



Floating Power

May/June 2010

**Honorary Life Members
of the
Traction Owners Club**

Fred Annells
Dave Shepherd
Peter Riggs

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Missing Magazine?

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The closing date for input
to the July/August edition of
Floating Power is
Monday 12th June

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

2123 Miss Michelle Perchard, Norwich, Norfolk
2124 Mr Alan Lloyd, Brentford
2125 Mr Ronald Bennett, Hemel Hempstead
2126 Mr Roy Breakell, Blackburn
2127 Mr Roger Fry, Crieff, Perthshire
2128 Mr Robbie Barrie, East Molesey, Surrey
2129 Mr Alexander Tully, Waterford
2130 Mr Mike Brunner, Cambridge
2131 Mr Michael Fitzgerald, Harleston, Norfolk
2132 Mr Russell Falkingham, Thames Ditton
2133 Mr John McCormick, Newtown, N Ireland
2134 Mr Mark Sanders, Whitstable



welcome

Welcome to the May/June edition of *Floating Power* which starts with another apology from me - this time because it will already be well into May when you receive it.

Thank you to the Members who responded to my appeal for input and also to those of you who have written to me saying how much you have liked the photographs on the last two covers. I decided that everyone should see some of the fantastic photographs that were sent in by Members for the 2010 calendar but which unfortunately didn't make the final cut.

No longer being a member of the committee means that I am not copied on club correspondence - the results of which you will see reflected in a smaller Club News section in this edition. Also you will find that the letters section is smaller than normal as my postbox and email in boxes still seem out of use.

So how about sending something to me for your magazine - and don't forget that we also need your entries for the 2011 TOC Calendar.

In this edition, in addition to (the reduced) Club news, there is the third of John Reynolds' extracts from the history of the Michelin Company's first 100 years in the UK, an insight from Stan Gray into what driving a Traction in the 60s was like and an article from Jack Reay on changes he made to his Traction during the forty five years of his ownership.

Also, those of you who organise rallies and Section convoy runs, may like to read the section on 'Event Authorisation' that appears in the FBHVC news section on pages 8 and 9.

That's it from me for this edition. I just have to choose a photograph for the cover, proof everything and transmit it to the printers then Barb and I are off on a 4591 mile road trip across Canada with one of our neighbours to pick up a hot rod 1937 Ford truck.

John Barnes

COVER IMAGE: THIS RATHER ELEGANT TRACTION WAS PHOTOGRAPHED OUTSIDE A RESTAURANT IN SAIGON LAST SUMMER. IT WAS ORIGINALLY SUBMITTED FOR THE 2010 CALENDAR COMPETITION BY KEITH MERRY.

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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



Important things first – I am pleased to say I have now managed to take the Légère out on a couple of runs and wear my shorts. So far, all the signs are that any overheating (motor and legs) is resolved. Of course it is still early in the year and the ambient temperature is far from warm so not a true test. However on the first trip it was still only about 5°C so I actually ran with the radiator blind fitted – as I would have done had I not experienced any cooling problems – and everything was as it should be. I am quietly confident.

In April I shall make a trip to Gloucester as well as join the East Section for Drive-it-Day. All being well, I should have enough miles on the clock to re-torque and adjust everything long before crossing the channel in June for a trip down to the Marais Poitevin and then back north for Robin Dyke's St Valery meeting.

However, there is a letter in this issue taking me to task for advocating complete removal of the water tube from the head. I do understand the concern but I did not take the decision lightly and discussed the pros and cons with David Boyd because I know he has many years experience of driving several cars that no longer have this tube fitted.

David has found his cars all run without any apparent cooling problems despite hard use in extreme conditions, hence my decision. However, he and I agree it would be interesting to hear from anybody else who has any experience of, or thoughts on, this issue. In the meantime, in view of the letter, I have advised him to take out insurance just in case I have a problem and decide to sue him.

On a social note, Nick Thorne has kindly offered his services as Section Coordinator for the Mid-Shires Section - so the Area will have more than just a BBQ this year!!!! Nick lives in Twyford, Buckinghamshire which might lead to a slight shift of catchment area to the West but if the Eastern Section becomes centred in Bury St Edmunds that move might be good for all.

I would like to thank Nick for having risen to the challenge but I would also like to thank Peter Riggs who, despite being reliant on snail-mail and the telephone, ensured the Mid-Shires Section did not disappear completely during the last couple of years.

As a supplement to this edition of our magazine you will find the Annual Rally booking form so please use it to book early in order to help Graham and Wendy Handley finalise their arrangements in good time. BUT - please don't make the mistake I made

.... if you are booking for the whole weekend the cost of admission to Alnwick Castle has been included in the rally fee for your passengers (admission and parking for your Traction and the driver is free) so you do not complete the section that is intended only for those who will attend only on Sunday 1st August. Remember the additional £9 per passenger is for those who will attend only on the Sunday. I wouldn't mind but it was our RoW Representative Walter Callens (for whom English is his third language) who pointed out my inability to read and understand the form. Say larvae!

The TOC now accepts PayPal as an alternative method of payment for services (such as membership renewal and rally-fees) as well as for settling invoices for shop or spares purchases.

The Club has adopted this system because, had we wished to continue accepting credit card details via t'internet, we would have been obliged to have the security systems on a number of our personal computers professionally checked to ensure card-holder security was not compromised.

This process would then have to be repeated on an annual basis and it was felt the TOC credit card turnover did not warrant the additional expense. If you use PayPal already you will know the advantages – if not I should like to encourage you to consider it. I have just used it to pay both a spares invoice and the fee for Northumberland. It was easy and quick in both cases.

A simple guide to the use of PayPal appeared in the Jan/Feb 2010 edition of *Floating Power* and there is a simple guide for TOC members on the website – at <http://www.traction-owners.co.uk/PayPal.pdf> - which even I managed to follow

And finally - I do need to reiterate that there are some positions for which the Committee would dearly like volunteers to step forward, the main two being *Floating Power* Editor and NEC Classic Car Show Organiser. So HELP! please.

Bernie Shaw

Chairman's Chat



I did survive my first Committee meeting! In fact I can own up to actually enjoying it – and yes everyone was very gentle with me!

My next “first” was to Chair a Conference Call – another new experience. I must admit I prefer ‘live’ meetings as I like to pick up on the non verbal language around the table!

I hope lots of you managed to get your Tractions out and took part in Drive it Day events. As I write this I know 13 cars and 24 people plan to join us in Derbyshire for a scenic drive in the south of the county ending up in Repton for lunch. Thanks to Richard & Carol Carlin for organising the run for us. I look forward to seeing photographs from each Section in the next Magazine – hint, hint to Section Organisers.

We have two changes to our Section Coordinators. I would like to thank Norman Moore and Peter Riggs for all their work and to welcome Richard Sheil (Ireland) and Nick Thorne (Mid – Shires) who have volunteered to take over the sections. I look forward to hearing news of any events they are organising.

As a Club we have two events coming up for us to all get excited about and hopefully attend.

Firstly the Annual Rally in Northumberland at the end of July. Graham and Wendy have been very busy and have organised a super event for us – see more information in this issue. The main Hotel is filling up fast – so please book as soon as possible. However there are other hotels locally and a campsite in the same village so plenty of room for us all.

Secondly we have a wonderful venue planned for our Annual General Meeting – thanks to Steve Southgate and Philippe Allison. We will be staying at Staverton Park in Daventry which is a De Vere Venue – have a look at their website.

The AGM is on Sunday November 21st so it would be nice to see lots of members at the event – enjoying a social evening on the Saturday and then being part of the running of our Club on the Sunday. As I have said before it is Your Club so please talk to us on the Committee and tell us what you want.

Yet again I have to end my Chatter on an appeal for help. We have recently acquired a new computer for Chris Treagust to use for Club Spares. Is there anyone in the West Sussex area who would be willing to visit Chris and help load the software? Thank you.

Bev Oates

Is your Traction going to be here on August 1st ?



If you haven't already booked your place on the 2010 TOC Annual Rally you may not get the opportunity to visit Alnwick Castle with your Traction in August 2010. See page 35 for details of how you can join in the fun.

toc news

MEMBERSHIP RENEWAL

With this edition of *Floating Power* you should have received your membership renewal letter and will be pleased to see that again the membership fees will remain unchanged for at least the next 12 months. Also, this year, should you wish, you can pay your fees using PayPal.

Processing the membership renewals is a very significant job for our membership secretaries, John & Bev Oates, so your help in reducing their workload would be gratefully appreciated.

To make their lives easier could you please complete your renewal form and return it, using whichever payment method you prefer, as soon as possible.

DUTCH TRACTION CLUB VISIT TO FOLKESTONE.

As part of their annual tour the Dutch Club, TAN, will make a day trip to the UK on 14th May, arriving via Dover. We have arranged a short programme for them which will include "tea" in Folkestone.

If any TOC members would like to join us they will be most welcome but we shall need to know in advance.

If you are interested please contact Bernie Shaw by telephone on 01933 274382 or by email at : bernie-pearl@lineone.net for details as soon as possible..

ENGINE CRANE ADDED TO TOC LOAN TOOLS

Hazel Shinebroom has very kindly donated Steve's engine crane to the TOC so that it may be loaned to members who need the facility to lift an engine – or do similar work.

It is currently stored with the Club spares at Chris Treaugust's in Chichester and is available to any member on payment of a deposit which will be refunded (subject to no loss or damage) once the crane has been returned and inspected.

The unit folds into a (relatively) compact bundle but it is heavy (82 kg) so any Member wanting to borrow it will have to be responsible for its collection and return.

Details of the crane (including a photograph of it in use) can be found on page 22.

Thanks go to Hazel from the directors, committee and members of the Club for her generous gift..

TOC LOAN TOOLS

In addition to the current sets of tools held by some area coordinators (see page 22 for details), the committee

is considering the possibility of procuring one set of the very rarely used – but equally essential – items that are required for undertaking certain "special" jobs on Tractions.

If any member has, or knows the whereabouts of, any items that might fit this category the committee would be very pleased to hear from them with a view to begging, stealing or borrowing same.

Please contact Tony Hodgekiss (94 Oving Road, Chichester, Sussex PO19 7EW, telephone 01243 781040) if you have something you think might be of interest.

IN COMMITTEE

Committee Meeting held on Sunday 14th February 2010

This meeting took place at Steventon Village Hall.

Bev Oates welcomed the committee to her first meeting in the chair and introduced Debbie Harding who had kindly agreed to take the minutes.

Matters arising from pre-meeting reports:

- A decision was taken on the new logo for club regalia
- Arras CDs will be sold via the Club shop
- Bernie Shaw has been elected to the ACI committee
- Steve Shinebroom's spares will be purchased by the Club
- We have 571 members with 1 leaver, 6 joiners and 3 re joiners since November.

An accountant, for whom the committee approved the fee, has been appointed to assist in our approach to HM Revenue and Customs regarding VAT registration. It is likely that HMRC will insist on registration. The possibility of reducing spares turnover to drop below the VAT threshold or of adopting other avoidance measures was debated but the conclusion was that success was unlikely. Purchase of new software and possibly a new computer would also be necessary.

There had been no response to the appeal for a new editor and various options including splitting the job between more than one person were examined. It is possible that professional services will have to be employed and the cost of this will be investigated. In the meantime, John Barnes has agreed to continue for the next few issues and will continue to produce *eFP*. Appeals will continue to be made in *Floating Power*.

Alec Bilney, in conjunction with Andrew York and Brian Brockhurst, is examining the changes that we need to make to the Memorandum and Articles of the Club resulting from changes to the Companies Act.

A spring clean has been carried out on the web site but further changes were suggested, such as simplifying the Home Page, and Mick Popka will therefore make further changes.

The PayPal payment system had been successfully tested but the Treasurer needs to develop a system for interfacing with the accounts. The spares stock-take date was set for 28th March 2010.

Some offers of help with the NEC stand had been received but no-one had come forward to take responsibility for the overall organisation. A joint stand with 2CVGB and the CCC is likely again in 2010. Mick and Moira Holmes have offered their help to whoever does take over.

Norman Moore has retired as representative for Northern Ireland and it was agreed that Richard Sheil (Dublin) would be asked if he would take over both NI and Republic of Ireland.

A quote for reprinting an updated version of the glovebox directory was discussed. Although it appears to be a useful addition, none of the committee members had needed it or been contacted by another member because of the information it contains. It was also felt to become out-of-date too quickly. In view of the cost involved, it was decided not to go ahead with a second edition, although if there is sufficient demand from members, the decision could easily be reversed.

It was agreed that event information would be shared with the CCC. Membership of the Motor Sports Association will be reviewed as it is not clear that we are gaining any benefit from it.

Conference Call Committee Meeting held on Wednesday 14th April 2010 at 8.00 pm.

Conference calls are being used by the committee to decide on urgent matters and to take decisions on straightforward issues. More complex subjects are postponed to the next face-to-face meeting. This is a summary of the major items discussed and the decisions taken.

- Efforts will continue to find a new editor or editors whilst John Barnes continues in the role. This may involve professional services.
- A suitable trophy in memory of Steve Shinebroom will be presented to the TOC chairman on retirement to be held for one year.
- HM Revenue & Customs continue to require information regarding VAT and this is being supplied as required.
- A new computer has been delivered to Chris Treagust and will be set up in preparation for registration.
- The venue for the 2010 AGM will be Staverton Park, Daventry; details will be published in *Floating Power*.
- Nick Thorne has taken over the running of the Mid-Shires Section.
- PayPal account now working well.
- Those who paid for the 2012 ICCCR by cheque will be individually contacted to explain that, due to a major error by the bank, the cheques have now expired.

- The next face-to-face committee meeting will be on Sunday July 4th at Newport Pagnell.

LA VIE EN BLEU

“La Vie en Bleu”, or for those who find languages challenging “The Life in Blue”, is the weekend event held at Prescott Hill Climb Course in May every year. This year will mark the fourth of these increasingly popular and well-attended meetings that uniquely combine motor sport action on the hill with the delightful ambience of all things French.

Why “en Bleu” you may ask? Well because blue is the national motor racing colour of France, so frequently seen on the racing Alpine Renault, Simca, and Matra cars and of course pre-eminently on the Bugatti motor cars that are to be seen in abundance at this event – but then this is the home of the Bugatti Owners Club!

The well-known motor racing photographer Peter McFadyen has had the inspired idea of publishing a book devoted to the 2009 event and what a gorgeous feast of “Life in Blue” this is, although of course many other colours are also to be seen!

As the author says in his preface, a full record would require a very large tome indeed, but in the nearly 80 pages Peter has managed to give a real flavour of the event and has captured most of the highlights and delights of the weekend, and all in full colour.

Naturally we find a really good selection of the motorcars at the event, from the paddock, the car parks, and of course in action on the hill. For me though, the shots of the ‘Gendarmes’, the can-can dancers, the mime artists, the Parisian bus complete with balcony, and not forgetting the immortal Spitfire, Hurricane and Lancaster of the Battle of Britain Memorial Flight really give a true ‘flavour’ of this unique event.

From a personal point of view I would have welcomed more textual information on some of the cars not familiar to me, but this is mere carping, as the photographic quality is of the highest order and it is matched by first class printing. Highly recommended.

Available from the author at www.petermcfadyen.co.uk, where the book can be viewed, or tel. +44 (0)1386 792727. Price £29.95





ANTIFREEZE

In the article in the last newsletter, we said 'Bluecol and Blue Star are well known brand names and both of these are declared suitable for classic cars'. Perhaps we should clarify that we were referring to the traditional blue coloured Bluecol - but the company also sell a red coloured Organic Acid Technology (OAT) product suitable only for modern cars, not classics.

Even more confusingly, there is also Bluecol U which is marketed as a universal top up and not an antifreeze product with which you would fill the whole tank. The manufacturer has assured us that this is suitable for historic vehicles.

It has also been brought to our attention that Halford's sell a blue-coloured 'Advanced' antifreeze which has a label containing the phrase: 'Older vehicles can further benefit...' but on further examination it was discovered that this product does indeed contain OAT and therefore cannot be recommended for historic engines.

Our postbag has also been swelled by correspondence relating to the extremely poisonous nature of ethylene glycol, indeed the Cats' Protection League have gone so far as to start an on-line petition to highlight the danger to small animals accidentally ingesting tiny quantities of the product.

Propylene glycol is much safer and one of our new trade supporters, AAA Solutions Ltd, is about to launch a propylene glycol based antifreeze specifically aimed at historic vehicles.

It does remain a rather confused picture, but the important facts to remember for historic vehicle owners are: use only Inorganic Additive Technology (IAT) products according to the manufacturers' instructions and take great care with any liquid containing ethylene glycol.

EVENT AUTHORISATION

Some clubs have questioned whether or not their events need to have formal authorisation.

No one will be surprised to learn that many factors need to be considered before an answer can be given. Broadly these are: whether the event uses the public highway or private land; whether or not there is any element of competition; and whether or not the organising body is a member of the Motor Sports Association (cars) or Auto-Cycle Union (motorcycles).

A. Events that take place on the public highway

If any part of an event takes place on the public highway, it is subject to the provisions of the Motor Vehicle (Competitions and Trials) Regulations of 1969 (Statutory Instrument 1969/414 as amended). These regulations appoint the Royal Automobile Club Motor Sports Association (MSA) as the body responsible for authorising events taking place on the road in England and Wales, with the Royal Scottish Automobile Club carrying similar responsibilities in Scotland.

For motorcycle clubs the equivalent authorising body is the Auto-Cycle Union (ACU) and Scottish Auto-Cycle Union (SACU). Regular readers of this newsletter will know that different rules apply in Northern Ireland where requirements for 'parades' also apply to motor events.

The following article applies to car clubs: for more information on motorcycle events, where the authorisation process is slightly different, the ACU website is www.acu.org.uk and the SACU can be found at www.sacu.co.uk.

In general, SI 1969/414 requires organisers to obtain authorisation for the routes they propose to use, but it does allow for the following types of event to be authorised automatically:

1. those with twelve or fewer participating vehicles;
2. those which have no element of competition associated with them and which thus have no performance testing (i.e. timed sections) and no fixed route (other than common starting and finishing points); or
3. road safety events.

If an event falls outside those categories, then route authorisation is required. Applications may be made no more than six, but not less than two, months in advance.

However, even if authorisation may be automatic, the obligation on organisers of events to ensure that what they plan is not going to cause problems for the public remains, and to that end, organisers of events that have a fixed route (such as a treasure hunt) are advised at least to make contact with the relevant Route Liaison Officer (RLO) in order to minimise the risk of clashing with other events or exacerbating existing problems.

Route Liaison Officers are appointed by MSA to monitor motor sporting activity within their area and advise organisers where their planned route may cause clashes, public nuisance or other problems.

It is a requirement that any MSA Recognised Club must clear the route for any events which use the public highway (including single venue stage rallies) with the relevant RLO, whether or not there is a requirement for formal route authorisation under the law.

RLOs are listed in the MSA Competitors' and Officials' Yearbook at Appendix 8(c).

Non MSA clubs organising purely social events are welcome to contact RLOs and as a courtesy should always contact the local police in advance of an event taking place on public roads.

B. Events taking place entirely on private land

The Motor Vehicles (Off Road Events) Regulations of 1995 (SI 1995/1371) (as amended) lists bodies that are appointed to authorise off-road events. The list includes the Motor Sports Association, the Auto-Cycle Union and the National Traction Engine Trust.

Although there is nothing in law that requires the organiser of an event taking place entirely on private land to obtain authorisation from anyone other than the landowner, the wise organiser looks beyond that and considers wider implications, such as risk to public and participants; health and safety considerations; insurance and other such matters. Since these bodies have well tried and tested codes of practice that applicants must agree to, seeking authorisation is a practical and sensible way of maintaining administrative and organisational standards.

It is worth understanding why these regulations exist when there is no compulsion to seek authorisation. In the 1990s, changes to the Road Traffic Act extended various offences such as careless and dangerous driving so that they applied on private ground to which the public has access just as they do on the public highway.

An unintended consequence was that, for instance, doing handbrake turns in an autotest meeting on private ground could render the participant liable to a charge of dangerous driving because the ground was open to the public for that occasion.

In order not to stop entry-level motor sport dead, the government introduced the off road event regulations to remove the possibility of careless or dangerous driving charges under the conditions set out in those regulations.

Thus it is clearly in the interests of a club organising an event during which participants are expected to drive, either by way of demonstration or competition, to obtain sanction from one of the authorising bodies.

C. Clubs that subscribe to the Motor Sports Association

In subscribing to the MSA, clubs agree to be bound by the MSA's Regulations which are in addition to any legal obligations.

The requirement for a Recognised Club to clear routes with the appropriate RLO (see A above) is an example.

Regulation D4.1 states that no event may take place unless the MSA has granted its approval by the issue of an organising permit unless the event is of a type that has been exempted from the regulations, in which case a Certificate of Exemption should be obtained.

This leads to the obvious question: what is an event? The MSA considers any (motoring) activity organised by a club for its members and advertised through whatever medium that club uses to publicise its activities as an event.

Such an activity places a liability on the organisers and that activity should, therefore, have approval from the MSA. A benefit is that in granting approval (whether by permit, or Certificate of Exemption) MSA provides public liability insurance cover up to £30 million under the MSA Master Policies arrangement.

The low-key events that fall outside the scope of the MSA's Regulations include events such as Touring Assemblies; Road Safety Events; Processions for Historic or Charitable Purposes; Veteran Rallies or Runs; Gymkhanas; Treasure Hunts; and Concours d'Elegance.

Certificates of Exemption for such events now cost £19 which covers the cost of the administration and the premium for the public liability insurance. The organisers are under an obligation to collect and record details of participants

These Certificates, which should not be confused with route authorisations described in A, above, used to be free. The introduction of a charge has caused some organisers to question whether their activity requires one.

The answer is that the law does not require them to have one, even if it requires them to have route authorisation, but failure by an MSA Recognised Club to obtain one could mean they are (at least technically) in breach of their agreement with MSA and thus at risk of being expelled.

FBHVC has received representations from some member clubs that are also MSA Recognised Clubs who consider the MSA requirement to obtain a Certificate of Exemption (and all the clerical work recording insurance details that involves) excessive for what are purely social events, many of which take place entirely on private land.

As a result of these representations, the secretary and the chairman met Simon Fowler at MSA recently, and are pleased to report that MSA accepts that for small touring assemblies and purely social events the Certificate of Exemption conditions may still appear too onerous and have agreed to look again at the definition of a touring assembly and any small social event that does not have a set route and does not involve marshals and controls, avoids single track roads and sensitive areas. The exact definition of this 'social run' type of event is still to be decided and the FBHVC will keep members informed of progress with these negotiations.

Further details

There is a great deal more information on the MSA website: www.msauk.org and the staff at Colnbrook are also happy to take calls from member and non-member clubs alike to clarify any matters relating to event organisation.

By Traction into the 60s.....

In *Floating Power* Volume 34 issue 1 (Jan/Feb 2010) I wrote about our old Big Fifteen in the Fifties, mainly on engine matters. Over some seven years we seem to have got away with little more than routine servicing on suspension, gearbox and brakes. "Got brakes like a bus!" one garage man commented.

A Peugeot-owning colleague used to spray used engine oil into his structural box members to counter the inside-out rusting problem with early monocoque cars. I didn't think of that one and did have rust coming through under the driver's door.

This, and some under-body rusting, (to be expected in pre-underseal days) was a factor in my decision to change.

Traction Autre-chose

Following up a lead on a one-owner replacement of some 24000 miles, I trained down to Worthing in Jan 1960 and drove back with:

OPX 195
Citroën Light Fifteen
Chassis No. 9/530427 Engine No. AB 15819
First Registered 10 June 1953

The reduced size detracted somewhat from the elegant lines of the old Big 15 I thought but due to her better condition my logs dealt less with servicing and more with running. Longer trips, apart from holidays, were mainly our regular visits from Farnborough to the Bradford area.

I didn't think it worthwhile using the M1 until it reached the Crick junction. The old A1 was seldom used because of the dire urban drag to get to Watford.

We mainly made our way up through the Midlands but a summer alternative was through Derbyshire to cross the Pennines by the awkward climb to Holme Moss and Holmfirth (now Last of the Summer Wine Country). It surprised me that the mileages differed by little more than one mile.

The summer route was the scenic one but on those roads we were liable to be reduced to a slow crawl behind heavies such as cement industry wagons grinding up the long steep hills in the Buxton area.

It was there, on hot sunny days, that I suffered my only two cases of vapour lock, once on each car.

David Boyd's letter in the Jan/Feb issue of *Floating Power* deals pretty comprehensively with vapour lock and other fuel supply-line problems. Yes, I changed the rubber elbow at the tank outlet, replaced other flexible pipes with plastic and cleaned filters but had not been warned about the bleed hole in the filler cap.

I stripped and cleaned the pump using the service kit, but it gave me another problem; recurrent weeping at the dome joint. I found that the securing-screw hole was only tapped part way and was partially stripped, so I tapped to full depth and fitted a longer screw.

David's repeated stalling problem due to the rubber pump-to-carb connection brings to mind an odd case I heard of, caused by garden rubbish in the tank. In this case - randomly - a leaf would get sucked against the petrol intake, only to be released when the engine died. An act of willful hooliganism I suspect - all too easy before locking petrol caps.

Early on I had noticed a slight weep of fuel around the tank drain plug. I had the tank off later and found considerable internal corrosion in the area, which I suspected (but could never confirm) might be electrolytic in origin, associated with the mixture of metals there, the positive chassis-return wiring system and the electric fuel-gauge unit. After cleaning everything up as best I could I stuck on a glass-fibre patch which lasted two and a half years before leaking recurred. I found that the patch had lifted so I fitted a new tank.

Early on I stripped and cleaned the carb but according to my logbook It seems that I didn't get on well with Solex carbs on either car because, although I recorded no particular faults with this one, I turned it in as part payment for a factory reconditioned unit.

When I took over the car the tyres had rather irregular wear, probably due to being run somewhat under-inflated. I fitted a pair of 155 x 400 tubed Michelin Xs at the rear as instructed by the makers and followed up later with a couple at the front. Returning solo from Yorkshire one day, I was having my snack in a lay-by when I was joined by a police Jaguar. No problem; the driver just came over for a chat about the car and how I liked the Xs!

The Solex and replacement front Michelin Xs were fitted in preparation for our first French trip in 1961, along with a precautionary decoke, new valves and springs.

To start the holiday we boarded a ferry to Boulogne and then took the night car sleeper to Lyon. French railways were encouraging children with generous discounts so our third actually went free.

During the loading of the cars onto the double-deck rail wagons an opulent looking Rolls, the rear compartment loaded with luggage (as was the boot no doubt), was found to be over height. Not to be defeated French Railway staff took over responsibility for loading the car and, by half deflating the tyres and placing a couple of men crouched on the rear bumper, just managed to squeeze the car under the upper deck supports.

So we had an easy run to our first base at Grenoble, from



LT - our second Traction, L15 OPX 195
LC - preparing for the holiday in France
LB - entraining at Boulogne
RT - at 1047m on Col de Chaudière, Drôme
RB - in the 100m deep Gorges de Gas, Drôme



where we toured the fantastic routes and stunning scenery of the Vercors and other surrounding areas.

Leaving Grenoble we headed west for Albi. France is big and it is all too easy to underestimate journey times. To avoid traversing the Massif Central and

to find faster roads we went well south, crossing the Rhône to the singularly quiet little town of Pont St Esprit where we called at a hotel as the only obvious place for something to eat.

..... continued on page 30

section scene



A set of TOC tools is available at this location



Eastern Section

Next meeting - 6th June at 12.00 noon - social get together at Felsham (traditional) Fete, IP30 OPP. Felsham is roughly mid between Stowmarket and Bury St Edmunds Suffolk. We will be joining the East of England section of the CCC who will be bringing an interesting mix of cars. For further information please call me on the number below

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 25th May please contact Peter or Sue.

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

Mid Shires Section

The next events for the Mid Shires Section will be:

Sunday 6th June - a trip to the Beale Park Boat and Classic car show (4th-6th June). Beale Park is near Pangbourne, between Oxford and Reading, and full details can be found at www.bealeparkboatshow.co.uk This is a lovely day out looking at Classic cars and classic boats (and modern boats) in and out of the water. There are lots of attractions and food stations (although we took a picnic last year).

Saturday 11th September - The Henley Show This is a full blooded agricultural show with a huge classic car display and is a great day out for all the family. It is held between Henley on Thames and Marlow, and details can be found at www.thehenleyshow.com.

For more details on what is planned for the above two events please contact me.

Nick & Joy Thorne
012967 38833
nick.g.thorne@btinternet.com

Peak Section

Our next meeting is Sunday June 6th – as yet nothing is planned but we can guarantee it will be a midday meeting involving food and drink.

We will email out details nearer the time – if you want to be on our mailing list then please get in touch.

August – meeting cancelled due to Annual Rally

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

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.stoneywood@btinternet.com.</p>
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Frank Grant
01339 742272
frankgrant@btinternet.com

On 18th April twenty Members of the Surrey, Hampshire & Sussex borders section, with seven Tractions, travelled in convoy from Surrey through Hampshire to the rural village of Hambledon for a picnic and boules match at the farm belonging to TOC Members Margaret & Michael Rolfe.

The weather was perfect for a country drive, with the daffodils, primroses, and other Spring flowers in profusion.

Thanks to Margaret & Michael for their hospitality.



Surrey, Hampshire & Sussex Borders Section

16th May	Visit the Bill Targett Memorial Steam and Vintage Rally at Matterley Farm, Arlesford Road (A31) near Winchester.
20th June	Convoy to West Dean Estate and Agricultural College (see web www.westdene.org.uk). Leave The Fairmile at 10.30a.m. My mobile if you make your own way there is 07790530383 so we can meet you there.
18th July	Leave The Fairmile 11a.m. for lunch or BBQ at Elstead Mill, Elstead Village, Surrey. Elstead is South of Guildford off the A3. (I will need to know if you are coming).
15th Aug	Convoy from The Fairmile, Cobham at 10.30a.m. to drive to Michelham Priory, Upper Dicker, Hailsham, Sussex. BN27 3QS.
19th Sept	Meet at the Rural Life Centre, Tilford, Surrey (nr Farnham) to join The Surrey Classic Vehicle Club.
17th Oct	Hogs Back Brewery near Farnham, Surrey. This visit again has to be by booking only so please let me know if you are interested.
21st Nov	Meeting at The Fairmile, Cobham, Surrey in The Cedar Room from 12noon onwards.
19th Dec	Christmas lunch. Our tried and tested venue The Malting House at The Barley Mow, West Horsley, Surrey, Booking only through Helen. Members who usually come will have menus and booking forms sent out as usual, anyone else who might like to come please contact me. (places are limited)

If you are interested in any of our events you can contact Helen on 0208 330721. We look forward to seeing members, friends and family during 2010.

Helen Shelley
0208 330 7216 or mobile 077 905 383

West of England Section

27th June	Possibly a visit to Lacock. This is Glastonbury weekend, so it will probably pour down!
25th 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.
29th Aug (ish)	Possibly a visit to Wroughton. Mike, the local vicar is finding out when the open days are.
26th Sept	Possibly a visit down south to meet up with Walford & co, lunch followed by gardens or cars.
31st Oct	Possibly something else.
23rd 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! For details please contact us.

Pip pip

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

Hi John,

I was surprised to read yet again in *Floating Power - President's Ponderings* - advice to leave out the water distribution tube from a Traction cylinder head. The designers put it there for a reason and water under pressure (coming out of the 4 holes) is cooler than the water going in.

The water tube is essential for the cooling of the engine as it distributes the water coming from the water pump, through the four holes, down over the four cylinders. I have spoken to a few people who repair Tractions as their business (both in the UK and Europe) and their advice is - never leave it out.

You may not want to print this bit but does David Boyd intend to recompense an owner who takes his advice?

I also had what I would call unusual overheating problems with my 1949 Légère. It would be OK for a while but sometimes would cut out after about 25 - 30 miles of continuous driving (mainly in town). The car would lose power and stop and would not restart for maybe 15 to 20 minutes (overheated) but no water loss.

What this turned out to be was a lot of rusty crud in the top of the radiator which was not visible by looking through the filler cap. One day I did notice a piece and using one of those tools with a magnet on the end I fished around in the top of the radiator and pulled out a lot of rusty bits.

This cured the problem but I did replace the radiator anyway. I bought one of the new ones from Europe. The only disappointment with these is that the Traction radiator cap cannot be used - the thread is different. They come with a sort of plastic cap which at first I thought was just a protection for shipping. They do not come with a rubber gasket which of course is essential.

Best wishes

Den Hewitt

Fred Annalls and I had several chats about water tubes many years ago and we both agreed they were a waste of time. The theory is great but sometimes they don't always work out in practice.

The holes in these tubes are not large and in time they will certainly clog up with matter from both the Radiator and from inside the block and head. Its only a matter of time. So why bother.

I and many others can only speak from experience and the quicker the flow of water through the head the better.. The roadster has seen some very high temperatures in the South of France and has never risen above Normal water temperature on the gauge.

Speak as you find I say!!

PS Should I take out PUBLIC Liability Insurance do you think ????????

David Boyd

[For what it's worth the new engine in our 1954 Normale does not have a water distribution tube in the cylinder head and we had absolutely no overheating problems on our trip to the ICCCR in Rome in temperatures at the top end of the 30s C.

What experiences do other Members have?

By the way David there is a clear disclaimer in every edition of the magazine stating that opinions expressed by contributors are not necessarily those of *Floating Power* or the TOC and that none of the TOC, its officers or members is responsible for the results of following contributors' advice - so arguably you should be OK without the insurance. JB}

Dear Traction Avant Friends:

Before leaving for Israel, West Bank, and Jordan I had posted a note to TA-Yahoo seeking Traction Avant owners in the region but got no info..

So imagine my surprise while walking back from lunch in Tel Aviv this afternoon through the old city just north of Yaffa, when in the shop window of an antiques and gifts store, I saw a familiar grill peering out from the window, as shown below. Went inside and found the car filled with antiques for sale, pillows for sale in the boot, and other silver and such piled on top of it. Quite the shock. Apparently the car is actually a running used car that he keeps in his shop as an attention getter when not otherwise using it, which he does drive regularly. He had it shipped from France by a friend who told him it was a 1946 (clearly it was a post 52 big boot Légère) but otherwise in quite nice condition with a non-authentic beige vinyl interior but overall well painted and good interior.

So if you are ever in Tel Aviv, go by to RUBI ISRAELI shop in the Neve Tsedek section of town.. To contact him, email gavrieltelaviv@gmail.com or call 03-5103884

Mark Gluck



Have you ever seen one of these?

The following, which appears to be an "emergency" fuel can shaped in the style of a french wheel cover, recently sold on ebay for 151 euros (plus 17 euros postage).

According to the given description it is designed to replace the spare wheel cover on the back of a small boot car - and that does look feasible.

The blurb also suggests it will fit into the spare wheel in a big boot model - but I can't see that myself.

Mick Popka



Postscript to Tractioning into the 60's article

Dear John

Clearing up my papers, photos etc. I thought it might be a good idea to send you a tally of my emails, in case anything else had gone "astray".

- My text.
- Our second Traction (PDF)
- Ditto in JPEG format as I was doubtful about my PDF efforts
- Preparing for France (PDF)
- Entraining (PDF)
- Col de la Chaudière (PDF)
- Gorges des Gas (PDF)

It's been an interesting but time-consuming exercise! I have wondered why I let myself be dragged into it but it has provided an education in word and picture processing (and trouble shooting).

But the more one finds out the more one uncovers still to be learnt - so I've decided that I am not qualified to volunteer to relieve you of your job. Sorry John.

And that I think is it!!!!

Stan Gray

Hi John.

Caught on Camera - *Floating Power*

I've had a word with the person concerned - he has put his hands up and said "it was that Toyota throttle pedal I fitted last year that caused the problem".

Regards

Den Hewitt

Good Evening John,

This weekend (March 28th 2010) was the VSCC Light Car and Edwardian Section Welsh Rally and Trial.

The route passed through the village of Clyro near Hay-on-Wye where the Ashbrook Garage is run by John Reese, a great Citroën enthusiast.

John has a couple of late 1920's C4 cars, a LHD saloon and a Slough-built RHD four seater tourer. He also has a small motoring bookshop on the premises.

He is a nice chap and welcomes visits from all motoring enthusiasts, but of course Citroën people in particular.

On the wall of his garage he has this sign (opposite)



and he and I would like to know where the sign would have been used.

I surmised that it was a dealer or agents sign.... am I correct?

regards

Mike Tebbett

[If anyone can help Mike regarding the origin and use of this sign please let me know. Thanks. JB]

Dear John,

Following the last issue of *Floating Power* the attached photograph of Pierre Terrasson and myself, taken by a gentleman called Bengt Dieden in Paris early in 2002, may be of interest to your readers.

David Conway

International Liaison, Citroën Car Club



The Vintage Sports Car Club, Light Car and Edwardian Section's Welsh Rally, March 2010.

Georgina Kynaston in her 1921 5cv - a very original car - and one that is used in earnest!!!!!!

photographs : Mike Tebbett



TOCtech - issue 52

TOCtech forum

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

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OX7 5NA
01608 643065
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Wheel Bearings

From time to time I have heard complaints about the quality of wheel bearings because of their failure after a short time.

Citroën changed the width of the outer front wheel bearings from 17mm. to 19mm. in the early 1950s (see photograph 1, and also note the result of trying to tap the bearing out rather than use the correct tool).

If the narrower 17mm. bearing is replaced with a 19mm. wide one it is essential to reduce the width of the spacer between the bearings (see photograph 2 overleaf) by 2mm.

If this is not done, the wider bearing will protrude too far (see photograph 3). The consequence will be that when the drum is refitted it will press very hard on the centre part of the bearing, imposing a huge sideways load, which will ruin it in a short while, (see photograph 4).

A further consequence is that the taper of the driveshaft and drum will not seat properly leaving the drive to the drum and wheel solely to the woodruff key.

On a Légère or Light 15 the woodruff key can last for a few hundred miles, but in the process the taper of the drum and drive-shaft will be wrecked, along with the bearing.

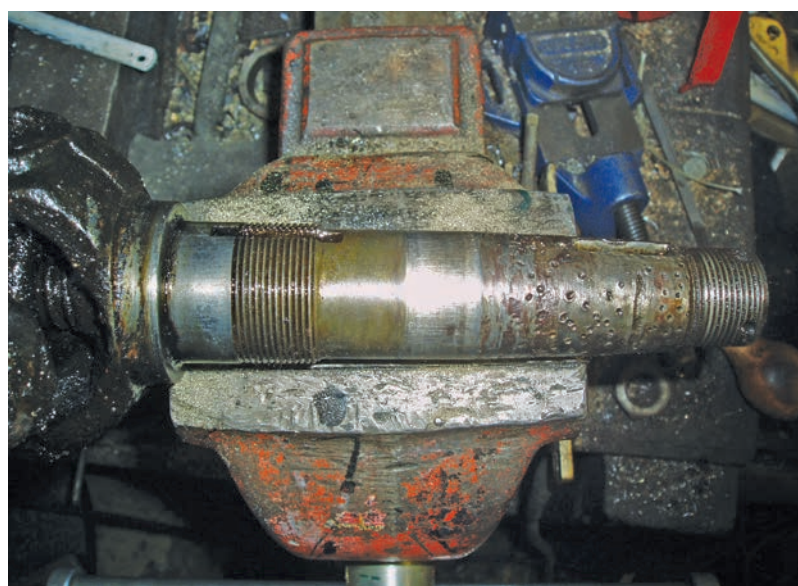
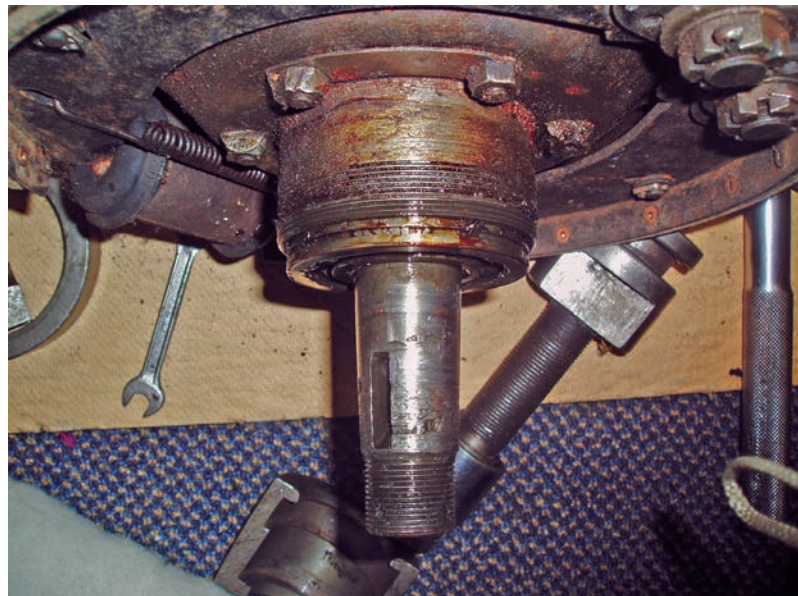
Developing the 'how-not-to-do-it' theme, when undoing or doing up the castellated nut that retains the outer bearing it is not necessary to bludgeon it with a heavy hammer and blunt drift, nor to grease the taper before fitting the drum.

If the taper is damaged a very short term remedy (but only a short term remedy) is to raise a series of 'dinks' with a centre punch (see photographs 5 and 6).



photograph 1 - pre 1950 (left) and post 1950 (right) outer front wheel bearing

TOCtech forum continued



TL : photograph 2 - it is essential to reduce the width of the spacer between the bearings by 2mm.
TR : photograph 3 - protruding bearing because the width of the spacer has not been reduced
CL : photograph 4 - drum taper damaged through use with incorrectly fitted wheel bearings
CR : photograph 5 - temporary remedy is to raise a series of 'dinks' on the driveshaft
BR : photograph 6 - 'dinked' driveshaft ready to refit damaged drum taper as a temporary repair

Accelerator problems

In recent months there have been stories of certain Japanese cars accelerating unexpectedly - causing some consternation to their unhappy drivers.

Personally, I can recall a broken accelerator return spring causing my Morris Minor Traveller to - ahem - surge forwards alarmingly.

Could something similar happen to a Traction?

According to reader Simon Crew, it could - his email and picture follows below:

"I recently suffered unexpected acceleration in my 1955 Normale. It was a bit intermittent and after a while it seemed to cure itself.

My assumption was that the accelerator linkage had been bent while I was heaving the battery in and out and I made a mental note to look at it properly one day when it wasn't raining too hard.

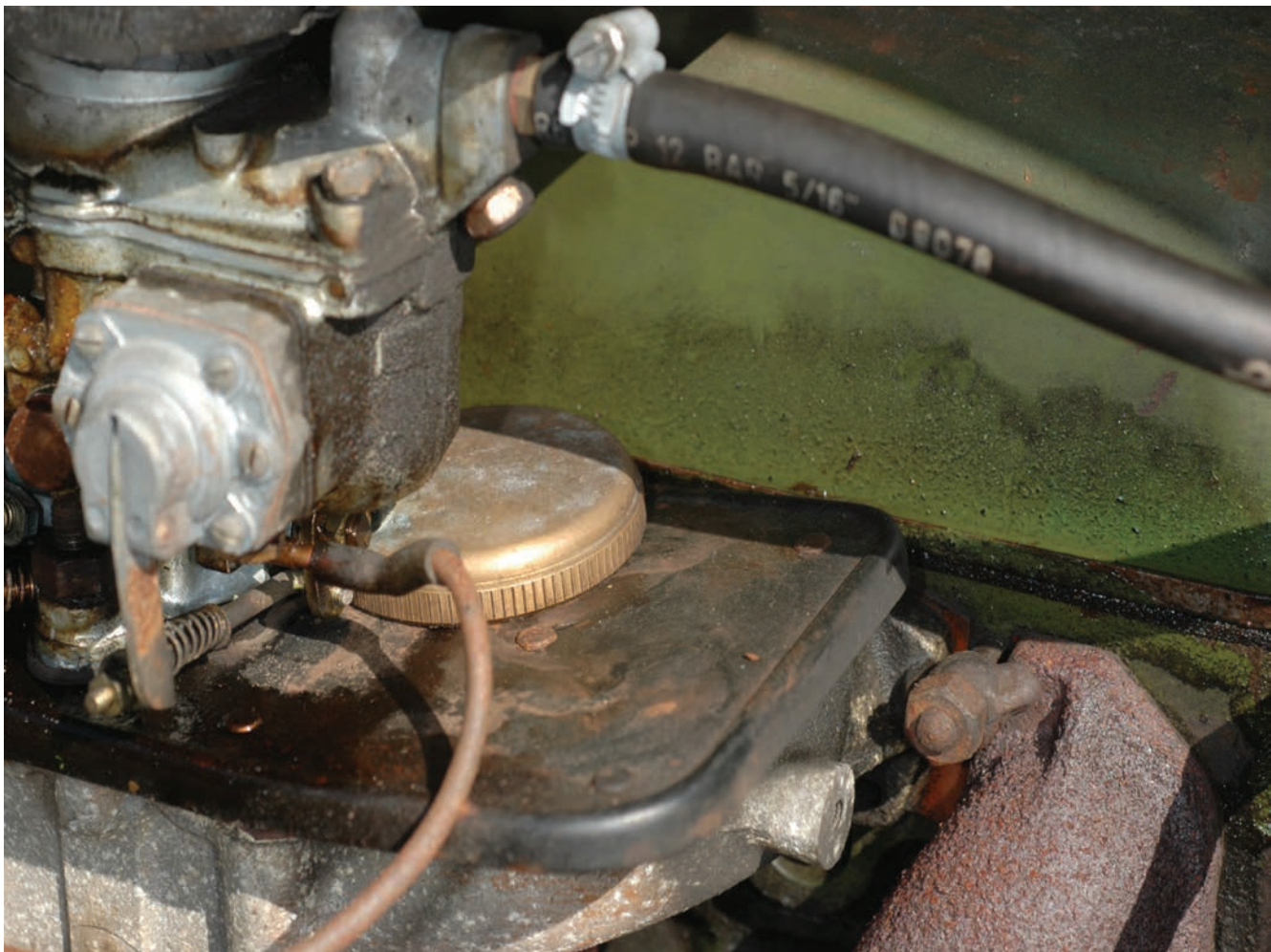
Anyway, I thought, if it were serious Citroën would surely have issued a recall.

Things came to a head whilst I was parking outside the rather posh Royal Castle Hotel in Dartmouth.

With the engine racing on full revs I had to resort to blipping the engine on and off - like you would a Sopwith Camel - as I headed for the bonnet whilst politely chatted with the onlookers ("My Uncle Charley used to have one of these old Rileys...") to be greeted by the sight in photograph 7 (below).

So that's why there was no recall from Citroën then !!!

Simon Crew



photograph 7 -what Simon found when he opened the bonnet!!!!

TOC Member Mike Bigland shares some of his Traction technical experiences

Distributor Issues.

I experienced an intermittent misfire, which evaded all the usual checks and diagnostic procedures. I eventually found the following problem, which seemed so simple but avoidable.

The Ducelier distributor has a side mounted cylindrical condenser, which has a loose bracket. The bracket acts as a clamp (and earth) and the body of the condenser is therefore free to rise and fall if the clamp screw is not sufficiently tight. The condenser output terminal is a pin at the lower end and is un-insulated for a short length until it joins the integral cable (which is insulated).

The fault was that the clamp had lost some of its compression and the body of the condenser had slowly vibrated down. This allowed the un-insulated pin to come very close to the advance/retard mechanism when in certain positions. Actually the screw clamp for the cable was about 3.00mm away when advanced, and the spark from the points was diverted (jumping) to earth instead of via the condenser. Putting an insulated sleeve on the pin and relocating the condenser higher up cured the problem.

On the same distributor there is a tendency for oil to work it's way up from the cylinder block, which makes the engine messy. I therefore located a small section "o ring" in the depression, part way along the shank of the distributor, which has controlled the leakage and keeps the engine clean.

Engine Temperature

In my opinion the normal Traction engine runs too cool to provide complete efficient combustion. When in France during the 2003 heat-wave we motored in temperatures of 34 deg C without any problems or water loss. I have therefore manufactured a thermostat housing that fits in the top hose. I have provided a bleed tube to return to the block and will install a restrictor to control flow, before the valve opens. I will report back after the summer when I will be conducting trials of both thermostat temperature rating and restrictor size.

Carburettor Issues

I understood that due to its inherent design my locking fuel cap was vented and in over 10,000 km of driving I never had a problem (although I rarely filled the tank more than 80% full). Last summer however, when driving through Marlborough, the car died and I coasted to a halt on double yellow lines at the exit of a busy island. I had fully filled the tank about 120 miles before and I soon diagnosed that the problem was a 'vacuumed tank'. I released the cap with a 'whoosh' and primed the pump before driving on for half a mile before the engine died again. I had a look at the fuel tank cap seal and over time it had become compressed and closed the gap. After restarting the engine again the same thing happened again. This time, after stripping the carburettor, I found that when the car had run dry of fuel the brass float had dropped to the bottom of the chamber where had 'kicked over' and become trapped. After releasing the float, I re-primed the carb again and off we went - problem solved.

Acceleration problems

Occasionally my engine (which normally runs quite smoothly) displays hesitancy at certain cruising speeds. I have tried re-jetting the carburettor, as well as experimenting with ignition timing etc. on a rolling road. The symptoms are quite variable but the engine always runs much more smoothly in cold weather. I have acquired a small valve which fits in the vacuum pipe and is design to buffer the vacuum signal. I will report back soon, now that the salt has left the roads, whether this has any noticeable effect.

Club Tools



Specification:

Capacity ... 1 tonne (1000kg)
4 Positions ... @ 250kg; 500kg; 750kg; 1000kg
Frame height ... 1300mm
Frame length ... 1260mm
Frame width ... 950mm
Width of inside frame ... 750mm
Dist. between ctr. of rear wheels ... 600mm
Weight (approx.) ... 82kg



Top - The engine crane kindly donated to the TOC by Hazel Shinebroome. Bottom - One of the tool sets held by some area co-ordinators.

Tools may be hired by any TOC member on payment of a small (refundable) deposit. The locations of the sets of tools owned by the Club are shown on page 12.

The Making of Monsieur Bibendum

The third 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 3 - Monsieur Bibendum arrives in Great Britain..

By the end of 1906, some fifteen years after the very first Michelin tyres had been imported into the UK, the French firm's British subsidiary, the Michelin Tyre Company Ltd, had outgrown its first London offices and depot, located at 49/50 Sussex Place, South Kensington, SW3. The staff now numbered forty-five, compared with the seventeen employed at the time of the company's formal incorporation in May 1905, and it was evident that much larger, more ambitious premises would soon be required to serve as its headquarters and distribution centre.

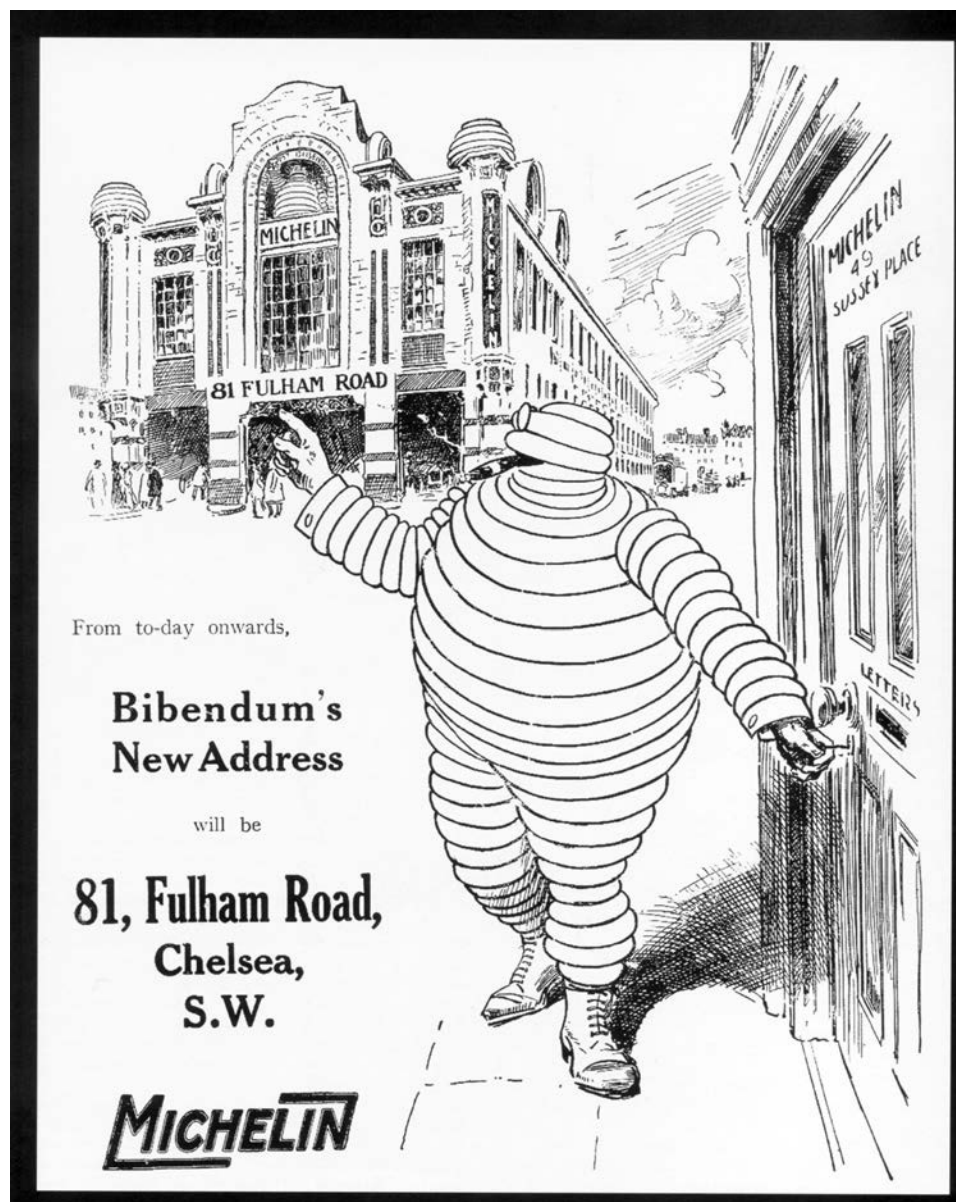
It appears that the Michelin brothers decided at the outset that they would prefer to design and build a completely new headquarters building which they would own outright, rather than to continue making do with rented accommodation, so a search began for a suitable site. A number of different London locations were investigated, including Broad Street, Shaftesbury

Avenue and Vauxhall Bridge Road. Indeed, plans for a two-story building to be erected at the latter address, drawn up by Michelin's architectural department at Clermont Ferrand in 1906, still survive in the company's archives.

These drawings were never submitted to the London County Council for planning permission, however, because the project was abandoned when, in June 1909, the site on which the new Michelin building was eventually erected became available. This, of course, was the large plot of

land in Chelsea bounded by the Fulham Road, Sloane Avenue, Lucan Place and Ixworth Place, today a fashionable shopping and residential location known as Brompton Cross but which was then a purely commercial district. Never the less, it offered all the advantages that the Michelin brothers were looking for - a place that would be prominent, prestigious, spacious and easily accessible to both passing customers and the large fleet of delivery vans needed to distribute all over Britain the huge quantities

of tyres that had to be stocked on the premises. Here, automobile owners would be able to have their tyres checked, changed or repaired as well as to purchase all the other many motoring items and accessories that the Michelins intended to offer them, including the famous range of maps and guides which were to be published in



English later, from 1911 onwards.

The first set of plans for the Fulham Road site were drawn up in France in August 1909, but these were not adopted. Instead, a much larger, grander and far more imaginative scheme, dating from October 1909, was chosen. The architect was Francois Espinasse, born at Vic-le-Comte deep in the Auvergne region about fifty miles from Clermont Ferrand, in August 1880. Espinasse had joined Michelin's Service Batiments or Construction Department in 1906. The Department was an important part of the Michelin organisation since the company's rapid expansion had required substantial building work, not only to provide sufficient factory buildings but also to construct the subsidised residential accommodation needed to house the many employees who were recruited from all over France, there being a general shortage of labour in the area.

Espinasse continued to be employed by the Michelins until his early death at the age of 44, in May 1925. Although he was normally resident in Clermont Ferrand he spent some time in Paris in 1908 (where he was responsible for the design and construction of the company's headquarters at 97 boulevard Pereire) and in London during 1911. Apart from these achievements, very little else is known about his otherwise uneventful career. As he was not a trained and qualified architect, the French Order of Architects have no record of him, and no obituary was ever published in either the French Architectural press or the local Clermont newspaper, le Montagne

This obscurity makes Espinasse's work at South Kensington all the more remarkable, since by common consent his design for Monsieur Bibendum's new London home, Michelin House, was (and remains today) an extraordinarily imaginative and inventive achievement.

Conceived in an uniquely original and individualistic style that anticipated the Art Deco movement of the 1920s, it was a radical departure from contemporary architectural ideas and practices that was never to be copied or repeated anywhere in the world. Among its novel features were the use of glistening white or vividly coloured encaustic tiles for the cladding of the facade and some interior surfaces, the inclusion of thirty-four pictorial panels showing scenes from the Michelin firm's already eventful history (also executed in ceramic tiles) and three enormous stained glass windows on the front elevation depicting Monsieur Bibendum himself in various poses.

Espinasse's original drawings - which have survived in the Michelin archives - indicate that the building was also to have included two spherical cupolas, made from glass and illuminated from within, resting on the turrets located at the corners of the narrow Fulham Road frontage. It was intended that these cupolas would provide a convenient perch for a pair of huge Bibendum figures, but in the event these bizarre but amusing adornments were not included in the final design eventually passed by the town planning office of the London County Council in October 1910.

The opening of Michelin House.

The Michelin Building was completed in little more than a year, and opened on Friday 20th January 1911 by Edward Manville, President of the Society of Motor Manufacturers and Traders, in the presence of Andre Michelin and a host of distinguished guests including the French Ambassador M. Cambon. In his inaugural speech Mr Manville stated that; " In regard to our own particular automobile industry, there is no man who



has done more to render it practicable than M. Michelin. He was the first man to make tyres for automobiles which were sufficiently reliable to enable the use of them on vehicles to progress, and although it is undoubtedly true today that there are many other tyre makers who also make excellent tyres, I think I may truly say that Mr Michelin's tyre has never been surpassed."

Clearly, Espinasse's design received widespread acclaim in the motoring and architectural press. Indeed, its extravagant and audacious visual detailing must have had an enormous impact on spectators, stunning local residents and passers by alike. Nothing remotely like it had ever been seen in the capital before - or since - and it remains a unique landmark in London even today. Its combination of stylish modernity and unabashed opulence must have seemed extremely impressive,

even to those sceptics who were not entirely convinced of the desirability or future prospects of the automobile.

Above all, it served as a permanent expression of les Michelin's vigorous though witty propaganda machine which seized upon every opportunity to publicise the company's brand-name and proclaim the virtues of its products before the eyes and ears of their fast-expanding



motoring and cycling clientele. Certainly, it seems safe to conclude that the artistic brothers, one of them actually a trained architect, would have played a large and influential part in its conception, making innumerable suggestions to guide and inspire Francois Espinasse through every stage of the design process from the first rough sketches through to the final triumphant realisation of his plans

Yet this powerful visual impact concealed the fact that underneath the building's bold exterior there lay an impressively rational and functional structure, well suited to its commercial purpose. Actually, it was the first in London to be built from ferro-concrete, a technique that made possible large unobstructed interior spaces laid out on a semi-open-plan arrangement across all three floors. It also permitted very rapid construction; from start to finish the

building work took only six months.

Apart from the ample office accommodation required for the normal managerial, administrative and clerical functions of the business, generous space for the storage and distribution of tyres all over Great Britain was also provided. An inventory of over 25,000 tyre covers and 30,000 inner tubes was held continually in the basement, where there was also a garage housing and maintaining the firm's large fleet of delivery vans.

Described by *The Motor* as "commodious, well-lit and well-aired, with everything throughout the premises telling its own tale of efficiency," Michelin House also acted as a retail centre where customers could purchase tyres over the counter and, if necessary, have them fitted in a purpose-built bay. Petrol and other motoring sundries and supplies were also available. But an equally important innovation was the opening of a Touring Office where Michelin's new range of maps and guidebooks, recently introduced in English and covering the British Isles as well as France and the Continent, could be obtained or consulted "in quiet and comfort" according to the *The Motor* report. There was even an early example of the telephone kiosk provided solely for the convenience of customers. It all demonstrated the Michelin brother's interest in every aspect of motoring and transport, and exemplified their determination to foster the development of travel by motor car with every means at their disposal.

In 1912, the facilities were substantially expanded by the erection of a three-storey extension located behind the original building and fronting on to Lucan Place and Ixworth Place. Once again the design and construction methods used were unconventional, though not quite as radically innovative and decorative as before. The extension was used primarily for additional storage space though extra offices and a vehicle and tyre repair shop were also included in the scheme, which was designed once again by Francois Espinasse.

Following the opening of Michelin's British tyre factory at Stoke on Trent in 1927, the importance of the Bibendum building as a distribution and administrative centre was reduced; in fact, the UK company's headquarters were transferred entirely to Stoke in 1930. Thereafter, throughout the next six decades the South Kensington establishment served solely as a retail outlet leaving two thirds of the building unoccupied; the surplus space left vacant was let out for use as a furniture warehouse.

In 1972 a comprehensive redevelopment of the site was proposed, involving the demolition of all but the original 1908 building which had already been protected by a Grade II listing in 1969. The intention was that a ten-storey office block would replace the 1912 extension but, fortunately, due to more pressing building requirements elsewhere, which assumed a higher priority in the company's financial plans, the scheme was soon abandoned.

Eventually, in 1985, the building was sold to Terence

Conran and Paul Hamlyn of the Conran Octopus publishing company which after renovating and restoring it as closely as possible to its original design, occupied it as offices until 1996. The Conran Shop and Bibendum Restaurant created there by Terence Conran remain in place today, however.

The Pictorial Tiled Panels at Michelin House.

Perhaps the best-known surviving architectural feature of the Michelin building as it exists today is the series of thirty-four pictorial tile-work panels which decorate the exterior surface of the building and also the walls of the former entrance hall and tyre fitting bay, which nowadays serves as a reception area and oyster bar.

Each rectangular panel is comprised of twenty-four individual glazed ceramic tiles, hand-painted in the Art Nouveau style, and assembled together to form scenes from the early history of cycle and motor racing or other events in which the Michelin firm played an important part.

In reality, these panels are replicas of a similar set originally commissioned for the Michelin firm's Paris headquarters in the boulevard Pereire. Based on a series of drawings executed earlier by the artist Ernest Montant (who in 1904 had produced the famous poster entitled " The Rail Vanquished by Michelin Tyres") they were manufactured in 1910 by the ceramics and glassware specialists Gilardoni Fils & Cie, located in the rue Paradis in Paris.

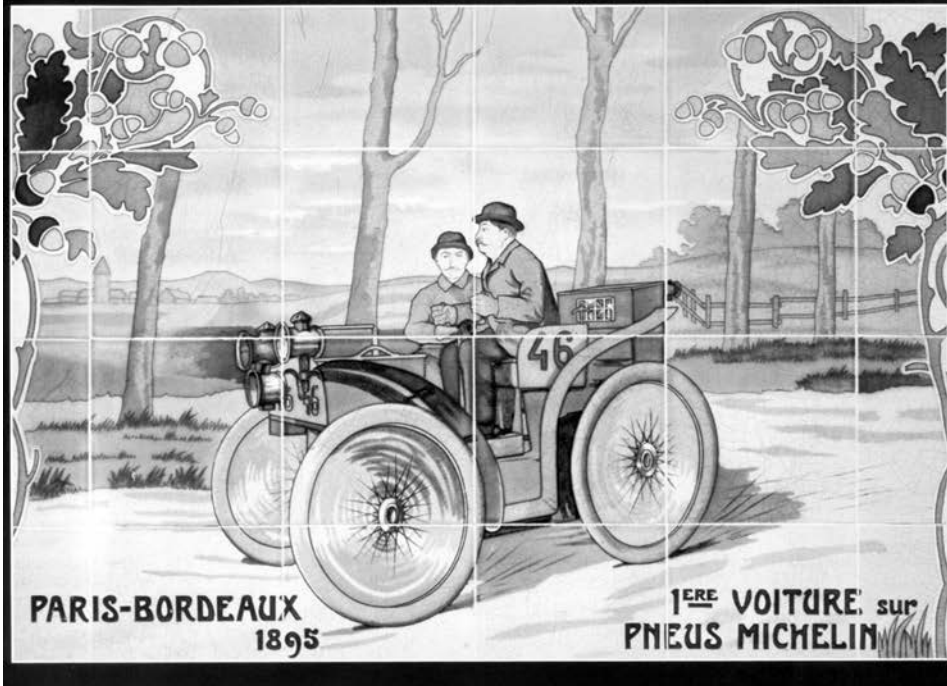
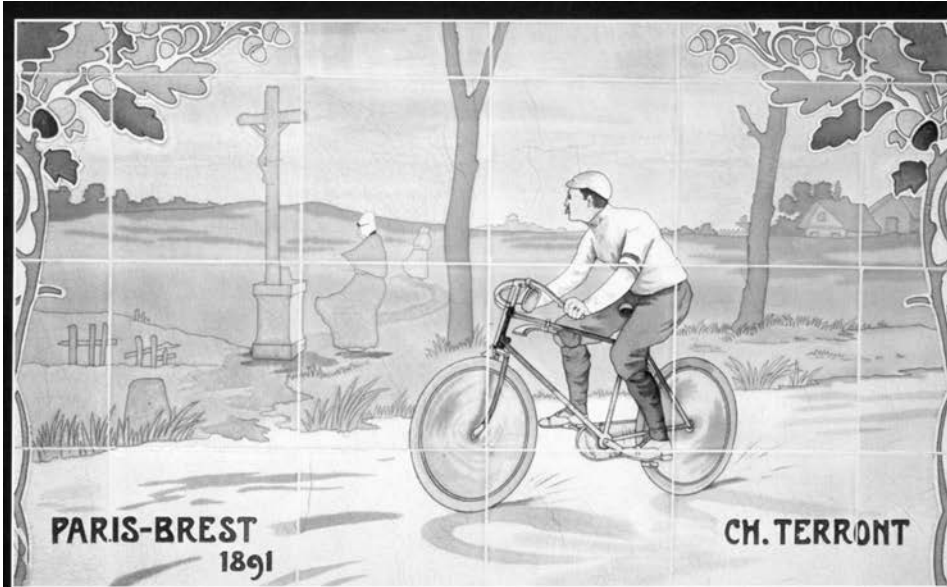
Not unnaturally, the first plaque in the series depicts the

Michelin brothers' first great competition success, when their detachable pneumatic bicycle tyre helped the veteran ace rider Charles Terront to win first prize in the Paris Brest Paris cycling race, held in September 1891. This marathon event, which was organised by the popular Paris daily newspaper le Petit Journal (boasting a circulation of more than a million regular readers) was billed as a trial of strength that would prove the mettle of

both riders and bicycles alike, as the 800 mile round trip had to be covered by the same man on the same machine. No less than 206 entrants crossed the starting line outside le Petit Journal's offices in the rue Lafayette, at 5 am on Sunday the 6th September. They represented at least 59 different makes of cycle and tyres, very few of them pneumatic, but all competing for the commercial recognition and reward that a victory would bring.

The Michelins had realised right from the start that the rigorous test of quality involved in racing would be the ideal way to promote and publicise their

products. But since the favourite among this large field of competitors, Joseph Laval, had already been signed-up by Dunlop, they had to persuade the highly experienced champion rider Terront to postpone his retirement and compete under their banner, riding on a Humber. This was indeed a bold and risky step for the fledgling entrepreneurs to take. Their new detachable tyre had only just been perfected and patented a few weeks previously and stocks were extremely low – perhaps as few as twelve examples..



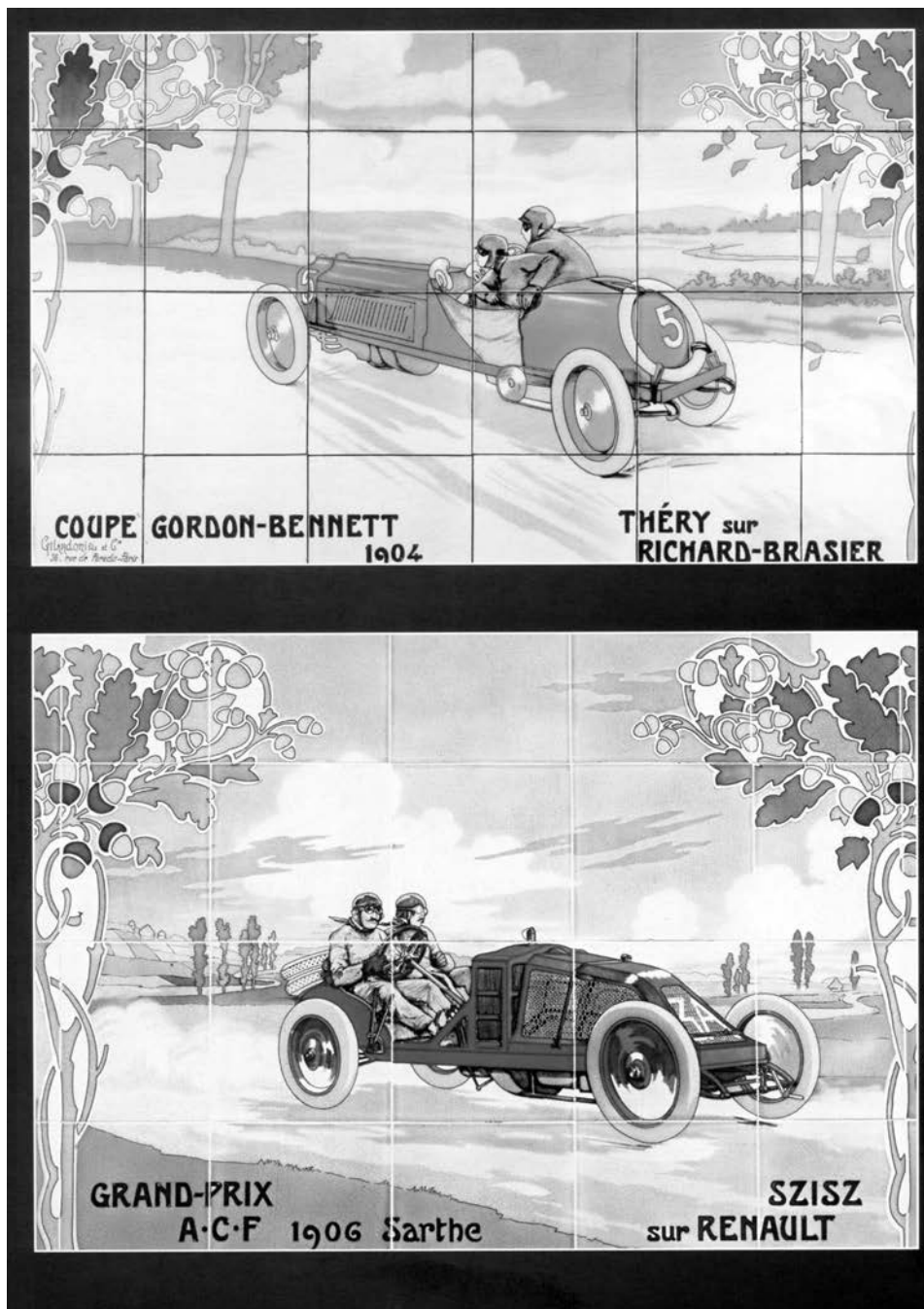
Fortunately, the result exceeded their wildest expectations. When Terront crossed the finishing line on the boulevard Maillot in Paris, at 6.35 am on Wednesday September 9th he had built up a lead of almost nine hours over Laval and the rest of the field, having completed the course non stop in just 71 hours and 18 minutes. In other words, he had cycled for almost three days and nights with scarcely a break, never once pausing for rest or sleep. It was a truly extraordinary achievement of stamina, athleticism and sheer determination.

Of course, Terront had experienced numerous punctures en route, but thanks to the virtues of the Michelin detachable tyre (and the support provided by a mobile team of Michelin mechanics) he had been able to overcome them without suffering serious delays. He later blamed these stoppages on the rusty nails and shards of broken glass which, he believed, had been strewn in his path by saboteurs acting in the pay of his opponents. Doubtless it was this experience which, following the creation of Monsieur Bibendum seven years later, led to the advertising claim that "Bibendum Boit les Obstacles" meaning that Michelin pneumatic tyres could be relied upon to swallow-up any sharp objects or other minor obstructions littering the road ahead without suffering ill-effects,

Naturally, the Michelin brothers lost no time in proclaiming Terront's triumph. In fact, they had even gone so far as to anticipate the victory by printing a leaflet for distribution among the crowds gathered at the finishing line. "The air-filled tyre is and always will be faster than other tyres" it announced, pressing home its point with a humorous anecdote typical of the advertising copy of that era, of which Andre Michelin soon

became a master. "King Louis XVI, on being informed by the Marquis de La Fayette that the Bastille had fallen to the insurgents exclaimed " Good heavens, is this a revolt?" No Sire, the Marquis replied " it is a revolution." To this Andre Michelin had added " In the event that the bicycling public on learning of our new tyre should exclaim " Good heavens, is this an improvement?" we have no hesitation in replying: " No – it is a revolution".

Next, to capitalise on this success and gain further publicity while public interest in their new product was at its height, they immediately organised another race themselves. Announced as the International Michelin Competition, this was held on a course between Paris and Clermont Ferrand at the end of October 1891. The only entry restriction was that all the contestants had to utilise Michelin tyres. But to demonstrate how easy it was to remove and repair these tyres, the Michelines themselves actually scattered nails on the road before the approaching riders, as had



happened to Terront. Sixty one of the seventy three competitors reached their destination, all having suffered at least one flat tyre which they were able to mend quite easily along the way.

The response to the enthusiastic reports that ensued in the cycling press was phenomenal and at first the Clermont factory could scarcely keep up with demand. Yet little by little and by all manner of means, over the following twelve months production was increased substantially. By the end of the following year over

10,000 French cyclists had been able to equip their machines with Michelin pneumatic tyres, to replace the sold rubber tyres or iron bands used previously. The comfort and convenience of the bicycle – and with that the scale of the Michelin company’s prospects and profits – had been transformed beyond belief, just as Edouard Michelin had predicted. In the years 1891 to 1900 sales revenue soared from 460,000 to 6 million francs – and the surplus was re-invested not just in improving production facilities but also in research and development. The next step would be to produce a detachable pneumatic tyre for automobiles.

Consequently, the second of the ceramic tile panels at Michelin House commemorates an event that occurred four years later, when Andre and Edouard took part in the first ever automobile race staged in France. Organised by the aristocratic playboy-entrepreneur, the Comte (later Marquis) de Dion, this was run in June 1895 along a 720 mile course

from Paris to Bordeaux and back again. Driving l’Eclair, a vehicle that they had built themselves, employing a Panhard & Levassor chassis and a Benz engine. the Michelin brothers came last among the nine cars that actually finished the race, there being 23 starters. In French l’Eclair means forked

lightning, but this name was not intended as an allusion to speed. On the contrary it evoked the erratic zig-zag course that the primitive vehicle followed as it travelled along at an average speed of just 12 mph., due to its rudimentary tiller-type steering gear and its lack of a differential.

The l’Eclair failed to complete the course within the 100 hour time limit set by the Comte de Dion. Never-the-less, despite its lack of pace, and the time spent changing its tyres to mend the frequent punctures encountered en-route, the brothers were well satisfied with the result. Doubtless they were also proud to go down in motoring history as the first persons to fit pneumatic tyres to an automobile. Although none of the other competitors (including the winner, Emile Levassor) would agree to try out their prototype product, they had succeeded in demonstrating that this important technical innovation could withstand the heavy demands of motor vehicle use, even along rough unpaved roads.

Clearly, the prospects for the Michelin detachable pneumatic tyre would not depend merely on bicycles and tricycles, which were far less heavily built and carried a much

lighter load than any car. Although there were probably no more than 400 motor vehicles in use throughout the whole of France at that time, already the visionary pair had realised that the future of road transport lay with the automobile. “ In ten years time all vehicles will be fitted with pneumatic tyres – the automobile will never succeed without them ” wrote Andre in his weekly newspaper column, a prediction that aroused a certain scepticism in the light of l’Eclair’s crab-like performance in the race. But as events turned out, a mere five years were sufficient to fulfil his prophesy and by the turn of the century inflatable tyres had become an essential component of the motor car.

Indeed, by February 1896 the first Michelin pneumatic car tyre as tested on l’Eclair had been perfected and put on sale in France, to immediate acclaim, so much so that they were swiftly adopted by the leading manufacturers of the day such as Panhard & Levassor, de Dion & Bouton, Mors and Renault, for use on the cars that these famous firms entered

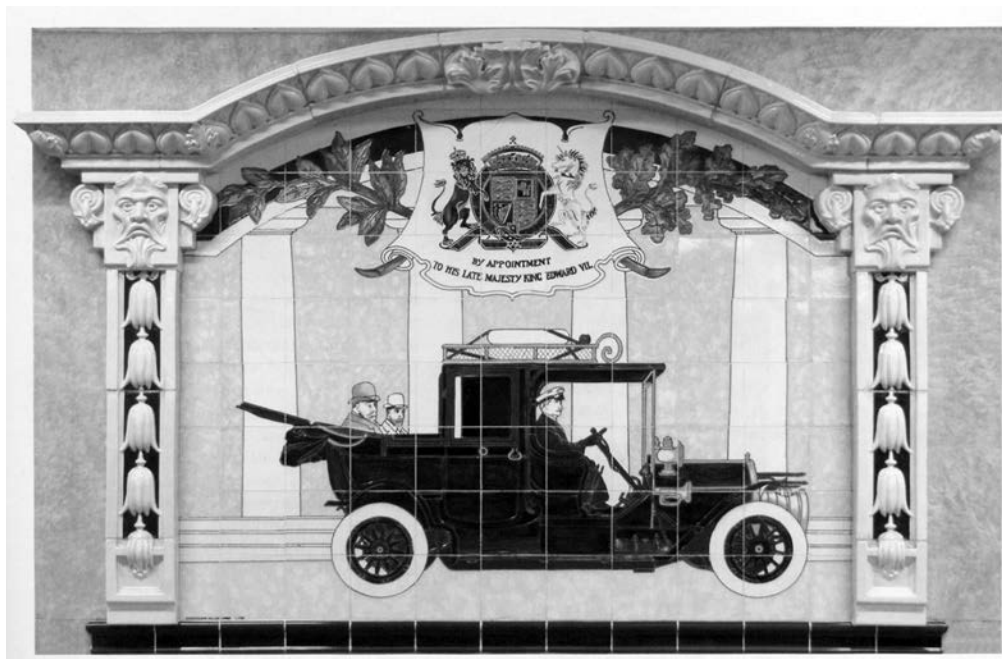
in the long string of great inter-city marathon races that shortly followed the Paris-Bordeaux event.

The first of these was run between Paris and Marseille and back in 1896, followed by others staged between Marseille and Nice in 1897 and between Paris and

Amsterdam in 1898. In 1899, a Tour of France took place, then in 1900 a race from Paris to Toulouse and back. Next, came the series of international long-distance marathons, beginning with the race between Paris and Berlin in 1901 and Paris and Vienna in 1902;. Michelin tyres were a principal factor in the success of the majority of the prize winners.

Most of these events are depicted in the ceramic tiles at Michelin House, as is the very last of these capital-to-capital runs, the ill-fated Paris-Madrid race of 1903. Now known as the Race of Death, this marked the end of an era in early motor racing. Planned to take place in three stages from Versailles to Bordeaux, from Pessac to Vittoria and from Vittoria to Madrid, it began on a Sunday in order to attract the largest possible crowds.

The 275 competing cars set off at one minute intervals to chase each other at speeds of over 65 mph along open unfenced roads thronged with spectators who surged ever closer to the roadway to gain a better view. As each car passed by, the excited crowd parted just wide enough to let it hurtle through before closing up the gap again. Not surprisingly, accidents began to happen as one car crashed



into the next before hurtling out of control into the tightly-packed hordes of bystanders.

By the end of the day, fifteen competing cars had crashed, causing the immediate or subsequent deaths of five drivers and mechanics plus a further four spectators. Among the fatalities was Marcel Renault, brother of Louis Renault, who had won the previous year's race between Paris and Vienna on Michelin tyres.

Thereafter, motor racing in Europe was confined to closed circuit events such as the Gordon Bennett Cup and the various Grand Prix organised by the Automobile Club de France, where dangers to competitors could be minimised and the crowds kept safely behind barriers.

Named after the prize offered by the American newspaper tycoon James Gordon-Bennett, owner of the New York Herald, the 6th and last Gordon Bennett Cup race, held in 1906, was actually organised by the Michelin brothers on behalf of the Automobile Club de France. It was run on an 85 mile long dirt-track circuit laid out through mountainous terrain in the Clermont-Ferrand area and known as the Circuit des Auvergne. This event, which attracted 18 entrants from six countries and over 80,000 spectators, was notable for the first appearance of a completely new type of tyre invented by Michelin and fitted to the winning car, a Darracq.

Called the Semelle, this was, in effect, the world's first non-skid tyre. Unlike the smooth, untreaded surface of other contemporary tyres (including those from Michelin), its circumference was reinforced by a leather band studded with small steel rivets to improve grip and prevent skidding.

To celebrate this victory, the Michelins commissioned O'Gallop to produce another of his Monsieur Bibendum posters showing the pneumatic hero in a kick-boxing pose, revealing the studded soles of his shoes. Entitled "le Coup de Semelle" (the sole scores a big hit), this became one of the most popular of all the Bibendum images and was used time and time again until the mid 1920s. A version in the form of a stained glass window was included in the exterior decoration of Michelin House, and also on the front of the Michelin building in Paris..

The decade between 1895 and 1906 had witnessed a massive improvement in the performance of the automobile, at least in its racing or sporting forms. Whereas the average speed of the winner in the Paris-Bordeaux race was no more than 15mph, that of the victor in the Paris-Berlin race in June 1901 was 44 mph, while in the 615 mile long Paris-Vienna endurance race the following year, run through the toughest mountain passes of the French, Swiss and Austrian Alps, it exceeded 38 mph. Moreover, these surprisingly high speeds – 97 mph was often exceeded on the straight - were maintained for very long periods, often in the most arduous of conditions, making gruelling demands on both men and machines alike.

For example, when winning the 1908 Grand Prix of the ACF held at Dieppe, the German driver Lautenschlager wrestled with the steering wheel of his monster

Mercedes for over nine hours, virtually non stop, to complete ten circuits of the 47 mile long course at an average speed of 75 mph. This was another famous victory, achieved on Michelin tyres, that is recorded in a tiled panel on the walls of Michelin House.

Clearly, the rapid development of the Michelin detachable pneumatic tyre had contributed immeasurably to this progress, not just through the extra margins of comfort, economy, safety and reliability that it offered touring motorists or their chauffeurs but also in the outright top speeds that it made possible for these few brave racing aces.

The advertising and marketing strategy adopted so brilliantly by Andre and Edouard exploited with unashamed vigour the prestige to be gained from their participation in all the major motor sport events of that golden era. And not only that. As well as supporting and sponsoring motor racing, they saw to it that the ubiquitous presence of Monsieur Bibendum in the press and upon poster hoardings would serve to publicise the brand and kindle enthusiasm for Michelin products among the wider travelling public, by promoting automobile ownership and motoring in general.

Of the total of thirty-four tiled panels on the walls at Michelin House, only three do not show aspects of the company's early racing exploits. One of these exceptions portrays the first horse-drawn cab in Paris to run on Michelin pneumatic tyres, in 1896. That year just five examples were introduced, a tiny fraction of the total of 8000 such Fiacres then circulating in the French capital. However, thanks to Andre Michelin's untiring efforts, within two years there would be a hundred more and within another five years a further three hundred until by 1908 about half of the total fleet were shod with silent-running pneumatic tyres.

Another tile panel depicts the aircraft piloted by Hubert Latham, a Frenchman of British parentage, who was the first aviator to attempt to fly across the English Channel, in July 1909, just ten days before Louis Bleriot made his successful flight. The wooden frame of Latham's plane was covered with a skin of Michelin Aeroplane Sheeting, a rubberised fabric that was specially devised for aeronautical construction in the years before WW1.

The final image celebrates the Royal Warrant granted by King Edward VII to Marc Wolff, Managing Director of the Michelin Tyre Company Ltd, in February 1908. It shows the King and the Prince of Wales riding in a Daimler Sedan de Ville equipped with Michelin tyres.

None of these Michelin House panels feature motor racing in a British situation, of course. Motor sport of any type or description was banned in Great Britain during the Edwardian age due to the speed limits then in force. It was not until the opening of the dedicated Brooklands circuit in 1907 (just 3.7 miles long and provided with specially banked curves in the interest of safety), that competitive events such as those seen on the Continent or in the USA could take place legitimately in the United Kingdom.

John Reynolds

By Traction into the 60s .. continued from page 11

Big mistake. In spite of our entreaties to the solitary, elderly waiter it set us back a full two hours. Nor did we find the roads easy, suffering near gridlock through Bézire for example. Running into the dark didn't help, so we had to wake our Albi hosts well after midnight, after a run of 335 miles.

All of ten years later I came across a book about a post-war outbreak of "historical ergotism". Well-known in mediaeval times, it was caused by a potent hallucinogenic poison (ergot) produced by a fungal infection of grain.

The book described in harrowing detail the effects on a community where the local baker had been supplied with contaminated flour. There were many casualties; people had illusions of outbreaks of fire, some imagined they could fly. A man jumped out of an upper floor window flapping his arms, broke both legs on the pavement and tried to take off again on the stumps! Others leapt from the bridge that gave access to the town from across the Rhône.

This all took place at Pont St Esprit in 1951 and it seemed hardly to have recovered when we were there in 1961. Research, for medicinal purposes, on the complex alkaloids found in ergot had resulted in 1943 in the preparation of LSD.

Departing from Albi, our hosts sent us on our way after a French-style lunch of thirteen dishes with wines. So I was too preoccupied with driving to admire the scenery into the Massif Central and the spectacular Gorges du Tarn on our route.

We had an overnight stop at Ste Enimie then we climbed out of the Gorge and made our way to Lyon for the return train to Boulogne, the ferry and home.

All in all a memorable holiday of 1622 miles motoring, the car taking it all in her stride, be it long hauls or steep serpentine climbs in the more mountainous areas.

Subsequent to the holiday the motor needed little work other than routine servicing although I did have the head off once more for a decoke and check-up.

Twice in the car's first year the exhaust manifold started to blow a little, so I trued up the block and manifold port faces against a thick piece of plate glass I used as a surface plate. The repair lasted a couple of years and then, assuming that I had an unstable manifold casting, I replaced the manifold. During my ownership of the car both the silencer and the under-body exhaust pipe also had to be replaced a couple of times.

Whilst we were on holiday in the Yorkshire Dales the down pipe from the manifold fractured. I didn't fancy the run home with my tin-can-and-wire repair but the nearest stockist I could trace was over in Manchester.

The answer was to run the family to Blackpool for the day whilst I drove to Manchester for the new down pipe to be fitted before returning to Blackpool. On the return journey I was somewhat peeved to be held up in a traffic queue headed by a large open convertible being driven in almost parade-like fashion. In the back were two men flanking a striking

blonde - obviously well known and popular - who was acknowledging the greetings from pedestrians with waves of the hand. When I was at last able to overtake I glanced back to see who she might be. My mistake, it was Jimmy Savile! It quite made my day.

Soon after I acquired the car I fitted a windscreen washer kit and to avoid over cooling in winter (and to supplement the rudimentary heater) I later fitted an adjustable radiator blind.

Though still doing my own routine servicing and odd jobs like changing a shock absorber, I was by now using a small father and son semi-rural garage for other work and MOT testing. The son, who was a first-class mechanic and a Citroën enthusiast, over time renewed some universal-joint bearings, cleaned up the rack-and-pinion unit while replacing split bellows, relined the brakes and overhauled the hydraulics.

During our ownership the car averaged between 25 and 30 miles per gallon and she did some 350 miles to the pint of oil. All in all our second Traction gave us well over thirty thousand miles of happy motoring in just over six years before I sold her on. I wonder what happened to her.

Traction Adieu

Why change? The car was giving me no real cause for concern and clearly had plenty of mileage left in her - but she was now well out of production so costs, service and spares difficulties were bound to increase. Perhaps also I was somewhat affected by the insidious, advertisement-driven pressures of the developing age of disposables and the consumer society.

Why desert Citroën? Ever innovative they had on offer at the time - The 2CV (splendid design for its purpose but not for ours. A worthy candidate for cult-car status) and the DS (what can one say except 'formidable' but far too expensive and a daunting prospect for any home-servicing man).

My garage, with their limited clientele, had decided that re-training and re-equipping for the new Citroën models was not worth their while and had switched to Saab... So, so did I.

Whilst always driving 'traction-avant' I have never returned to Citroën, although I have always retained a nostalgic fondness for the marque.

So that was the end of our Traction experience until last year when our family TOC member took us for a week in Picardy, including a day at Arras for 75 for 75 and later to a section meeting at Tilford. There I met up with Helen Shelley, of the SH&SB section, who was largely instrumental in getting me started on these reminiscences.

It only remains for me to sign off, wishing you all many more happy hours en Traction (but not the NHS variety!)

Stan Gray

Changes you may not want to make

After forty-five years in my care 1955 Light 15 XPL691 found a new home in August 2009. During that time my rule for 'improvements' was that they should not be obvious externally, but that it didn't matter what went on under the bonnet.

My rule was broken when I was unable to source replacements for the faded Sparto rear lamps that were smashed by a following driver, who complained that neither my semaphore indicators nor my rear lamps were visible until too late. Maybe he had a point.

At that time (1970) I was (briefly) working for Lucas GTE until the knock-on effect from the Rolls Royce RB211 problems gave me, along with many other engineers, a second redundancy within the year. (they didn't call it a credit crunch in those days).

So a couple of early Mini rear lamp clusters were purchased from the staff spares counter and mounted on fillets of 'plastic padding' plus glass-fibre matting moulded to match the curve of the wing. Semaphore indicators were replaced by standard side flashers on blanking plates, to seal off the cut-outs in the B pillars. I also hoped this would delay rusting through of the sills beneath the cut-outs. Lucas front indicators came from a motorcycle spares shop and were mounted on the over-riders.

Other Traction owners must have performed similar modifications but I'm pleased that mine have lasted so long with the same flasher unit, although the dashpot damper has become rather worn.

Another job was to replace soggy door panels. Having no upholstery skills, I chose 5mm MDF, covered by layers of 'Fablon' quilting and red vinyl to match the seat backs. No stitching, just glue. I struggled to replace the rusty trim fasteners with similar types and eventually secured the new panels with a variety of clips.

Since the rear windows open only a couple of inches there is space for a pocket in each rear door which I cut from light gauge steel, pop-riveted in place, and lined with vinyl fabric. With hindsight, 7mm plywood may have been a better base for the panels, since they have become warped after some ten years. I never did get round to replacing the carpet along the door bottoms!!

The alloy and wood "1950's" period steering wheel is a recent addition and was fabricated in an engineering workshop as a class exercise. In retirement I joined a C&G Craft course to get access to machine tools, but needed to complete chosen projects to pass the course. (The cunning plan was to make front end tools for the Traction. But I digress)

So cutting the outline of the wheel from 5mm aluminium, with a vertical miller was accepted as proof that I could use the machine. (In fact the metal could have been

cut with a jigsaw.) The rim was completed with pieces of hardwood furniture trim cut with hand tools, using six pieces for each face of the wheel. Tests showed the impossibility of compressing alloy rivets without local damage to the hardwood so, after trying several adhesives, we used a slow setting Araldite and bound the sections of the rim to set overnight.

Final shaping was completed with hand tools, using a round rasp for the finger grips, and the rivets are purely decorative. The timber pieces have so far remained in place, despite the differences in expansion coefficient.

At the risk of boring those who think that steering wheels are for turning corners, or that this story is losing direction, there is just a little more to tell. The inspiration for my wheel came from a report in *Classic Car Weekly* about Mike Hawthorn's steering wheel for his Vanwall Special. Apparently the wheel followed him from car to car and Ferrari presented it to him when he left their employ. It sold for around £37,000 at auction in Switzerland.

My wheel might have been a believable forgery, had I not misplaced the photograph in the workshop and cut straight spokes instead of tapered.

The following autumn I joined an evening class in 'motor vehicle restoration', spending several months completing welding and panel beating exercises, before, at last, I was able to contemplate repairs to the big boot lid. There were cracks all around the edges of the lid, and rust in double-skinned areas. I learned how to separate stiffeners by cutting out the spot welds and then how to weld in new pieces of metal locally.

Clearly the cracks were instigated by the mass of the lid hanging off-centre on the single prop, so I made an extra stiffener for a second prop and fitted a pair of gas struts, borrowed from the bonnet of my XM. Later I used Ford Escort tailgate struts, which gave a little more lift, and I like to think that Lefebvre would have approved of the solution.

Although not a modification, perhaps I should mention the wheels: Until you have tried it, I don't think you can possibly appreciate just how many hours it takes to strip a wheel down to bare metal - especially if it has been repainted a few times over the years.

Guys in the restoration class watched me struggle with paint stripper, before finally recommending a local firm who would : 1 Remove tyres and tubes. 2 Have the wheels shot blasted, 3 Powder-coat the wheels, 4 Spray the wheels with your own paint and 5 Replace tyres and tubes.

I think the price at that time was £40 per wheel, but it certainly improved the appearance of the car.

Jack Reay

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

May 2010

8 - 9	Prescott Classic Car Hill Climb	Charity event organised by Cheltenham Cleeve Vale Rotary Club Annual Belgian Citroën-Jumble. Details to follow.
9	Citroën-Jumble	
12 - 16	Tour de Sauvage	Details from Walter & Noëlla Callens
21 - 23	Swedish Club Summer Meeting	Karlstad. Contact Robin Dyke for further details.
27 - 3 June	Tour of Cantabria and La Rioja	See page 34 for details
29 - 30	La Vie en Blue	Prescott Speed Hill Climb. Club stand in association with CCC and 2CVGB
30	Fosse Way Rally	Support our Troops on active service by entering. see page 34 for details

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.

July 2010

9 - 11	Le Mans Classic	The bi-annual event is made more interesting this year with the re-appearance of the only C4 roadster ever to have competed in the famous 24 hour race. for details see www.lemansclassic.com
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 35 for details.

August 2010

7 - 13	Royal Deeside Gathering	Holiday in Scotland after the Annual Rally with the CCC. see page 36. Hansthalm, Contact Robin Dyke for further details. Assembly of 1000 pre'70 vehicles. details : Nîmes Auto Rétro : 22, Rue du Marquis de Baroncelli – 30800 – Saint-Gilles Tel : 06 08 07 85 91
20 - 22	Danish Club Summer Meeting	
21 - 22	Nîmes Auto Rétro	

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 Space for 1 car & crew. Details from Ronald Knoth at r.a.knoth@zonnet.nl . 1940s weekend based around the North York Moors Railway at Pickering, Levisham, Goathland and Grosmont. Further details from Mick Popka.
t.b.c.	Pertrac Dattier tour to Morocco	
15 - 17	War time Weekend	

November 2010

14	Rememberance Sunday Parade	Elvington, Yorkshire
21	TOC AGM	Staverton Park, Daventry.

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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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



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

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

This fantastic week-long tour of the Cantabria and La Rioja regions of Northern Spain has been organised by Spanish TOC member Alberto Albergo, in conjunction with tour operators 'Classics on the Road'. For further information please contact: Terence McAuley, 7 The Normans, Bathampton, Bath BA2 6TD, Telephone : 01225 466939 or email : events@traction-owners.co.uk

St Valéry-sur-Somme 11-13 June 2010



My original thought for a joint meeting in St Valéry was that I should find a dozen tractions from the TOC and that my co-conspirator François Hénot would find a dozen from the TU. We are now expecting more than 45 tractions and something like 90 people. Still it is always sunny in St Valéry, so we are bound to enjoy ourselves.

Sue and I are going there in May to dry run the event, then in June we shall be there early to welcome you. The keyword for this meeting is informality. There will be a route book with some suggestions, but you will be free to do whatever takes your fancy. I recommend the Michelin map N° 301 Pas-de-Calais, Somme, but if you want any further details please contact me.

Robin Dyke
01865 858555
jrobinjdyke@btinternet.com

2010 Brittany Rally 14 - 17 July 2010

The 2010 Annual Brittany Rally will take place between Wednesday July 14th and Saturday July 17th at the camp site 'La Chapelle aux Filzméens', Ille-et-Vilaine, Bretagne (Tél. 0033 02 99 45 25 45, website : <http://www.domainedulogis.com>) which is just off the main road between Rennes & St Malo, to the west of Combourg. The Rally will start at the Golf Club at St Cast (around 30 kms west of St Malo on the north coast of Brittany) at 9.30 (ish) on 14th, which should give time for UK Members to join off the overnight Portsmouth/St Malo ferry.

The cost of the Rally is Eu165 per person, including camping (but mobile homes are available at the site - but possibly only by the week) and organised runs to the Cotes Armor (Dept 22) and Ile et Vilaine (Dept 35). For more information please contact Martin Nicholson - vicmarnic@wanadoo.fr or telephone 0033 233 610 015.

NORTHUMBERLAND WELCOMES THE TRACTIONS

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

Northumberland is England's most sparsely populated County, littered with fortresses like Alnwick, Bamburgh, Warkworth, Dunstanburgh, and Lindisfarne, full of history which spans centuries, birth place to England's Christianity, dramatic scenery, Europe's largest man made reservoir, and big, big skies. A weekend is not enough to see all that is on offer, but the 2010 TOC Rally will give you a sample of what is here and I'm sure you won't be disappointed. I am not a born and bred Geordie but have lived here for over 35 years. The Geordies have always told me to keep quiet about what they have here because they want to keep it for themselves. But their secret is out, Northumberland is now a "must see" tourist destination and accommodation is becoming more difficult to get, especially at the height of summer.

The 2010 TOC Rally will be held in the heart of the county, at Bellingham, which is a small, sleepy market town surrounded by rolling hills and fields full of sheep.....lots of them. Lying 10 miles north of the county town of Hexham we will be taking over the Riverdale Hall Hotel; a small but comfortable country house hotel with plenty of parking, en suite bedrooms, a swimming pool, a 'Les Routiers' Gold Plate award-winning restaurant, which is within walking distance of the village.

Rooms at the hotel are rapidly filling as 22 TOC members have already signed up (16 for the Riverdale) for the special weekend rate that the hotel is offering us - so if you haven't booked yet I would urge you to do so now, otherwise you may find it full. And instead of dashing off after the formal rally finishes on Sunday afternoon why not soak up the tranquillity for a third night before setting off on Monday morning. The special TOC tariff is : - Friday and Saturday £39.00 pppn for B&B (based upon two sharing) and £49.00 pppn for B&B (a single room). For those wanting to extend their stay to include Sunday night the rate is £49.00 pp for B&B and evening meal (for two sharing). Please book directly with the hotel by contacting : anne@riverdalehallhotel.co.uk

If the Riverdale is fully booked, there are some alternatives nearby (however you may find the tariff higher than Riverdale):-

- Lyndale Guest House (within walking distance of Riverdale Hall Hotel) - visit www.lyndaleguesthouse.co.uk (2 rooms)
- Battlesteads Hotel (about 3 miles away at Wark) - visit www.battlesteads.com (10 rooms)
- Hall Barns Farm (about 6 miles away at Simonburn) - Margaret Locke on 01434 681 419 (2 rooms)
- Simonburn Guest House (about 6 miles away at Simonburn) - 01434 681 321 (1 en suite, 3 non en suite)

For Camping go to the Camping and Caravanning Club website and search under Bellingham. I'm told it's very popular and so early booking is recommended.

The weekend will start with registration on Friday from 2 o'clock at the Riverdale Hall Hotel in Bellingham. Early evening will see a private flying demonstration of birds of prey complete with the opportunity to handle the birds. At 7.30pm (onwards throughout the evening) a buffet style meal or BBQ (subject to weather) will be available.

On Saturday the activity will begin at 9am with a convoy run of about 15 miles to Hadrian Wall country and the Roman Army site of Vindolanda, where there will be a short talk on the efforts of the Roman Emperor Hadrian and his army in keeping out the marauding Scots and you can see the archaeologists still excavating this site before viewing the remainder of the site and perhaps "Walking the Wall" to see the dramatic landscape and some of the many other excavations.

Following the visit to Vindolanda we will travel in convoy to the market town of Hexham where a Continental Market is taking place and we have been given special permission to park the Traction in the park next to the Abbey on display to the general public. You will be able to stay with your car or just lock up and visit the market, have lunch and explore the old town. The theme for the weekend is "Allo 'Allo ", which may be "old hat" to some but is very appropriate for the market in Hexham, so (although not essential) we would like you to dress in French style for the Saturday.....even if you just wear a beret!!

We will leave Hexham mid afternoon for the run back towards Bellingham bypassing the village and heading on to Kielder reservoir where there will be an opportunity to visit the many places of interest along the reservoir and the Forest. The forest drive (a toll road) is part of the RAC Rally route and the more adventurous of you may want to give the tamer sections a try in your Traction. Following this visit we will return to the Riverdale for an evening meal and entertainment.

Sunday morning we will take a scenic run through the rolling hills of Northumberland to Alnwick Castle, which is known as "the Windsor Castle of the North" and is the family home of the Duke and Duchess of Northumberland. Originally built to keep the Scots out of England (didn't Hadrian try that?) it is often now used for films such as Harry Potter, Elizabeth and Blackadder. We have been given special permission to park the Traction in the Castle grounds and all Traction drivers (but regrettably not passengers) will get FREE entry to the Castle and parking. There are other attractions (at extra cost on the day) for you to choose from including visiting the Alnwick Garden, an open top bus tour of Alnwick in a vintage bus, and browsing through over 350,000 secondhand books at Barter Books before the Rally finishes at about 4pm with the usual announcements.

We hope this whets your appetite to come North to discover and enjoy Northumberland. You will find a booking form in this magazine so please fill it in and return it to me with your payment or payment instructions by the end of June please so that the detailed plans can be put in place.

For further information, or for help with accommodation, please email me at : grahamhandleyhandley@btinternet.com

Royal Deeside Gathering - 7th to 13th August 2010

After attending the 2010 TOC Annual Rally and taking advantage of the additional night (or nights) at the Riverdale why not travel further North and join the CCC celebrate 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 long event will start off with registration (cost £10 to cover the cost of car plaques and paperwork etc) at Andy Burnett's house - Citroena, Arboyne - over a glass of wine and nibbles on the afternoon/evening of Friday 6th August, when you will also have the opportunity to meet fellow entrants and you will 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. Each year, during "Ballater Victoria Week", the many visitors to the village and the surrounding area have the opportunity of being able to enjoy and appreciate the many and varied vehicles that form part of the Classic, Agricultural & Unusual Vehicle parade as it processes round the village and afterwards at the "Fayre" in Monaltrie Park.

After the parade is completed there will again be the opportunity to take short scenic runs through the beautiful countryside surrounding Ballater before returning to Monaltrie Park. For cars this year there will be the option of travelling along the A93 to Crathie (17 miles) or, for the benefit of those participants who regularly take part in the car run, there is a change of scenery on an alternative route which, instead of travelling along the main road to Crathie, will be via the A939 road to Gairnshiel Lodge and then the B976 to Crathie, returning to Monaltrie Park via the South Deeside Road. (21 miles)

Both car runs are very scenic, the former being level and offering excellent views of the Dee valley and its river, whilst the latter climbs slowly through valleys and out onto rugged moorland giving wonderful views of the surrounding mountains of Royal Deeside. This route however is narrow in parts with passing places and might not be considered suitable by some participants having very large or vintage vehicles.

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 which will comprise an extravagant hot and cold buffet followed by a variety of sweets and then dancing to the tunes of a top Scottish band "The Garioch Blend". The event is heavily subsidised by the Scottish CCC and will cost just £10 per ticket.

If you intend joining in the fun please contact Ian Smith by email at smithy.stoneywood@btinternet.com or send a SAE to him at 43 Stoneywood Road, Bucksburn, Aberdeen, AB21 9HT now to receive your questionnaire. If you are attending in your Traction and would like to participate in the Ballater Classic Car Show please phone the organiser Alistair Whitson on 01339 756 046 or send a SAE to 17 Craigendarroch Walk, Ballater, AB35 5ZR to get an entry form.

Full details of where to stay in the area (hotels, guest houses, B&Bs, campsites etc) can be found on the Scottish CCC website at www.scottishcitroen.co.uk or, if you need help, please call Ian & Eveline Crossan on 01330 811 266 or email idlecross@talktalk.net.

And finally, any TOC members still needing more information please call Andy Burnett on 01339 886 290.

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, 10mIs 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

Please send adverts to:

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

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>

FOR SALE: 1938 11 Commercial - one of approximately 40 remaining pre war cars. Original colour black with red Pilote wheels. Good bodywork and sound engine with good gearbox. Interior refitted in grey trim. £17,500. Contact Hugh Macrae on 01828 627 514 or 07843 491 803 or email: hugh.dalblair1@o2.co.uk



FOR SALE: 1948 small boot SLOUGH LIGHT 15 - garage stored for approximately 30 years, it drove into storage but has not been run in the last 10 years. Suitable as a restoration project or even as a rolling restoration. The present lady owner is asking for an offer around £2300. The car is located near Perth, Scotland. For more information and photos contact Kenny Cocker on 01821 650436 or email: ken@hillfoot.fsnet.co.uk



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

FOR SALE: 1954 11B Normale - Alec Bilney wishes to sell his beloved Normale. Citroen Traction Avant 11B, 1954 Paris-built Normale, LHD. Black, yellow wheels, big boot. Bought from first owner (a French



farmer) in 1974. Owned for 35 years. Taxed, tested and maintained in reliable running order, and regularly serviced by owner. Regretful sale due to declining opportunity to use. A smart car. Chromework, paint and bodywork are excellent, upholstery professionally renewed recently. 212,000 kilometres recorded. Trusted companion for many, many tours and events in the UK and in Europe. Some spares and tools available, including an engine and gearbox. Original French registration documents available, with old MoTs. £7,500 for a beauty. London. 020 8546 7071



FOR SALE: 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 £7,500. Keith Boyes, Swanland, East Yorkshire (1 mile from the Humber Bridge). Tel: 01482 631088 or 07752 851161 (mobile).

WANTED: Manual advance/retard assembly for an 11BL for use with a SEV distributor or if anyone has one I could borrow to make a copy. Please tel: Bill Thresher 01934 824475 or e-mail jeanne@rookeynook.plus.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 - LIGHT 15 Spares (from 1950 RHD small boot saloon). Chrome Grille with chevrons, Fritch 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 on 0033 233 610 015 or by email at : vicmarnic@wanadoo.fr

FOR SALE - TRACTION Spares/Accessories - Photos available on request. 2 No. Original Lucas SFT 700S - 7" Spot/Fog-light Shells with bezels. (1950/60s era). Re-chromed; very good condition. (Lucas 7316 or similar, Lamp Units (not included), will fit); £100.00 the pair. 5 No. Hub-

caps for Small boot 15/6 - Re-chromed; very good condition; £125.00 the set. Pair Original Radwar Alloy front wing trims (long type incorporating shoe mud scraper), for 11 Légère/Light 15. very good condition; £80.00 the pair. Pre-war bonnet complete with flaps. for 11 Légère/Light 15. Previously sand-blasted and primed, but with some light surface rust due to storage. £200.00. Bluemells steering wheel with boss for 11 Légère/Light 15. Chrome and alloy in good condition. New stainless steel machine screws and nuts. Rim needs restoration. (Kits are available on web), £50.00. Buyer collects from Normandy; France; or can post smaller items at cost. For further details. Martin Nicholson; email vicmarnic@wanadoo.fr (Sale is also advertised elsewhere). . For further details contact Martin Nicholson on 0033 233 610 015 or email : vicmarnic@wanadoo.fr

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

FOR SALE : SPARE PARTS CATALOGUE 1948-49 for Traction '6'. Fully illustrated, 95 pages, reasonably good condition for a 60-year old book. Size 8" x 13". £40 inclusive of postage. Mike Wortley 01509 502708

FOR SALE : DISPOSABLE FUEL FILTERS. Don't come grinding to a halt with blocked carb jets, fit a modern fuel filter to "catch the crud" from the bottom of your 50+year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+ . Email: Mick@popka.co.uk Tel: 01904 701 005 Next day dispatch.

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