

Floating Power

September/October 2010



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

Fred Annells
Dave Shepherd
Peter Riggs

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

Please contact John or Bev Oates
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The closing date for input
to the Nov/Dec edition of
Floating Power is
Friday 9th October

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

2143 Mr Perry Adams, Redditch, Worcestershire
2144 Mr John Harrington, Dordogne, France
2145 Mr Gil Bernstien, Tel Aviv, Israel
2146 Mr John Tushingham, Ilkley, West Yorkshire
2147 Mr Anthony Collis, Woodham, Surrey
2148 Mr Iain Steel, Stonehouse, Gloucestershire
2149 Mr Peter Lodge, Milford, Surrey
2150 Mr Karol Klimek, Hawkes Bay, New Zealand
2151 Mr Gerry O'Donoghue, East Ham, London
2152 Mr Nicholas D'Olley, Newton Abbot
2153 Mr Fazal Mohammed, USA
2154 Mr Tim Pickard, Scarborough, North Yorks
2155 Mr Mark Humphries, Worcester
2156 Mr Stephen Barlow, Pembroke, Dyfed
2157 Mr Thomas Ashworth, Warminster, Wiltshire
2158 Mr Peter Findley, Haverhill, Suffolk



welcome

Welcome to the September/October edition of *Floating Power* which contains some fantastic photographs. Well they look fantastic on my computer screen so I'm hoping that the printed versions will look as good.

Allegedly my computer incorrectly output the files for the printing presses for the last edition - which apparently resulted in the very dark photographs and print.

For this edition I've spent a long time lightening all the text and the photographs - so its fingers crossed now until I see the final product.

Whilst I've been working my way through every page of the magazine I've taken the opportunity to implement some format changes that I've had in mind for some time. I hope that they meet with your approval (but doubtless you'll let me know if they don't).

I was disappointed to receive an email from a Member recently saying that he would no longer be contributing articles to the magazine because I hadn't printed something he sent me (apparently I had however printed something very similar from another member) and I hadn't had the courtesy to tell him that was what I planned to do.

I'm certain that I did not receive his original email, and I can find no trace of having acknowledged it. Those Members who are regular contributors will know that I try very hard to acknowledge receipt of emails within 24 hours - and that if, by any chance, I am not able to access my computer for a time I always acknowledge emails as soon as I possibly can.

So if you send me anything and you don't get a message back from me within a short time please check that the email address you sent it to is correct and then resend the original message because I probably didn't get it the first time.

On that note October is going to be a very busy month for Barb and myself and for most of it I am unlikely to have access to the internet. This means there will be a delay in my acknowledging receipt of your emails - but more importantly it means that I will not be able to produce the Nov/Dec edition of the magazine on time. Do not be surprised therefore if you do not receive your next magazine until about 10th of November.

John Barnes

COVER IMAGE: HANS DÜRR-AUSTER'S 1952 SLOUGH-BUILT, SMALL BOOT BIG-6 IN MONTIRAT/CARCASSONNE AT THE STARTING POINT FOR THE 2011 CARCASSONNE RALLY. SEE PAGE 35 FOR MORE DETAILS.

Photograph by Hans P Durr-Auster

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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



We have been spoiled with two superb social events over the last couple of months.

The first was the St Valery-sur-Somme tour, masterminded by Robin Dyke, in conjunction with the French TU. I personally combined it with a visit to our twin town, Niort, in the Marais-Poitevin. As a result I clocked up 2300 km in two weeks with no overheating problems so I am myself happy that the problem is solved.

However in this issue there is a further letter from Dennis Hewitt concerning the removal of the water tube. Despite my confidence I agree with Dennis it would be good to have a "proper" answer to the necessity – or otherwise – of this tube so is there anybody out there that can add to the debate, preferably with technical information, and perhaps even some figures so that we can agree a definitive technical answer to this matter?

Then there was the Annual Rally. I last said registrations for Northumberland were "on the low side". I am glad to say that changed drastically. Thanks to Graham and Wendy Handley (and family members drafted in to help) 70+ people in 33 Tractions (this year we had 4 cars from overseas, including 2 non-members cars from Holland.) enjoyed an absolutely memorable weekend.

We were treated to excellent accommodation with fine dining and breathtaking drives through scenery that even the occasional break in the weather could not spoil.

A report on the rally, together with the list of prize-winners, appears in this issue and I should like to take this opportunity to personally thank Peter Marley and John Oates for their assistance with the concours judging this year.

Then comes the AGM This year we have a brand new venue which promises to offer better all-round facilities than those we have experienced for some time now. On the agenda will be the revised articles and Rules because recent legislation changes have obliged the TOC to review how the club is run. A dedicated team has now produced a document which it is believed will ensure we are legal whilst having a set of rules that are practical for the running of the Club. I therefore hope as many members as possible will attend to debate the adoption of the changes.

The Committee will also explain how having to register for VAT will affect us all. (At this stage I can advise that the Club will "absorb" the VAT on spares and Shop purchases but clearly this will have to be reviewed before the VAT rate increases in January 2011). Terence McAuley has announced that he will stand down as Social Secretary at the AGM. The Committee will therefore be pleased to hear from volunteers to take up this post. If you may be interested and would like more information please contact Terence, Bev or myself.

I am pleased to welcome Michael Simpson who has accepted the challenge of co-ordinating our NEC Classic Car show stand. This year's theme is "records" and we already have some ideas but, if anybody has additional suggestions (or is prepared to help man the stand) please contact Michael direct.

I should also like to remind people about the 2011 TOC Calendar Competition. This year's response has been surprisingly slow so with just four weeks to go to the close of the competition we urgently need your photographs if there is to be a 2011 TOC Calendar.

Finally on the social front, the TOC has received notice of a combined classic car/golfing tour of northern Italy proposed for September 2011. This is a professionally organised event open to all classic car owners (not just Citroëns). There are a limited number of places available at a cost of 2299.00€ per person or 2100.00€ for non-golfers. The literature I have received is too comprehensive to reproduce in *Floating Power* but, if anybody is interested, I shall be pleased to pass it on.

Meanwhile, in my workshop back in June, en route between Niort and St Valery, I called into Depanoto to buy some bits. The company is now located on a commercial estate to the North of the town with everything on one site – quite a change from the old rambling premises close to the town centre. I was kindly given a guided tour of the premises and was amazed at the vast stock of second hand parts covering over 100 years of motoring and all makes of car. So, what was I doing there?

Well, back home, with the novelty of becoming a retiree and the Traction needing nothing more than routine maintenance I have finally been able to devote time to rebuilding my 5hp Cloverleaf and I was looking for a couple of parts for that. Those that attend the Mid-Shires BBQ at the end of August may get a sneak preview but don't hold your breath too long though because, having taken 30 years so far, I am not going to suddenly rush into finishing it!

Bernie Shaw



Do you think Tractions have feelings? Try to tell us things? I do and I'll tell you why later...

Since my last Chatter John & I have been on two excellent TOC events.

Firstly the tour of St Valery-sur-Somme organised by Robin & Sue Dyke. It was a different type of event as Robin & Sue had evidently spent a lot of time sorting out routes and places to visit and then left us to decide which routes to take and where to go. The only fixed times were for the meal on Saturday lunchtime and the visit to the Chateau Fort Rambures. There were some fellow tractionists that we rarely saw due to this and I must apologise to George Hamill and his family who were prevented from parking at the Fort – not by an officious French attendant but by me!!

Thank you to Sue & Robin for organising such a good weekend.

The second event was our annual rally in Northumbria organised by Graham and Wendy. In all 34 Tractions plus 76 people attended, including friends from Belgium, Holland and Norway, and took over the Riverdale Hall Hotel in Bellingham. I would recommend the Hotel to anyone visiting the area – the staff were extremely helpful and all the meals were first class. The visit to Hexham on the Saturday was great as we displayed our cars in Sele Park as part of their continental market. The highlight for me was parking up in the grounds of Alwick Castle and meeting Christian Perdrier, the Chief Executive who was delighted to see so many Tractions. So much so Christian requested a photograph for his office.

A more detailed report of the weekend is elsewhere in this edition of *Floating Power*.

Thanks you to Wendy, Graham and helpers for a tremendous weekend. I enjoyed the chance to talk to so many of you plus members of the public – I talked so much I lost my voice for the next three days!

Our next event is the AGM in November and I hope to see lots of you there – as I have said before it is Your Club so come and talk to us.

What else is happening within the Club? The good news is we now have a new version of our Articles and Memorandum – thanks to Alec, Andrew and Brian who worked on these. Brief details are published here in *Floating Power* but if you want to read the complete version then just ask for a copy.

The bad news is that we now had to become VAT registered – again thanks to members of the Committee who have had the task of sorting this out. We will produce a new spares price list once the work is all completed.

Why did I mention at the start that I think Tractions have feelings? Well John & I bought our car from France back in 1986. Since then we have had 3 major breakdowns – all needing the excellent relay services of the RAC – all of which have occurred in France.....

Bev Oates

Were you there? If not (and even if you were) read about the 2010 Annual rally starting on page 28



e-FP

Delivery of *e-FP* recommenced in August - thank you to those Members who emailed news and articles to the editor for the August newsletter.

The future of the newsletter was discussed by the TOC committee at its meeting on 4th July. The committee's decision was that whilst *e-FP* is a welcome addition to *Floating Power* it would be better to limit the content to time-dependent information and snippets that would benefit from being publicised between editions of *Floating Power*. This would mean that *e-FP* would in future be a shorter document with less need for items of general interest.

Whilst undoubtedly some Members will agree with the committee's decision a number have emailed since publication of the August newsletter to say that they enjoy the fact that *e-FP* normally contains items of more general interest than is possible within the official Club magazine and will be disappointed if the format is changed.

TOC HELPLINE

Will Members please note that the telephone numbers for the TOC helpline are 0115 9110960 or 08700122002 if you are phoning from the UK and 0044 115 911 0960 from abroad. Please do not use Mick & Moira's home telephone number to contact them on TOC business.

CLASSIC MOTOR SHOW - NEC NOVEMBER 2010

Leading classic motoring insurance specialist Footman James has increased its support of the UK's biggest classic motoring event by becoming the title sponsor. Consequently the show has now been renamed The Footman James Classic Motor Show.

Our TOC volunteer show co-ordinator - Michael Simpson - unfortunately suffered an accident last Sunday and is currently in hospital.

It is extremely unlikely that he will have recovered sufficiently to co-ordinate the activities required to provide a Club Stand at the NEC in November (12th - 14th) so once again the Club desperately needs a Member to step forward to continue Michael's work as the stand co-ordinator.

Arrangements for the Club stand in November are progressing nicely and this year there will be some Tractions on the stand that have not been exhibited at the show before - in addition to the Citroen C4 that raced at Le Mans in July.

Two more vehicles are required to complete the lineup, so if any member wishes to exhibit his/her vehicle please contact Bernie Shaw in the first instance.

The theme of this years show is 'record breakers' so it would help if your car has "history" or in the past it belonged to someone famous.

It doesn't matter if the car is in original/unrestored condition but it would be preferable if the car isn't black.

The Club is also looking for volunteers to "man" the stand, so if you can spare some time over the weekend of 12th - 14th November to support your club and to promote the Traction to the wider public you will be very welcome.

No training is necessary, a limitless supply of enthusiasm would be useful and a beret is optional. In return you will receive a free entry ticket to the show and will have time to view the other stands.

The Classic Motor Show at the NEC is the biggest show-case event of the year for the TOC and a major source of exposure to potential new members - so a TOC presence is vital.

If you can spare some time to help with this event please contact Bernie Shaw as soon as possible.

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.

As announced in the last edition of *Floating Power* in order to celebrate the 34th successful year of the TOC the final Club 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 34 in the events section but if you are planning on attending please do not delay in contacting Steve Southgate to register your interest because there are now only 5 rooms available in the hotel (correct as at 17th August).

TOC CALENDAR 2011

Thank you to all the Members who responded to the appeal in the last edition of *Floating Power* for photographs for the 2011 TOC Calendar.

We now have sufficient photographs to ensure that there will be a 2011 Calendar but as there is still limited choice your photographs are still needed.

The closing date for receipt of photographs for the calendar is 30th September so please don't delay - do it today!!!

CLASSIC CAR OF THE YEAR

Entries have now closed for the Classic Car of the Year Competition which is being organised by Classic Car Weekly, Classic Cars and Practical Classics magazines.

The judges have now cast their votes and have selected the final 10 cars in each of the categories.

The Faux Cabriolet belonging to TOC founder member Fred Annells is one of the 10 cars selected for the "pre-war" category and is currently leading the voting for the pre-war section. Other Citroëns entered in other categories have been eliminated by the judges (including Len Drew's DS!).

If you would like to help determine The Classic Car of the Year visit the competition website (http://www.ccoty.co.uk/classic_car_home.php) and VOTE FOR YOUR FAVOURITE CLASSIC CAR.

The close date for votes is 8th October and the winning car from each category will be displayed on a special stand at

the Footman James Classic Motor Show at the NEC in November.

TOC SOCIAL SECRETARY

Terence McAuley is standing down from his role as Social Secretary – and from the committee – at the AGM in November. A volunteer to replace Terence in this important role is needed for November onwards. Anyone interested in finding out more should contact Terence as detailed on page 3.

CREDIT AND DEBIT CARDS

Some Members are still confused about whether or not credit and debit cards can be used to pay for goods and services from the club and to renew club membership etc.

Credit and debit cards are still perfectly acceptable in payment for all club transactions provided that the card number is sent to the appropriate club officer in writing by post, is given verbally in person by the cardholder to the appropriate club officer or is given over the telephone by the cardholder to the appropriate club officer.

Debit and card numbers cannot - and will not - be accepted if they are sent by e-mail over the internet. PayPal is the only method of payment currently available to members wishing to make payments to the club over the internet.

REVISING THE MEMORANDUM AND ARTICLES

At last year's AGM it was agreed that the TOC's Memorandum and Articles should be reviewed and updated to take account of the new Companies Act 2006, which had just come into force. A small working group of interested members considered how best to revise them, and produced a draft document. This was looked at by a solicitor specialising in company law, then by the TOC's directors and the Club Committee. Some points were amended, and the complete set agreed.

It was decided that rather than print the whole document in *Floating Power* – which few people would read, or even want to read – to present a summary of the major changes the working group has made, and invite anyone who feels a compelling desire to read the actual text to request a hard copy from our Club secretary. It can also be read on the TOC web-site.

The working group found there were available several legal descriptions of the new Act (and soon learnt that the Companies Act 2006 is the largest single piece of legislation ever to hit the Statute Book !) indicating points that should lead to changes in the articles of companies limited by guarantee, as the TOC is. Helpfully, Companies House provided a model set of Articles suitable as a base to work from.

The model set and the legal advice was compared to the existing Articles. An immediate problem was that the model set presented the requirements in a different order, so a decision was made to match the order suggested by Companies House, and amend or delete wording where appropriate to the needs of the club. The guiding principle was that this is our club and, within the bounds of legal requirements, we should decide and lay down how

the club will be run. So each new article was considered for its suitability, then compared to an existing article where possible, the unwanted dross was deleted and any desirable text from the existing articles inserted. In the end, very little change of existing practice was needed, but some specific new aspects had to be addressed, and are described here.

Holding an Annual General Meeting. This is no longer a mandatory requirement for a private company such as the TOC Ltd.. But after discussion among TOC officers it was felt desirable to continue holding one to allow a get-together, to provide a forum where the Committee can listen to the membership each year, and an opportunity for re electing officers. The new wording in Article 24(1) makes this clear.

Notice periods required for calling general meetings. Despite the '06 Act reducing statutory minimum notice periods, it was decided we should maintain the present periods for convenience to a widely spread membership of what is, after all, a private club. Article 24(3) states 21 days, but in practice *Floating Power* usually announces a general meeting much earlier.

Electronic communication. The convenience, speed and cost savings of this must now be acknowledged. But we can decide how it is to be used, and how we will manage it. In many ways this will be to the TOC's advantage, but it need not be allowed to swamp members who do not wish to use it, or are not in a position to use it, nor must it be allowed to overwhelm the club management. Article 35 allows use appropriate to our needs. The AGM is likely to discuss this.

Resolutions proposed at a general meeting. These now come in only two forms, ordinary and special. Special resolutions propose changes to the Memorandum or Articles of the TOC. Any other is Ordinary. To adopt the changes described here will need a special resolution to be proposed at this year's AGM and require 75% of those present and voting to vote in favour. But an ordinary resolution can be decided by a simple majority.

Statutory right to appoint a proxy Proxy voting is not a method of canvassing the opinions of members generally. A member who cannot attend a meeting but wishes to be involved in decision making must now be able to appoint another member to vote for them (a proxy), who will have heard all the arguments in favour of or against a resolution. The new articles 32 and 33 (based on the Companies House model set) state the procedure to be used. The process is quite simple but formal, and has several stages similar to the stages previously allowed by what was called postal voting in the existing articles. TOC members are all friends who can sort out differences of opinion, as was demonstrated at last year's AGM.

The Directors. They are given more prominence in the '06 Act, and their conduct is more fully prescribed. In addition, there is a requirement for any delegated body given authority by the directors – in the TOC that means the Committee – to follow as far as practicable the procedures laid down for the conduct of directors. In particular, the statutory statement of directors' duties is repeated in Article 3.

The Rules. The Club Rules are being studied to determine what changes, if any, need to be made as a result of the new Memorandum and Articles. When they have been adopted at a General Meeting – hopefully the 2010 AGM – any amendments to the rules will be issued to all members as an addendum.

It is hoped that this description of the work is enough for most members. Adoption will be proposed at the AGM.

IN COMMITTEE - AUGUST 2010

Following approval of the previous minutes the meeting opened with matters arising from officers' reports.

John Oates reported that there were 160 members who had not renewed their subscription, the majority of which were expected within the next few weeks following reminders by e-mail and post.

Mick Popka was looking for volunteers for the 2012 ICCCR. There were some concerns over web site Intellectual Property Rights (IPR) and it was decided that IPR must be carefully considered for copyright on each item before being posted.

John Barnes asked if the quality of magazine printing by the new printer was acceptable; it was generally acceptable but some of the pictures were too dark; John will discuss this with the printers. John was congratulated on the continuing high quality of the magazine.

HM Revenue and Customs has ruled that the TOC will have to register for VAT in view of its continuing level of business turnover. The accountant employed so far to liaise with HMRC will continue to the point where registration is complete and the system is up and running. It will then be necessary to employ a part-time book-keeper to maintain records such that accurate and complete VAT returns can be made.

Alec Bilney, in conjunction with Andrew York and Brian Brockwell, has completed the redraft of the revised Memorandum and Articles of the TOC as necessitated by changes in the Companies Act. Alec will submit a summary for publication in Floating Power to include a statement that any members who wish to see the full document may request a copy from the secretary. Alec was thanked for his and the team's efforts.

Michael Simpson had volunteered to take over the organisation of the NEC Show. Chris Hodgson has confirmed that he will organise the 2011 Annual Rally in Kent. The 2010 Northumberland Rally was fully organised with 32 cars booked to date.

Tool instruction sheets have been issued to all area representatives who hold tool kits. The new version of the spares list is on hold until the VAT situation has been sorted out. Barry Curtis will order stocks of the latest design of sweat shirts and will ensure that they are available for sale at the Northumberland Rally and the NEC.

The design for the award in memory of Steve Shinebroom was decided upon; it will be awarded to each new chairman (on accession) and held by that person whilst in office.

Membership of the Maotor Sports Association (MSA) was debated and it was decided to continue as it offers extra insurance cover for events such as the Anny Rally convoy.

The next meeting will be a conference call to take place on the evening of Wednesday 1st September.

FUEL NEWS (from the FBHVC newsletter no 4, 2010)

Consultation on draft regulations which amend the Motor Fuel (Composition and Content) Regulations 1999 to implement European Directive 2009/30/EC with respect to Fuel Quality

The FBHVC responded to this lengthily titled consultation at

the beginning of June thus:

The FBHVC recognises that major policy directives on fuel quality cannot reasonably be resisted by a minority group whose principle fuel demand is linked to specialty interest activities. Nevertheless there are some points which the Federation wishes to establish as part of the consultation process:

i) Petrol containing ethanol is potentially harmful to the fuel systems of the majority of vehicles operated by FBHVC members. The dangers of corrosion and degradation of materials used in the fuel systems of historic vehicles have been highlighted by the CONCAWE organisation. There are no benefits to FBHVC members from the inclusion of ethanol in petrol, and in general, the higher the ethanol content the greater the concerns.

ii) Contrary to the assertion contained in the DfT consultation document that cars with carburettors can be expected to disappear quietly over the next few years, so that by 2013 there will no longer be a problem, the number of historic vehicles covered by the Federation is not expected to reduce over time. The Federation wishes to put on record that it does not accept that problems caused by the enforced inclusion of ethanol in petrol in the UK are not, or will not, be an issue in the future in vehicles it represents.

Additives for use with biofuels

Few problems are anticipated with 'ordinary' road diesel as none have been reported from other countries where the transition to fuel containing bio-diesel has already taken place. The problems likely to be encountered with red diesel have been written about in great detail in the newsletter already (issue 6, 2009) and this information is also available on our website www.fbhvc.co.uk. Any agricultural diesel users should make sure that they take precautions to avoid storing red diesel for prolonged periods without an additive both in storage tanks and in vehicle fuel tanks and keep all storage tanks scrupulously clean. It should be noted that the use of a biocide to overcome contamination would result in a waste product defined as a biohazard.

Additives are available to protect against the main problems likely to be encountered for petrol and diesel fuelled vehicles (corrosion inhibitors, stability improvers and biocidal products).

A product for use with petrol has been designed to be added to the tank when re-fuelling to prevent degradation in storage in the fuel tank. It provides excellent protection against the possible corrosion through increased acidity which can occur when petrol containing ethanol is stored for any length of time. One bottle should provide a season's protection – although this is obviously dependent on the vehicle and amount of usage.

A similar product for bio-diesel fuel (e.g. containing rapeseed methyl ester) has also been developed. There is no corrosion issue here but one of fuel filter blockage, injector fouling etc. It is also designed to be dispensed from a plastic bottle (with graduated optic) at refuelling time.

These products exist but do not have a commercial outlet as yet. Any organisation who might be interested in selling these types of product should contact the FBHVC secretary in the first instance. It may also be possible to include lead-replacement additives in the marketing package.

**Notice is hereby given of the
Annual General Meeting (AGM) of the Traction Owners Club Limited (TOC)
to be held at
The Staverton Park Hotel, Daventry, Northants NN11 6JT
on
Sunday 21st November 2010 commencing at 11.30 am**

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, to elect the Directors and Committee Members and to conduct any other relevant business. There is one resolution proposed by the committee.

Resolution 1. That the Traction Owners Club Limited adopts the Memorandum and Articles of the Association as revised in accordance with the Companies Act 2006.

Members wishing additional matters of relevance to the business and activities of the TOC to be discussed at the meeting are invited to submit them in writing. Such submissions must be from a fully paid-up member, in writing, and received by the General Secretary no later than 5th November 2010. Submissions must include the name, membership number, address, and signature of the member making the submission

The TOC has five Directors at present. The Articles of the Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two fully paid up members to stand for election. The two longest serving Directors (Alec Bilney and Steve Reed) will step down and will have the option to stand for re-election together with any other nominees.

Nominations are invited for the post of General Secretary and the post of Treasurer.

The TOC committee, excluding ex-officio members, currently comprises 15 members. TOC rules require that one third of the committee stand down. Nominations are accordingly invited for new committee members. The five longest serving members (Barry Curtis, Mark Harding, Moira Holmes, John Reynolds and Bernie Shaw) will stand down and will have the option of standing for re-election together with any other nominees.

All nominations must be from a fully paid-up member, in writing and received by the General Secretary by 22nd October 2010. They must include the names, membership numbers, addresses, and signatures of the nominee(s), the proposer(s) and seconder(s).

Members who are unable to attend the meeting may nominate a proxy to vote at the meeting on their behalf. To do this they should write to the Secretary no later than 22nd October 2010 to request a proxy form. The Secretary will provide a proxy form which must be completed and returned to the Secretary no later than the advertised time of the meeting. The form may be returned in advance, either by post or electronically, or else by hand at the AGM

By order of the Company Secretary

Nominations and Resolutions to be submitted to:

John Ogborne
TOC General Secretary
4 Whitegates
Wells,
Somerset BA5 3LP

Section scene



A set of TOC tools is available at this location



Eastern Section

The Eastern Section tool kit is now located with myself, for those who may require it. I am sure you will all know the 'drill' - a deposit of £250, made payable to the Traction Owners Club, will be banked prior to collection of kit. The club will then refund you upon its safe/clean/complete return. The kit comprises of : 1 x Puller body & thread - 2 x Hub/Drum collets - 1 x Retaining ring for collets - 1 x Inner ring nut socket - 1 x Upper & Lower ball-joint breakers - 1 x Outer ring nut spanner - 1 x Copper faced mallet - 1 of each Socket 32mm 38mm 27mm - 1 x Breaker bar.

At the time of going to press we are looking forward to the get together at The Earl Arms, Heydon in Norfolk on August 22nd which will be a good opportunity to discuss a winter program.

Also I'm looking forward to meeting those of you that can make the Club's AGM at Daventry on 21st November.

The Eastern section* received an invitation to join the local DS chaps at the Duxford Imperial War Museum Classic Car & Motor Bike Show. Thanks to Richard Edwards who organised this event. Bernard, Jonathan, Paul and myself attended, a great day out. I was exhausted at the end of the day, as there is so much to see. Our location on site was ideal, next to the runway and our near neighbours, being a host of immaculate DeLorens, I have never seen so much potential time travel in one place at the same time, very impressive. As usual there was a great deal of interest in Paul's BX-engined Traction. Its lovely to see a smile appear when you say 'hop in', Dixi had her photo taken with several gleeful faces of 'would love to be' traction owners (sorry but a proud mum/owner moment). One gentleman called Peter told us, he was to take delivery of his first Traction the following day! with luck a new member for the club.

*If you live in the East and think that you may be missing out on the odd mail out (I tend to use the envelope and stamp system and not email) just let me know so I can include you on my list.

Please do not hesitate to call if you have a suggestion for meetings as I would like to compile a list of 'possibles' for 2011.

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 28th September please contact Peter or Sue.

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

Mid Shires Section

We are pleased to say that our first Midshires meeting this year, at the 'Crew Arms', was a big success. A lovely meal was enjoyed by all in convivial company and the meeting provided a good chance to catch up on TOC topics (Gossip!!).

The Photograph below is of proud Midshire members and their



trusty steeds at the 'Crew Arms'.

Our next meeting should be an Autumn meet in October some time, details TBC.

In the meantime please do not forget the Turweston 'Wings and Wheels' event on 19th September. I need to know if you are attending as I have to let the organisers know how big a plot we need

For more details on the Turweston 'Wings and Wheels' event and other future planned Section events please contact me.

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

Peak Section

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

Members of the Scotland Section had a great day on Sunday 8th August at the Ballater parade of cars to start the Victoria Week

Section scene

celebrations, and the second day of the CCC Royal Deeside Gathering event. The following photographs were taken at the event by Tony Watkiss.



The remaining planned event for this year is a visit to the Scone Palace Scottish Vintage TRactor and Engine Club Show on 11 - 12 September. For further information please contact me.

Frank Grant
01339 742272
frankgrant@btinternet.com

South West Section

Four Tractions, from the TOC attended the Wheels event at Wadebridge Showground in Cornwall on 18 July. This is a large multi-make show, with everything from steam engines to motorcycles and tractors. The autojumble was good but we did not see any 4 speed Citroen gearboxes, although it did yield a Traction brochure! The show is worth a visit if any TOC members are in Cornwall on holiday next July.

Other news from the South West is that the proposed joint get together / rally with the West of England Section will now be on the 17th October in the vicinity of Bicton in East Devon.

Walford Bruen
01395 568909
kembru@btinternet.com

Surrey, Hampshire & Sussex Borders Section

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 Malt-ing 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

Planned activities:

5th September : possibly a visit to the Thornfalcon get together. See: <http://www.thornfalconclassics.com/Event.aspx> for more details. .

17th October - a get together with the South West Section near Ottery St Mary for lunch followed by a boules match and a look round Walford Bruen's "collection".

23rd January 2011 - back to the Tunnel House.

For details please contact us.

Pip pip

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

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 preceding the issue date

Hi Mike (Tebbett)

I received a copy of the May/June edition of *Floating Power* - thanks for the review!

Yesterday, I came across this shot in my "archive" and thought it might amuse you!

Taken at the VSCC Seaman meeting at Oulton Park in 1975 - the driver is WFS Sellers enjoying a spin entering Foster's Corner (they used only the short circuit in those days, not the "International" circuit).

Peter McFadyen

John,

As a new Traction owner, I have read *Floating Power* with great interest, and I am sorry that you will be giving up the editorship, a great loss to us all.

When I purchased my traction 11BL in France prior to last winter my thoughts quickly focused on antifreeze.

It came with blue anti freeze, but there was no way of knowing which blue anti freeze it was, so the sensible thing to do was drain the system and start again.

I discovered that Halfords sell a blue anti freeze which they confirm is IAT based, not OAT, marketed under

the name of 'Halfords Anti-freeze and coolant, which I finally used.

I do appreciate that it contains ethylene glycol and therefore requires sensible, careful handling at all times.

I hope that AAA Solutions Ltd. use these pages to announce the launch of their propylene glycol based antifreeze which is suitable for historic vehicles.

Best regards

Allan Dollie

[Thanks for the information Allan, and for your kind words - but I may not be giving up just yet. JB]



Correspondence

Hi John

I have just received our copy of *Floating Power*.

Please could you explain to me why you changed the photos I sent with my Peak Section report without even asking me - the photos I submitted were of Tractions. The ones printed are not Mick's but Steve Wright's photos. The one of a crowd sat is very dark and just a photo of backs of heads.

I am hurt that you did this without even asking me if it was okay to change something I had submitted.

Bev Oates

[Firstly - I have apologised personally to Steve Wright about the fact that I incorrectly attributed the photographs included in the last edition of *Floating Power* to Mick Popka. The photographs were sent to me by Mick, not Steve, and I assumed that they were Mick's. I should have checked because respect of copyright is as important to me personally as it is to the TOC.

Secondly - 51 photographs taken at the Peak Section picnic at Froghall Wharf and 19 photographs taken at the Peak Section Drive-It-Day event were sent to me - in addition to the two that you sent.

When I was compiling the magazine I read your report and then chose 2 photographs from the 72 available to me which I best thought fitted the report - Martyn Baker having specifically mentioned the Crème Brûlée incident and the report on the June meeting having as its highlight the dry and sunny picnic at Froghall Wharf.

Thirdly - There was a general problem with both the darkness of the text and the photographs in the last edition of *Floating Power*. This has been discussed at length with the printer who is adamant that the plates used for printing the magazine match exactly the input files that I sent and that my computer had output images that were too dark. I have therefore spent a considerable amount of time whilst compiling this edition on lightening all the text and the photographs in an effort to ensure that the problem is not repeated.

Having said that I have looked again at the particular photograph you refer to and think it is no darker than the others and the faces of all the people in the photograph are visible - except Sheila Marley, Martyn Baker and Moira Holmes who indeed do only have the backs of their heads visible.

Fourthly - It normally takes me about 40 hours to compile an edition of *Floating Power*. As editor - as it says on page 2 and as you are aware in your position as chairman of the committee - I reserve the right to edit any material submitted for publication in the magazine. Except when a change that I would like to make - is significant, is technical, or it alters the sense or meaning of what has been submitted - it is not my policy, nor do I have the time, to seek approval for the change from the person who originally sent the piece.

Finally - as you obviously feel so strongly about your photographs not having been printed in the magazine they are included on this page. JB]



Above - Tractions leaving Staunton Harold Estate
Below - Tractions parked next to Tansley Church





Hi John

"Two pre-war Tractions that I photographed at the Bourse d'echange in Limoges on 29th May"

Robert Whittaker

Hello John,

I bought my 1953 11BL six years ago and was assured by the seller, and the local club mechanic, that the car had been extensively overhauled including the braking system. At the last MOT it was stated that the handbrake was coming on each wheel equally.

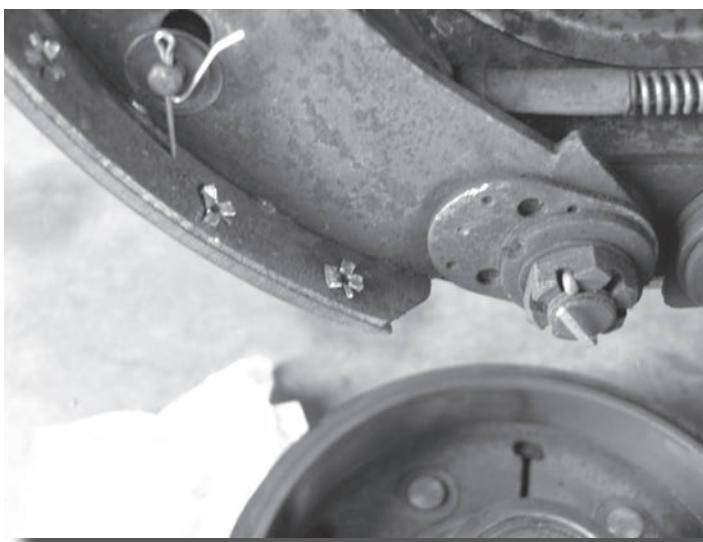
I have just had it to my local garage where it was found that the rear brake cylinders need refurbishing but also the brake linings appear to have been fixed using the wrong rivets, as per photo.

I am having new linings properly fixed to the shoes. I would appreciate your comments on this and if you think it suitable please publish it in the magazine.

Regards,

Dave Winspear.

[I forwarded Dave's email and photograph to Jonathan Howard to get his opinion. Jonathan's response was: "The brake shoes pictured have clearly not been attached with suitable rivets. It needs to be firmly impressed on the person who did this work that any person working on any safety related part of any car needs to work to a higher standard than this. Yrs. Jonathan." JB]



A nice period photograph courtesy of Mike Tebbett

Correspondence

The Editor, *Floating Power*

The heart of a good business is the passion of the people within it, and at Citroën London West I like us to be proud of Citroën's history whilst at the same time appreciating the massive advances in today's products. If all of this excites our staff, their enthusiasm will, hopefully, be infectious to our customers.

So we celebrated the 90th anniversary last year by turning over the showroom to Citroën cars and vans from the past for a weekend, and we got involved with all the Citroën car clubs for an assortment of events. News spreads, and we recently saw another benefit of all that activity.

Sales Executive Lewis Hunt recently sold a new DS3 to Isabelle Biancardi, a charming lady who has known nothing but Citroën all her motoring life. I will let her tell her story;

"My parents were both Italian but I spent the first 30 years of my life, from 1924 onwards, in North Africa.

My husband Willy bought me my first car, a Citroën 'traction avant', one of the first of its kind available on the market in North Africa after World War 2, in 1947.

After the first of my two children were born in the early 50's, each year I'd take them, my mother, my sister and her daughter and the Citroën all together aboard a steamer across the Med to Marseilles, to then drive the length and breadth of Italy to as far north as Cortina in the Dolomites.

What adventures we had, thanks to our Citroën!

In 1956, following the turmoil of nationalisation in Egypt, we were forced to leave North Africa and with a suitcase apiece, plus the trusted Citroën, my husband and I and the two children made our way to Marseilles to stay with relatives there for some months before making our way to England where we changed contry, language, climate, but never Citroën.

Come rain or shine, through good times or bad, Citroën has always been there for us to this day - a good friend!"

What better endorsement could there be? It just shows how important it is to build customer loyalty.

Regards,

Alan Lloyd
Regional General Manager
Citroën London West and Citroën Slough



Hi John

We were over in France last week, the first weekend attending the wedding of Magalie and Matthieu Axelrad. Matthieu is the son of our very good friends who live in Nesle-Hodeng in Normandy. As you can see the Traction was the wedding car, and Magalie looked stunning!

Then we spent a few days staying with our friends and bumbled about in the Traction, including a visit up to St Valery (one of our favourite places, and not just because of the railway!). We also 'did' Rouen and various gardens, etc.

Yes the weather was very good, although it was rather cloudy, damp and even cold on the wedding weekend.

Mike Tebbett



Hi John

Having got really frustrated on previous engine rebuilds with the square section white seal which, to my mind, is a Heath Robinson solution and is extremely difficult to fit I have decided to use round profile NBR rubber cord.

It appears to be OK and is extremely easy to fit. The specification for it says it is resistant to petroleum oils, minerals and vegetable oils. It is also suitable for contact with aromatic hydrocarbons and most dilute alkalis and acids. NBR rubber cord also has good mechanical properties and a low compression set. The temperature range for it is -20°C to +80°C.

I have used 8mm diameter with my aluminium sump and it works well when the sump is tightened, especially as the profile in the oil baffle has one lower edge that is rounded. It also doesn't need any "adjustments" with a sharp knife.

I'll let you know if it appears to fail in any way. I haven't tried it with a metal sump yet but will with my next Traction engine reconditioning which is due over the winter.

Regards

Den Hewitt

John

I wonder if anyone in the club can help me trace the history of my 1954 11BN - XSV 441. What I know so far is:

VIN No: 279896, Engine No: AX15304, Original Colour: Black, First Registration France 10/04/1954: - 345 BD 29, First Registration UK: 01/05/90, Previous UK keepers: 5 including Jon Gillard who acquired the car on 23/11/2004. MoT in '91 was at Liss, in '92, '93 and '94 at Ewehurst Surrey, in '96 and '98 in Mold, in '99 at Rochester Kent and in '02, '05 and '08 in London SW9.

Kind regards

Trevor West

Dear John

I thought readers might be interested in a response to Andrew Gray's letter re ignition problems .

I own several classics including my 11B and have been plagued with ignition problems over several years. I kept having complete ignition failure on my MG Midget - it would die on me and then, a little later, hey presto the fault had gone .

I changed leads, plugs, condenser, rotor arm, points etc and then, within a couple of hundred miles, I had the same problem again . Eventually, thankfully, I managed to get the car towed home and go through the various fault finding checks BEFORE it cured itself...and the answer was a faulty rotor arm with electricity flowing to earth. So I put another new one in .. and then that failed !!

Having researched the issue of faulty rotor arms I found out that replacements are often of poor quality and prone to earth tracking. The solution was to go to Distributor Doctor and buy one of their special red arms . Problem solved for a fiver !

Two years later my 1939 Rover 14 broke down with complete loss of power. It would start again after a few minutes so I thought it was the fuel pump. I fitted a new one but the car cut out again. I cleaned out the carburettor and, as that didn't solve the problem it eventually dawned on me that it was the rotor arm failing. The problem is now solved with the new red rotor arm .

Fingers crossed I have never had a problem with the Traction's Ducellier rotor arm, but I expect many replacement arms have the same fault ...unless of course Chris Treagust's suppliers are better than Lucas arm suppliers !

I guess more experienced Tractionists will think all this is obvious but I suspect many will not appreciate that a plastic rotor arm can fail as it heats up and that the 'crack' will seal itself up as it cools. In conclusion should readers suffer this type of problem I would recommend contacting The Distributor Doctor and purchasing one of his red rotor arms!

Richard Hayden

Correspondence



In response to the enquiry in the last edition of *Floating Power* about the boot lid by Terry Ward please find the attached photo of my car in 1984.

Stephen Bull

Many who have been with the club for a number of years will have seen our son Michael grow up from a very small person, age 6 when we joined the club, to present day, and his enthusiasm for the friends we have made in the club over the years and for TOC events. He was married, to his beloved Lucy, on July 10th, and naturally our traction was the only possible choice for the wedding car. A great day was had by all.

Eric and Sheila Pennington



Hello,

I recently displayed my 1956 French 11b at a well known aviation meeting in Oshkosh, Wisconsin. The owner of the reproduction air racing plane you see had asked for a French car for display along with his beautiful plane. The Caudron C.460 was a winning racer in the 1930's. If you google the name there is a wealth of information about this plane and it's recent history. The mostly American audience was impressed and pleased to see the two French beauties on the flight line.

Paul Vogel
Barrington, Illinois, USA



Hi John,

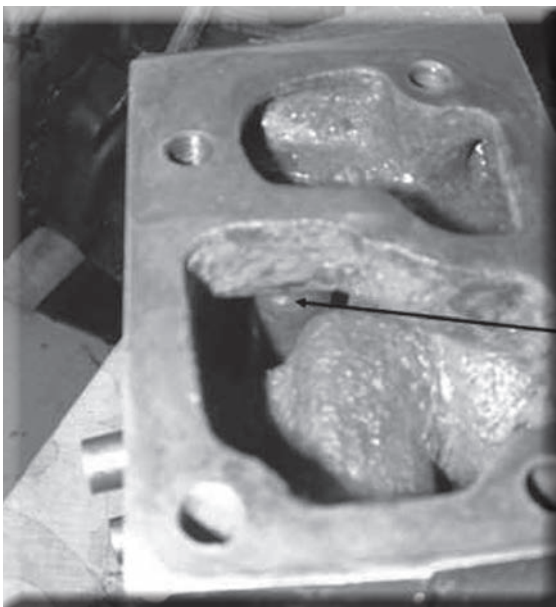
I know that a lot of TOC members will think that I am like a dog with a bone but I have yet to hear a convincing reason why it is best to leave out the water tube in the cylinder head.

I am in the process of reconditioning my cabriolet engine (ID19 block and 11D cylinder head) and have taken a picture of the new water tube in the head. Unfortunately the tube doesn't look new but it is. In the picture the water tube can be seen through the part of the head where the water returns to the water pump.

My thoughts are that without the tube (which directs water through its 4 holes directly at the combustion chamber) the flow of water to the underside of the combustion chamber would be affected as the pump is immediately drawing water back.

I would really appreciate a mechanical engineers explanation of why it is better to leave the tube out.

Den Hewitt



TOCtech forum - issue 54

TOCtech is compiled by :
Jonathan Howard
 21 Market Place
 Chipping Norton
 Oxfordshire
 OX7 5NA
 01608 643065
 toctech@traction-owners.co.uk

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

Perfo Engine crankcase oil leaks

Perfo engines are renowned for leaking oil from the flywheel end of the crank. One car came in for repair when the engine was capable of leaking seven pints in 100 miles. The cause is the two oil baffle halves bolted to the front of the block.

These oil baffles are made from krappite, a metal similar to that used for the dinky toys of my childhood, and when they are bolted to the block using a thick gasket they distort, and consequently leak.

One solution is to use the new replacement version which is made of aluminium, and has an insert. Generally these are effective, but in the event of a leak, they are so made that it is not possible to remove or replace them without taking the crank out, which is of course an engine out job.

However with the original type, it is possible to first remove the clutch and flywheel and, with the engine still in the car, then undo five of the six bolts that retain the baffle halves. The centre of the lower half is held on with a nut and 7mm. stud. Undo this with a mole grip to remove it finally. You will plainly see the distortion of the baffles.

To rectify them, initially with a very coarse file work round the three holes to cut back the worst of the distortion (top photograph). Then, using a flat surface and a sheet of coarse (40 grit) emery paper slide the baffle plate round until you see a uniform surface. Repeat for the other half. (centre photograph). Place the two halves back to back as shown and hold them up to a light to check that there is no gap between them. At the same time check that the ends where they join up are flat, in the same way. (bottom photograph). Then thoroughly clean them.

When refitting do not use a thick gasket, but a thin layer of instant gasket (silicone rty). This will avoid future distortion. Instead of the 7mm. stud and nut in the centre of the lower half, use a 7mm. bolt with a plain washer under the head. Centre the baffle halves in the way described by the manual, using a thin strip of metal cut from a drinks can.

Dealing with the original oil baffles this way means that in the event of a persistent leak the job can be redone with the engine still in the car, unlike with the new replacements.

Fron Top Right to Bottom Right

photograph 1 - the worst of the distortion around the three holes removed from one of the oil baffle plates using a coarse file

photograph 2 - surface faced on one pair of baffles using coarse emery paper & flat surface

photograph 3 - checking for correct mating and end flatness



Perfo engine bearing replacement (TOCtech issue 53)

The following comments were received from **Dennis Hewitt** in response to my article on Perfo engine bearing replacement published in TOCtech Issue 53 (July/August 2010 issue of *Floating Power*).

Firstly any crankshaft that is bolted down by only the rear timing chain end main bearing cap, or only the flywheel end main bearing cap, will lock up. The reason being that the crankshaft not being held down at the other end will mean that the crankshaft has risen slightly at the end that is not held down and the crankshaft will lock. The only single main bearing cap to tighten in order to try spinning the crank is the centre one.

Secondly on no account should shell bearings be, or need to be, scraped (and anyway this article does not mention what to scrape with). How many readers will be aware that a special bearing scraper - normally having a triangular profile - exists and is used with white metal non shell bearings. The only shell bearings that sometimes need to be worked on and, in their case line-bored, are those of the camshaft as they are difficult to insert correctly. In fact these bearings/bushes are not available and need to be made by your local mechanical engineers.

If, after tightening all 3 main bearing shell caps, the crank locks then there is a problem. For example :

- the crank isn't true,
- the crank pin/journal size is wrong (maybe the crank pins/journals had been reground to the exact diameter of the inside diameter of the shell bearings and that no allowance had been made for oil clearance),
- there is dirt between the bearings and the crank pin/journal, or
- oil between the back of the shells and the bearing carrier (the side of the bearing shell that sits in the bearing carrier or con rod shouldn't have oil on because there's nowhere for the oil to go and oil cannot be compressed).

I would never do, or expect to do, with shell bearings what Jonathan recommends and certainly never tighten a bearing cap when there is no oil on the surface of the bearing.

I have just reconditioned the engine in my cabriolet (ID19 block and 11D head) and have not had any problems with the shell bearings on this occasion nor on any previous occasion on any other engines.

The first thing to say in response is that Dennis has failed to realise that this article was written about a perfo engine, which has main bearings with white metal cast into thick bronze backing shells - as was the practice in the 1930s through to the 1950s - which can be remetalled.

When this is done the bronze shells have to be separated, often resulting in a small amount of metal being lost from each half. Many engineers then machine a small amount from the bearing cap so that the bearing halves are still held tightly when the cap is refitted. Then the three bearings are line bored. If the bronze shells are replaced with new, they are likely to be clamped so tight that their internal diameter is reduced to the point that the crank is going to be stiff to turn or will lock solid, which means that either they will need to be line bored, or carefully scraped to achieve a good running fit.

Contrast this with the ID19/DS19 engine where the thin walled shells are replaced when worn, and the crank ground accordingly. As the bearing caps are not modified, should the crank be stiff to turn, or lock solid when they were tightened there would indeed be a problem of the sort indicated by Dennis, and no attempt should be made to remedy it by scraping the white metal, which is comparatively a thin layer. If either end cap is tightened on its own, there is no reason for the other end of the crank to rise up and lock the bearing.

With regard to the comment about line boring the camshaft bushes, this is not relevant, as the camshaft of the perfo engine runs directly in the block, without bushes, unlike the 11D, ID19, or DS19 engine.

The proof of the pudding is in the eating. The perfo engine pictured in my article is in and running very smoothly, as is the perfo engine I did in exactly the same way three years ago, as is the perfo engine of another TOC member living nearby who did the same job himself.

Bodywork/trim questions (TOCtech issue 53)

In the last issue of TOCtech **Terry Ward** posed some questions about bodywork and trim. I wasn't able to answer Terry's third question regarding the original purpose of the two holes he found in the bootlid of his Traction.

Dennis Hewitt was also able to provide a possible solution to Terry's question.

The holes in Terry Ward's boot lid are almost certainly where an "F" plate was fitted. My large boot Normale also had these holes when I bought it some 20 years ago and an "F" plate is now fitted there (although sometimes it is changed for a "GB" plate). (see photograph on left).

The hole centres in my boot are 160mm.



Lock Barrels & Wafers

Robin Dyke has also written to describe some work he has recently carried out on his Traction.

A common failure in Traction's is that the tip of the door lock barrel gets broken (see photograph 6) and over the years different locks may well have been fitted to a car.

As you can see from photograph 1 the Traction door lock (left in the photograph), boot lock and the ignition lock (right in the photograph) are similar - the barrel is able to turn inside a tube if the sliding wafers do not protrude into grooves in the tube.

Each barrel contains five wafers (see photograph 5) which are cut to suit the key (photograph 4) and when the key is out (photograph 2) the wafers are extended so that the barrel cannot turn. When the correct key is inserted (photograph 3) the wafers are reasonably flush, and the barrel can turn.

The notches on the key determine how much each wafer moves - therefore, if the wrong key is inserted, the wafers will move but some may not be moved enough, and some may be moved too much. The result is that some wafers will protrude and the barrel will therefore not turn.

I recently decided that having different keys for each of the front doors, the ignition and the boot of my car was a problem so I decided to change the positions of some of the wafers inside the barrels on the door locks so that one key worked all the locks on the car.

To remove a wafer, pinch the end with a small pair of pliers, and pull firmly being careful not to lose the small spring. Reassembly is the reverse - insert the spring, insert the wafer, and push firmly into place.

I had obtained a number of old barrels (some with broken tips) so I had access to enough wafers to match all my locks to my preferred key. Failing this it would have been necessary to file out the inside of some of the wafers to fit their lock positions - or even, as a last resort, to file off the top or bottom of a wafer to make that particular wafer inoperative.



TR : photograph 1 - door and ignition lock barrels
 CR : photograph 2 - position of wafers without key
 BR : photograph 3 - position of wafers with key
 TC : photograph 4 - wafers are cut to suit key
 BC : photograph 5 - each barrel contains 5 wafers
 BL : photograph 6 - tip of door lock broken



LED rear lights (TOCtech issue 45)

Alan Dollie emailed to say:

Thanks for the excellent write up in TOCtech issue 45, on LED Rear Lights. Perhaps you could clear up a couple of points, that I cannot get answers to, please.

My Traction is a 1952 (early) Paris built 11BL, Malle plate. I think originally it was manufactured with only one rear light on the drivers side, which was a combined tail/stop/number plate light, under a single round glass lens.

My concern is whether the LED light boards, that you show in your article, will fit under the glass, where depth seems to be a problem. Some additional info on the wiring at the LED end would also be helpful.

On the non-drivers side, it is fitted with what I believe to be a late 1952 and on, plastic rear light, Tail/Stop only.

From your the description in the article this is similar to the rear light that you converted to LEDs, and I can see that space would not be a problem under this type of lens.

Have you, or do you know anyone who has, converted the pre 1952 round glass lights to LEDs?

Alan - the article you refer to I wrote following the conversion of the rear lights on my 1954 11B Normale to LEDs using 'over the counter' purpose built LED boards. These boards are very easy to install and have LEDs that work at half intensity for side lights and full intensity when the brake pedal is activate. They also have three LEDs that can be directed to illuminate a number plate.

The LED boards that I bought had three wires attached to them - 'earth', 'side/number plate lights' and 'brakeside lights. Connection was therefore very simple 'earth' to ground, 'side/number plate' to the existing Traction side light supply wire and 'brake' to the existing Traction brake light supply wire.

Unfortunately I have not fitted an LED lightboard into the light fitting on your early car, nor do I know of anyone who has done so.

I do however know that some TOC members have constructed their own LED units using LEDs purchased at a much lower price than an LED lightboard costs from electronics shops such as RS components and Maplins.

Perhaps someone who has taken this route or who has fitted an LED unit to the type of rear light unit you have will write in and explain what they have done. [JB]

Ignition problems (TOCtech issue 53)

Ronald Knoth emailed to say:

In TOCtech issue 53, Andrew Grey described the failure of a rotor in his Light 15.

I have experienced more or less the same problem - a dead engine after a 20 minutes drive during hot conditions (over 30° C) but no problems during cool weather.

After checking, re-checking and double checking every thing, and after seeking advice from many other drivers

to no avail I eventually discovered that the rotor (type "RB") had a hairline crack which was causing the failure.

A very experienced Traction mechanic (with over 40 years of experience) told me that these problems occurred in the past (on Tractions and other cars); especially for the "RB type" so this is not a new phenomenon.

My advice is to always carry a spare rotor arm.

In an emergency it is possible to use nailpolish to effect a temporary repair (assuming of course you are accompanied by a lady with the necessary nailpolish).

Using a very small file, file out the hairline crack and then fill it with nailpolish. I now carrying nail polish in the toolkit of my Traction as well !

Drive shaft flange bolts

Chris Bailey emailed to ask about driveshaft flange bolts.

Some driveshaft flanges have 8mm studs and some have 10mm. My car, a 1951 11B Normale, had 8mm studs in 10mm holes - I guess a previous owner can explain how this happened.

This is not something I noticed when I took the gearbox out and rebuilt it 12 years ago but I guess it made putting it back in easier.

The downside of this mismatch is that the nuts work loose and the drive becomes jerky and noisy. In my case a stud on each flange broke off and from the nasty noises and snatching up front I was expecting to have to rebuild the gearbox again.

Whilst I quite enjoyed it last time - once is enough so I was quite relieved to discover I "only" had to replace the flanges.

The flanges from my donor gearboxes have 10mm studs. They fit on the same splines and use the same shaft seals; the only difference, apart from the stud diameter, seems to be that the splined shaft has a much larger nut to hold the flange on.

I look for shortcuts and tried quite hard to swap the flanges over without taking the gearbox out. Bad idea. It may be possible if the driveshafts are removed but it is actually easier to take the gearbox out and do it properly.

I'd like to know which cars had 8mm studs and which had 10mm so I can understand which mine is supposed to have. And why was the design changed? I don't think my studs came loose or broke because they were only 8mm, rather due to the impact loading from having so much clearance around them. I've attached a picture of a broken stud - it didn't break at the flange face, but at the end of the shoulder.



The Le Mans Classic 2010 in a 1932 Citroën C4 Roadster

About four years ago I discovered that in 1932 Henri de la Sayette entered a Citroën C4 Roadster in the famous 24 Hour Race at Le Mans - the ONLY Citroën EVER to have raced in the legendary race, which meant that it was eligible to enter in the Le Mans Classic.

Henri was 27 years old and had inherited a large sum from his father six years previously, which he had spent on cars! The second driver was Charles Wolf, who in fact was the only one that actually drove the Citroën in the race. The car lasted three laps and expired out on the circuit with electrical problems. It now looks like Henri did it for a bet, having talked to his son and a couple of nephews. But I have still quite a few unanswered questions – why Citroën, who was the 2nd driver and who built the car?

For those who don't know, Le Mans Classic is held over three days every two years at the famous Le Mans circuit in France, using the full 24-hour track, which includes road sections, including the famous Mulsanne straight. Practice takes place on Friday, through the day and night with racing starting at 16.00 on Saturday and going on for 24 hours until the chequered flag on Sunday.

This year's race, the fifth Le Mans Classic, which has become part of motor sport heritage, brings together 460 historic racing cars, from 1923 to 1979, split into 6 grids, relaying each other on the 13 kilometre long circuit for 24 hours. There are over 1000 drivers from more than 30 countries.

There are over 200 car clubs displaying around 8000 pre-66 cars inside the Bugatti circuit, with concours prizes for the best clubs and cars. Over 100,000 spectators attended Le Mans Classic and there was an auction and a 'race' for 80 children in half-size cars – Little Big Mans.

Regarding the Citroën I collected bits and pieces – a rusting chassis from the south of France, a rebuilt engine and suspension from the north of England, another complete car in bits from Norfolk (Ebay).

The car was built by Ian McDonald in Suffolk, and he started on the project about last September. The body was to be copied, by Ian, from 3 pictures I had found.

By mid-December he had assembled enough to take pictures for the entry, and in January we were accepted for Le Mans Classic 2010. That is a very difficult stage to pass as loads of people want to race there!

Work progressed through the next few months and in April we had a rolling car, with engine & gearbox. At virtually the last minute, Celia and I decided to take the C4 to Citroën Story at Zolder circuit in Belgium, to show it off to everyone including Citroën, who we were hoping would give us a bit of 'support' for the race. It wasn't finished, but it was a great incentive to get most of the bodywork painted.

By mid-June the car looked in a nearly finished state, however there was much to be done yet, not least all the wiring and fuel connections. As Celia said "It does rather seem that we accomplish one task to be presented with several more! As this car is unique, a lot of the work is a case of try it, if it's no good take it all apart and try a different thing! We are still waiting for some important components but all will be sorted soon."

We managed to get some sponsorship from Citroën, France, RTG Thomas (chartered engineers) and the North London Group of the TR register, who organised a raffle to have a drive with Celia in the Peerless round a circuit! Also we ran a scheme



Photographer: Jeff Bloxham

Le Mans Classic 2010

£10 to put your name on the car, which raised £457 – including donations from French Jaguar Drivers, and some people gave more than £10.

When it came to the race weekend – WOW!!!! What a weekend. Well, in fact five days. Boiling hot weather with threats of thunderstorms which never arrived - it was a great relief to get out onto the Le Mans circuit.

Scrutineering (you had to be very patient in the queue) on Thursday morning was eventually passed without problems.

On Thursday evening we attended the drivers' dinner in the Abbaye de L'Epau where we met some of our competitors and also spoke to Derek Bell who wished us a good and a safe race, which was nice of him.

Celia started the daylight practice on the Friday afternoon by just doing one lap, so I could get the maximum time on the circuit, as she 'knows Le Mans like the back of her hand' now, having raced there several times. I only had time for 3 laps and we qualified 63 out of 66 (well we were also running the engine in).

The night practice (at 01.10 ugh!) we qualified 57th just doing a total of 3 laps - our lights were not too bad, but our races were not going to be in the pitch dark.

Race day (Saturday), and our first race was at 21.24 lasting for 43 minutes. I started, and while I was waiting in the collecting area, a nephew of the original driver came & introduced himself to me, and told me a little more about his uncle - he thinks Henri did the race for a bet! And he was over the moon to see the car there.

We finished 54th and were getting more confident. The tyres were brilliant on the corners, but down the Mulsane straight, the car was shaking a lot! It was a fabulous time to race, at dusk.

We checked the car over, then went to bed for 3 hours, but I just lay there listening to the fabulous sounds of cars roaring round the track.

We had now moved up 3 rows on the grid and Celia started the next 2 races. The morning race was at 05.22 and we finished 47th. Back to bed again for 3 hours, after checking the car over for the last race at 13.50.

We finished 47th overall out of 68. Quite amazing for a road-going 1932 Citroën C4. What did we beat – well... 2 Bugatti 51's, 2 Aston Martins, 2 Bentleys, Bugatti 44, Riley Brooklands, 4 Lagondas, 2 Talbots 2 Bugatti 35s, 3 MGs, Delage and a Chenard & Walker. Not bad – eh!

We had never had time or money to prepare a race-engine, so we used the totally standard, but rebuilt, engine (which should have been our spare!) that I had bought from someone, who had changed it for a modern set-up in his C4 because it was so slow! The car was very comfortable to drive and the tyres worked very well. With a proper racing engine and more practice we are certain that the car would go a lot quicker – but that is another story. Unfortunately I now have to sell the car as it cost so much to do.

We saw lots of friends at Le Mans (including Lorraine & David Gathercole, Lynn and Alan Jones), and made new ones, but the icing on the cake was at the drivers' presentation afterwards, where Celia and I were both awarded a special prize (a watch each) by Richard Mille for bringing the Citroën back to Le Mans after 78 years. As I said, what a weekend - fabulous!

I have got to say a big, big thank-you to Ian McDonald of IMADE who built the car from 3 photos and spent so much time and effort on doing such a brilliant job.

And also many thanks to members of the de la Sayette Family, Denis Huille (Citroën, France),



Richard Thomas (RTG Thomas Expert Services), Ben Thomas, Malcolm Walters, Nigel Cluley, Phil Daniels, Andy O'Reilly, Chris Blewett, Christian Callender, Dave and David (Christians' friends don't know their surnames!), Ian Tucker, Peter Watts (did most of the electrics), North London Group of the TR register, Farmparts (for taking considerable trouble to locate a fan belt), Dave Roberts, Joanna (thewhiskeredbat), Marc & Tina at Cobra Seats Ltd, Stuart Ulph, The Traction Owners Club, Traction Universelle, and all the people who sponsored us £10 (and sometimes more) to put their name on the car.

Antonia Loysen



St Valéry-sur-Somme 2010

St Valéry-sur-Somme 11th to 13th June 2010

St Valéry from a French front seat !

My other club, the TU-Nord (Traction Universelle Section Nord) responded to the invitation of the TOC, as a final result of contacts I had with Robin Dyke.

Though we were much less than the English attendants (12 cars), we very much enjoyed to meet the "TOC en ballade". Personally I was very happy to be able to chat with Fred Annells (TOC n°1) and also with Bernie & Pearl Shaw, Hans-Peter Dürr-Auster, the current ROW representatives Walter & Noëlla Callens, Charles Daniel, Mick Popka, and many more...

We met Saturday morning in Hesdin for a « café/

croissant » with a welcome from a local classic cars club (les Pétroleuses Hesdinoises).

We then went straight to Bouin-Plumoisson to visit, with some TOC members, le « Musée Vivant de l'Abeille d'Opale » (Bee museum). We learned much about the invaluable help the bees bring to nature, and how good for health all their products are...

We then set off to join the TOC crew in Argoules, at l'Auberge du Gros Tilleul. Would you believe it? We got lost and arrived one hour late !!!! Toutes nos excuses les amis! Lunch was very good, as was talking in both languages about our favourite car, the Traction.

We planned to reach the Baie de Somme at 2 pm but unfortunately one of our cars had a coil problem which delayed the departure for St Valéry.

Celebration of the entente cordiale was organised for a small group at François & Evelyne's home in St Valéry (for a house warming !) (sorry, but there wasn't enough space to invite everyone !)

Rendez-vous is noted for TOC 2011 Kent rally !

A bientôt mes amis

François Hénot

*Below -
outside l'Auberge
du Gros Tilleu*

*photograph:
Walter Callens*



St Valéry from a Somerset seat (on the right of the car).

Why do you go on a TOC trip? Wherever the trip, there are usually three main answers. Good company with excellent conversation, fine food and an abiding love of tractions.

Robin Dyke originally envisaged a trip for a few Tractionists to the mouth of the Somme following on from the Arras event. This became an event for over 35 tractions. The TOC group was joined by members of Traction Nord, and stalwarts Noëlla and Walter Callens.

The programme was loosely organised, the only imperative was the Saturday Lunch at the Auberge du Gros Tilleul with excellent good value food preceded and followed by the mutual admiration of each others cars.

Other visits were organised to a chateaux, a windmill and an abbey garden. Some members went on the narrow gauge steam railway between Le Crotoy and St Valéry. Sunday lunch was a picnic.

Members made individual drives to the venues through the low lying coastal estuaries of the

Somme and the Authie. Bucolic cows grazed contentedly in lush pasture unperturbed by the individualism of TOC members in French cars.

Local residents waved. We met local people who all had links with tractions in earlier lives. Many were surprised that some Tractions had been built in England.

Members came back to the restaurants and bars of St Valéry throughout the weekend to renew friendships, and talk about Traction technical issues.

Robin must be congratulated for providing the framework that let this happen. Not over organised just right. Were the objectives achieved? Yes! Was the method appropriate? Yes! So thank you Robin for an excellent weekend.

For information, we did 1200 miles from Somerset, did not use any oil and had a minor problem of a leaking fibre washer on the carburettor.

Julian & Mary Taylor

*Below -
Left - outside
Chateau Fort
Rambures*

*Right - Three
Belgian Tractions
at Ault*

*photograph:s
Walter Callens*

St Valéry from a Belgian perspective.

Belgian participants : Walter, Noëlla, Marie-Elise, Jacques, Gerda & Wilfried.

When I was informed about the 3-day weekend, organised by Robin Dyke, in the beautiful Bay of the Somme, I thought: this is the moment to meet our English friends again on the mainland.

A convenient trip at the right time in the right place.

I convinced my friends (Marie-Elise and Jacques) to

take part as well. It is indeed more joyful to drive with two Tractions and... Jacques is a very good mechanic. And, of course, we also know that when Robin and Sue organise something, we will be very well looked after.

We still vividly remember the Annual rally organized by them in Oxfordshire in 2002, and in 2005 we met some TOC-members in Charade for the Tractionades.

Quite early on Friday 11th June we left the



St Valéry-sur-Somme 2010

Pajottenland to drive nearly 300 km to our chambre d'hôtes in Noyelles-sur-Mer. We left our luggage in our cosy rooms and headed to St Valéry-sur-Somme to find the organisers (about ten minutes away in Traction-time).

The meeting-locations were all near to each other and soon we saw Robin & Sue's Traction on the Marketplace. After a short while Robin & Sue, as always attentive, welcomed us. We had a pleasant chat and received our information brochure and our name-badges.

With a glass of wine on a pleasant terrace on the bay, we browsed through our brochure. We had to study it a bit, but we understood that we could choose between the various activities that were possible over the weekend.

Meanwhile, we saw a couple of English Tractionists arriving and also one Belgian (which could have been Walter). Since we had risen early that morning we decided to take a leisurely stroll through the village, have a nice meal and then retire to our rooms.

Early on Saturday morning Walter & Noëlla came to our chambre d'hôtes "La Christe Marine" and suggested that we explore the surrounding area together.

After a beautiful rural drive we arrived in Argoules for lunch at L'Auberge du Gros Tilleul. This was our first real reunion with the English participants and we were also joined by a few members of the TU Nord. As we all know, the French are always late.

Whilst we were waiting everyone was socialising and generally enjoying the convivial atmosphere. We were very lucky that, even though we were late registering for the rally, we were able to join the lunch with everyone else.

After a lovely lunch there was a very pleasant drive,

guided by Walter & Noëlla, through breathtaking scenery and through the Forest of Crécy to Le Crotoy where, till late in the evening, we enjoyed drinks on a lovely terrace in the sun (which, in France is called "to live as a god").

On Sunday morning we filled up the tanks of our cars at the hypermarket and bought our food for the picnic. We then headed South, following the red route, passing through villages along the coast such as Cayaux and Onival. In Ault we were able to photograph our three Tractionists against the backdrop of the White Cliffs. Splendid!

At noon a lot of Tractionists gathered, as by coincidence, at the first rest area and this provided a beautiful picture of a long file of Tractionists. We attracted much attention and were constantly greeted/hooted by passing cars - many of which stopped for their drivers to take photos.

Our next meeting point was at the "Chateau Fort Rambures" for a guided visit where, after some discussion, we were allowed to park our Tractionists in front of the castle.

On our tour we also passed the mill of St Maxent and at Noyelles-sur-Mer, at the little train-station, we watched the fuelling and the turning of the steam engine.

Walter and Noëlla then drove on to St Valéry, while Jacques, Marie-Elise, Gerda and myself decided to visit the well-known Chinese cemetery nearby.

That evening, whilst in search of a restaurant in St Valéry, we encountered Robin and Sue and Walter & Noëlla and joined them in trying the small locally caught wild mussels.

This was a perfect to a perfect weekend for which we sincerely thank Robin and Sue.

Wilfried van Dyck

*Below -
The Sunday
picnic*

*photograph:
Walter Callens*



Northumberland welcomes the Tractionists

This year's TOC annual rally was a first for me, having only joined the club last year, and finally managing to get my decrepit example back on the road in late April. This was to be its first major outing, so I wasn't at all confident I'd even make it from York to Bellinghams Riverdale Hall Hotel, which was to be our base over the weekend. Moreover what sort of welcome could I expect, as a new convert, from this gathering of seasoned Tractionists?

A very warm & enthusiastic one as things turned out! I arrived on Friday afternoon and was greeted by Graham and Wendy, the rally organisers. Pleasantries were exchanged and rally packs, which included some excellent Ringtons Tea from the Rally sponsors, were handed out.

The Rally got properly underway on Friday evening. The Car park was by now almost entirely filled with Tractionists of all varieties, and I joined the throng of owners on the lawn, where we were treated to a bird of prey handling session and flight, followed by an excellent buffet meal in the dining room. Both these events were a great opportunity to mingle, make new acquaintances and friendships, and renew old ones.

Saturday Morning dawned grey, misty and drizzly, which was of some concern given my Tractionist's propensity to let in water. We all indulged in a leisurely breakfast (does anyone ever order the continental option over a full English?), before leaving for our first port of call, the 'Vindolanda' site on Hadrian's wall. I took a different route from the convoy in order to pick my parents up from their hotel in Chollerford.

They decided to join me on the rally and then spend a few days exploring the county before journeying back to Derbyshire. I should explain at this point that the prospect of spending anytime at all in a scruffy old French car which leaks water, has torn upholstery and occasionally smells strongly of petrol did not exactly fill them with glee!

We arrived well before the other cars, waiting at Housesteads to photograph the convoy as they passed by. Vindolanda was a Roman fort and settlement occupied from about AD85. The scale of the site was breathtaking, as was the state of preservation of much of the archaeology. The site is noted for the Vindolanda Tablets, among the most important finds of military and private correspondence found anywhere in the Roman Empire.

The very enthusiastic Justin Blake, Assistant Director of Excavations at the site, gave us a most illuminating talk on the work carried out so far. One thing he mentioned was that only a small

portion of the site has so far been excavated, and it is estimated that it will take another 150 years to complete the dig at its current rate. Clearly job security is not an issue at Vindolanda even in the current financial climate!

Most, if not all TOC members had donned stereotypical French dress in anticipation of our visit to Hexham continental market in the afternoon, giving the slightly surreal sight of 60 odd Beret-wearing Frenchmen roaming around the Northumbrian countryside!

By this time, after a few minor squalls, the sun was shining brightly so from Vindolanda we fired up the Tractionists and set out in convoy for Hexham, and its continental market. The sight of a convoy of Tractionists proceeding up the high street and into the park clearly made a favourable impression on the good people of Hexham, our progress being accompanied by cheers, waves and thumbs up from passers by.

In the park a crowd soon massed round the cars and owners were kept busy explaining the many unique points of their cars. Many, my parents and myself included, elected to have a quick look round Hexham market and to grab a coffee. By the time we returned to the park French accordion music was playing and people were making the most of the sunshine. In short it was a bit of a carnival atmosphere. It did not go unnoticed that a 2cv van, DS decapotable and a Morris 8 had joined the fray, providing a dramatic juxtaposition of automotive design.

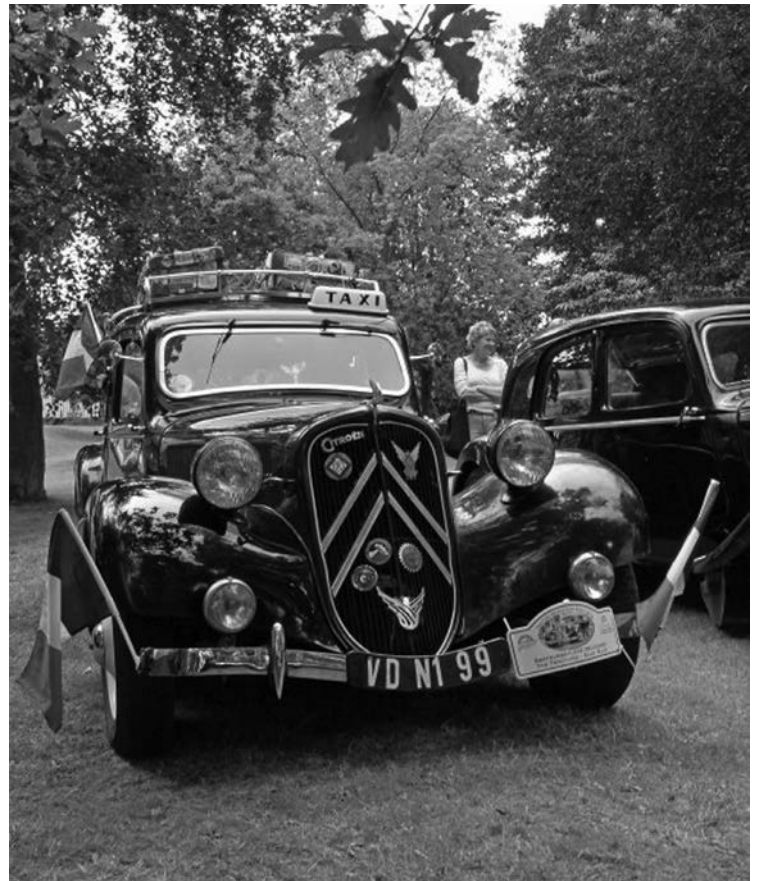
On leaving Hexham market we again split off from the main group to deliver my parents back to the hotel in order that they could use their 'modern' for the drive to Kielder Water.

Kielder must be one of the wildest and most remote places left in England. The scenery is absolutely stunning and it has some superb, near-deserted driving roads. We arrived at Kielder Castle about 15 minutes in advance of the convoy, which was just enough time to grab a cup of tea and a slice of cake before the rest of the cars arrived.

By this time my confidence in my car, which had run faultlessly up to now, was on the increase, so James Geddes and I decided to take my car for a blast down one of the unmade gravel tracks which used to form part of the forest stage of the RAC Rally. Great fun! So much so that by the time we got back ours were the only cars left in the car park!

Not wanting to be late back for the evening meal, and impressed by the way the Tractionist coped on the 'Gravel stage', we gave our cars their head

TOC Annual Rally 2010



TOC Annual Rally 2010

on the journey back, taking full advantage of the Traction's roadholding and cornering abilities.

As I had never previously had my car above 100kph, for fear that something might break, this level of performance was a revelation. Blasting along the open roads in hot pursuit of another Traction, through the spectacular scenery was, for me, one of the highlights of the weekend.

My memory of Saturday evening is to be honest somewhat hazy, undoubtedly due to the quantity of wine consumed that evening! It appears that Tractionists, and Mick Popka in particular, have a higher than average alcohol tolerance and I have some catching up to do! I do recall some ribald comments over my disproportionate degree of luck on the raffle, though, and believe I even was persuaded onto the dancefloor at one stage. Fortunately that was shortlived, my lack of dancing ability being quickly discovered (within seconds, I would imagine!)

I'm pretty sure I wasn't the only one feeling a little jaded on Sunday morning, as we were all rather late in setting off in convoy through Otterburn and Rothbury, to Cragside, a National Trust property formerly the home of Victorian engineering genius Lord Armstrong, for a coffee stop. Time precluded a full look round but the grounds are certainly spectacular and I imagine the house is equally so.

Fortified by strong coffee, and after Martyn Baker's Traction was fortified by an injection of petrol from a jerrycan directly into the carb, we set off for our final rally destination, Alnwick Castle.

This turned out to be the most eventful drive of the weekend, with one participant's car, a commerciale, slowing to crawling pace and unable to manage the hills. Several others stopped to help with the car eventually arriving at Alnwick under tow from a 15/6. I believe the problem was discovered to be relatively minor and the fault fixed by the end of the day.

Being pretty sure my car was safe from winning the Concours d'elegance we opted for a quick look round the Castle (recommended, especially if you're a fan Harry Potter) and a quick look round Alnwick. One gem we discovered was the White Swan Hotel on the market place, the dining room of which was formerly the first class lounge of RMS Olympic, sister ship to the Titanic.

It was evident that a lot of hard work had gone into making the rally a success, so a big thank you must go to Graham and Wendy for organising such a superb event, as well as to all participants for giving us such a friendly welcome. Even Mum and Dad enjoyed it and have been heard to ask where the next one is going to be!

Chris Naylor

TOC ANNUAL RALLY PRIZE LIST

2010 Northumberland

Winner Name	Year	Model	Reg	Runner-Up	Name	Year	Model	Reg
Ray ANDREWS	1955	6H	RLN 861	Best First Time Entry	James GEDDES	1950	11BL	RFF 990
Laurence ACHER 1953	Big 15		655 UXB	Best Post-War Car	Andy BURNETT	1949	Light 15	DST 569
Marcus LASANCE	1938	L15 Rstr	FXD 762	Best Pre-War Car	Bernt BOWITZ	1939	11BN	A9262
Ray ANDREWS	1955	6H	RLN 861	Best Car in Show	Marcus LASANCE	1938	L15 Rstr	FXD 762
Not Awarded				Master Class	No Runner-Up in this category			
Paul De FELICE	1954	Big 15	227 UXY	Peoples Choice	No Runner-Up in this category			
Not Awarded				Stan Barker Award (Traction with Least Attraction)	No Runner-Up category			
MICK & MOIRA HOLMES				Barbara Longden Memorial Award (For Services to the TOC)	No Runner-Up in this category			
No Driving Tests This Year				Driving Skills	No Driving Tests This Year			
Ton VAN LEEUWEN	1953	11B Fam	83-BU-03	Special Commendation (For Non-Members)	Not Awarded			
Arnoud ALDERLIESTE	1949	11BL	99-VR-41	Disaster Of The Year (Graham Pitcher Trophy)	No Runner-Up in this category			
Walter CALLENS 1951	15/6	OCE 055		Best Overseas Visitors car	Not Awarded			
Bernt BOWITZ	1939	11BN	A9262	Furthest Driven	No Runner-Up in this category			

September 2010

5	Allied Air Forces Commemoration Day	Evington, Yorkshire. Details from Mick Popka
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

2	Swiss Classic British Car Meeting	Morges, Switzerland on Lake Geneva. details from www.british-cars.ch
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

12-14	Footman James Classic Car Show	NEC, Birmingham
14	Remembrance Sunday Parade	Elvington, Yorkshire
20	TOC Dinner & Dance	Staverton Park, Daventry (see page 34 for details)
21	TOC AGM	Staverton Park, Daventry.

April 2011

17	Drive It Day	For details of events in your area contact your Section Co-ordinator
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May 2011

28-29	La Vie en Blue	Prescott, Gloucestershire tbc
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July/August 2011

tbc	TOC Annual Rally	Kent. Details to follow
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September 2011

9 - 11	Carcassonne Rally	Carcassonne, South West France. organised by TOC member Hans P Durr
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October 2011

14 - 16	War time Weekend	1940s weekend based around the North York Moors Railway at Pickering, Levisham, Goathland and Grosmont. Further details from Mick Popka.
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November 2011

tbc	Footman James Classic Car Show	NEC, Birmingham
13	Remembrance Sunday Parade	Elvington, Yorkshire
tbc	TOC Dinner & Dance	tbc)
tbc	TOC AGM	tbc

July/August 2012

tbc	TOC Annual Rally	Shropshire. Details to follow
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August 2012

16 - 19	15th ICCCR/TOC Annual Rally	Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk
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Please send details of future events to:

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

Allied Air Forces Commemoration Day" **5th September 2010**

The Yorkshire Air Museum at Elvington, York has contacted the TOC to ask if Members would like to attend the annual "Allied Air Forces Commemoration Day" on 5th September.

The reason for the request is that during the latter months of WW2, Elvington became host to two French Squadrons operating within No.4 Group: No. 346 (Guyenne) and No.347 (Tunisie). Both squadrons played a major part in the bomber offensive against Germany.

in keeping with the French "theme" of the event the presence of Tractions add a reminder of the link.

This years Allied Air Forces Commemoration Day marks the 70th Anniversary of the Battle of Britain and there will be a major parade with the Massed Bands of the Air Training Corps, a service of commemoration, a march past and salute, and a Sunset ceremony. In addition there will be a fly past by a Spitfire from the Battle of Britain Memorial Flight.

All TOC members will be welcome to attend, with their Traction, on the 5th September and will enjoy free entry to the museum and attractions.

TOC Members interested in attending and extending their visit will find that there are lots of things to see and do in York - which is only 3 miles away.

Members who would like more information on the Allied Forces Commemoration Day or on accommodation and things to see in York or who might be interested in getting together for a bite to eat on the Saturday Night should contact Mick Popka:

by phone : 01904 701005 or by email : webmaster@traction-owners.co.uk,

Wartime Weekend North York Moors Railway **15th - 17th October 2010**

TOC Members will recall from the report of last year's event (which was extensively reported in Floating Power) the Germans in Le Visham (Levisham) were in confusion at the arrival of the Free French Forces in a convoy of Black Citroëns (plus James Geddes' car which is dark green - but he was in a German uniform and got him self arrested in Goathland (Aidensfield in the ITV series "Heartbeat") - but that's another story....).

This year YOU AND YOUR TRACTION are needed to swell the convoy and to overwhelm Le Visham....!

Not convinced???? Type <http://tinyurl.com/37eulb4> into your internet browser to get a taste of the "action" that last year's TOC Members saw in Le Visham. Whitby, further up the railway line, experienced similar 'action' (no Tractions though) which you can check out at <http://tinyurl.com/2wauxe2>

The plan for 2010 is that we attend the parade in Pickering on the Saturday morning at 10:00 and then head up to Le Visham for lunch at Rene's cafe in order to have a quick cuddle with Carrie and to get her to "wind up Eunice on the accordion" - watch the video.....

From there we will travel up to Goathland, where the home guard are in charge, and then on to Whitby to catch the displays on the cliff top. We will probably stay in Scarborough on Saturday night to sample the local culture and the Fish & Chips at Harry Ramsdens! (optional).

On Sunday morning we will return to Whitby and then travel south down the railway line to end up at Pickering.

For Members who prefer to camp Barry Joyce has staked out an excellent site in Fadmoor, to the west of Pickering, and will be organising his usual brand of entertainment there!!!

If you are interested in attending and would like accommodation arranging for Saturday night please contact Mick Popka before 2nd October by phone : 01904 701005 or by email : webmaster@traction-owners.co.uk. Should you wish to arrange your own accommodation Mick will be pleased to provide guidance and any assistance you might need.. and of course, don't forget that 1940's civilian (or military) dress for the Saturday and the Sunday is encouraged!

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Offer applies to Sat 13th/Sun 14th November 2010 only. Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. Club Single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £37.00 off the Sat/ Sun door price compared to buying individually! Offer applies to advance bookings only. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! See website for all information. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

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 be 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.

TOC Rally : CORBIERES-MINERVOIS

9th to 11th September 2011

Members of the TOC are invited to participate in the CORBIERES-MINERVOIS Rally which will take place from 9th to 11th September 2011 in the Montirat/Carcassonne area of the South of France.

To register your interest and obtain a registration form please contact TOC member Hans P Dürr-Auster (as detailed at the foot of this panel) before October 30th 2010 (latest) as hotels are difficult to reserve in this area of France at this time of the year.

There is an absolute maximum limit of 20 vehicles and their crews on this Rally and only the first 20 entries will be accepted.

The outline programme is as follows:

Friday 9th September 2011

Rally participants gather at an hotel near Carcassonne, which will be selected so as to be very well positioned for further sightseeing in the area after the rally proper is finished. Friday evening "Welcome chez nous" at the vineyard estate of Hans Durr in Montirat for aperitifs and an open air grill dinner

Saturday 10th September 2011

Traction tour, starting from Montirat, through the Minervois region to the Cathar town of Minerve. Lunch, followed by a tour to Caunes and other beautiful places. Later in the afternoon: wine tasting followed in the evening by a quality-dinner.

Sunday 11th September 2011

Departing from Hotel the Sunday tour will be of the Corbières region with a lunch-stop at the castle of Arques and a visit to a Cathar castle. In the afternoon the group will return to the hotel to prepare for a Blanquette tasting (see below) and another splendid dinner in a nice restaurant.

Monday 12th September 2011

After breakfast the rally will officially end but TOC members will be free to explore the "Cité" the old castle of Carcassonne and to explore more fully the area surrounding Carcassonne.

For further information and to obtain a registration form contact Hans P Dürr-Auster :

By post: Chemin de la Monse 18, CH-1630 Bulle. Switzerland

By email : hansp.duerr@sunrise.ch

By phone : +41-26-912.05.58

Blanquette de Limoux

Sparkling wine was discovered by Benedictine monks at Sainte Hilaire abbey 14km northeast of Limoux and today the hills surrounding Limoux are filled with vines growing the Mauzac grape. Not as popular as it's more famous rival Champagne, the Blanquette de Limoux will always be the world's first sparkling wine and provides a lively, refreshing alternative at an excellent price.

The Limoux appellation area is situated to the west of Corbieres and the south of La Malpère, crossed from north to south by the Aude river and cut through by a network of streams. Perpendicular to the Aude, it divides into two very distinct zones; in the north a gently rolling landscape with no hills higher than 400 metres (1,312 feet); to the south, steeper more rugged terrain.

Blanquette Methode Ancentral is made entirely from Mauzac grapes; Blanquette wines made by the Methode Traditionnelle are a blend of Mauzac with Chenin and Chardonnay. Local wine growers maintain that the monks of the Abbey of Saint Hilaire 'invented' effervescence' long before Dom Perignon in Champagne.



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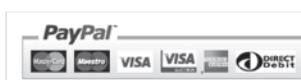
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Classified Adverts

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

Please send adverts to:

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



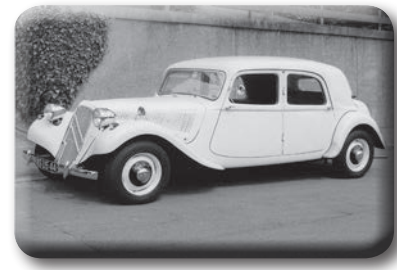
FOR SALE : 1935 7C Very early, very rare, very original. This car has undergone a 3 year sympathetic restoration following many decades of barn storage. The majority of it is original, including the rubber mats, seats, headlining, engine and gear box. At first glance it is 'as found' but a look underneath reveals a complete new floor, new silent blocks, suspension joints, brake system (the braided copper pipes are all still original), stainless steel exhaust. and 4 new Michelin tyres. Under the bonnet it is all very correct, clean and painted but not bright and shiny. The car has the twin scuttle air vents, steering box, rolled rim wheels, centrally situated dash instruments, and many many other smaller differences that were present before the standardation of later models. It is the first of the cars with a boot. The car starts and runs well and it has just been MOT'd and registered in the UK. It has road tax until next May. This really is a museum piece and comes with a period Truffle Pig Trailer, based on an Edwardian chassis/axle with 10spoke artillery wheels. Invoices total over £7k and this is without the labour. There is a lot that could still be done, but it is just lovely as it is, with 75 years of patina. For more details and more photos email Tim on lane.tinckton@virgin.net or call 01305757518. We are in Dorset and the asking price is £9950.



FOR SALE : 1949 Slough-built Light 15, maroon colour, full restoration, bare metal respray and engine rebuild in 1998, red leather interior, 8500 miles since then. Fully overhauled and waxoiled by Classic Restorations in 2008. Workshop manual. Current registration number is 283 YUA. Reluctant sale, £7950. Tel Roy on 07990 518 063 (Bournemouth).

FOR SALE : 1953 Light 15 in fair condition. Slough built. Runs very well. Engine rebuilt 2002. New drive-shafts 2003. Gearbox overhauled 2008. Best offer over £10,250. More details from jhfolland@hotmail.co.uk

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, re



ground 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).

WANTED : Light 15 small boot, by a new member who would like to swap his 1972 Triumph Stag (condition 1) if possible. Please phone Brian on 01420 563587.

WANTED : Bonnet leaves for a 1954 11N Normale, must be in good condition and free from distortion – colour irrelevant. Can collect in the Manchester/Birmingham/Reading corridor or Lancashire/Cheshire/Yorkshire/Peak District areas. Please phone Steven Wright on 0753 167 6160 or 0161 440 0248.

FOR SALE : Pair of Traction Front Doors complete with Glass and handles. In Primer. No dents and No Rust. Excellent. £ 300 the pair. Tel David Boyd 01527 89 4599

FOR SALE : Two door lock barrels and keys (FS926 and FA505) - £7.00 each. Robin Dyke 01865 858555

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 - Traction Spares/Accessories - Two 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. 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. Photos available on request. Buyer collects from Normandy; France; or can post smaller items at cost. For further details. Martin Nicholson; email vicmarnic@wanadoo.fr Tel/fax 0033 233 610 015. (Sale is also advertised elsewhere).

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. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+ Email: Mick@popka.co.uk Tel: 01904 701 005 Next day dispatch.

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