

Floating Power

July/August 2010



Honorary Life Members
of the
Traction Owners Club

Fred Annells
Dave Shepherd
Peter Riggs



welcome

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

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Missing Magazine?

Please contact John or Bev Oates
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The closing date for input to the Sept/October edition of *Floating Power* is Friday 13th August

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

2135 Mr Adrian Hall-Carpenter, Shipdham, Norfolk
2136 Mr Wilhem Blydenstein, East Horsley, Surrey
2137 Mr Gerry Deery, Edgware, Middlesex
2138 Mr Richard Steele, Shorwell, Isle of Wight
2139 Mr David Morton, Allier, France
2140 Mr John Peake, Kalamunda, Australia
2141 Mr Michael O'Neill, Edinburgh, Scotland
2142 Mr David Acon, St Peter, Jersey

W elcome to the July/August edition of *Floating Power* which comes with no apology from me for a change.

However I would like to repeat my thanks to the Members who have responded to my appeals for input. Please continue to send me your articles and photographs - even if you have already sent me something that hasn't been published yet. I can assure you that if I have acknowledged its receipt it is safely stored awaiting printing in the magazine.

In each edition I try to bring you a mix of news (TOC and other), details of what is happening in your local section, technical tips and hints, letters, details of events for Traction and articles about the past, present and future I hope you will find interesting.

Unfortunately, because I am no longer part of the Club 'scene' in the UK, nor a committee member, my sources of TOC news have dried up. This will be evident to many of you by the lack of a monthly newsletter in May and June. I therefore need your help if you want me to continue providing an interesting and varied magazine and newsletter - if I'm not aware of 'it' I can't print 'it'.

Those of you who have sent input to the magazine in the past will know that I am pretty flexible with regard to input formats - I can deal with most electronic formats and even most handwriting!!!

There are however a couple of formats my computer does not seem able to deal with - WORD documents and emails containing embedded photographs. For some reason my computer just will not allow me to extract embedded photographs - so please, please send your photographs as separate files. You can of course still send your documents with the photographs embedded to show me where you would like them to go - I have no problem extracting the text - but please also send the photographs separately.

Once the magazine is safely at the printers there's a shed to reroof in our garden, beans, peas and tomatoes in need of supports, a truck that needs a little tlc and of course, tomorrow, being Father Day, there's a pancake breakfast and car show to attend.

Can't be bad, eh?

John Barnes

COVER IMAGE: A FLOATING POWER SCOOP - THE 2010 LE MANS CLASSIC CITROEN ON ITS RETURN FROM BEING PAINTED. THE 1932 CITROEN C4 ROADSTER BELONGING TO ANTONIA LOYSEN IS NOW UNDERGOING FINAL PREPARATION FOR THE RACE ON 10/11TH JULY. SEE PAGE 6 FOR MORE DETAILS. Photograph by Celia Stevens

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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



Despite an attempt by a ferry company to scupper the event when the boat "broke down", TAN's 14th May day-trip to the UK was a great success - almost entirely due to the efforts of Rodney Cremin and his family.

We were fortunate to be blessed with fabulous weather when, courtesy of an alternative ferry company, 71 cars and 179 people disembarked in Dover and drove to the Capel-le-Ferne Battle of Britain memorial where Alec Bilney squeezed them all into an area meant for less than 50 cars.

They then went for Afternoon Tea at the Mercure Hythe Hotel where the staff marshalled everybody onto the splendid lawn before serving an equally splendid tea to all.

Sadly we only had 2 UK tractions to greet our visitors but that was almost certainly due to the combination of short notice (the result of an initial TAN requirement for secrecy) and the event taking place on a working day. Nevertheless our visitors were clearly pleased with the reception and Rodney's arrangements.

Before leaving all were given invitations to Northumberland so I hope we may see some of them again later this year.

I clocked up over 500km that day and have covered about 1700 total since the work on the head. I was therefore able to do the long-awaited head re-torque as well as more general preparation for Robin Dyke's St Valéry-sur-Somme

meeting in June. Despite some hard driving the overall consumption has been around 25mpg and I am very pleased to say there are no signs of any detrimental effect from the removal of the water tube from the head - but France will undoubtedly be the ultimate test.

At the time of writing confirmed numbers for Northumberland are still on the low side [32 members have so far registered and booked accommodation]. If you intend to come but have not yet registered please contact Graham Handley at once. Also, please complete your membership renewal promptly if you haven't already done so as failure to do so could mean this is the last copy of *Floating Power* you will receive. For the unobservant (like me), your membership number is on the renewal form - top left of front page.

There is another magazine write-up featuring a Traction on the way. I (well, the car actually) was invited to Gloucestershire at the end of April to take part in a photo shoot for an article which will appear in a future edition of "Classic Car". It compares the Traction with a pre-war Riley, and I understand the relevant issue should be on the shelves around the end of June.

On the Rear Wheel Drive front, TOC Member Antonia Loyson, assisted by Celia Stevens, will be driving a 1932 C4 in this year's "Le Mans Classic" which takes place from 9th to 11th July. For more information visit their website, <http://www.lemanscitroen.com/>.

Hoping to see many of you on the Somme and then in Northumberland

..... and we are still seeking volunteers to help Michael Simpson with the Club Stand at the NEC in November (thank you Michael for volunteering to co-ordinate work on the Stand) - and also Editorship.

Bernie Shaw

Diary Date

The 34th Annual General Meeting of the Traction Owners Club will take place on Sunday 21st November 2010 at The Staverton Park Hotel, Daventry.

Reserve this date in your diary now and support your Club.

Chairman's Chat

When I started to write this (early morning on June 6th) I was listening to thunder and watching the rain pouring down whilst waiting for Peak members to arrive at our house so we could set off on a drive ending up with a picnic. Twice John & I have driven the route in glorious sunshine with the roof off our Sprite! The joys of living in Britain! The good news was that by 11.00 the day had brightened up – for more information read the Section News.



I hope those of you who intend going on the Annual Rally have sent your booking forms to Graham and Wendy. I spoke to Graham today and so far 30 Traction owners with 59 people have booked [on 14th June the number of registered Traction owners has risen to 32 - JB] – hopefully by the time you read this more of you have decided to join us in Northumberland.

The details of the AGM are also in this edition of *Floating Power* so another date for your diary. If you have a partner and want to be registered as Joint Members of the TOC so you can both vote at the meeting – you need to inform John Ogborne, Secretary, in writing please or use the form on the TOC website – see section 6 in your little blue book of Club rules.

Robin Dyke contacted me to ask what was happening with regards the Club's Rules & Articles. Just to let you all know Alec Bilney & Andrew York kindly agreed to take this task on for us – to look at how the new Company Law affects our own TOC rules. As you can appreciate this was undertaken on a voluntary basis and in their 'spare' time. I now have the details which will be discussed at our next Committee meeting on July 4th when we will decide how to inform all the members of the changes. So to reassure you all – it is "in hand".

One piece of good news to share with you all is that we have a volunteer – Michael Simpson – who is willing to organise the TOC stand at the NEC. Thank you Michael. I

would like to take this opportunity to also thank Mick & Moira Holmes for all their hard work organising the Stand for many years. I am sure they will be having many conversations with Michael to pass on their wealth of knowledge. We will be looking for Traction owners to display and helpers on the actual weekend.

Have YOU renewed your membership yet? If not this is the last *Floating Power* you will be reading. As I write John has yet to receive 238 renewals. After an initial 'blip' paying via Paypal is working well – thanks to all of those who used this method. It does mean a lot less work at our end.

I'm off now to pack as John & I are heading to St Valéry-sur-Somme for the weekend event organised by Robin Dyke – I hope someone will volunteer to write up a report for the next *Floating Power*.

I look forward to meeting lots of you at the Annual Rally – standing around in glorious sunshine admiring all our lovely Traction owners!

Bev Oates

Have you booked your parking spot here on August 1st yet?



e-FP

Members who have been receiving copies of the monthly electronic newsletter, e-FP, will have noticed that the newsletter has not been issued for the past two months. The reason is that no Club news has been received by the editor - so no news means no newsletter.

MEMBERSHIP RENEWAL

With the majority of Members now having renewed their membership, many of them using the newly implemented PayPal facility, John & Bev Oates would like to ask the remaining few Members who haven't yet renewed whether they would mind doing so as soon as possible so that they can complete the 2010 membership renewal activities.

NEW EASTERN SECTION COORDINATOR

Having very successfully organised the Eastern Section's 2010 Drive-It-Day event in April and the equally successful follow-up event at Felsham Fete at the beginning of June Jasmin Gagen has decided that she will take on the role of Section Coordinator for the Eastern Section. Thank you Jasmin.

Jasmin's contact details can be found on the map on page 8, at the start of the Section Scene. Please note Jasmin would prefer Members contact her by phone (there is an ansaphone installed) or by letter as neither she, nor her husband John, is a frequent user of email.

1932 Citroën at 2010 Le Mans Classic

The Le Mans Classic, which is held every two years, is the most prestigious classic car race in the world.

The first, and only, Citroën to race on the Le Mans circuit in the 24 hour race was the 1932 Citroën C4 Roadster of Henri de la Sayette which took part in the 1932 24 hour race.

Henri's co-driver, Charles Wolf, was in fact the only one to actually drive the Citroën in the race because the car lasted just three laps and expired out on the circuit with electrical problems.

2010 sees the return of the Citroën C4 to the Le Mans circuit in the 24 hour Le Mans Classic race, which will take place on the 10th and 11th July.

Owned, entered and driven by Antonia Loysen, with Celia Stevens as co-driver, the Citroën C4 is currently undergoing final preparations for the race.

Antonia is no stranger to Citroëns, to racing or to 24 hour events. She started her racing in a Citroën Light 12 in Classic races, winning her first ever race, and went

on to race single seaters, Formula Fords, a Formula 2 Chevron and back to saloons with BMW 2002's, again in Classic racing. Other Citroëns she has raced are a MEP (GS engined single seater which was very popular in France in the 70's) at Charade, France and various 2cvs in the British and Belgian championships.

Regarding 24 hour events, she has competed in two 24 hour 2cv races at Mondello Park in Ireland, gained 10 National Speed Records at MIRA in a Lancia Delta Turbo in a ladies team where the 24 hour record was smashed by 30% as well as participating in a 24 Hour record attempt at MIRA in a Jaguar D-Type with former Grand Prix driver Innes Ireland where seven records were achieved by the team.

Celia Stevens has raced in the Le Mans Classic twice, in 2006 racing a 1958 Peerless GT Phase One, coming 36th of 65 starters, then in 2008 also in a Peerless coming 30th of 65. In 2007 she raced in the Legends race supporting the main Le Mans 24 hour event.

These races were all shared with Ian McDonald who also prepared the car. In 2008 she raced the car at Angoulême, all over the UK, Spa and the Nordschleife. Prior to that she raced a BMW 7 series in Group One Touring Cars and she is currently racing a Warwick GT 350, winning her class in the last race of the 2009 season.

Celia is a qualified ARDS racing instructor and shows people how to drive performance cars on circuit. Her other day job is driving coffins around England – surprising how fast they go!

Restoring the car, preparing it for Le Mans and actually racing the car is an enormously expensive undertaking and Antonia and Celia are looking for sponsors. For the sum of £10 TOC members can have their name on the car as it is racing around the Le Mans circuit.

If you are interested in sponsoring Antonia and Celia then either visit their website : www.lemanscitroen.com for more information or contact Antonia direct by email at: antonia-loysen@hotmail.com or write to her at : Antonia Loysen, Le Caron, 58470 Magny Cours. France.

ANNUAL RALLY 2010

As you are all by now aware the 2010 TOC Annual Rally will take place in Northumberland from Friday 30th July to Sunday 1st August.

If you haven't yet registered for the Rally and still want to join in the fun don't delay - send today the completed Booking Form from the last edition of *Floating Power* with your remittance to:-

Graham Handley
3 Hall Farm Close
Stocksfield

Northumberland
NE43 7NL

or email your registration details to Graham at :

grahamhandleyhandley@btinternet.com

Don't forget you are responsible for booking your own accommodation

CLASSIC MOTOR SHOW - NEC NOVEMBER 2010

A volunteer - Michael Simpson - has now come forward to co-ordinate the activities required to provide a Club Stand at the NEC in November. Thank you Michael.

Michael is quite clear however that he intends to co-ordinate the organisation of the show (which means co-ordinating the activities of those Members who feel they would like to be involved) and does not intend being the ' chef de operation '.

Michael has not volunteered, and does not intend, to run the Club stand on his own and is therefore looking for support from other Members to make what is a major showcase for the Club into a huge success.

The idea is therefore to get other Members involved and to get the required preparation completed through team work and not top down diktat.

If you would like to assist Michael or have ideas for the stand or would like to volunteer your car please contact him by phone on 01490 440481 or by e-mail at : michaelangelo.ned@btinternet.com.

TOC ANNUAL GENERAL MEETING - NOVEMBER 2010

The 34th TOC Annual General Meeting will be held at 11.30am in a Private Suite at the The Staverton Park, Daventry, Northamptonshire, NN11 6JT on Sunday 21st November. Unlimited tea, coffee and biscuits will be provided at the AGM.

To celebrate the 34th successful year of the TOC the final social event of 2010 will be held at The Staverton Park on the evening of 20th November.

Details of what is planned can be found on page 35 in the events section.

TOC CALENDAR 2011

At the end of June just one Member has submitted photographs for the TOC 2011 calendar. Please remember to take your camera with you when you are out and about in your Traction this Summer and to use it!!!

Don't forget that your winning entries need to be with the Editor before the end of September.

DRIVE-IT-DAY 2011

The FBHVC has confirmed that because the nearest Sunday to 23 April (the normal day for Drive-It-Day) in 2011 is Easter Sunday, and the following weekend is a bank holiday, to avoid a clash with Easter and inevita-

bly heavy holiday traffic the following week Drive-It-Day 2011 will take place on Sunday 17 April.

Hopefully all TOC Sections will support this FBHVC initiative in 2011 and perhaps for 2011 Sections will add to their Drive-It-Day contribution by combining their event with some form of charity fund raising.

CARCASSONNE 2011

Hans Dürr-Auster has been in touch to say that based upon the numbers of TOC and other Traction owners that have expressed an interest in the proposed tour from Carcassonne in September 2011 the tour will definitely go ahead.

Hans, and his wife Angelika, are now continuing with preparations for the Tour and will have more news for Members later in the year.

Meanwhile if you would like to know more about what is being planned and would like to register a possible interest contact Hans at Hans P. Dürr, Domaine de la Madone, F-11800 Montirat, Postal Address: Chemin de la Monse 18, CH-1630 Bulle. or by email at : hansp.duerr@sunrise.ch

CITROËN STORY

The ACI-event of the year 2010 took place at the ZOLDER race track on April 24th & 25th..

TOC attendants were :

Fred & Barry Annells, Mick Popka, Marcus & Diane Lances and Walter Callens (Noëlla couldn't make it as she was stuck in the USA because of Eyjafjallajökull)

In the program for the weekend there were events for the children, club stands, an autojumble, car-museum, Citroën stand Paris 1970, and Citroën showroom 2010, in addition to cars from the Citroën Conservatoire collection and examples of all Citroën models from 1919-2010.

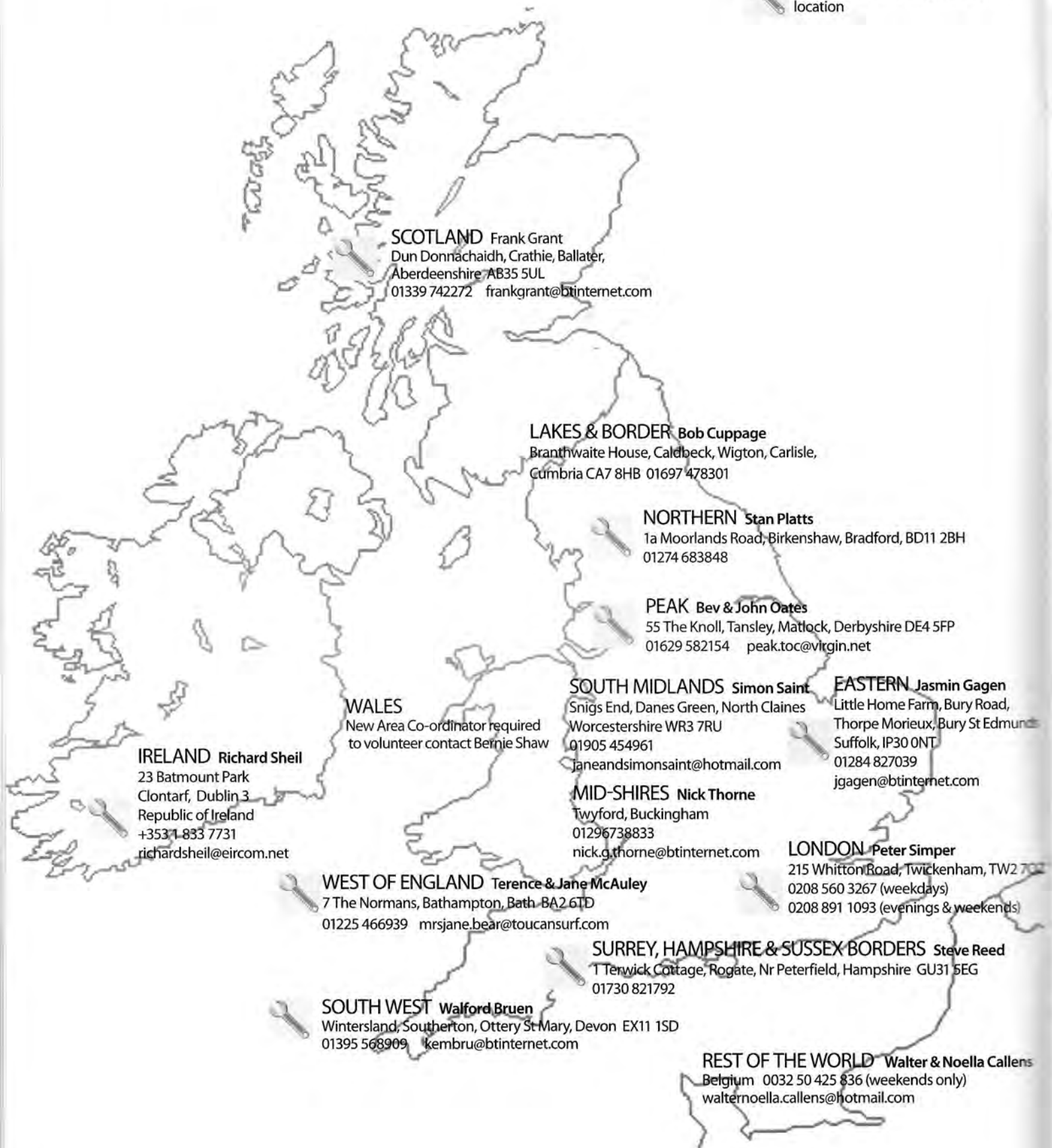
All the shops, which were located in the pits along the race track, had a quiet day on Saturday but on Sunday a lot of people were at Zolder to watch the races : 2CV's, Panhards, Citroën racing cars and rally cars and to view the numerous exhibits and other attractions..



section scene



A set of TOC tools is available at this location



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REST OF THE WORLD Walter & Noella Callens
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walternoella.callens@hotmail.com



Eastern Section

Drive-It-Day 2010

A wonderful turn out (see photograph above) at the Three Horseshoes pub in Cockfield, Suffolk. After a blowy, soggy start to the day the sun greeted a fantastic display of 16 Tractions, 8 DS's, a Panhard 24CT and a Citroen/Maserati SM - all in various degrees of loveliness.

10/10 to Ken from Leavenhheath whose car arrived on a trailer in barn find condition (I think it has spent too long in his barn) and drove from the lower car park to join the display, complete with birds nest under the bonnet.

We were very pleased to be joined by Bernie and Pearl Shaw who must have covered the most miles to attend. Paul appeared to have the fastest Traction of the day. Fitted with a BX engine, five-speed gearbox and natty paint job, it looked great.

Sara has made a facebook page giving photos and video clip of our line up - see facebook : East Anglian Traction Avant. Our hosts Bob and Tracy looked after everyone very well (evidence of many Sunday roasts being enjoyed) although, sadly they have now left the Horseshoes for another pub challenge and we wish them every success. Thank you to everyone who attended.

Felsham Fete

Our next Section gathering was at Felsham Fete on June 6th. Those who ignored the weather report and attended enjoyed a warm sunny afternoon (just a little dampness).

Congratulations to Carole whose little dogs won a first and third in the fun dog show and Ron who definitely had the shiniest car.

Following the excellent drive it day turnout we plan to organise further meetings at different locations during the summer months. As part of the planned programme Tom has organised a meeting for August 22nd at The Earl Arms Heydon (nr Holt) Norfolk NR8 6AD Tel 01263 587376.

Heydon is an unspoilt tranquil village, with pub on the village green. You can book your lunch direct with The Earl Arms (they are expecting us) or bring a picnic. Local run details will be given on the day.

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 piped music and other distractions.

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 27th July please contact Peter or Sue.

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

Mid Shires Section

The Chiltern Rally /car show was it's usual success with in excess of 900 cars on show and this year.

A TOC member - Brian Fell - won 'Car of the Show' with his Slough small boot light 15. There was some very hot competition so well done Brian

The first Midshires Meeting for 2010, on Sunday 20th June at the Crew Arms, Hinton on the Hedges will be reported on in the next edition

The next planned event is The Henley Show on Saturday 11th September.

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 future planned Section events please contact me.

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

Peak Section

Drive it Day 2010

The Peak section met at Carole and Richard Carlin's house to start our tour of South Derbyshire. 11 Traction made their way around an excellent route devised by Richard via many places of interest including Staunton Harold Estate and garden centre. A short stop of about 40mins ensued allowing a brief browse around a beautiful part of England.

We then eventually [32 BYK coughed and spluttered into life] made our way to Repton (famous for its school) to the Bull's Head pub for a hearty lunch and banter. The food was super and very reasonable.

Rob Kiff was almost lynched by the ladies for taking the last crème broulle but he escaped so better luck next time ladies. All in all a most enjoyable "drive it day" in nice weather. Many thanks to Carole and Richard for their generous helpings of coffee and biscuits before the start and for guiding us around the route and well done to everyone who attended. (Report by Martyn Baker.)



June meeting

We started off from our house in Tansley and had a scenic tour through various hills and dales in Derbyshire and Staffordshire stopping at Carsington Reservoir and ending up with a dry and sunny picnic at Frogghall Wharf. 7 Traction and one Ford (Martyn's car decided to have a day off!) plus 17 people attended so yet another excellent turnout.



Photographs by Mick Popka.

There will no local meeting in August as most of us will be at the Annual rally so the next meeting is on Sunday October 3rd when we will have our annual pilgrimage to the Yew Tree in Cauldon. If you have never been there we highly recommend a visit. The beer is excellent but they only serve light lunches at extremely cheap prices for both. Come and see Martyn tackle a large local pork pie!

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

Scotland Section

Scottish Section Tool Kit

In 1992 when restoring my Light 15 I asked my local Blacksmith to make up a set of "dollies" as can be seen in the photographs.

The front "dolly" can be used to move a car when the complete power unit and cradle assembly has been removed but with the rear axle sill in-situ. In "tandem" they can be used to move a completely bare shell on a transporter, or roll it through a sand blast bay or spray shop and oven.



The frames are also of equal width allowing the shell to be rolled-over and sat securely on either side for floor and sill repairs.



I am proud to say they have been in almost constant use for ten years in the Scottish Section but are now available for loan again.

I have donated them to the Scottish Section Toolkit, and

Andy Burnett has kindly offered to give them a coat of paint to smarten them up a bit!

Talking with good friends across the TOC, CCC, & 2CVGB Scottish Sections there is strong support for a joint annual event!

Our numbers are low, the distances are great and money is tight for most of us, so I believe our best option is to take a joint club stand at an already established event.

Many recent almost nostalgic conversations have centred on the Doune Motor Museum and the great times we had there, but sadly the venue no longer exists!

A little too far north I know but I had hoped that Alford may have filled the gap, a splendid event yes but the return to the Cavalcade format with the pre-1955 only restriction now rules it out.

For this year only we have the Royal Deeside Gathering 7th to 13th August - but what about next year? Crathes, Glamis and Scone have been suggested - what do you think?

EVENTS THIS SUMMER.

| | |
|----------------------|---|
| 7 - 13 Aug 2010 | Week Long holiday Event - Royal Deeside Full details can be found on page 36 of this edition. To register your interest in attending please contact Ian Smith ASAP on 01224 715 221 or by email at smithy.stoneywood@btinternet.com . |
| 11 - 12 Sept 2010 | Scone Palace Scottish Vintage Tractor and Engine Club Show Lots of classic cars, motorcycles, trade stands and autojumble. How about having a picnic meeting to discuss the way forward? |

Frank Grant
01339 742272
frankgrant@btinternet.com

Surrey, Hampshire & Sussex Borders Section

| | |
|-----------|--|
| 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 Maltng 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 joining us on any of our events please contact me on 0208 330721.

We look forward to seeing members, friends and family during the rest of 2010.

Helen Shelley
0208 330 7216 or mobile 077 905 383

West of England Section

| | |
|----------------|--|
| 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

Rest of the World Section

Les Automobiles d'André Citroën - 28 & 29 August

Citroscope France, with the assistance of the Club Belge d'Anciennes Citroën (CBAC) and TU Nord, is organising a "Hommage à André Citroën" at Lesquin near Lille for 28th/29th August.

There will be 1919 to 1935 Citroën cars on display, exhibitions and autojumbles.

For more details:

phone Citroscope (France) : 0033 320 58 47 76,
email: citroscope@free.fr, visit <http://www.citroscope.fr/st/>
telephone: CBAC (Belgium) : 0032 42 73 71 17

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

your letters

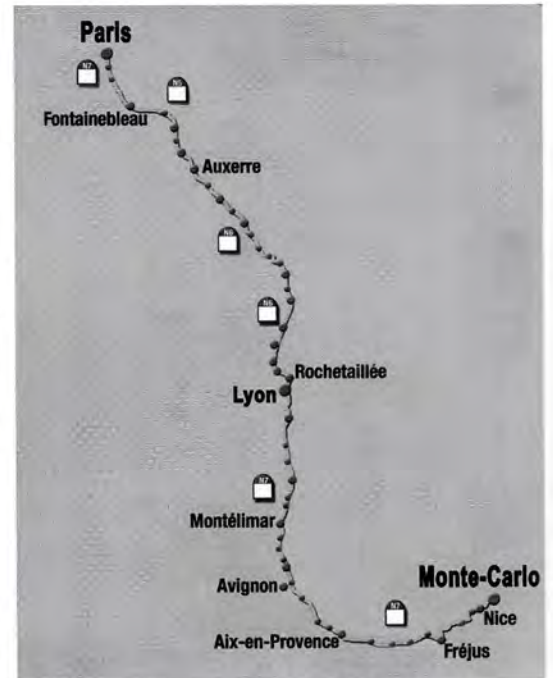
Please send your letters and emails to:

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

The deadline is the 10th of the month

François Lecot

François Lecot was born on the 5th April 1878 in Nantua. He was the proprietor of the Hotel Restaurant de Paris at Rochetaillée-sur-Saône (just north of Lyon) 1925-43. From 1924 he drove in many famous endurance trials in various Citroëns, including 400,000 km between Paris and Monte-Carlo 1935-1936. He died on the 15th August 1959 aged 81 at Albigny.



Charly Périsi from Monaco has very kindly sent this original photo of François Lecot standing by his famous 11AL, 3057RJ7, in front of the Automobile Club of Monaco at its old address in the Rue Grimaldi. The photo was taken on the 25th July 1936, and as Charly lives almost next door he was able to photograph his own 1950 11BL in the same spot, albeit 68 years later.

You can find more on the internet at www.la-traction-universelle-mediterranee.com and navigate to Activités – Photos, then click on 2004, and then double click on the slide show. Photos 35 and 36 recommend two excellent books about François Lecot.

Robin Dyke

Emergency Fuel Tanks

Dear John

Further to Mick Popka's letter in the last edition of *Floating Power* regarding what appeared to be an "emergency" fuel can shaped in the style of a french wheel cover - when I bought one of my cars, a small boot model, there was a fuel can in the back of the spare wheel cover.

There was a big bolt to hold the spare wheel and the tank in place (see photograph top right). I couldn't find this particular one to photograph for you but I do also have a similar one that I was able to photograph. As you can see the tank fits into a spare wheel (photograph bottom right). The bolt with it is for use when you have a big boot model

There must have been several producers of these fuel tanks because I saw a different one some years ago with a Traction decal on it. (see photograph below).

Rob Koffijberg



Hi John,

On Drive-It-Day, the 25th April 2010, over 150 classic cars gathered for the Brimar Fundraising annual event on behalf of the Children's Hospice South West. I was a joint sponsor of the event and took part in my Cabriolet. The cavalcade of cars (mine was the only Citroën) gathered at Dobbies Garden Centre, Shepton Mallet and each car was waved off by Michael Eavis the organiser of the Glastonbury Festivals. We all then drove via Street High Street to Sanders Garden Centre, Brent Knoll where we parked up for the afternoon. The event was a resounding success and raised £4,148 for the Children's Hospice South West - well exceeding last years total of £2,609.

Regards

Dennis Hewitt

Citroën Poste No 2986

Dear John,

In *Floating Power* (May/June edition Page 17 refers) a photo of a Citroën Plaque is displayed. Mike Tebbit request confirmation in relation to his "surmise" that it is a "dealer or agent sign".

Well Mike you are absolutely correct.

Originally every Dealer/Agent was issued with a plaque bearing a number for location and identification purposes.

At this moment in time I am unable to identify the Garage appertaining to this particular plaque. but later on in the year (when I return to Jersey) I will attempt to complete the puzzle as I feel certain that Mike will forward to me (as a reward) a bottle of rouge.

Once again I must comment on the excellent quality and contents of *Floating Power*

Brian Follain

Hello John,

The Citroën sign that Mike Tebbit was enquiring about in the last edition of *Floating Power* (POSTE No. 2986) was indeed a 'dealer or agent sign'.

During the 1930s/40s/50s Michelin Road maps in France were marked with the sign numbers to show the location of Citroën Garages so that if you had a problem with the Car you could look up on the Map the location of the nearest Dealer.

I have two of these signs, and an octagonal English Citroën sign (CITROEN SALES SERVICE) that I found at the Beulieu autojumble amongst my collection of 70 Citroën signs.

Walter Rey

Brass headlamp refurbishment

Hi John

I have a pair of chrome Marchal 335 headlamps (as fitted to 15CV's) that had quite a few small dents and digs around the closed end of the bowl/bucket and some larger dents on the larger part - as well as some small dents and digs on the chrome rims.

I could only find one company in the UK that refurbished headlamps but they are very expensive and are some 200 miles from where I am in Somerset.

I was searching on the web for a brass worker when I came across a company that carries out repairs to brass wind instruments. I gave them a call and arranged to take the headlamps to them.

The fella there said that he would see what he could do but he didn't do silversmith or brass filling work.

Could I give him a couple of hours?

I went off for a walk around town and then went back to his workshop. He had used hand finishing techniques and I was really pleased with the results.

The headlamps are not absolutely perfect - the brass is old, and therefore hardened, and the dents of course stretch the brass but tomorrow I am taking them to be re-chromed.

Oh and the cost for his work - £15.

Regards

Den Hewitt

Hi John,

This photograph was taken earlier this week whilst visiting a local ' little house ' called Rous Lench Court near Evesham .

The house is privately owned, 16th Century and very original - just like the cars!!!

It's a very upmarket place to have a wedding, hence our little visit, but it would make an ideal place for a ' Car Do '.

Perhaps one of our Section Coordinators or Members would be interested in arranging one.

Regards,

David Boyd





Dear John,

A friend sent me the above photograph which was taken at the Essex Young Farmers Show at Roxwell, outside Chelmsford, earlier today. They're a curious bunch of cars – the Escort on the left appears to be flying sideways - and the Traction - a LHD 11BL I think - appears to be even less held together than the more roadworthy versions we are familiar with. It hurts to know that what might have been a good source of spares has been bashed around for entertainment.

Clive Hardy

Dear John

In the March/April edition of *Floating Power* you published an article entitled 'A history of my Traction Avant' so I thought you may like to know what has happened since then.

The car went very well with no major problems apart from the occasional fuel problems. Unfortunately I was very ill last summer and very reluctantly I decided to sell my Traction and my 2CV6 Dolly (which is now residing in the far north of Scotland).

The Traction went down to Devon and the new owner, with whom I keep in touch, had a traumatic journey driving down there - see Michael Willats' letter in *Floating Power* (Jan/Feb 2010).

I was very surprised at his problems as I honestly had not experienced anything like this in recent years. It would appear that the electric fuel pump which I had fitted was inadequate for the job. It was sited by the side of the engine though several members of the TOC had suggested it would be better in the boot.

Speaking with Michael he informed me he had replaced the pump I had put in, which was suitable for a Morris 1000, with a fully solid state electric fuel pump for a two litre engine and re-sited it in the boot by the petrol tank.

I understand the problem is now solved. I was also pleased to hear from him that the MOT revealed no rust - especially underneath. My efforts in Waxoyling paid off!

In spite of not having a Traction I am remaining a club member. My final comment - after 10 years of ownership - I do miss driving 'Bombe' my old Traction 11B!

Regards

Richard Heskell



HOW ABOUT THIS FOR A MODIFIED TRACTION?

The car, which is owned and driven by Bernard Saz from France, was seen competing at Santa Pod Raceway at the end of March 2010. It apparently has a V8 5.4L engine.

Andrew York

[If the drag racing I went to here in Canada last weekend is anything to go its probably a chevrolet engine as virtually all of the hot rods and dragsters were fitted with 350 Chevy V8s - JB]



Hi John

Whilst on holiday in Burgundy in late May, Julie and I made a point of visiting Saulieu in the Cote d'Or to see the town's celebration of the old Route National 6 which passes through the town en route from Paris to Italy.

Amidst the usual selection of Renault, Peugeot, Simca etc. we spotted a Traction Roadster, Familiale and this Normale complete with matching trailer.

The bourse d'échange was disappointing with little to see in the way of Traction stuff [much to Julie's relief!!].

Kenny Cocker

Dear John,

Before I got around to writing this letter to you my father (Stan Gray) had two pieces printed in the comic - his article in the January/February edition "Family Tractioneering in the 1950-60's" and "By Traction into the 60s" in the May/June edition.

These were prompted by a comment from Helen Shelley at the Surrey, Hampshire & Sussex Borders' September meeting, which we attended.

I had driven down from the Midlands, in my recently acquired '53 Light 15, to visit my parents for the weekend and decided on the trip out to Tilford to meet up with Helen & Co..

They made us very welcome and we had a great day out in fine weather so I should like to thank Helen and everyone else involved.

I thought you might be interested in a picture of Dad standing beside a car at Arras which was reminiscent of his first big 15.



Andrew Gray



Is the strain catching up with the President??

Dear John

I enclose a photograph of our President taken at the Annual Rally in Cornwall last year.

As you can clearly see he appears to have a problem with his attire.

Do you think it has anything to do with all the empty cups scattered about on the floor or is Pearl not dressing him properly these days?

I wonder what she is saying to him
????????????????

Steve Southgate



Imagine my surprise when I rounded a corner in the Reynolds Alberta museum to find a real life Kegresse in beautifully restored, original condition.

Mr Reynolds, who inherited a love of collecting from his father obtained part of his collection as trade-ins at his car dealership, but most of it he searched out himself.

Wanting to preserve his collection for future generations he agreed with the Government of Alberta he would donate his collection if the province built a facility to house it.

A must-visit if you are ever in Alberta. JB

After the election

An anecdote sent to me a few weeks ago by a TOC Member:

Whilst walking down the street one day a Member of Parliament was tragically hit by a truck and died. His soul arrived in heaven and was met by St. Peter at the entrance.

'Welcome to heaven,' said St. Peter. 'Before you settle in, it seems there is a problem. We seldom see a high official around these parts you see, so we're not sure what to do with you.'

'No problem, just let me in,' said the man.

'Well, I'd like to, but I have orders from higher up. What we'll do is have you spend one day in hell and one in heaven. Then you can choose where to spend eternity.'

'Really, I've made up my mind. I want to be in heaven,' said the MP.

'I'm sorry, but we have our rules.' And with that, St. Peter escorted him to the elevator and he was sent down, down, down to hell. The doors opened and he found himself in the middle of a green golf course. In the distance was a clubhouse, standing in front of which were all his deceased friends, many of whom were politicians who had worked with him.

Everyone was very happy and in evening dress. They ran to greet him, shaking his hand, and reminiscing about the good times they had while getting rich at the expense of the people.

They played a friendly game of golf and then dined on lobster, caviar and champagne. Also present was the devil, who really was a very friendly & nice guy who enjoyed dancing and telling jokes. They were having such a good time that before he realized it, it was time to go.

The M.P. received a hearty farewell and waved while the elevator began to move upwards. The elevator went up, up, up and the door reopened in heaven where St. Peter was waiting for him.

'Now it's time to visit heaven.' 24 hours passed with the M.P. joining a group of contented souls who moved from cloud to cloud, playing their harps and singing. They had a good time and, before he realized it, the 24 hours had gone by and St. Peter returned.

'Well, then, you've spent a day in hell and another in heaven. Now its time to choose where to spend your eternity.'

The M.P. reflected for a minute, then he answered: 'Well, I would never have said it before, I mean heaven has been delightful, but I think I would be better off in hell.'

So St. Peter escorted him to the elevator and he went down, down, down to hell. The doors of the elevator opened and he found himself in the middle of a barren land covered with waste and garbage. He saw all his friends, dressed in rags, picking up the trash and putting it in black bags as more trash fell from above.

The devil came over to him and put an arm around his shoulders. 'I don't understand,' stammered the M.P. 'Yesterday I was here and there was a golf course and clubhouse, we ate lobster and caviar, drank champagne, and danced and had a great time... Now there's just a wasteland full of garbage and my friends look miserable. What happened?'

The devil looked at him, smiled and said, 'Yesterday we were campaigning ... Today you voted.'

TOCtech forum

Jonathan Howard

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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.

Perfo Engine bearing replacement

Recently I took in a perfo engine which needed attention. Dismantling it revealed that the pistons and liners were done for and needed replacement, and that the white metal of the big end and main bearings was breaking up (photograph 1).

Unfortunately these days white metalling is very expensive, and the quality and durability of it is sometimes doubtful. For this reason I have often taken the route of using an ID/DS block to replace the perfo block.

As ever there is the alternative of retaining the perfo block and using the connecting rods from either an ID/DS 19 or H van - which are direct replacements but use bearing shells.

Assuming you are fitting ID/DS 19 or H van connecting rods measure the big end journals of the perfo crank - the original diameter was 48 mm - and the main bearing journals - the original diameter was 50mm - and determine the undersize required. Big end and thick walled main bearing shells are available in four undersizes, .25, .50, .75, and 1mm, the latter being the sensible limit.

Have the crankshaft ground to the appropriate size, put the bearings into the block, put on the rear- timing chain end bearing cap, tighten it, and you will observe that the crank locks solid!

The way forward is either to take the block, bearings and crank to an engineer and see if he is willing to line bore the bearings, or to scrape and fit the bearings yourself.

To do this place the bearing shells for the block in all three mains and for the rear main fit the cap and shell (photograph 2). Apply no oil. Tighten the cap until the crank can only just be turned. Take off the cap, extract the crank, and observe where the white metal has high spots, which will be shiny (photograph 3). Scrape the bearing at these parts, removing just a thin shaving of metal (photograph 4). Clean the shells using a pan scourer to leave faint lines in line with the crank.

Refit the crank and tighten the cap nuts until the crank again is stiff to turn. Remove the cap, observe the high spots. scrape them clean - and so on until the crank is free to turn with the nuts torqued to 7mkg. or 51 foot pounds. Progress then to the centre bearing, and then to the front. This is a lengthy procedure, but you will have the satisfaction of achieving a perfect running fit, carefully checked, which is more than most engineering firms are prepared to do.

The big end shells/conrods are worth checking as well, but normally these do not require intervention.

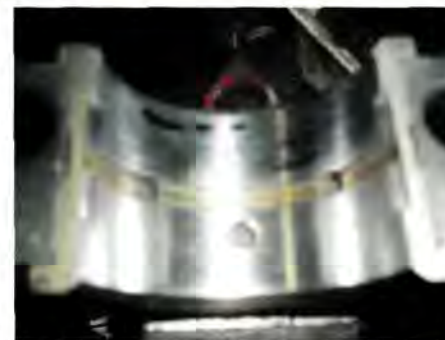
Fron Top Right to Bottom Right

photograph 1 - original white metal bearings breaking down

photograph 2 - crank resting in front and centre bearing shells with rear shells and cap

photograph 3 - white metal high spots on bearing shell can be clearly seen

photograph 4 - bearing shell carefully scraped to remove high spots



TOCtech forum continued

Ignition problems

A recent letter from **Andrew Gray** about his experiences with his recently acquired Light 15 raises some interesting possibilities.

My car had not been running very sweetly, misfiring when hot, so I had tinkered with the ignition and carburettor trying to improve things. A carburettor gasket kit had arrived a few weeks before from TOC spares, but the accelerator pump diaphragm, ordered at the same time, was out of stock (to be sent on when available). Naturally the old diaphragm promptly gave up completely, leaking badly. Not wanting to miss the Tilford trip I wondered if I could make some "get you out of the desert" repair. A piece cut out of a chemical resistant nitrile glove fashioned into a new diaphragm was fitted and worked fine. The new diaphragm arrived from Chris days after the trip but is still in the spares bin. The green glove has been pumping for 1200 miles - if it ain't broke don't fix it!

The hot misfire persisted but the car managed the 300 mile round trip - well nearly. It died about a mile from home!

I soon spotted there was no spark but fortunately the gods were smiling on us as a friend spotted me at the side of the road as he was passing, stopped and towed us home. The insulation of the rotor arm had broken down allowing the spark to earth straight through it to the spindle. As it was a new rotor, only covering a few hundred miles, I had previously dismissed this in my investigations. I suspect the cause to be suppressed plug caps marked as 10000Ω but measuring 30 times this! I wonder if others have had similar experience?

From my experience my guess would be that Andrew's problem was that the rotor arm on his 1953 light 15 was probably an Indian made pattern part - which are prone to shorting out of the HT electricity due to the higher carbon content of the bakelite and to the longer rivet used to attach the brass contact to it - and not the suppressor caps.

Bodywork/trim questions

Another letter received recently was from **Terry Ward** who had some advice and some questions he would like answered.

It was great to find my 11B on the cover of the March/April edition of *Floating Power*. The photograph looked better in B&W than colour and my wife was just visible inside the car - I have told her she's my centre fold!

Anyway the reason for writing is that I have some information and queries about some recent work I have done on the car. Having got it running very well and reliably, after our trip to France last Autumn my attention turned to irritating but less important issues.

The first thing was that the doors had dropped and I could hear them rattling as we travelled over bumps. The problem was the hinges which were so worn that the outer profile was stepped rather than smooth because the holes in the door sections of the hinges had worn oval. I ordered some oversize pins from Chris and then wondered how to fit them!

The first step was to obtain the required 7.5 mm hand reamer. I was then worried that if I removed the doors and reamed them separately I might not get all the centres in the right place and the doors might not fit well afterwards. So with the doors shut I put 4 mole grips across the 4 joints between the hinge sections and tightened them up until the outside profile of the hinge lined up again. I then removed the old pin and reamed the hinge in situ utilising my 1/4 inch socket set with a universal joint in reverse to turn the reamer. I don't know how you're supposed to do it but it worked fine for me. The new pin was a perfect fit. I then repeated the process for the other 3 hinges. Success - no rattles and the doors fit well. The two photographs below show better what I have tried to describe.



The next cosmetic problem was that the "Furflex" trim round the drivers door opening kept coming loose just where your foot catches it as you swing out. I found it was a bit damp and traced that to water tracking behind the door latch - easily solved by bedding it in non setting silicone mastic. The Furflex had been stapled into something which had been wedged in the groove that runs round the door opening.

My queries is about the nature of this "something" which resembled a wet cigar or rotting twisted paper which had rusted the staples. Does anyone know what it is? What should be in this groove? It appears to be a much bigger version of the twisted paper piping cord that I have used in upholstery. Woollies and similar trim stockists don't keep it.

As a temporary measure I wedged in some high density foam and pinned the trim to that - which is working at present but I doubt it will last for long.

I then decided to bite the financial bullet and improve the paintwork - parts of which let the car down. The top of the roof and the boot lid were the worst areas. Here a much older spray job had gone wrong with top coat reacting badly with the primer. I found a very helpful local car repair shop who quoted me a reasonable price.

On further inspection we found some lifting paint on the bonnet so I also included that. I had originally intended to paint the grille myself (it looked as if it had been painted with blackboard paint using a loo brush) so obviously that was also included. I stripped the items of their handles, lights, chevrons etc and took them off the car.

The repair shop painted them and I reassembled everything. It all went well and I am very pleased with the result of this partial respray which has transformed the appearance of the car. However I have two further queries arising from this work.

When they stripped the roof there was a separate panel let into the middle - like a gigantic sunroof. It was all done very well with leaded joints - I never knew it was there. Are all Traction coques produced this way to facilitate pressing or had a sunroof been removed at some time?

The stripping of the boot lid revealed a lot of filler, cracks, old welded repairs and rust and we had great fun putting this right (I had even more fun though trying to get the lid to latch properly as we must have moved the lock a bit while fettling).

After the boot lid had been sprayed I found I had two extra holes that I didn't need. Obviously they had previously been hidden by filler and no one realised they had appeared during the preparation. I hadn't noticed them when inspecting the primed lid before it was painted so I couldn't blame the repair shop or expect them to put it right. I found that the little black plastic plugs in the end of Bic Crystal biros are a perfect fit and look fine (see the photo graph below right).

What might these holes have been for? They are evenly spaced and cleanly drilled through the lid and the internal stiffener. Did some models have some trim or a badge here? I have seen photographs of a car with a "Citroën" script badge above the number plate light (although it seemed higher up than the holes in my boot lid). Any ideas? - and if anyone knows what might have been there - where can I get one?

My answers to Terry's three questions are:

1. The furflex was attached to a sort of cord made from compressed paper, which tends to decompose with age. Unfortunately I do not know if it is currently available for sale. In the past I have cut plywood into strips, glued it into place, then tacked the furflex to the plywood - with more glue to back it up if needed.
2. All Tractions have the 'drop in' roof panel, this is how the cars were made. Up to 1935 this panel was leathercloth on a wooden frame.
3. Citroën script badges were not fitted to Paris-built cars. Your car may have had such a badge fitted by a previous owner or perhaps it had a large 'F' or 'F Paris' badge fitted in the past.



Perhaps other Members can help Terry with this one..

Michelin maps and guidebooks

The fourth and final extract 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 4 - The Advent of Michelin's maps and guidebooks

In 1898 there were still only about 500 private cars circulating on the roads of France, a total that hardly presented the Michelin firm with a huge demand for replacement tyres, although they were then an extremely expensive luxury product with a very limited life. Even bicycle tyres cost about 90 francs a pair, at a time when the average workman's wage was just six francs a day or less than 40 francs a week.

So to develop a thriving and profitable market, the brothers had little alternative but to deal with the automobile manufacturers directly, in the hope that their tyres would be adopted as the specified original equipment.

At this time, when ordering a car, a private customer had to purchase its wheels and tyres separately, on the maker's recommendation, as was the case with the luxurious and expensive coach-built bodies with which these earliest cars were generally equipped.

As we have seen, this strategy led to a close collaboration with these car makers through their joint participation in motor sport and other competitive events. The many spectacular victories achieved by the racing cars equipped with Michelin pneumatic tyres served to boost the reputation and prestige of both parties, so that, by the turn of the century, the company had become the exclusive or preferred supplier of tyres to virtually all of the major French car makers of that era, including Panhard & Levassor, Peugeot, De Dion-Bouton, Darracq, Delage, Delahaye, Mors and Renault.

Thus the period between 1895 and 1905 was one of rapid expansion for the Michelin firm. Constant growth in sales of both bicycle and automobile tyres alike meant that the number of workers at Clermont-Ferrand rapidly increased from under 300 to more than 3,000.

Even so, the Michelin brothers refused to rest on their laurels and redoubled their efforts to attract potential customers, by demonstrating the superiority of the air-filled tyre over the solid rubber article at every possible opportunity.

In 1901 they began a long-running series of brilliant advertising campaigns designed to popularise the automobile and promote motoring in general. And by devising all manner of imaginative displays and entertaining stunts (usually involving their rotund

mascot Monsieur Bibendum) they succeeded in establishing the Michelin name as a permanent feature in the public consciousness, so fostering a widespread loyalty and affection for their brand.

Despite the fact that at this point in transport history car ownership remained the privilege of a small elite of aristocrats and plutocrats, the Michelins were convinced that, inevitably, these small numbers would soon be greatly magnified by the inclusion of the bourgeoisie.

They also reasoned that, providing greater numbers of motoring enthusiasts could be recruited and then encouraged to drive longer distances, the greater would be the number of tyres that they could ultimately sell. And so, almost single-handedly, they invented the idea of tourism by motor car.

As promoted by the Michelin brothers, *tourisme par l'automobile* was an entirely new leisure activity, at first pursued only by the idle rich but later by the middle classes too.

By travelling in their luxurious Mors, Delaunay-Belleville or Rolls-Royce vehicles (usually with their chauffeurs at the wheel) these affluent automobile owners of the Belle Epoque and Edwardian era could escape the inconveniences of the railway timetables and travel from place to place at will, often for no greater purpose than to enjoy the scenery.

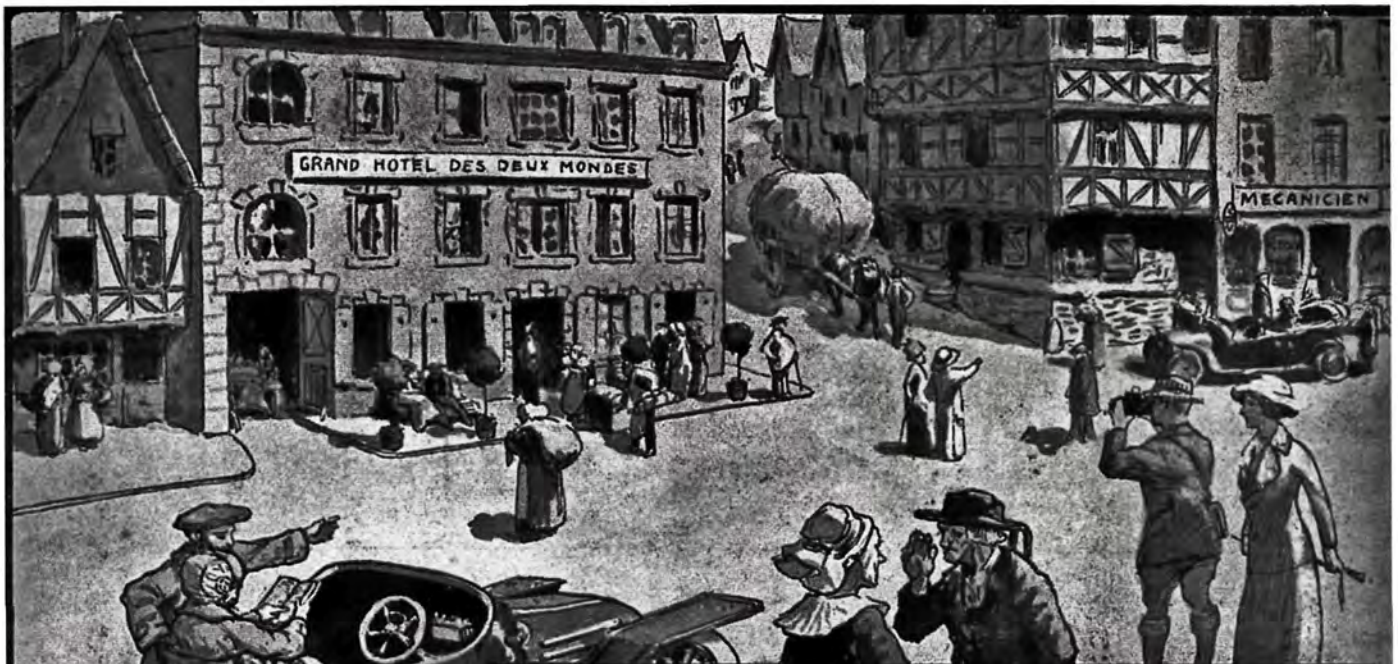
So to direct and encourage them in their travels through unfamiliar territory, Andre Michelin came up with yet another remarkable innovation, the series of Michelin guidebooks and maps which still endure today.

Some twelve years previously, Andre had worked as a cartographer at the Ministry of the Interior, and remained fascinated by the whole process of map-making.

Recognising that there was currently no range of maps or guides covering France that was really suitable for use by motorists, he decided that Michelin customers should be provided with a reliable means of navigating their way around unfamiliar territory and of identifying the best hotels and restaurants en-route.

The result was the very first edition of the famous Michelin Guide which appeared in 1900, when the number of cars in France had climbed to just 2,897 precisely.

This diversification into a second, subsidiary business field led the brothers to adopt a curious division of labour. Andre, from his base in Paris, dealt with the travel publications and all the other myriad aspects of publicity and propaganda, while Andre remained in Clermont-Ferrand, responsible for manufacturing and product development. In other words, the engineer had become



LE GUIDE MICHELIN ROUTES, PLANS DE VILLES, HÔTELS
- MÉCANICIENS CURIOSITÉS



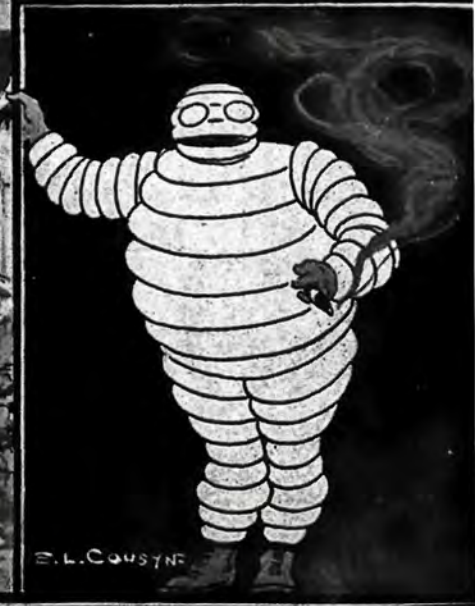
LA CARTE MICHELIN

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E.L. COUSTIN

the publisher and advertising man and the artist had become the engineer.

No less than 35,000 copies of the first edition were printed and issued free to all comers by Michelin's sales agents. By later standards, it was a rudimentary affair, no more than a pocket-sized pamphlet, but the following year the content and presentation were greatly improved and expanded to make it an essential reference book.

The 600 pages of the 1902 version were packed with information about garages, motor repairers, hotels, inns, restaurants, museums, chateaux and other sight-seeing possibilities and also included 100 small-scale maps of city centres and a large detachable road map covering the whole of France.

The hotels (but not the restaurants - that came later) were rated by stars, good and bad roads were differentiated, and the choice of an alternative picturesque scenic route was provided, indicated by symbols, to help the motorist choose the most pleasant itinerary.

And naturally, the addresses of Michelin distributors (together with details of the sizes and prices of their tyres) were also provided, as well as the location of fuel supplies, there being no petrol stations with pumps in those far off days. Even postal, telegraph and telephone offices were included!

The 1903 edition of the guide ran to 60,500 copies, and this time a questionnaire was included, inviting the public to verify the fairness or accuracy of the star ratings awarded to the listed hostelryes as well as to supply further information of use to motorists and tourists.

"The success of our Guide has exceeded our expectations" wrote Andre in the unsigned preface; " And one can say without exaggeration that one finds it nowadays in the hands of all drivers, and all over France.

In fact, the Michelin Guide proved such a success that in 1908 the brothers opened a tourist office located at their Paris headquarters on the boulevard Pereire, with the specific task of answering motorist's requests for information on how to get from A to B across France or Northern Europe in the shortest possible time,

Presented as written reports, these individual itineraries were provided free of charge as a form of public service, just



like the Guide itself. Before very long requests were flooding in at the rate of over 5,000 every month, although at that time there were still hardly more than 12,000 voitures de tourisme or private cars registered in France..

It goes without saying that when the Michelin Tyre Company's British headquarters opened for business in 1911, the Michelin House building contained a tourist office providing route information, just as in Paris.

It also distributed the very first Michelin publication to be printed in English, the Michelin Guide to the British Isles, which contained the same helpful mixture of facts and figures as could be found in the Michelin Guide to France.

In fact, an English version of this book was also published that year, as were English adaptations of the recently introduced guides for Germany, Spain and Portugal and various other countries where Michelin tyres were sold, together with two other specialist guides covering The Sunny Countries (the French Riviera, Southern Italy and North Africa) and The Alps and Rhineland.

"The Michelin Guides, distributed gratis every year, would, if placed one upon another, make a pile sixty times as high as St Paul's Cathedral", announced the new English guide book, described as "The Motorists Vade-Mecum"

Earlier, in 1910. Andre Michelin had produced the first of the company's road-maps proper, drawn with exemplary accuracy on a 1: 200,000 scale with each separate sheet measuring 42x100 cm.

Featuring the inevitable presence of Monsieur Bibendum and printed in four colours, the first of these large-scale folding route-maps covered Clermont-Ferrand and its surrounding area, but two more on the Paris region and the Cote d'Azur or Mediterranean coast between Marseille and Nice quickly followed.

By 1914, the number of sheets available had risen to 45, completely covering the entire territory of France. Later, of course, the series was extended to cover the rest of Europe including, in 1914, the British Isles.

Further, improved and revised, new editions followed periodically, now printed in full colour, with some maps being dedicated to specialist leisure or travel activities such as camping and skiing.

These early Michelin road maps were the first to recognise landscape and give an indication of steep upward gradients or descents. Indeed, their cartographical quality was such that during the Second World War of 1949-45 they were used by the military in preference to the official government alternatives, firstly by the French Army in 1940 and then after the Allied invasion of June 1944, by the British and American armies too.

To assist in the Liberation, over two million copies were printed in secret by Michelin here in the UK for use by the Allies and the Resistance. During WW2 also, Michelin embarked on its series of town plans and guides beginning with locations in the unoccupied zone such as Vichy, Toulouse and Montpellier, but eventually covering all the major towns and cities of France,

During the 1920s the number of cars circulating in Western Europe increased three-fold as more and more motorists took to the roads. So it is not surprising that Michelin's bureaux de tourisme in Paris and London soon developed into sophisticated two-way information exchanges dedicated not only to collecting, checking, collating and disseminating travel-related facts and figures but also to improving urban and rural traffic systems and promoting motoring activities of every kind.

Moreover, as car ownership expanded downwards to include the middle classes, holiday travel by automobile became the favourite recreation of the bourgeoisie, though not as yet the masses in general. The result was that in 1926 the company launched its range of highly detailed regional guides for tourists, the precursors of the present day Green Guides.

For the benefit of sight-seers, these listed the places of historical interest or scenic beauty to be explored throughout specific areas of France. The first region to be covered was Brittany, closely followed in successive years by the French Alps, the Pyrenees, the Chateaux of the Loire, the Auvergne, the Gorges du Tarn, the Cote d'Azur, the Vosges mountains, and lastly, by 1933, Provence and Normandy also.

One of the greatest difficulties experienced by these pioneering motorists, as revealed by numerous reports and complaints received by Michelin's bureaux de tourisme, was that it was all too easy to get lost on the roads of France in those days, even when equipped with a Michelin map.

The problem was that although the road network was classified into various different grades dating from the Napoleonic era - routes nationale, routes departementale etc - none of them were given individual numbers by which they could be identified from way-side sign posts.

With no proper markings on the milestones, all too often drivers had no indication at all of which road they were actually travelling on, or of exactly what distance they had covered or had yet to cover to reach their destination. The whole situation was confused, to say the least.

" There is a total lack of method " commented Andre Michelin in one of his Michelin Monday columns in La Vie de l'Automobile "Something is needed to revolutionise automobile tourism. We suggest that all roads be given a number that is indicated on road maps and on the roads themselves."

The issue came to a head when, in October 1912 , he launched a petition demanding that all French roads be systematically numbered. Within a month 200,000 signatures had been collected, including that of the French President, Armand Fallieres. And so it happened that four months later, in March 1913, the Minister of Public Works signed a decree ordering that a system of road numbering be established.

It is known that a similar system of route numbering and signposting did not come into general use throughout the United Kingdom until 1921, so it is not unreasonable to suggest that the example set by Michelin in France may

well have inspired this important development here - or even that the firm's British subsidiary and its chef Andre Michelin may actually have been instrumental in its adoption by the UK road transport authorities.

A document preserved in the National Archive at Kew shows that Andre Michelin offered helpful advice to the British Ministry of Transport during the deliberations regarding the adoption of a road numbering system. And as soon as this measure was introduced, in 1921, Michelin set to work to revise and update its British Isles' road maps, making them the first to carry this information.

Today, in 2010, it is ironic to note that the brand-name Michelin is now just as well-regarded in the public consciousness for its connection with food as it is with tyres, so firmly established is the company's famous system of ranking hotels and restaurants with stars, awarded for the excellence of the cuisine provided.

This rating system was first introduced to denote good cooking in 1926; initially, the covers of the guides were blue, but from 1931 onwards they have been red.

To begin with just one star was awarded wherever deserved, (by anonymous inspectors drawn from a team of professionally trained experts) but later two and three more stars were added in the mid 1930s.

At present, a series of twelve Red Guides list more than 45,000 hotels and restaurants across Europe. Over 30 million copies of the French edition alone have been sold since it was introduced.

John Reynolds

Walter Callens' visit to a mystery Traction

Traction prototype number 20?

A number of years ago a member of the Belgian Old Citroen Club bought an old Traction "7" which he found in a village near Antwerp. On closer inspection the new owner and the club's committee members were surprised to discover many differences in this car from other vehicles of the same period.

As they couldn't explain these differences they contacted the CITROExpert team for help. Pictures were taken, a lot of investigation was carried out and eventually a 6 page article about the car appeared in the Dutch magazine in 1998 (CITROExpert number 2 -1998).

The consensus of the experts was that this must be a special Traction, unlike any that had previously been seen, which could be "one of the first Tractions" ever made - and from that date there has been total silence about the car whilst it underwent renovation to its original 1934 condition.

I was disappointed not to see the car in Arras during the "75 hours for 75 years" event and decided to re-visit the owner. When I did so I found that during the restoration, which he started 11 years ago, he had discovered more interesting features on the car which, because he does not have internet access, he has been unable to obtain help to explain.

A lot of money was invested into the restoration of the car and then, when the job was nearly finished, a fire destroyed his garage - causing major damage to the Traction and his DS.

When I visited the garage recently to see the car I found an early (1934/35) Traction 7C with no boot. However, if what the owner says is true, the car is not what it seems and deserves more investigation.

The current owner discovered that the car was already in use on the road in February 1934 (2 months before the official release date of the Traction) as it broke down somewhere in a Moroccan or Algerian desert and was left there until it was recovered to France many years later. (He found several mummified bodies of desert-rats inside the car when he was restoring it).

The speedometer reading of 33,556 km is consistent with the wear he found on the moving parts/components - all of which look nearly new - and there is no welding on the Traction and the doors are in perfect condition.

The present owner knows some of the history of the car between 1939 (date of first registration) until 1998 (date of his purchase) during which time there were five owners.

During the second war the car was confiscated by the Germans and after WWII it got it's first 'carte grise' - with a chassis-number which cannot to be found anywhere on the body.

Inspecting the car myself I was able to identify the following:

- On the engine block the number "27.1J.34" is molded - meaning the casting date for the block was January 27th 1934.
- The production date could be February 12th to 14th, 1934.
- The car has 5-stud wheels - which were only used in production till October 1934.
- The headlights are different from those used on second generation Rosalie's and from those on the first 7's.
- The rear suspension is different from the suspension eventually used in production Tractions - and there are no holes or anything else to indicate that the suspension might have been changed at a later date.
- There is no chassis-number, but the number "#20 O O O" is stamped in the metal of the body. Also, in addition to the usual numbers, the number "#20 OOO" can be found on almost every part of the car, even on the pedals. (It's possible that the number "20 O O O" stands for "prototype n° 20" and that it was used for endurance drives between Orléans and Orly and Ostricourt (3 O's!)).
- On some parts the number "#21" is molded. These could be parts that were changed for spare parts because the original "#20"-ones weren't good enough.

To date there has been no explanation for these numbers ... but they could be the proof that this car is one of the six prototype Tractions used as test cars at the beginning of 1934. Do any *Floating Power* readers have any explanations for the differences found on this car? If so we should be happy to receive your comments by email at : walternoella.callens@hotmail.com

Walter & Noëlla Callens





Tour de Sauvage : 12th-16th May 2010

As always, months in advance, the TAN rally was fully subscribed even though, as usual, none of the 84 entrants knew where they would be heading.

This year, because a 1-day trip to the UK was planned, the organising team (of 4 people) had to reveal the destination a few weeks before the event so that ferry bookings could be made and then, a few days later, the road book + maps for the event arrived at entrants home addresses.

On Wednesday 12th May the participants gathered in Boechout, near Antwerp, and left for France in small groups, following the route specified in the road book (249km). An ANWB (Dutch AA) van accompanied the group throughout the whole tour.

On arrival at Boulogne-sur-mer 2/3rd of the group stayed in an hotel and 1/3rd stayed at a campsite in Wimereux, about 4 km from the hotel.

On Thursday 13th May the group followed the "Route Nostalgique" (52 km) eastwards, stopping for "du vin, du pain and du fromage" at the Saint Joseph Village, a 1930-themed Parc écomusée with shops and workshops, near Guînes.

Friday 14th May was the BIG day : we were going to cross the channel at 11am with LD Lines (Boulogne-Dover) to invade Kent with 71 Tractions and 179 people. For most participants this was their very first visit to England and the first time they had driven on the left side of the road and - to make it even more exciting - in a Traction!

Everyone was present in the port before 10am - as specified by LD Lines - to find there was no ferry. Eventually we were told that the ferry had broken down in Dover that morning and the organizers had to work very hard to find a solution to the problem.

They managed to transfer everyone to Seafrance's Calais-Dover ferry - which required a swift drive from Boulogne to Calais for a smooth, sunny channel crossing - and the pleasure of finding that Bernie Shaw and Alec Bilney had waited more than 2 hours for us to arrive at the Battle of

Britain Memorial at Capel-le-Ferne, from where there is an excellent view to the shores of France.

Bernie & Alec guided us to the Mercure Hythe Imperial Hotel and a warm welcome from the management and staff of the hotel. Safely at the hotel everyone was able to relax and enjoy the excellent afternoon tea - which was served on the lawn behind the hotel - and to unwind from the stresses of the difficult start to the day. Everyone was very grateful to Rodney Cremin for his excellent choice of venue.

An 80 km route "The White Cliffs of Dover" had been planned for the afternoon but most participants decided instead on a much shorter tour into Kent, guided by their GPS/SatNav in order to be back in Dover at 7pm to catch the 8pm-ferry. Despite everything the UK day was judged to be a big success by all.

On Saturday 15th May the "Route des 2 Caps" tour of 117 km led us North, via the coastal road, to the headlands of Cap Gris Nez and Cap Blanc Nez which offer spectacular views across the channel to the White Cliffs of Dover and up and down the Opal Coast. That evening, starting at 9:30pm, there was a short tour of 12km/45 minutes during which the crew of each of the Tractions, which left the start at 3 minute intervals, had to demonstrate their driving and navigation skills through the old fortified centre of Boulogne-sur-Mer.

On Sunday 16th May it was time to drive back home - the distance to the Dutch border being approximately 300km - having thoroughly enjoyed the annual 5-day TAN event which always provides participants the chance to spend the days as they please and to meet fellow Tractionists.

As always we came away from the event impressed by the incredibly good job that the organising team had done to find such enjoyable, scenic routes and suitable venues for our rendezvous and - especially - in writing the excellent road book.

We're already looking forward to the 2011 Ascension weekend rally, that will take place in ????????

Walter & Noëlla



La Vie en Bleu 2010 : 29th & 30th May

We had a very enjoyable weekend at Prescott for La Vie en Bleu 2010 with a good turn out of Tractions despite a rather wet Saturday (the weather on Sunday was much better).

I did not take a note of all the attendees but I can recall that there were four pre-Tractions: Peter Stenner's Type A, David Boyd's 5CV, Keith Emery's C4F and Jonathan Howard's Rosalie.

David Boyd also had his Roadster there which, as he can't drive two cars at once, I got to drive home again this year (my Light 15 wasn't left out though, I took it on Saturday).

Amongst the others present were Keith Duncan from Bromsgrove, Dave Hackett, Mark Harding in his 15CV Decouvrable, Steve Southgate with his 6 Roadster and Richard Smart from Chepstow who gave me a new radiator cap seal, what a nice man!

Simon Saint



Some of the cars photographed at Prescott by Simon Saint

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 Northumberland. See page 34 for details. |
| 30 - 1 (Aug) | TOC Annual Rally | |

August 2010

- | | | |
|---------|---------------------------------|---|
| 7 | ICCCR Volunteers meeting | Pickering Racecourse, Yorkshire. See page 32 for details. |
| 7 - 13 | Royal Deeside Gathering | Holiday in Scotland after the Annual Rally with the CCC. see page 36. |
| 20 - 22 | Danish Club Summer Meeting | Hanstholm, Contact Robin Dyke for further details. |
| 21 - 22 | Nîmes Auto Rétro | Assembly of 1000 pre-'70 vehicles. All proceeds from this rally will go to support Rêves (an association that helps realise the dreams of sick children). For details contact Nîmes Auto Rétro : 22, Rue du Marquis de Baroncelli - 30800 - Saint-Gilles Tel : 06 08 07 85 91 |
| 28 - 29 | Les Automobiles d'André Citroën | Lesquin (Northern France, 8 kms from Lille) see page 33 and Rest of World Section Scene. |

September 2010

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|---------|--|---|
| 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 vehicles selected by the organiser. For further details contact Terence McAuley or contact the organiser - Victor Galucci - on 020 8439 7871. |
|---------|--|---|

October 2010

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|---------|-----------------------------------|--|
| 2 | Swiss Classic British Car Meeting | Morges, Switzerland on Lake Geneva. details from www.british-cars.ch |
| t.b.c. | Pertrac Dattier tour to Morocco | Space for 1 car & crew. Details from Ronald Knoth at r.a.knoth@zonnet.nl . |
| 15 - 17 | War time Weekend | 1940s weekend based around the North York Moors Railway at Pickering, Levisham, Goathland and Grosmont. Further details from Mick Popka. |

November 2010

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|----|---------------------------|--|
| 14 | Remembrance Sunday Parade | Elvington, Yorkshire |
| 20 | TOC Dinner & Dance | Staverton Park, Daventry (see page 34 for details) |
| 21 | TOC AGM | Staverton Park, Daventry. |

July/August 2011

- | | | |
|-----|------------------|-------------------------|
| tbc | TOC Annual Rally | Kent. Details to follow |
|-----|------------------|-------------------------|

September 2011

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|--------|-------------------|---|
| 9 - 11 | Carcassonne Rally | Carcassonne, South West France. organised by TOC member Hans P Durr |
|--------|-------------------|---|

July/August 2012

- | | | |
|-----|------------------|-------------------------------|
| tbc | TOC Annual Rally | Shropshire. Details to follow |
|-----|------------------|-------------------------------|

August 2012

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|---------|-----------------------------|--|
| 16 - 19 | 15th ICCCR/TOC Annual Rally | Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk |
|---------|-----------------------------|--|

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



The ICCCR Team, being intending Purveyors of the Forthcoming and Most Excellent Cornucopia of Citroën-esque delights known as the **Fifteenth International Citroën Car Clubs Rally** is Desirous of Engaging the Services of an Indeterminate Number of

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MICK POPKA - 01904 701005 or BARRY ANNELLS - 01778 394777
or email us: info@icccr2012.org.uk - If you can't make the meeting contact us anyway!

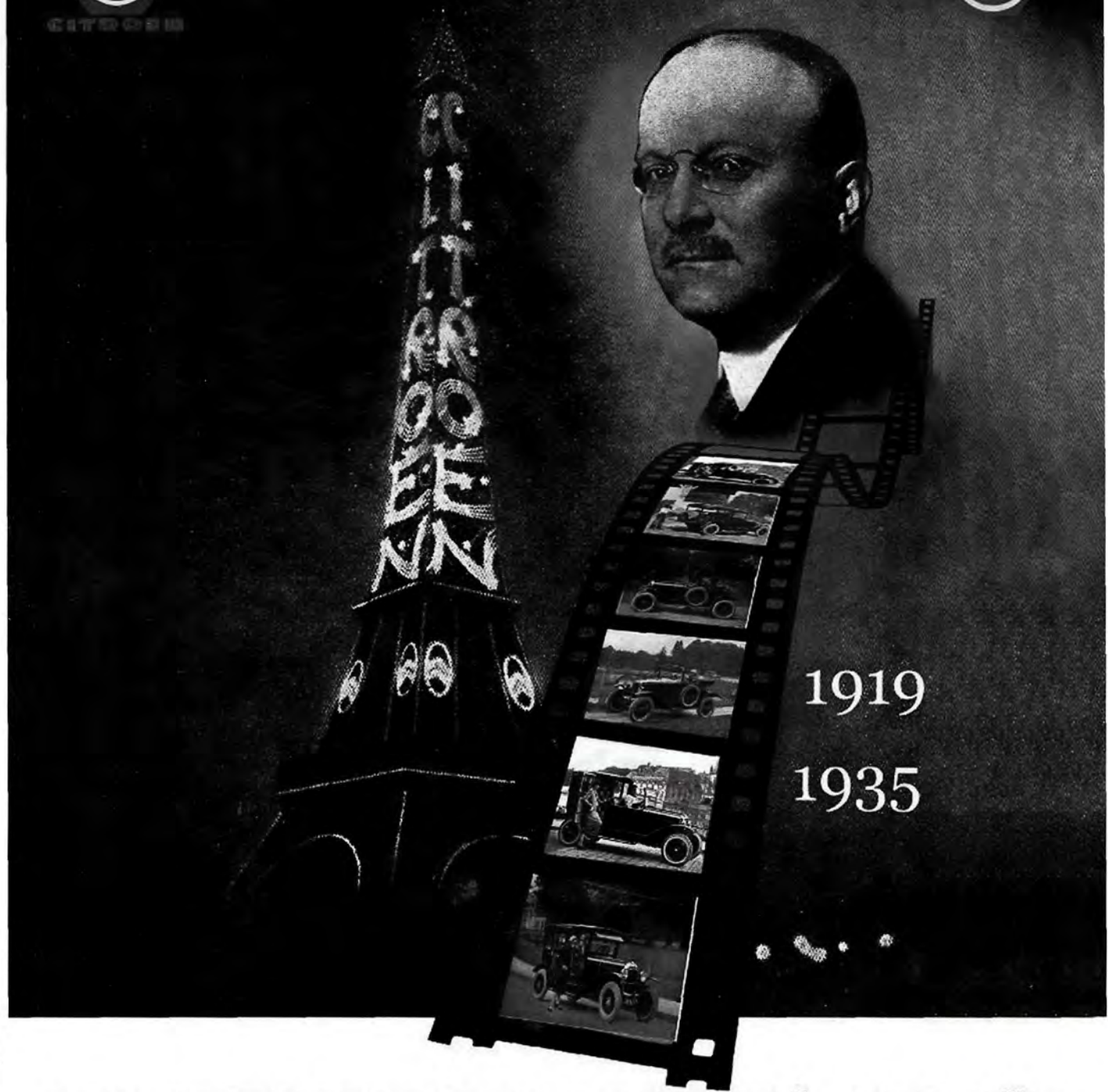
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TRACTION OWNERS CLUB

34th ANNUAL GENERAL MEETING - Sunday 21st November 2010

The 34th TOC Annual General Meeting will be held at 11.30am on Sunday 21st November in a Private Suite at a new venue - The Staverton Park, Daventry, Northamptonshire, NN11 6JT. Unlimited tea, coffee and biscuits will be provided at the AGM.

To encourage TOC Members to attend the AGM, and to have their say about the way the Club is run, the final TOC Social Event for the 2010 calendar will be held at the same hotel on the evening of 20th November.

To celebrate our 34th anniversary the Club has arranged a special overnight stay for Members and their guests at The Staverton Park on Saturday 20th November. The special TOC price includes - on Saturday evening - a three course dinner (with a vegetarian option) in the private Restaurant and after dinner entertainment (information to be released later).

Last years theme of a Black and White dress code was very successful and provided a wonderful opportunity for the ladies (and gentlemen) to dress up, so it will be repeated again this year, and should the entertainment prove too much for some guests there will of course be the opportunity to retire to the Bar for a modest drink.

The Staverton Park is a De Vere Hotel that is conveniently situated a few miles from the M1/M6 interchange. The facilities available at the hotel can be viewed at www.deverevenues.co.uk . Below is an extract from the web site.

You'll simply love the relaxing atmosphere at Staverton Park. It's at the heart of England and right in the middle of the action with many local attractions only a short drive away. The purpose-built accommodation offers a wide choice of rooms set within stunning grounds.

Facilities include an indoor leisure complex with pool, sauna, steam room and whirlpool spa. And if golf is your passion, Staverton Park has its own PGA standard 18-hole golf course. Easily accessible from the M1, M6, M40 and Birmingham Airport, why don't you swing on by?

Staverton Park has 2 Beauty Treatment Rooms, and weekends are very busy. To avoid disappointment we recommend treatments are booked in advance as we cannot guarantee that treatments will available on arrival if you have not pre booked.

At a glance

Bedrooms: 244 en suite rooms, 170 featuring new stylish design, free high speed internet access, LCD TV with Sky Channels, personal safes, DDI Telephones, tea and coffee tray

Leisure-time: Indoor pool, gym, solarium, spa and sauna and steam rooms, 2 beauty treatment rooms, pool table, golf- 18 hole championship course, driving range, pro shop.

Leisure Club opening times: Mon - Fri - 6am to 10pm, Sat & Sun - 7.30am to 8.30pm.

Food & Drink: Steam, Bake & Grill restaurant, bar, free flowing cappuccinos, lattes and green tea stations, internet cafe

Techie: Free internet access throughout, LCD, plasma and audio-visual equipment

Outdoors: Lots of space and fresh air to enjoy team building

Parking: 250 spaces

The cost of double/twin room, Saturday night 3 course meal, and breakfast Sunday morning is £110 per couple - yes - £55 per person. Please note that this year we are at a De Vere Hotel and standards will be superior to previous venues.

We must thank Philippe Alison's son for negotiating these phenomenal rates at Staverton Park and for this opportunity for TOC members to treat themselves, wives and of course their families and friends to the final event of 2010. And all guests may use the leisure facilities whilst the all important TOC AGM takes place on Sunday.

To reserve a room contact Steve Southgate 0121 352 1100 (eves) or text 07747633329 or email steve@imperial-cars.co.uk . If you would like to register an interest, but can't at the moment make a definite commitment, just text Steve now, and he will keep you updated. It is a great help if organisers get early indications of potential numbers.

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 Craighendarroch 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, 10mls south of Carcassonne for aperitif and open air grill dinner. A private shuttle bus will return take everyone back to the hotel and return them to Montirat the next day.

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

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

Monday - rally ends after breakfast but interested participants can explore the "Cit " 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.carcimeawareness.co.uk>
<http://www.binary.co.uk/chequescam>



FOR SALE : 1952 Slough built Light 15 in very good and original condition low mileage, leather and wood trim in good condition, it has had new floor pan and new tyres. S/S exhaust. Call for more information and pictures. £9500.00 or offers. Andrew Ridoutt 01603 625709 or 07710 433459 (Norwich)



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



FOR SALE : Slough built, Light 15. BHC502 (Rupert). Big Boot. Extremely well known Club car. Dark Red. History File. Very reliable. Slight bubbling on door bottoms. MOT from mid April onwards. Only used for 750 miles last year, he needs more exercise than that! £9,000. Please phone Mike for more details on 01509 502708.

WANTED : Good home in nice warm garage offered to the right Traction. Must be RHD, big boot and have 4 speed gearbox. Need not be concours but good sound condition. Cash waiting for the right car. Please phone Adrian 01362 820850 (Norfolk).

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, Flitch 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. £525.00 will not split. Please contact Martin Nicholson on 0033 233 610 015 or email: vicmarnic@wanadoo.fr

FOR SALE - TRACTION Spares/Accessories - Photos available on request. 2 No. Original Lucas SFT 7005 - 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. Hubcaps for Small boot 15/6 - Re-chromed; very good condition; £125.00 the set. Pre-war bonnet complete with flaps and flap handles, for 11 Légère/Light 15. Previously sand-blasted and primed, but with some light surface rust due to storage. £200.00. Buyer collects from Normandy or can post smaller items at cost. (Advertised elsewhere). Contact Martin Nicholson on 0033 233 610 015 or email: vicmarnic@wanadoo.fr

FOR SALE : *Floating Power* 1983 - 2009 for sale as lot. Reasonable offers please. Buyer to collect. Comes with 1991 biography of André Citroën by Jacques Wolgensinger in French. Please call Mark on 01892 543183 (Tunbridge Wells)

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.

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 : 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.

TOC CLUB SHOP

For a range of clothing, models, books, signs, posters and gifts for the Traction enthusiast contact

Barry Curtis

22 Kings Drive, Pagham
Bognor Regis, Sussex PO21 4PY

Tel/Fax +44 (0) 1243 266 129
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