

Almost half of the hall was occupied by three large well organised stalls: Depanoto, Neo Retro and Ichard, all doing very brisk business, particularly now that nearly everyone was inside. The toy car specialists (definitely a real French obsession) were also scooping up euros at a good rate as were the stalls selling retro oil cans, enamel advertising signs and other automobilia.

I made a note of the prices of some Traction parts that were up for grabs which might be interesting for members to compare with UK auto jumble prices:

radiator 80, BL windscreen 120, wavy bumpers 60 – 100 each, dynamo 80, Perfo engine 500, pre-war bonnet 200, set of 4 Pilote wheels 600 (ouch! I'm very glad that my car came with them already fitted!) and a complete Traction for parts at 750. (all prices are in euros)

The next 'bourse d'échange' in my area is near Angoulême in Febuary, where the hunt for that elusive roof rack will continue.

Bon chance!

Bob Whittaker

by the pressurised air acted as a spring to absorb the shocks and vibration transmitted by the wheel and frame to the saddle. Secondly, it also served to reduce rolling resistance, which meant that the effort involved in pedalling the bike was reduced and its speed increased. And thirdly, it also acted to reduce the weight of the machine itself, making it more controllable. Now that Edouard Michelin had solved the problem of damage caused by any broken glass or jagged nails that might lie in the cyclist's path, there was nothing to prevent its widespread public acceptance and rapid commercial success. The rusty horse-shoe nails that littered the highways and bye-ways of that era were a particular hazard, of course, as were the sharp flintstones and gravel from which the roads were constructed.



An early advertisement for Michelin's bicycle tyres, featuring Monsieur Bibendum

Indeed, all these benefits were proven convincingly by the victory of a Michelin-shod machine in the famous Paris-Brest-Paris cycle race run that same year, in September 1891, when the winner, Charles Terront, covered the 750 mile course non stop at an average speed of 10 mph. On crossing the finishing line he had built up an eight hour lead, after riding for three whole days and nights without sleep, an extraordinary feat of athleticism. Thanks also to the barrage of publicity immediately fired-off by Andre Michelin, within twelve months or so, more than 10,000 French cyclists were using Michelin tyres. However, even though the first detachable tyre marked a huge advance on what had gone before, heralding the age of the practical inflatable tyre, there was still considerable scope for improvement. As Terront had discovered, the lengthy and laborious procedure of undoing and refastening 17 screws when repairing a puncture still took up far too much time. But within three months of his victory in the Paris-Brest race, Edouard Michelin had already perfected a new version of his detachable tyre which reduced puncture repair times to levels comparable with those prevailing today. When it was exhibited at the Stanley Cycle Show in London in December 1891, visitors saw how the new tyre could be removed at will in under two minutes – and orders for over four thousand tyres were taken within the day. Moreover, a distributor, Paul Hardy, of Tottenham Court Road, London, was appointed to

market Michelin's bicycle tyres in England at this time.

By then, the Michelin brothers had become convinced that the comfort provided by the air-filled tyre would transform road-transport in all its forms and, indeed, that the development of the horseless carriage could not proceed without it. So over the next four years they turned their attention to applying the principle of the detachable pneumatic tyre to the automobile, realising that therein lay the greater commercial opportunity. In 1895 they demonstrated the results of their labours by competing in the first great automobile race, run from Paris to Bordeaux and back, driving the "Eclair", the vehicle that they had built themselves using a Daimler engine and a Panhard chassis. Although they finished last (having consumed their entire stock of 22 prototype tyres, none of which lasted much more than 100 miles) the experiment proved the value of their creation beyond doubt. Despite being the only car in the race to be fitted with pneumatic tyres, the Éclair's performance proved that the comfort conferred by this invention would inevitably make it an essential, inseparable and indispensable feature of motoring, as vital, perhaps, to the progress of road transport as the contributions made by Daimler and Benz. It only remained for the numbers of automobiles on the roads of France to increase sufficiently to provide as commercially viable a market as was the case with bicycle tyres, though at that point in time there were probably less than 300 horseless carriages running in the whole of Europe.

Never-the-less, the following year, in February 1896 to be precise, the Michelins introduced their first detachable pneumatic tyres specifically designed and manufactured for use on automobiles – the earliest examples of true air-filled tyres for motor vehicles ever to be commercialised. By the turn of the century, they had virtually abandoned their agricultural machinery activities to concentrate on the refinement of their car and bicycle tyres and the expansion of their rubber-goods interests, which still included toys and sports equipment such as golf balls. By dint of their vigorous and enterprising marketing methods, including the persuasive promotional and public relations campaigns devised and written by Andre Michelin himself for publication in the cycling and motoring press, both domestic and export sales rose substantially year by year, especially in the United Kingdom, where following the repeal of the notorious Red Flag Act in 1896, interest in the horseless carriage began to catch up with – and even overtake - the enthusiasm shown by automobilistes in France. Thanks to the relative affluence of the British upper classes, by 1907 this market had become the largest in Europe with over 53,000 motor vehicles registered in the UK, well ahead of France with 31,000 cars and Germany with 16,000.

Following the resounding success of the range of bicycle tyres exhibited at the 1891 Stanley Show (an annual event that had been running since the 1870s) at which 2000 pairs of tyres were sold, Michelin's business and reputation in the United Kingdom increased by leaps and bounds. But then, just five years later, the firm met a set-back that put a stop to its expansion here for several years. The cause of these difficulties involved the name that was destined to become its major rival for the next half century or more, Dunlop.

John Boyd Dunlop, the person who is generally, but wrongly, acknowledged to be the inventor of the pneumatic tyre, was a Scots-born veterinary surgeon who lived in Ireland, firstly at Belfast then later at Dublin. In 1889 he had floated a company, named the Pneumatic Tyre and Booths Cycle Agency Limited,

to commercialise the patent that he had taken out the previous year in both England and France. Among the directors was the buccaneering Irish entrepreneur and financier Harvey du Cros who very soon began to play an important part in establishing the British motor industry; later he was instrumental in backing Herbert Austin's attempts to set up an automobile factory in Birmingham.

Unknown to Dunlop and du Cros, though, Dunlop's French and British tyre patents (the only two he had taken out) were both invalid and never conferred the slightest protection upon their owners. In fact, the world's first pneumatic tyre had actually been invented and patented by another Englishman, Robert William Thomson, as early as 1845. Thomson's Aerial Wheels for carriages and wagons were ahead of their time, however, and did not catch on. Production lapsed, the patent expired and the inventor was soon forgotten until the existence of his patent was discovered in France by patent agents working for a consortium of French industrialists including the Michelins.



The Michelin brothers compete in the 1895 Paris-Brest automobile race driving l'Eclair, the vehicle they had designed and constructed themselves, to demonstrate their new detachable pneumatic tyres for cars

The Dunlop patent – at least as registered in France – was therefore deemed invalid by the French courts in 1896, on the grounds that Thompson's prior claim had expired in 1860, so that Michelin's freedom to continue manufacturing car tyres in its own home country was unrestricted.

Never-the-less, on this side of the Channel, despite the Entente Cordiale the situation was rather more complicated. Undeterred by this revelation, in 1902 Harvey du Cros bought out Dunlop's interest in the Pneumatic Tyre company, formed the Dunlop Tyre Company Ltd and moved the manufacturing operations from Dublin to Coventry, intent on aggressively promoting the Dunlop name and entering the fast-growing and already very lucrative market for automobile tyres, by now dominated by Michelin. It is generally acknowledged that, at this time, the life of a set of pneumatic tyres was unlikely to extend beyond 1000 miles, or at best 2000 miles

in the case of a light vehicle driven carefully – so as each set cost at least £500 or £25,000 in today's money, it can be seen that the comfort they afforded was indeed a luxury!

Previously, in October 1896, together with a syndicate of British investors including Ernest Hooley and Harry Lawson, he had bought-up the old-established French bicycle making firm of Clement, together with its rival Gladiator (owned by Alexandre Darracq) and the French branch of the English Humber firm, merging them into a single concern. Adolphe Clement (who went on to found the Clement-Bayard automobile marque) had acquired the French manufacturing rights to Dunlop's patents and in 1893 had started-up a company to market bicycle tyres under the Dunlop name in France, in direct competition with the Michelins, who objected vigorously to this enterprise. In a series of patriotically worded advertisements published in 1900 and intended to protect the French tyre industry they pointed out that the products of the Compagnie Francaise des Pneumatiques Dunlop were not French at all but had been made in England..

Meanwhile, in his efforts to uphold the reputation of the Dunlop name and develop a British car tyre industry, du Cros had already attempted to establish a monopoly in the United Kingdom by purchasing all the relevant competing patents that he could acquire. By virtue of the far greater weight and speed of automobiles compared to bicycles, the key patents governing the making and marketing of automobile tyres at that time were not merely those relating to the principle of the air-filled tyre itself but those concerning the system actually used to fix detachable tyres to a car's wheels in such a way that they would not come off when punctured, so causing an accident.

By this point in time, two different, rival, methods had been invented. The first, the so-called wired-on method of fastening the outer casing to the wheel, had been patented by Charles K Welch of Tottenham in September 1890, for use on bicycles. In this system, used on the first Dunlop automobile tyres, introduced in July 1901, a ring of steel wires wound into a strong cable was embedded in each outer edge of the tyre casing so that they sat firmly against the outer rim of the wheel when the inner tube tyre was inflated. The circumference of the edges was just large enough to allow the casing to be slipped over the well-based wheel rims to facilitate quick and easy removal.

The rival system of fixing had also been patented in 1890 by William Erskine Bartlett of the North British Rubber Company, located at Edinburgh in Scotland, just one month after Welch. Known as the Clincher or beaded edge fastening, this had no wire rings to hold the tyre on the wheel. Instead, it allowed the cover to be secured in place by a lip or flange of rubber formed around the rim, solely by the pressure of the air present in the inner tube. In 1896, du Cros had acquired this patent also, at great expense, though in this case his rights did not extend to Scotland.

Possessing the English rights to both systems, du Cros claimed that, without exception, all the other pneumatic tyres then competing on the British market – be they for automobile or bicycle use – contravened the patents that he had bought-up, and began litigation to prevent infringement. It is hardly surprising then that a bitter legal

battle ensued. Throughout this long contest with du Cros in the courts, the Michelin brothers were prevented from manufacturing or marketing their products in Great Britain, except under licence from Dunlop. This situation meant that between April 1896 and September 1904 Michelin car or bicycle tyres were only permitted to enter the country if fitted as original equipment on an imported machine constructed in France, but their use as replacements was prohibited.

In practice, however, this restriction was overcome by a convenient arrangement with the North British Rubber Co, which remained the legitimate holder in Scotland of the Bartlett patent. As du Cros had been unable to cancel these Scottish rights, the result was a range of fully-detachable automobile tyres employing the same beaded edge or constrictor fastening technique pioneered by Bartlett, and branded as Clincher-Michelin tyres. Not surprisingly, du Cros also contested the validity of Michelin's sub-license to the Bartlett patent but the Court of Appeal affirmed that the head-license had not been violated and that Michelin was acting merely as an agent of the North British firm.

The matter was finally resolved in September 1904 when the rival Welch patent, owned by Dunlop, expired and Harvey du Cros was obliged to set fire to the document ceremoniously. Thereafter, Michelin adopted this type of fastening also, together with the many other contemporary tyre makers currently supplying the British market, such as Avon, Firestone, Goodrich, Goodyear, India and John Bull. Eventually, during the 1920s this system was standardised by all manufacturers world-wide, so that, in principle, any make of tyre could be used with any make of wheel providing that their sizes matched..

With the legal position settled at last, the way was now open for Monsieur Bibendum to lead a massive expansion of Michelin's activities on this side of the Channel. Almost immediately, a temporary sales and distribution office was established in London, in rented premises located at 49/50 Sussex Place, South Kensington, a street which has long since vanished from the map having been incorporated into the Old Brompton Road. A works and depot at Barking was also established in association with the old-established rubber-ware firm of William Warne & Company Ltd through which supplies of tyres arriving from France by sea and along the River Thames were imported. Machinery was also installed on these premises and from 1905 to 1911 many Michelin products were actually manufactured there. By 1905 there were no less than 58 officially approved and appointed distributors of Michelin products located in 53 towns across Great Britain. That year also Michelin was represented for the first time by its own stand at the Society of Motor Manufacturers and Trader's Olympia Motor Show. By 1906 there were 179 distributors in 155 towns. By 1908, there were 460 distributors in 371 towns. But by 1911, this nationwide coverage had increased to 834 distributors in 590 towns.

John Reynolds

Un dernier Hourrah - One last Hurrah for 75 years of the Traction Avant



Final Counts for the 'Last Hourrah' project

Number of Traction taking part	158
Number of Countries represented:	17
Numbers of Traction by country:	
France:	74
USA:	23
UK:	14
New Zealand:	10
South Africa:	7
Belgium:	5
Germany:	4
Holland:	4
Switzerland:	4
Austria:	3
Italy:	3
Australia:	2
Denmark:	1
Ireland:	1
Lithuania:	1
Norway:	1
Sweden:	1



- Top Centre: Tom Evans' cars on 20th December 2009
Above top to bottom :
1. Barry Curtis' 1949 11BL outside the circuit at Goodwood
 2. Den Hewitt's Roadster & Normal braving the cold in
 3. Martin Vickerstaff's 1951 Light 15 in the snow at ' La Bessardière' in Normandy
 4. Reg Taylor'1946 Light 14 in the sun at Durban, South Africa

- Left: Walter Callen's 1951 15-6 in the Belgian snow
Above top to bottom :
1. 'St George fights the Devil & the Black Knight' at Somerton in Somerset around Julian Taylor's Light 15
 2. Bernie Shaw's 1939 Onze Legere tucked up in its garage with a bottle of wine.
 3. Nigel Dent's 1953 Light 15 at Terrebasse in France
 4. Robert Whittakers's Onze Legere in the Charante snow

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

April 2010

7 - 11	Technoclassica	Essen, Germany.
11	Amberley Vintage Car Show	details at office@amberleymuseum.co.uk or telephone 01798 831370
24-25	Citroën Story	ACI Event of the Year - Zolder race track, Belgium.
25	Drive It Day	Why not plan your Drive It Day activity as a charity fundraising event?

May 2010

3	Visit to Citroën Conservatoire, Paris	See page 6 for more details
8 - 9	Prescott Classic Car Hill Climb	Charity event organised by Cheltenham Cleeve Vale Rotary Club
9	Citroën-Jumble	Annual Belgian Citroën-Jumble. Details to follow.
12 - 16	Tour de Sauvage	Details from Walter & Noëlla Callens
27 - 3 June	Tour of Cantabria and La Rioja	See page 35 for details
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
26 - 27	CitroTour Contrasts in Pas-de-Calais	TU Nord tour of the Pas de Calais area. see page 6 for more details

July 2010

14 - 17	Brittany Rally	Starts from Golf Club of St Cast (30 kms West of St Malo) more to follow
30 - 1 (Aug)	TOC Annual Rally	Northumberland. See page 37 for preliminary details.

September 2010

18 - 19	IoW International Charity Classic Car Extravaganza	Charity event in support of St Mary's hospital neonatal unit and the Earl Mountbatten Hospice - both on the IOW Free ferry travel to and from IoW For further details contact Terence McAuley .
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October 2010

2	Swiss Classic British Car Meeting	Morges, Switzerland on Lake Geneva. details from www.british-cars.ch
t.b.c.	Pertrac Dattier tour to Morocco	Space for 1 car & crew. Details from Ronald Knoth at r.a.knoth@zonnet.nl .
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
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September 2011

9 - 11	Carcassonne Rally	Carcassonne, South West France. organised by TOC member Hans P Durr
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July/August 2012

tbc	TOC Annual Rally	Shropshire. Details to follow
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August 2012

16 - 19	15th ICCCR/TOC Annual Rally	Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk
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24th & 25th April 2010

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Registration by web : www.citroenstory.org

Questions ? Mail us at : info@citroenstory.org



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- ❖ **Spare parts market**
- ❖ **Museum**
- ❖ **Entertainment and activities for all ages**
- ❖ **And much more ...**

Admission charges (preregistered):

- 25 € weekend rate for two persons; rally plate, parking, access to the circuit (only on Sunday)
- 10 € per additional person (weekend)
- Free for children up to 14 years
- 15 € camping pitch (three nights)

Responsible editor: Guido Dries, Mettenveld 27, 3600 Genk. Design: iclLaba

SATURDAY 29 & SUNDAY 30 MAY 2010



La Vie en Bleu 2010



PRESCOTT SPEED HILL CLIMB

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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



Tour of Cantabria and La Rioja May 27 to June 3rd 2010

This week-long tour of the Cantabria and La Rioja regions of Northern Spain that has been organised by Spanish TOC member Alberto Albergo, in conjunction with tour operators 'Classics on the Road'. The tour will take place from May 27th to June 3rd 2010 and has been designed specifically to fit in with ferry sailings to and from Plymouth/ Portsmouth and Santander.

The cost of the tour is 1200 euros per person for UK Members using the ferry to Spain and, based upon two people in a car sharing a twin bedded room, includes:

- Return ferry ticket for two people and one car from Santander – Plymouth / Portsmouth
- Welcome picnic at the Hotel "El Jardín de Carrejo"
- 4 Nights at the Hotel "Golf Rovacías" (4 Star) with breakfast and dinner included
- Covered Parking in Comillas.
- Lunch in Santillana del Mar
- Guided Tour of Santillana del Mar
- Ticket to cueva del Soplao (Cave)
- Round trip on the Cable car in Fuente Dé
- Lunch in "El Cable" Restaurant
- Lunch in a local Restaurant in Espinosa de los Monteros
- 3 Nights at the Hostería (Inn) of the Monasterio de San Millán de la Cogolla (4 star) with breakfast and dinner included.
- Lunch in Laguna de Cameros
- Visit and Cata (wine tasting) at the Lopez Heredia wineries
- Visit, cata and lunch at the Heredad Ugarte wineries
- Lunch in Atapuerca
- Visit to the excavations and the archaeological museum in Atapuerca.
- Negotiations with town halls and local governments for permissions to park the cars in reserved areas of each town.
- Obtaining permits for the vehicles to be able to circulate in a group
- Detailed road book with additional information on places of interest to be visited
- Support from the 'Classics on the Road' team every day of the trip.

Note - the ferry is optional therefore Members not using the ferry would incur a lower cost.

Full details of the tour were included in a special edition of e-FP (edition 16A) issued to TOC Members on 21st January 2010. Copies can be requested from the editor (editor@traction-owners.co.uk) or can be found on the TOC website (www.traction-owners.co.uk)

For further information please contact:

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

Royal Deeside Gathering - 7th to 13th August 2010

It has now been confirmed that this week long holiday event is definitely going ahead in the Ballater Region of Deeside in Aberdeenshire, an area renowned for its natural beauty and good weather and the location of the Royal Balmoral Estate.

The week will start off with a glass of wine and nibbles at Arboyne, on Friday 6th August, when you will meet fellow entrants and receive your goody bag, rally plaque and road books.

Saturday 7th is the Arboyne Highland Games.

Sunday 8th is a Classic Car show which starts off the week long Ballater Victoria Week celebrations. Monday, Tuesday or Wednesday you can take part in scenic runs which include a visit to a Whisky distillery, Shortbread factory and various other places of interest and Thursday is the Ballater Highland Games Day.

Evening entertainment, according to demand will be available in various local halls and will culminate with the 'Touch of Tartan' gala dinner and dance on Friday evening.

To find out more about the Royal Deeside Gathering email Ian Smith at smithy_stonewood@btinternet.com

Fosse Way Rally – 30 May 2010

Sending our troops Miles More Minutes!

Hundreds of vintage and classic car enthusiasts from all over the country will be taking part in a special rally along the Fosse Way on 30th May in support of RAF personnel. The rally will start at the Haynes International Motor Museum, in Sparkford, Yeovil and end at the Heritage Motor Museum, Heritage Motor Centre, Gaydon. All funds raised from the event will go towards the RAF Association's Miles More Minutes campaign.

Currently RAF personnel who are deployed overseas in theatres such as Afghanistan receive 30 minutes of government funded phone calls to their families back home per week. This means 4 ½ minutes per day. Miles More Minutes aims to fund more time for them to speak to their loved ones enabling them to feel closer even though they are so far apart.

Anyone wishing to take part in the rally should be at the Haynes International Motor Museum at 9am on the day to register. Entry is £5 per car.

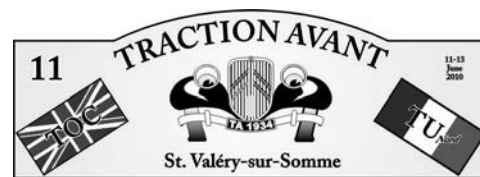
There will also be another starting point TBC in the East Midlands/ Lincolnshire area which will also finish at the Heritage Motor Museum.

The RAF Association provides friendship, help and support for any serving and former members of the Royal Air Force and their families.

The charity receives no government funding and is entirely dependent on the generosity of the public and its members to raise the funds needed to continue this vital work.

For more details on either start point please contact Chris Naylor via email on chris.naylor@rafa.org.uk, telephone 01904 430514/ 07812411768 or visit our website at www.rafa.org.uk

St Valéry-sur-Somme 11-13 June 2010



Already some 25 cars are signed up for the trip to St Valéry, with another 10 almost certain to confirm soon. There is no limit to the numbers (providing you can find a room in which to stay). The lunch with the TU on the Saturday is now fully booked, but there are several other good places to eat nearby. If you want to join us, please contact me as soon as possible.

There is plenty to do on the Friday. It depends on how early you arrive. A ride on the narrow gauge steam train is most enjoyable. Or a visit to the Maison de la Baie de Somme et de l'Oiseau, where you can view the birds through windows in hessian screens and even rent binoculars and/or bicycles. For the evening there is a good choice of places to dine in St Valéry.

On Saturday we will be lunching at the Auberge du Gros Tilleul, Argoules (or at other places nearby), and in the afternoon we will be at the Abbey and Gardens at nearby Valloires. This is about 25 miles north-northeast of St Valéry by a reasonably direct route. I suggest that some visit Le Crotoy and/or Fort-Mahon-Plage on their way there, and perhaps Crécy on the way home. Alternatively you could reverse the route, and link up with members of the TU Nord who will probably visit Crécy on their way to Argoules. Whatever you choose, the total trip should be about 65 miles. Before the end of the day, I recommend you fill up with petrol, and possibly buy some picnic food for Sunday. In the evening we can eat wherever we choose in St Valéry.

On Sunday we drive south for an early afternoon visit to the Château Fort Rambures. I have to re-plan the morning route, but I hope to find some places to eat or some places to picnic. After Rambures I am trying to arrange a visit to an old wooden windmill nearby. Then there are a variety of cross-country routes back to St Valéry. It will be a good test of your map reading – I recommend the new Michelin map 301. The total round trip should be about 60 miles. Some may be heading for the ferries (Rambures to Boulogne is about 66 miles, or to Calais about 90 miles).

Robin Dyke

18 Henfield View, Warborough OX10 7DB

01865 858555

jrobinjdyke@btinternet.com

NORTHUMBERLAND WELCOMES THE TRACTIONS TOC ANNUAL RALLY 2010 - Friday 30th July to Sunday 1st August 'ALLO 'ALLO

In the last edition of *Floating Power* I gave you a preliminary announcement for the 2010 Annual Rally taking place on the weekend of 30th/31st July and 1st August in Northumberland. Since then we have learned a refurbishment will take place at Ridley Hall at or about the time of our visit. So please note that we have changed the base for the venue to about 10 miles north of Hexham at Bellingham (pronounced Bellingjum) to the Riverdale Hall Hotel. Go to www.riverdalehallhotel.co.uk. It is a country house hotel with plenty of parking and all rooms are ensuite.

Both the Friday and Saturday evenings entertainment will now be at this hotel. In addition they are offering a special tariff if you wish to stay the Sunday night for B&B and evening meal before setting off on Monday morning. If anyone has made separate arrangements of which I am not aware it might be in your interest to re book at the new venue or a B&B in Bellingham itself. The hotel is within walking distance of the village. They are offering us :-

£39.00 pppn for two sharing for B&B
£49.00 pppn for a single for B&B
£49.00 pp for B&B and evening meal for two sharing for Sunday.

All the other plans for the weekend remain as given in the last edition of *Floating Power*. There will be a weekend rally cost to include the Friday and Saturday evening meals, entertainment and entry fees. You will be responsible for settling your hotel bill with the hotel on leaving but in the next edition of *Floating Power* a registration form will be included for completion and return with your cheque (or payment by Paypal) for the cost of the weekend rally activities.

For those choosing to camp the nearest site is next to the Brown Rigg Lodges at Bellingham (www.brownrigglodge.com if you are interested) run by the Camping & Caravanning Club. Go to their website and choose Bellingham C & C club to book a pitch. We understand it is very popular and early booking is recommended.

The theme for the weekend is 'Allo 'Allo which may be "old hat" to some but as we are joining in on the Hexham Continental Market seems very appropriate. In other words although not essential we would like you to dress french style for the Saturday. It is meant to be a fun weekend so we hope you will join in the spirit.

On the afternoon our cars will be parked in Hexham next to the Abbey, town and market on display to the general public. You can either stay with your car or just lock up and visit the market, have lunch and see around the old town. After Hexham the cars will visit Kielder Forest and Reservoir before the short return run back to the hotel for the evening festivities.

The final venue will still be at Alnwick Castle on the Sunday. For further information please email grahamhandleyhandley@btinternet.com

Graham Handley

Carcassonne Rally - September 2011

An invitation is extended to all TOC Members to join in the first ever Traction rally which will take place in the Carcassonne/Aude area of South-West of France over the weekend 9th to 11th September 2011 – grape harvesting time in the area.

The outline plan is that the rally base will be an hotel in Carcassonne, which is well positioned for further private sightseeing.. Friday evening will be a welcome "chez nous" in Montirat, 10mls south of Carcassonne for aperitif and open air grill dinner. A private shuttle bus will return take everyone back to the hotel and return them to Montirat the next day.

Saturday - tour through the mountainous region of the Corbières, lunch-stop and late afternoon gathering in the Corbières for a "Blanquette" tasting and dinner.

Sunday - tour into the Mediterranean region, lunch-stop, late afternoon return to a suburb of Carcassonne for a splendid dinner in a nice restaurant

Monday - rally ends after breakfast but interested participants can explore the "Cité" the old castle of Carcassonne.

Hotels in the area are difficult to reserve so anyone interested needs to register their interest as soon as possible.

Further information : Hans P. Durr Domaine de la Madone, F-11800 Montirat, Postal Address: Chemin de la Monse 18 CH-1630 Bulle. Email : hansp.duerr@sunrise.ch

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
 tel: 07502 134 633
 email: editor@traction-owners.co.uk



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 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).

1955 RHD big boot, sunroof version Light 15 for restoration £1,000. For more information please telephone Geoff on 01823 442052 or email fotetek@onetel.com.

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: Perfo engine, complete, working before being part dismantled (head removed). £500. phone John Barnes on 07502 134 633 (mobile) or email: mjohn.barnes@btinternet.com

FOR SALE - LIGHT 15 Spares (from 1950 RHD small boot saloon). Chrome Grille with chevrons, Fitch plates sandblasted & primed, Drive shafts, Bumpers (need straightening), Bonnet, 4 Doors with glass & winding mechanisms, Front & rear screens, Boot lid, Spare wheel cover (2), Front seats, Rear seat back, Wooden dash with instruments, Wooden door trims, Gear-change linkages, Petrol tank (repaired), Wiper motor with linkages, Rear axles (2), Brake drums and back plates, Carburettor, Air filter box, Radiator, Handbrake lever & linkage, Steering wheel. A few wheel rims and various other items of trim; unions; linkages; brackets, bits & pieces, etc. Buyer to collect from Normandy, France. £525.00 will not split. For further details contact Martin Nicholson at: vicarnic@wanadoo.fr

FOR SALE - LIGHT 15 / Onze Légère Spares/Accessories. Two Original Lucas SFT 7005 - 7" Spot/Fog-light Shells with bezels. (1950/60s era). Re-chromed; vgc. £100.00 the pair. Five Slough Hubcaps - Re-chromed, vgc £125.00 the set. Original Radwar Alloy Rocker Cover with alloy oil filler cap, vgc £150.00. Pair Original Radwar Alloy front wing trims (long type incorporating shoe mud scraper) vgc £80.00 the pair. Pre-war bonnet complete with flaps, previously sand-blasted and primed some light surface rust due to storage £200.00. Buyer collects from Normandy, France or can post smaller items at cost. For further details contact Martin Nicholson at vicarnic@wanadoo.fr

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@longstone tyres.co.uk





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