

Floating Power

November/December 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
Registered office: 58 St Augustine Road
Griffithstown, Pontypool,
Gwent NP4 5EZ

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Missing Magazine?

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

The closing date for input
to the Jan/Feb edition of
Floating Power is
Wednesday 8th December

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

2159 Mr Carlos Macaya, Miami, Florida, USA
2160 Mr Ray Wicks, Brighton, East Sussex
2161 Mr Nicholas Warns, Norwich, Norfolk
2162 Mr Peter Hudson, Nunhead, London
2163 Mr Stuart Craig, Manaia, New Zealand
2164 Mr Lazar Budjanovcanin, Slough, West Berks
2165 Miss Siân Jeffreys, Mold, Flintshire



welcome

Welcome (finally) to the November/December edition
of *Floating Power* which as I said in the last edition
unavoidably is much later than normal.

Hopefully you will find the wait worthwhile and you will also
enjoy the 2011 TOC calendar which should have arrived in the
same envelope.

I'd like to start this month by thanking all the Members who took
the trouble to write or send emails to me to express their support
following publication of the last edition. I haven't yet had time to
reply to all the people who sent letters but I shall do so as soon
as possible.

November brings the 2011 AGM and the anniversary of my
resignation as Editor of this magazine. As is eminently apparent
I'm still doing the job so I've decided to share with Members the
reasons why.

My resignation last year was prompted by the fact that another
Club Member, supported by one of the Section Co-ordinators,
expressed an interest in taking over as Editor. In order to avoid
the need for a ballot at the AGM I resigned, but offered to support
the transition by producing one or two more editions whilst the
new editor got up to speed. For personal reasons I also resigned
from the committee.

In the event the Member decided not to go ahead with his
application and there were no other volunteers - hence the reason
you are still reading what I select from the input generously
supplied by Members and others.

Except on beautiful summer days, when I would prefer to be
doing something else, editing the magazine is something I still
enjoy and therefore I shall continue to do so as long as Members
and the Committee are happy with my efforts, or another Member
would like to take over, or it no longer suits me to do so.

Would Members please note that I have changed my personal
email account and that the editor@traction-owners.co.uk email
address should be used for sending emails to me.

Finally may I take this opportunity to wish all Members a very
Merry Christmas and a Healthy, Happy and Prosperous 2011.

John Barnes

COVER IMAGE: RICHARD HUTTON'S 1955 11BN (WITH THE EDITOR'S 1954
11BN ON THE LEFT) PHOTOGRAPHED DURING OCTOBER 2010 AT THE
CANADIAN MEMORIAL AT VIMY RIDGE.

Photograph by John Barnes

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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



I should like to start by thanking all who offered to help with the NEC stand following Michael Simpson's accident.

I am especially grateful to Mick and Moira Holmes who, despite "retiring" from NEC duty, again stepped up to ensure we have a quality stand. Mick himself had another knee op in the last few weeks but nevertheless he has overseen the coordination of cars and stand-manning duties from his sick-bed because I have spent much of the last month out of the country mainly holiday, ain't retirement grand!

Pearl and I had what was supposed to be a non-car holiday this year – in China. Citroën do not have a large market share (VW dominate) and there were no old Citroën to spot but there is still an impressive, and growing, number of new vehicles. The smaller (local build) models are popular as taxis in some areas whereas the larger (imported) vehicles are definitely status symbols in bigger cities like Beijing and Shanghai.

I have just returned from a Board Meeting of the ACI (Amicale Citroën Internationale). On this occasion we were invited to meet the organisers and visit the site of the 2011 "2CV World Meeting" in Salbris. This event was chosen to be the ACI "Event of the Year" (EOTY) and that will ensure the organisers receive considerable financial support from Automobiles Citroën. (We in the UK are in the same position with the 2012 ICCCR because the ACI selected our event as EOTY for that year). Over 6000 2CVs are expected on a 70 acre site within minutes from Salbris town centre.

We were all very impressed by the planning and effort but they do have one major advantage over 2012 – the site is FREE. It has been donated by the local municipality who, having hosted similar events in the past, expect the influx of 6000 2CVs will boost the local economy by about two-thirds. As well as meeting the organising team and local enthusiasts we were also taken to see the mayor of Salbris and his staff who greeted us like old friends, forcing us to drink a superb wine at a time when morning coffee would have been far more appropriate.

Back home little has happened in my garage recently. Progress on the Cloverleaf has been hampered by holidays and the search for a couple of essential pieces of the wooden frames of the front seats. The tin bits are now painted and looking resplendent so I can at least get on with fitting the wing assemblies to the chassis and adding various other bits of trim. The Traction is running well and is due to be on the NEC stand disguised as the "Lecot" car to fit the official show theme of "Records".

Socially, next year is already beginning to look busy with both UK and overseas events planned. On the overseas front Carcassonne in September is fully subscribed at present but in case of unforeseen circumstances there is a waiting list should anybody still be interested. We also now have an offer of a Dutch meeting (over the Spring Bank Holiday). It will be organised by the couples who came to Northumberland and would like to return our hospitality and show what they have to offer in Holland. (Additional details appear elsewhere in this issue).

You will have received the 2011 calendar with this issue of *Floating Power* and I expect JB will almost certainly have comments on that somewhere in this mag. From my point of view the number and quality of pictures submitted made it a very tough job to select just 13 so please do not be disheartened if your pictures are not included because I can assure you they were certainly not ignored.

So, I now look forward to a slightly less hectic couple of months and hope to see many old friends and make new ones at both the NEC and the AGM later in the year.

Finally, all the best for Christmas and the New Year to those that I shall not have a chance to say so personally.



Photograph above right : Bernie Shaw (on left) and fellow ACI Board member Walter Homburger, (Swiss ACI delegate) meeting with the Mayor of Salbris (centre).

Bernie Shaw



As you read this the AGM is nearly upon us. Thank you to Steve Southgate and Philippe Allison for organising the event at Staverton Park. I have no idea how many members will turn up for the AGM on the Sunday morning. However I do know we have 27 members booked in for the Saturday night.

Of these members only 2 have Joint Membership status – me being one of those! I would like to urge all the partners, who are mainly female, to register for joint status with John Ogborne before the start of the AGM. This will allow you to speak at the meeting and the right to vote. I would love to hear the views of everyone who is there so please do sign up.

I hope more members will join us on the Sunday – as I keep saying it is your Club so do come and tell us what you think.

Frank Grant, who is our section co-ordinator for Scotland, has decided it is time to stand down. Thank you to Frank for his many years of service “in the north”. At the time of writing we have no one to take up the post so please contact me if you are interested. Frank is also willing to talk to anyone wanting to know more about the post and to explain the commitment.

I hope you are all spending the winter months giving your Tractions their annual TLC so they ready for the various events lined up for 2011 as mentioned in this edition of Floating Power.

May I take this opportunity to wish a very Merry Christmas to all those members I won't meet at the AGM.

Bev Oates

Obituary

Bob Anderson

Members will be saddened to hear of the sad and untimely death of Bob Anderson of Caernarfon at the end of June this year.

Bob grew up in Cheshunt, North London, but moved to the Caernarfon area about thirty years ago where he settled and raised his family. He opened a shop in the town and became an active member of the community, devoting much of his time to local issues. His enthusiasm and 'can do' attitude being a positive force in making things happen.

He was a keen Tractionist for many years and owned a 1937 Slough built 7C as well as, a 1939 Paris 11C. (This car was subsequently bought by Bill Smout and was damaged by a rock fall on a TOC rally to Scandinavia).

In 1996 Bob organised and staged the 20th Anniversary TOC Rally in Caernarfon.

I remember seeing the large number of Tractions looking resplendent on the quayside and decided then that the Traction was going to be the car for me. (I was the imposter in the Morris 8 – see the November 1996 edition of Floating Power).

With Bob's help I achieved this goal and within the year I had purchased my first Traction.

I'm sure those of you who knew Bob will wish to join with me in sending our deepest sympathy to his family, as we remember a man of great humour and generous spirit.

Daffyd Evans

e-FP

The September edition of *e-FP* contained the following information:

September/October edition of *Floating Power*

The Sept/Oct edition of *Floating Power* was not only late but also had a number of production/quality control problems with the printing.

Some serious words with the printers resulted in a offer from them to produce the Nov/Dec edition free of charge - which the committee agreed to accept.

The printers have also been reminded that the members of the TOC expect a high quality magazine delivered in a timely fashion, and have been told that if the Nov/Dec edition, including delivery, is not of the highest quality we will employ another printer for 2011.

TOC 2010 AGM

Despite the agreed date of 21st November for the AGM having been advertised in the last two editions of *Floating Power* at least one member is apparently still planning to attend on 28th November (which was the tentative date in the 2010 calendar).

Please note that the AGM is definitely going to be held on 21st NOVEMBER at The Staverton Park, Daventry, Northamptonshire starting at 11.30am.

IN COMMITTEE

Committee Conference Call Meeting held on the evening of Wednesday 1st September 2010

VAT was discussed as a priority agenda item and Terence McAuley said that there were two deadlines; one was the assessment by HMRC of the penalty for late payment and the second was the provision of sales figures for the period April to September 2010. The Dutch spares suppliers CTA have stated that they are not willing to refund VAT on previous purchases but this is being pursued directly with the Dutch tax authorities via the accountant.

A new version of the accounting software package Quickbooks was being loaded onto the spares computer and would be configured to show VAT on invoices. The additional VAT currently being incurred on the profit margin will be absorbed by the club until January 2011 when a price review will be undertaken and VAT is increased to 20%.

The matter of having the accounts formally audited will be raised at the AGM but the committee felt that there is still no need, although scrutiny by an external accountant was felt to be a sensible precaution to ensure that current accounting practice is being followed.

The re-write of the Club Memorandum and Articles had been completed and Alec Bilney was to be asked to write a summary for *Floating Power*. Any member wishing to see the full documentation would be able to request a copy from the secretary. It was anticipated that the revised M&A would be adopted at the 2010 AGM and subsequently registered at Companies House. Rule book amendments would follow in due course.

Michael Simpson, who had volunteered to organise the NEC Show, had unfortunately broken his pelvis, so this task will be taken over by Bernie Shaw and Mick Holmes. With the show

theme of "Records" a number of suitable cars had already been volunteered with particular focus on the François Lecot record, Alan Crisp's Peking to Paris rally, and Antonia Lousen's Le Mans entry.

Floating Power editor John Barnes has a large amount of unpublished material and proposed increasing *Floating Power* to 44 pages at little, if any, additional printing cost. The committee felt that the magazine should not be increased beyond 40 pages and that the unpublished material should be held for future editions when needed.

Tony Hodgekiss summarised the extensive work that he had been doing on improving and expanding the area tool kits. Work on the new spares list will be postponed until the price review has taken place in January 2011.

Mick Popka said that, following some spurious membership applications, new security measures were being introduced on the web site.

Following the success of the Northumberland Rally, Graham Handley is considering setting up a NE England Group, starting with an initial meeting to gauge interest.

TOC CALENDAR 2011

A very big thank you goes to all the Members who submitted photographs for the 2011 TOC Calendar.

In the end 154 high quality photographs were sent into the competition by Members. This meant that the judges had an extremely difficult job selecting just 13 for the calendar itself.

Hopefully Members will approve of the final selection and will be pleased with the calendar, a copy of which should have been delivered at the same time as this edition of the magazine.

As in past years a limited number of additional copies have been printed and are now available for sale on a first come first served basis.

To order your additional copies of the 2011 calendar please send orders to:

B. Shaw,
Silvertrees,
2 Hardwick Close,
Wellingborough,
Northamptonshire,
NN8 5AE.

Payment must be made in £Sterling or via PayPal and orders received by the end of November will be posted to you in time for you to post them worldwide in time for Christmas (or by arrangement with Bernie they can be posted direct if required).

Cost (inclusive of postage):

	UK	Europe	Rest of World
1 copy	£ 4.00	£ 5.00	£ 6.00
2 copies	£ 7.50	£ 9.50	£11.50
3 copies	£11.00	£13.00	£15.00

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

The Traction Owners Club Limited

Income and Expenditure Account
Year ended 31st March 2010

Balance Sheet
31st March 2010

	2010	2009		2010	2009
	£	£		£	£
Turnover	53,139	45,138	Tangible Fixed Assets	770	962
Cost of sales	43,591	35,168	Investments	750	750
	-----	-----			
GROSS PROFIT	9,548	9,970	CURRENT ASSETS		
Other operating income	20,399	23,122	Stock	75,827	68,773
Distribution costs and administrative expenses	30,050	19,858	Debtors	5,445	5,478
Other operating charges		3,850	Cash at bank and in hand	29,938	39,005
SURPLUS OF INCOME OVER EXPENDITURE BEFORE TAX	(103)	9,384	CURRENT LIABILITIES		
Tax on ordinary activities	5	(185)	Creditors falling due within one year	(1,277)	(3,407)
SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX	(108)	9,199		-----	-----
			NET ASSETS	111,453	111,561
				=====	=====
General fund brought forward	111,561	102,362	CAPITAL AND RESERVES		
GENERAL FUND	-----	-----			
CARRIED FORWARD	111,453	111,561	General fund	111,453	111,561
	=====	=====			

Comments on 2009/10 Accounts

The accounts show a pre-tax loss of £103, compared with a surplus last year of £9,384. The salient features of this year's accounts are:

Spares: Gross turnover has increased by 33%, to £59,000. On top of last year's increase, this means a gross increase over the two-year period of 89%. The result of this is that the club has been obliged to register for VAT with effect from May 2009. Hence net turnover after VAT in the accounts reduces to £52,000. The accounts show a spares gross margin of 17%. However, excluded from these accounts is some £3,500 in VAT paid to the Dutch supplier CTA after the effective (backdated) date of registration. CTA have declined to refund this sum so it has been provided in the accounts. Subsequently we have had some correspondence with the Dutch VAT authorities suggesting that we may be able to claim this from them directly. If this process is successful, the amount will be reinstated in the 2010/11 accounts. If this amount had been included in these accounts, the gross margin would have been 24%, which, after allowing for the effects of VAT registration, is in line with expectations.

Shop and other income: This has declined by some £2,400. Subscriptions have declined by 4%, while other income, such as advertising and bank interest, has declined by 47%. These might all be regarded as particularly recession-affected items, so not surprising. As a contrast, the shop more than doubled its gross margin to nearly £700.

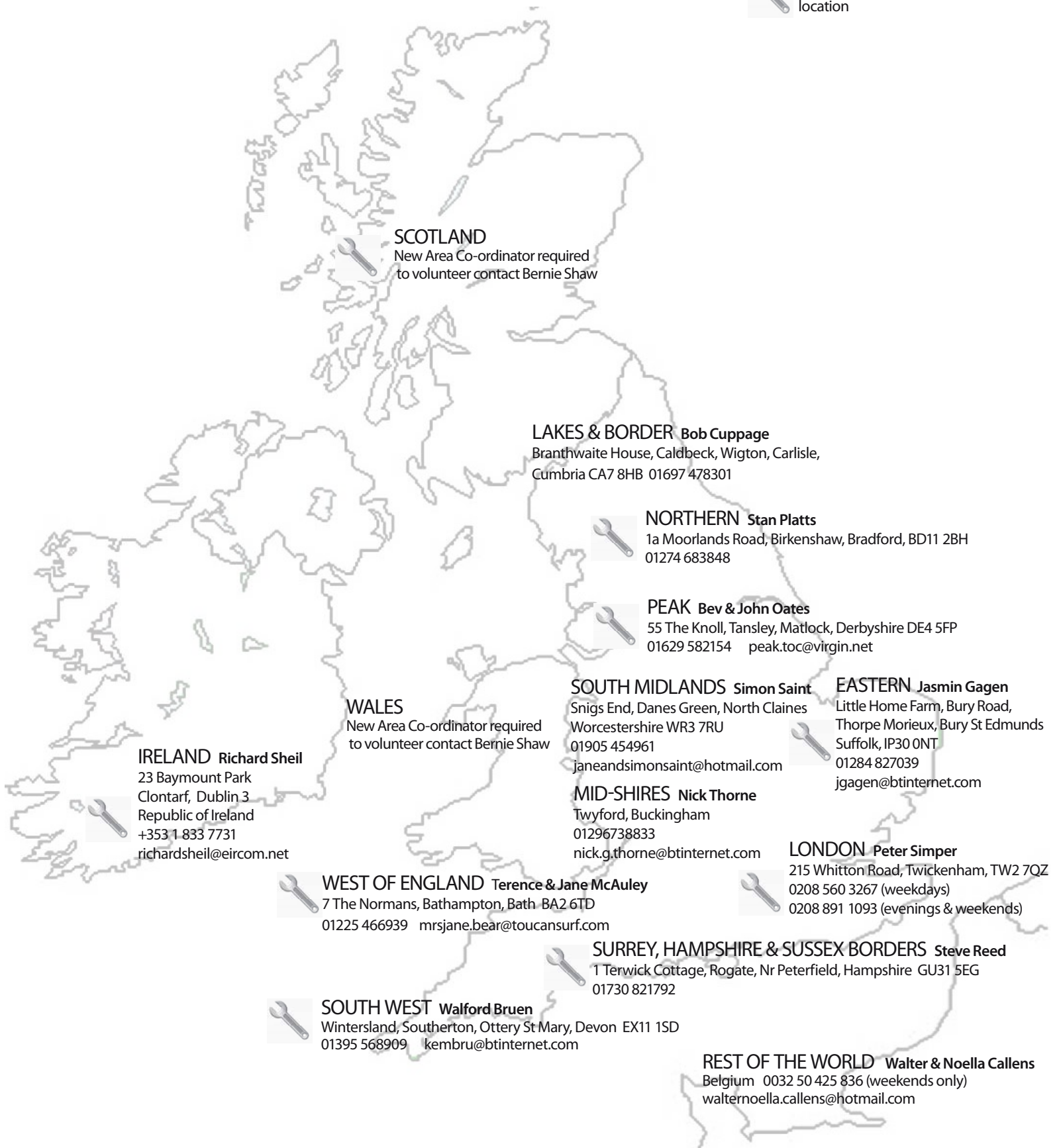
Overhead costs: These show a general increase of 19%, some £4,400 (£5,100 gross). The reasons for this included an increase of £1477 in the costs of *Floating Power* as a result of a "one off" purchase of new software to produce the magazine, the production of a Club Parts Price List and the production of magazine inserts for the 2009 AGM, and some £980 in accountant's fees consequent on the need to register for VAT. Also included was the cost of £775 to provide new tax disc holders to members, which can be regarded as a "one-off". On top of the general increase in costs was the provision of £2,012 being the write off of the Arras loan that the organisers were unable to repay, again a "one-off"

Tony Malyon

Section scene



A set of TOC tools is available at this location



Eastern Section

22nd August - visit to Heydon Village

The historic village of Heydon in Norfolk was graced with 7 Tractions and a very nice early ID19 on 22nd August 2010.

Heydon is an estate village at the end of a cul-de-sac and has not changed for a couple of hundred years, so the village and estate are often used for film and TV sets.

It is one of only 12 villages in Britain privately owned by an estate on whose lands it sits. The Hall is a superb example of a 'small' Norfolk country house, and the owners allow the general public to walk in the grounds (and beautiful Tractions to park on the village green).

The British summer was kind to us and The Earl Arms supplied great beer and food, although the service was a bit rural. It was good to see old friends and some new faces and cars. We have a few Tractions in Norfolk, but I'm afraid most of the locals are still wondering what has happened to the running boards!

It was interesting to see that half the cars were fitted with ID engines and boxes, mine used to be the only one.

We brought along a Japanese student who is staying with us, so it was interesting for her to see how the eccentric English spend their Sundays.

She sent a picture of the event to her dad who likes cars and he has used it as a screen saver on this computer, so our Tractions are now being viewed in Nagasaki.

Tom Evans

Sunday 21st November 12noon onwards
Winter Gathering for the Eastern Section

We look forward to seeing the Eastern Tractioneers for a social gathering at The Cretingham Bell, The Street, Cretingham Woodbridge, Suffolk IP13 7BJ Tel: 01728 685419 – email cretinghambell@btconnect.com . This will be great for a natter and catch up, if you would like lunch please contact The Bell direct. Dating originally from c1545 The Bell is situated on the crossroads in the centre of Cretingham just 10 miles from Ipswich and a few miles from Woodbridge. Sarah and Charles offer a warm welcome, they have two bar areas and the snug is dog friendly. Excellent home cooked food with a traditional Sunday roast menu on offer. There will be no organised run as weather may deter the more pampered cars amongst us. So Traction or not we hope to see you on the day. Thanks go to Ken and Carol for their research and suggestion of this lovely area.

Saturday 1st January 2011
Greeting the New Year with the Eastern Section

Dust off the car and welcome in 2011 at this interesting event, held each New Years day at The Royal Oak, 31 West Green, Barrington, Cambridge, CB22 7RZ, 01223 870791. The Royal Oak hosts a popular meeting of vintage / classic cars, free entry, just turn up, there is usually 200+ cars attending in all weathers. The picturesque village of Barrington boasts one of the longest village greens in England bordered by quaint character buildings. This will be a very busy day for the pub so be prepared (perhaps

thermos of mulled wine, mince pies and turkey sandwiches!). Thanks go to Ron and Carole for suggesting this fun car event and starting the New Year off!

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 30th November please contact Peter or Sue.

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

Peak Section

Sunday October 3rd
Peak Section annual pilgrimage to the Yew Tree in Caudon

The heavy rain meant I was the only one who turned up in a Traction - hence the title 'Spot the Traction' of the photograph below. My car is a Slough-built Light 15 reg FVJ 185 (1948 model).

Mike McDonald



For details of future Peak Section activities please contact us.

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

Section scene

Scotland Section

The Royal Deeside Gathering - August 2010

The verdict - a great and memorable week, enjoyed by all who took part. More than 44 visitors registered for the event on Friday evening enjoying wine, nibbles and a BBQ whilst collecting their special rally plaques and welcome packs (which, in addition to all the paperwork they would need for the week, included shortbread, cookies and a small bottle of 'The Macallan' malt whisky).

Saturday, which was Aboyne Games Day, was graced with great weather and a very popular display of 15 Citroëns within the games enclosure.

Sunday was the start of the Ballater Victoria Week which was opened by a parade of classic cars through the village. The parade was headed by a pipe band and 18 Citroëns. Following the parade the Citroëns went on a short road run to Balmoral before returning to a display in the park (at which the black DS23 Pallas of Hocine and Maureen Kenouche won the prize for 'Best Car in Show'). The day finished with another BBQ at Aboyne.

Monday, Tuesday and Wednesday featured Speyside Tours and Scottish Dancing tuition.

Thursday was Ballater Games Day.

Friday was the 'Touch of Tartan' meal and dance - at which 100 participants tucked into a veritable feast before dancing the evening away to music provided by a top Scottish Dance Band supported by a number of local dancers to demonstrate the more complicated steps.. The evening's raffle prizes included 12 bottles of Spirits and Malts, a Sat Nav, a Digital Photo Frame and countless bottles of wine etc.

Saturday saw many of the visitors departing for their homes but for the rest the week culminated with an afternoon BBQ at Ian and Eve-line Crossan's home at Drumoak.

Thanks go to all the sponsors, to all the members of the 'team' and to all the other helpers and to the participants who made it all happen and succeed.

Sheila and Andy Burnett

Surrey, Hampshire & Sussex Borders Section

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

Drive-It Day 2010 - "Trains and Boats and Planes"

Last year, the intrepid Noel Hutchinson took us on an expedition to find the source of the River Brue in deepest, darkest Somerset. Not only did we find it but we had a good time in the process - but more of that later. Still flushed with this success, Noel once again volunteered to organise the 2010 Drive-It Day expedition for the West of England Section.

We assembled at the Frome Flier pub, oddly enough near Frome, in Jenson Avenue. Frome clearly felt it had to honour its famous F1 hero by naming a pub on an industrial estate after him - what an accolade. So at 10.30am five Tractions and three 2CVs set off for what turned out to be the first of many attractions. I think most of us had imagined a relatively gentle meander through the Somerset countryside (although we weren't too sure where the planes were coming from - Bristol Airport seemed a little prosaic) but we were in for something more like the Grand Tour. The well-produced and comprehensive road book left us in little doubt that we would be covering a good few miles. A mention must be made of John and Lucy Verity who joined us from their home in the Forest of Dean and had to cover at least 50 miles just to get to Frome!

Our first stop was a short distance from Frome at The East Somerset Railway (www.eastsomersetrailway.com) where the aim was to see the departure of the 11.00am train. We did manage to see the back of the last carriage disappearing into the distance, but it didn't matter too much because there was plenty to interest us at the restored station. It was rather sobering to find ourselves saying how well we remembered the items in the museum. Our next destination took us to another railway on the former Somerset and Dorset Line ("The Slow and Dirty") near the mainline station of Templecombe, south of Wincanton.

The Gartell family run an agricultural engineering business here but have also created a narrow gauge railway system on the site. It's a remarkable achievement and what must have been a significant investment. Although the railway was not running that day, we were treated to an excellent guided tour which included the engine shed and signal box. Have a look at their web site www.glr-online.co.uk and if you are in the area when they are "in steam" do pay them a visit. On returning to the car park we found that we had been joined by Richard and Sheila Green in their A40 Farina.

We were now getting into our stride and took the major step of crossing the border into Dorset (Dave Hackett had forgotten his passport but the border guard was asleep) and through wonderfully-named villages such as Alton Pancras, Piddletrenthide and Piddlehinton. (There are lots more Piddles but the Victorians renamed many of them as Puddles, the most famous being Tolpuddle.) We then found ourselves driving through Wareham, past Corfe Castle and before we knew it, there was the sea! We had arrived at Studland near Swanage for what was by now a late but excellent lunch in the Bankes Arms. Julian and Mary Taylor from Bridgwater were waiting for us in Studland so, after another 2CV joined us along the route, we were now up to six Tractions, four 2CVs, and an A40.

Leaving Studland, we headed for the chain ferry across Poole Harbour to Sandbanks where we could briefly disturb the peace and quiet of one of the most exclusive pieces of land in the country. It was now time to head back north (south wasn't really an option) and we made our way through the rather sprawling town of Poole and back into the Dorset countryside to arrive at another railway. Unfortunately, because we were running behind schedule, it was too late to see the trains so, wondering where we were going to find the planes, we headed to our final destination.

The answer was not long in coming as most of us (a few had got lost and headed for home) arrived at Compton Abbas Airfield just south of Shaftsbury. This is a grass airstrip on the plateau above Shaftsbury on the edge of Cranbourne Chase. It is used by light planes and has an excellent restaurant where we enjoyed a welcome cup of tea and delicious home-made cake. The view over the valley to the north is outstanding although it did show us a major rainstorm heading our way. So at about 6.00pm we headed home into the rain after an eventful, fascinating and well-organised day thanks to Noel. I have the distinct impression that Terence may ask him to do something next year.....

So what about Drive-It Day 2009? Half a dozen Tractions and twice as many 2CVs met in Bruton where we started the day with a tour of this ancient Saxon town and a cup of coffee. Bruton has suffered with floods for centuries – the river Brue being the culprit – so in the last few years a flood defence scheme has been introduced upstream from the town. The convoy made its way up to the dam that is designed to hold back sufficient water to absorb any downpours and release it slowly when safe to do so. Quite an impressive structure.

A short drive through rural Somerset took us to our excellent lunch at the Bull Inn at Hardway not far from Bruton. Despite the comfort of the pub, the excitement was now mounting rapidly as we anticipated the expedition to find the source of the river that had given Bruton so much grief. So a short drive took us to the car park at Alfred's Tower. The tower, which is triangular in cross-section, is a folly built in the 1760's by the banker Henry Hoare II of nearby Stourhead and commemorates the end of the Seven Years War. It is built on the site where Alfred the Great held out against the Danish invaders in 878 AD. (They still keep sending the bacon though don't they?) However, despite the attractions of the tower, walking boots were being donned and various groups were seen disappearing into the woods in search of the elusive source.

Sure enough after about 30 minutes brisk walking, there was the spring bubbling up and heading off to cause trouble for the town no more than a few miles away. Not exactly Livingstone and Stanley stuff but nevertheless a great deal of satisfaction in finding it. Noel had clearly set the pattern for Drive-It Day and went home already dreaming of reaching the coast the following year.

John Ogborne

Future planned activities:

16th January 2011 - The Tunnel House annual planning meeting.

For further details please contact us.

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



Top: Gartell Light Railway

Top centre: Lining up for the ferry

Bottom centre: On the chain Ferry

Bottom: John Ogborne and Nigel Webb (alias Livingstone and Stanley) discover the source of the Brue

Correspondence

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

Hello John,

I have attached a few photographs of our trip to Normandy (Carrosseries Spéciales of the TU). Nearly 40 cabriolets, coupé's, découvrables etc. participated in the D-Day special rally with participants from France, Holland, Belgium, Switzerland, the UK (Mark Cooper), Germany and Italy.

The highlight of the trip for me was an encounter with a collection of WW II vehicles (half-track, jeep and DUKW) near the village of ROST.

Beautiful weather, good food and lodging what else needs a Tractionniste?!

Best regards to you and your Barbara,

Ronald Knoth



Dear John

I attach a couple of photos of my Traction which I was delighted to drive as the wedding car for my daughter Nikki

We had the wedding "at home" as we live in The Old Rectory, with the church next to the house and the reception in a marquee in an adjacent paddock. All the guests walked the 100 metres from the church to the marquee, whereas I had to drive Nikki the "long way around" (800 metres!)

The photographer took the attached as I drove across the paddock and in Black & White I think they look superb (but then I may be a little biased as my daughter is the passenger!)



Regards

Loui Burke



Hello John and Barbara

We recently enjoyed a 2 week cruise in the Mediterranean and this little beauty was spotted in Ibiza. No, we were not 'Clubbin'. But what an ideal way, for an old girl, to retire. Didn't get chance to speak to anyone about her but it was a good job.

There are still 5 rooms available at the AGM. Philippe Alison is looking into the use of the Golf facilities for the men and Leisure facilities for the women so anyone arriving early Saturday can make a good weekend of the Hotel amenities.

Hope you are both well.



Steve and Joy Southgate

Hi John,

I just wanted to thank Dennis Hewitt for his possible (and absolutely correct - my holes are also 160 mm apart) solution and Stephen Bull for his absolute confirmation (lovely moody photo) of what the extra holes in my boot lid were for.

Now - does anyone have a vintage GB plate that will fit the holes?

Terry Ward

Correspondence

Dear Sir,

Re: Slough Built Light 15 - HCO 116

Rained in at Oban airport trying to return to the South after a trip to Mull, I adjourned to the pub with my pilot friend Paul. Idly he flicked through some images on his camera of a flying event he had recently attended, possibly in the Welsh border area.

In addition to the aircraft, there were some car photos, and suddenly there she was, a part of my childhood. I couldn't see if the scuttle ventilation flap was still fibre glassed in - an extremely rare bodge by my father - but the electric de-mister was still clearly in evidence across the bottom of the windscreen.

I'm not that good on dates, but dad must have bought her in the early sixties, and she was his lifetime's work, well OK, except for the unfortunate necessity of employment, tennis, and trips to the pub. I would guess she was sold in the mid eighties when my father gave up driving, and I was working overseas.

I am so pleased to see that she is alive and well. If the current owner is a club member (or anyone else has contact details) and wouldn't mind getting in touch I would love to come and see the car and take some photos for posterity, if that is not too much of an intrusion.

Many thanks for your assistance.

Yours Faithfully

Charles Hunt
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01403 274 966

{If anyone knows the current owner of HCO 116 and is able to let Mr Hunt know who it is I'd be grateful if they would also let me know. Thanks. JB}



Hi John

At a recent event I attended, I got talking to a gentleman about my 1952 Citroën Light 15 and our mutual love of classic cars.

He mentioned the business he owns in the Midlands and provided me a business card to investigate further once I got home .

His business is called Soda Blast Systems and he undertakes paint stripping using the softest of methods (soda) and the company even has a mobile unit.

I have included a link to their website below for you to have a look at. I was particularly interested in the coke can demo (strips the paint without even denting the can). The video speaks volumes!

I'm certainly looking at him for any paint stripping jobs for the eventual full bare metal respray.

Feel free to contact the owner of the business (Roy Grantham) if you have any further questions or queries.

<http://www.soda-blast.co.uk/index.html>

Craig Fergus
(TOC MEMBER 1899)
Dartford, Kent

John

In 1992ish I decided to finally treat myself to a classic car.

I had always loved The Traction Avant, Sunbeam Alpine, Fiat 124 and Alfa Spider.

As I lived in London, I joined the UK Traction Owners Club with the idea of hunting down a good example and finding out as much as possible. In the end I actually ended up buying an Alpine, but continued with my TOC membership for many years afterwards, where I'm sure my membership status went from 'looking' to 'still looking' to 'is he ever gonna buy one?'

In 2003 I moved to the Dordogne in SW France. The house I bought had a huge shed filled with the neighbour's farm equipment. When he finally cleared it out, there in the corner was a shell of yes you've guessed it... a Traction Avant! Although by then I had let my TOC membership lapse, I always wanted to re-contact you and say "Look, I've finally got one! Needs some work ..." (see attached picture on left)

Seven years on, I still haven't had any time to do anything with it, so sadly it now has to go. I think it has been pretty well cannibalized, but it still has gauges, steering wheel, front windscreen etc. If anyone is interested in making me an offer, or giving it a good home, they can e-mail me at :

andrew@thedesigneffect.com.

Happy driving everyone!

Andrew Leggo

Dear Walter and Noëlla.

I read in *Floating Power* about the "mystery" car. It's always interesting when cars seem to differ from what we think as being standard, and I have a special passion for the early Tractions.

I don't like to shoot down people's dreams, but to my best judgement this car is not so special after all - and, excuse me, the idea of the car being a prototype seems to me as a little too much creative thinking.

Of course I haven't seen any documentation and I can only speak about what I see on the photos in *Floating Power*. (I haven't got the article from CITROexpert). Especially I doubt that the car was on the road as early as February 1934. What are the indications of that?

Here, some comments on what I read and see - and what I know:

When it comes to the dating of a car, it's not a big problem that the final chassis number is missing. When the Tractions were produced at Javel it was the last thing that happened - the chassis number wasn't attached before the car was sold. So chassis numbers are related to the sale of the car, much more the actual production date. Cars confiscated by the Germans during the war often are missing their chassis number - it was removed, in order to make it difficult to identify the car.

The car still has the "numero de coque" - this number has no administrative value and had no purpose once the car had left the factory. But you can look at it as the production number, or factory chassis number, used while the car was being assembled and finished to be placed in stock. So it's the most important number - it is closely connected to the date of production, and by far the best to determine the age of any traction. This fact has been very little known until now.

I have made a large study of the pre-war TA production protocols at Conservatoire Citroën. The AZ series with numbers 1000-1999 begins with cars placed in stock by November 1934. Stock dates are not available for the highest numbers in this group, but the cars were sold during November-December 1934 and a few in January 1935. So there's absolutely no way this car, which is a 7C, can be older than November 1934 - and it's more likely to be December, or even January 1935.

The number 20000 is the number of the bodyshell, also indicating that we are talking about a BPV = a 7 Berline. I am rather sure that it's just by chance that the exact number 20000 appears; it could just as well have been 19999 or 20005. Anyway, this number matches the date given from the numero de coque perfectly!

I don't think we should pay too much attention to the engine. I doubt if it's January 1934 - if such an old engine exists it would probably have no number ("essai"). And it would certainly be a 7A-engine (72x80) and not a 7C. But if you give me the number indicated on the plate, I can probably find some fair indications of the date. On the photo I think I see "8.4.38" - so either way, I don't think the engine is the original one.

The complete front train is for sure not the original one, unless this specific car for some reason was finished later than summer 1935, as it is of the "Stade 1bis" type, with the normal type silentblocks - these are much smaller on the early cars. The supports for the upper triangles are the later type, as is the complete steering gear. All this was used until the rack and pinion was introduced in May 1936. It was very common to replace the complete front train - the earlier types being under-dimensioned, weak and unstable compared to the later. The Stade 1bis was a major technical improvement. (I have a 1935 car with the early type).

I have no explanation to the #20 and #21 markings on the different parts of the car. My guess is that they identify the persons who did the quality control during the production; let me underline that it's a theory. But I am sure that these numbers - in this case - have nothing to do with the carrosserie-number 20000. (Occasionally you find the carrosserie-number on other parts of the car, eg. the air vents at the windscreen or the interior trim).

The rest of the numbers appearing on the photos, apart from the number of the front train, are simply the spare part numbers.

Conclusion: This car is a standard 7C, produced Dec 34/Jan 35 or later. Engine probably replaced, front train certainly replaced. This might be a horrible truth, but in my opinion it is still a very, very interesting car. I would like to know more about it, especially if there are details on the car or documents that indicate (or prove) anything other than the above.

I suggest that the owner contact the Conservatoire Citroën. With the numero du coque AZ 1914 and the carrosseri-number 20000, they can easily identify the car with the exact date of production and the date when the car left the factory. Send an email to catherine.jeannin@citroen.com - and attach photos of the numbers. For €40 they can issue an attestation.

I hope this little contribution solves the most important mysteries and of course any comments are more than welcome.

Best regards.

Jens Møller Nicolaisen

Correspondence

Hello Barbara and John,

Once again thanks for another great magazine, really clear pictures and print, and good content.

I have enclosed a photo of Paul with his new bride Sylvie, in our Commerciale, it was raining at the time so there was no opportunity for photos standing against the car.

They got married on the 21st August this year. Sylvie is French, having been born on the island of Corsica, but living in Lyon when she and Paul met up again this year after a gap of 19 years.

They had first met in Mimizan, France, in about 1991, where Paul was performing at the time, Sylvie also sings, and she has a tape of them both singing "Yesterday" at that time.

She is a really lovely girl, and we are both delighted to have our own French/English connection now. They will be living in Nottingham, fortunately Sylvie loves everything English, even our food and weather!

Kind regards

Moira and Mick Holmes



Hi John,

There were many things that needed putting right when I bought my cabriolet 3 years ago. One of which was that the engine needed reconditioning. It ran extremely rich (really sooty plugs) lacked power and had low compression. Even so it still got me to Arras and back for the 75 years of the Traction event.

I decided to recondition the engine (ID19 block and 11D head) about 3 months ago - part of the job was to put in domed pistons. When I stripped the engine down I found that all 4 pistons had a broken top ring and one had a broken 2nd ring.

The paper Mahle air filter element it had needed replacing and I bought a replacement through TOC spares (they are the same as those supplied by CTA).

Imagine my disappointment on removing the spark plugs after the first test run to discover that I still had sooty plugs. In the course of trying to cure this I replaced the plugs, ignition leads, points and distributor cap, the 32INA Zenith carb with a 34PBIC Solex and then a 32PBIC Solex. I also replaced the Ducellier coil with a Lucas sports coil and then a Marchal coil. None of this cured the problem of sooty plugs (I was road testing on the M5, not just poodling around the village and back).

I decided to try running it without any air filter element at all. The result - no sooty plugs. I then sourced a NOS original 11D air filter {see photo attached} fitted it and took the car on another 60 mile round trip. Again plugs OK.

All I can say is that these paper Mahle filters cannot let enough air through. Has anyone else had this problem with these filters or does anyone have a similar sooty plug problem and have one of these filter elements fitted?

Oh - I have a paper Mahle air filter available, only used for 200 miles - free to whoever wants it.

Dennis Hewitt

Fall Foliage Tour of New York's Hudson Valley

We had seven classic cars and 15 people join us last Sunday on our Fall Foliage Tour of New York's Hudson Valley. Cars included: 1963 RR Silver Cloud III, LWB Saloon (Barek), 1959 RR Silver Cloud I (Nayer) 1963 Jaguar XKE Coupe, 1942 Cadillac Formal Limo 75 (Kadela), 1953 Packard Mayfair (Caputi), 1959 BMW Isseta 600 (Brewer), and my 1951 Citroen Traction Avant 15Six .

We began with brunch at The Castle in Tarrytown, followed by a tour of Hudson Valley in almost peak foliage, across Bear Mountain Bridge, through Harriman State Park and around Storm King Mountain, and winding up at end of day near West Point at the home of one of our participants for coffee and cake and fabulous views from his terrace overlooking the Hudson Valley.

Join us next time for mid-winter and spring classic car tours. All classic cars welcome. If you or a friend has a classic car and would like to join us next time, please email me to get on invite list

Mark Gluck.



Correspondence

Hello John

Please find attached (below) a number of photographs which were taken in Place Massena, Nice on 30th September.

The charity event was for victims of Land Mine injuries.

Visitors got a ride in the car of their choice for 5 euros.

Hope things are going well for you

And Thanks for the wonderful job on *Floating Power*.

David Murphy



French technology, old and new. 'Modestine' on the Viaduc de Millau.

1951 11BL owned by TOC member Jonathan Miller, painted by Christopher Ludlow, oil on canvas. Private collection.

Reproduced with permission.



Hi there!

I thought you might like this picture. My wife recognised the shape of the rear window as we were driving through a remote part of Corsica. The next day we passed ten immaculate Tractions in convoy driving through the mountains - an emotional moment!

I was a member of the TOC in the 80s and early 90s, before moving to France to live, and hope that my Lt 15 HVG 659 is still going strong.

Best wishes to any members who remember me!

Nick Gundry



TOCtech forum - issue 55

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

6 Volt to 12 Volt conversion

Recently I have been asked about the conversion of the 6 volt system of a Paris-built Traction to 12 volt.

The size of the battery compartment of a Legere limits the size of 12 volt battery that can be fitted and the battery, for convenience, should have the positive terminal on the right hand (starter motor) side.

Ideally the starter motor should be changed for a 12 volt one, from either a Slough-built Light 15 or a pre-1965 ID or DS19. Both types will need a solenoid or mechanical switch to be fitted.

Owners of Legeres will find that changing the starter motor will mean that in the future removal and refitting of the starter motor will be far easier as 12 volt starters are smaller in diameter. Having said that there are however many 6 volt cars that have been converted to 12 volt which are still fitted with their original 6 volt starters. The potential problem with this is that when operated on 12 volts they work so vigorously that damage may occur

All the bulbs will need to be changed, which is simple enough, but the fuel gauge and ammeter will be unaffected. 6 volt clocks (should one be fitted) may work briefly but should be converted to 12 volt.

The ignition coil will need to be changed. It is important to fit a standard 12 volt coil (that is one intended to be fitted without a ballast resistor) and to respect the polarity, i.e. positive terminal to the battery, negative to the distributor.

The distributor will be unaffected and the condenser (or capacitor) on the distributor need not be changed.

The charging system can be uprated by fitting an alternator and regulator. When fitting an alternator it is important that it is properly mounted so that the pulleys line up, and that the belt can be adjusted. Otherwise there can be a great deal of trouble.

A neat installation is to use the alternator from a post-1968 ID or DS. The mounting bracket can easily be adapted to fit a traction, and usefully the pulley from a 6 volt dynamo will transfer directly. In conjunction with a solid state regulator, this makes a very reliable setup.

Fron Top Right to Bottom Right

photograph 1 - an 'old' dynamo awaiting removal of its mounting bracket

photograph 2 - the 12 volt dynamo attached to the 'liberated' mounting bracket with jubilee clips

photograph 3 - a suitable rheostat such as this one can provide variable speed wipers



Alternatively a 12v. dynamo can be used. Lucas dynamos were fitted to Slough-built cars but their mounting brackets were never properly adapted, so that getting the pulleys to line up properly is awkward. An ingenious solution I have seen is to find an old 6 volt dynamo (photograph 1) and with an angle grinder remove the mounting bracket. Using jubilee clips attach it to the replacement dynamo (photograph 2). Fit the dynamo, and before finally tightening the jubilee clips ensure that the pulleys line up. This method allows pretty well any type of dynamo to be fitted, provided that it can be fitted with a pulley of the right width. It also allows the original belt to be retained.

Along with the dynamo, the voltage regulator should be changed. The 12 volt Ducellier regulators are visually identical to the 6 volt ones and are a direct transfer.

The final problem is the wipers. Possible solutions are to :

- 1) find and fit the 12 volt version of the motor, but these are difficult to find.
- 2) have the existing motor rewound to 12 volt. Experience has shown this to be expensive and not always successful.
- 3) put a resistor in line with the motor in order to drop the voltage but again experience has shown that these can get very hot, which is hazardous and makes them change their value.
- 4) put a rheostat (photograph 3) in line with the motor. This can be mounted somewhere discreet, where any heat it gives off will not be a hazard, and will give you the option of variable speed wipers, which can be helpful.

The following comments on the subject of 6 volt to 12 volt conversions were received from **Alan Hill** (TOC member 1310) who was inspired to write to *Floating Power* after having successfully completed the conversion on his 11BL TSU 982 .

As I am approaching 80 and can no longer swing the handle of my 6 volt 11BL as easily as I used to and as I wish to keep driving the Citroën, which I love doing, for as long as possible I at last decided to convert the electrics. It was Tony Latchford who finally made up my mind, during a rally at Purleigh in Essex to raise money for a children's Hospice, so with help over the telephone from Jonathan Howard I decided to go full steam ahead.

What had to be done was the following.

1. the dynamo was re wound, new brushes were fitted and the unit thoroughly checked out.
2. a new regulator was fitted.
3. a new coil was fitted, together with a Ballast resistor to boost the spark.
- 4 a resistor bar was fitted in line to the windscreen wiper so that the original 6 volt unit could continue to be used.
5. all the bulbs were replaced.
6. a 12 volt, 60 amp/hour battery was fitted

Items 1 to 4 (inclusive) were undertaken by W. E. Salmons of Burnham-On-Crouch (telephone 01621 784141) and the new 12 volt bulbs were all supplied by club spares.

At an overall cost of approximately £200 I consider it well worth the expense and effort to keep me Tractioneering.

Dennis Hewitt has also written to *Floating Power* on the subject of 6 volt to 12 volt conversions:

One of my French-built Tractions has been converted to 12 volts and I have been running some of the original 6 volts items (petrol gauge, fuel tank sender, ammeter and an early non-clockwork 6 volt indicator switch) on 12 volts. I have a 12 volt Marchal wiper motor. When I bought the car it had already been converted to 12 volt and the 6 volt clock (which was still connected to the electrical system) had burnt out.

I have never bothered with the clock - until now - but I have recently bought a 12 volt to 6 volt voltage reducer that is available for VW beetle and camper vans. The packaging says that it is for use with wiper motors. I have now fitted another 6 volt clock and this reducer and have had no problems.

I did of course have to remove the direct connection from the ammeter to the clock. I believe this voltage reducer is more than just a resistor and it doesn't get hot - no sign of any heat at all. It cost me £10 and after 2 weeks of running there are no problems with the clock {except it didn't automatically go backwards one hour at the end of October}.

Left - the 'VW' 12 volt to 6 volt voltage reducer

Right - the 12 volt Marchal wiper motor fitted to Dennis's car



Dr. Thomas Loebenstein, (TOC member 1593) has also written, from Vienna in Austria, on the subject of 6 volt to 12 volt conversions :

for quite a few years I've been driving my 1951 Paris-built 15/6 (converted to 12 volt and with an alternator) during daylight only - just for fear of being run over from the back because of poor rear lights.

The relief came with the very simple installation of LED rear lights bought in the UK.

Visit <http://www.norbsa02.freeuk.com/goffyleds.htm> and browse through all the goodies they have.

I chose the LED light boards which fit perfectly into all kinds of Traction rear lights, the installation was simple and took approximately half an hour per side.

Right : Dr Loebenstein's garage in Vienna



Problems with hot starting

I recently received an email from **Nick Hopkinson** asking for advice regarding problems he was experiencing with hot starting on his 1948 11BL. Nick wrote:

Could I ask a bit of advice? My 1948 BL has a problem when starting hot. It has been made difficult to diagnose because the fault is inconsistent but it is worse when the engine has been hot, left for a few minutes and then a restart is attempted.

I think it would go but part of the problem seems to be that in these conditions the starter motor only gives a short shove before dying away with a whining noise. This takes only a couple of seconds to die away but the starter will not reactivate during that short time.

Then pulling the starter again gives a short moment of engine turning followed quickly by the whining noise. On occasions I have had to push start it (!) and it then starts well and runs well.

Any ideas ?

I replied as follows:

From your description it seems that when you attempt to start the engine it fires feebly on one cylinder - just sufficiently to disengage the starter pinion. It is a characteristic of the type of carburettor fitted at the time that your car was made.

It is possible that when the engine is hot, and has been left for a few minutes, fuel has evaporated from the float chamber and that manually pumping more fuel may work.

It is also possible that the problem may be electrical. If the coil is hot, it is less efficient, and the spark is weaker, causing reluctant starting. Check the points gap (this should be 12-15 thou.) If this is too small, it will make the coil run hot. If you increase the points gap this will advance the ignition timing, so that will need to be reset.

Also check the plug gap. This should be 20 to 25 thou. and with a 6 volt system this gap should be on the lower end of the range. Best of luck!

Nick subsequently replied:

Sorry I've been a bit slow with a progress report but I've not had much time for it. However three recent outings suggest that it is much better. The points gap was correct but the plugs were at the higher end of the range you said i.e.25thou because that's what it says in the book I think. So I reduced that to 20 or 21 and as I said it seems much better. Many thanks!

Traction Brakes

Dennis Hewitt has written on the subject of Traction brakes as follows overleaf.



Much has been written about Traction brakes and the eccentric bushes and methods to improve this arrangement.

However I can find nothing about the fact that Citroën Traction manuals effectively show the brake shoes fitted the wrong way round.

Traction have a single leading shoe system and a single leading shoe system uses a single wheel cylinder with 2 pistons. When the brakes are applied, both shoes press against the brake drum.

One shoe is called the leading or primary shoe, the other is called the trailing or secondary shoe. The leading shoe tends to be self-energized, while the trailing shoe tends to be forced off the drum.

When the brakes are applied, both shoes are carried around by the drum, until the secondary shoe contacts the brake drum. The self-energizing force of the primary shoe and its wheel cylinder application force, is now transferred to the secondary shoe through the lower linkage. Force is then being applied to the secondary shoe from both ends - the wheel cylinder at the top, and the linkage from the primary shoe at the bottom.

The primary shoe has the shorter lining and is always fitted ahead of the wheel cylinder in terms of drum rotation. It's most important that the shoes are fitted correctly, since it's the secondary shoe that does most of the work - and this is where the Traction setup differs in that the shoe with the longer lining is fitted ahead of the wheel cylinder instead of behind it.

I find it strange that this has not been commented on. The brakes will operate more efficiently if the shoes are fitted the opposite way round to that shown in the manual.

Whilst Dennis's description is accurate for a normal leading shoe/trailing shoe system it is not correct for the Lockheed system on the Traction Avant.

On the Traction each brake shoe has an independent fixed pivot point on the brake backplate and there is no actuating linkage between them. Force is therefore not transferred from the primary to the secondary shoe. (The Bendix brakes fitted to the C4 and Rosalie do indeed have a linkage independent of the backplate between the shoes and on these brakes the primary shoe has the shorter lining.)

I quite agree with Dennis that it is most important that the brake shoes are fitted correctly and I gave an explanation of this in Toctech issue 50 in the Jan/Feb 2010 edition of *Floating Power*. Furthermore I illustrated what happens if the trailing or secondary shoe is fully lined.

If Dennis genuinely believes that Lockheed (the brake designers), Citroën (the licensed manufacturers), the authors and draughtsmen of Citroën's in house manual, and I are all wrong, and he fits the brake shoes the way he thinks is right, the brakes will still work, albeit slightly less effectively-unless he applies them while reversing. The practical effect however will be that after a few thousand miles the leading shoe will be almost worn out, while the trailing shoe will scarcely have bedded in.

Gearbox problems

John Barnes (our *Floating Power* editor) wrote to me a couple of weeks ago regarding a problem he is having with his gearbox.

By the way - I've been meaning to contact you for a spot of advice. My Traction keeps jumping out of first gear. I've adjusted the little toggle thing that stops the gear level moving until you've depressed the clutch and I adjusted the length of the gear selector rods last time I drove the car - but all that I managed to achieve by doing this was also to get it to jump out of second gear.

Is there anything that I can do - without a major amount of work - in order to try to minimise the jumping out of first (and second) gear later this week when I get the car out of hibernation to get it ready for a trip to France next week?

I replied as follows:

With regard to your gearbox, it is relatively unusual for them to jump out of first gear. I have experienced this with a gearbox I rebuilt with a dud new first gear wheel. The cure was to bin it and replace it with a good useable original item. The fault may lie in the linkage - lever gate, rods, eiffel tower - or in the gearbox lid. Dealing with the latter is somewhat time consuming as it involves removing bonnet grille radiator and cross member to get access. Otherwise its an internal gearbox fault which will be even more time consuming. Best of luck!

An update received after the French trip:

Thanks Jonathan. I adjusted the gear selector rods again - without any success - but I think you are correct about the problem probably lying in the linkage as this time I drove the car I had significant problems with the operation of the lever gate and there now seems to be a significant amount of play in both the pivot shaft on the bulkhead and in the joints at both ends of the two selector arms. The problem with first and second gears seems to be that the levers on top of the gearbox are not being moved far enough for them to positively engage and so the two gears can 'jump' back out - just when you don't want them to.

Do you, or any of our readers, have any advice on how to overhaul the lever gate, the pivot shaft and the lever rods?



Circuit des Remparts d'Angoulême

Tom Evans visits Angoulême

When the Eastern Section met up at Heydon Village in August Jasmin mentioned to me that she was going to Angouleme in South West France for the Classic Circuit des Remparts race on September 17-19th. I had never heard of it and had often been in that part of France in late September.

It just happened that I had booked a crossing to France a day or so before with the intention of spending a couple of weeks drifting around the Dordogne in the Big 15, and we were staying just 50 miles from Angouleme.

We motored down in style with no problems arriving in Bourdeilles on the Saturday. Weather was great so Sunday we headed back to Angouleme for the race day and (hopefully) to meet up with Jasmine and her party who had come down in a DS.

On entering Angouleme we saw no mention of the race, so headed for the old town and remparts.

The old town was very easy to find and once there we saw classic cars parked all over the place and eventually we saw a small poster advertising the event.

The race must be on!

We parked fairly easily next to a Ferrari and Scimitar from the UK and within 5 minutes we were next to the pits and amid all the activity and wonderful atmosphere.

The race has been taking place since the 30's so how come I hadn't heard about it in little old Norfolk? I must get out more.

In the pits there were Morgan 3 wheelers, Bugattis, Austin 7 specials, Alphas, Rileys, DB Panhards etc, etc. - but no Tractions!!!!!!

However the race winners drove a lap of honour in an early D convertible and I spotted a white Normal parked by the road.

It was great fun and I would really recommend this event to any old car fan. In fact, in my opinion, it should be a fixture for the TOC events calendar next year.

The Big 15 did us proud during the holiday and we arrived back home having covered over 2000 miles. I would like to say she didn't miss a beat but there was the odd misfiring now and again when travelling slowly with the engine straining slightly.

I'm not sure what this was (or is) but coming back from Dover she purred along the motorways at 70+ mph keeping up with all the other crazy M25 traffic - which was a bit of a shock after 2 weeks in France travelling on N and D roads and hardly seeing another vehicle.

The only other frustration/problem was with the fuel gauge. On the return trip the gauge refused to admit we were using any petrol, staying firmly at full.

After about 250 miles - when turning right - it would briefly go to zero, waver about a bit, then return to full again.

Sometimes it would nestle back to quarter full but if a left turn was made we would be full again!

Tapping the gauge made little difference. Has anyone had a similar experience, and know a cure before I have to take the dashboard out?

Have a look at www.circuit-international-des-remparts.com and put it in the diary for next year

Tom Evans



The Finale!

We were very fortunate to be able to finish the TOC 2010 Annual Rally at Alnwick Castle, it is after all the second largest inhabited Castle in England. The other of course, being Windsor.

So we were highly delighted when we were planning the rally that they said we could use it. A few months afterwards came the announcement that Monsieur Christian Perdrier had been appointed as Chief Executive Officer of the Castle and Garden.

Perfect we thought - what could be better than a fully fledged Frenchman to award the trophies for the concours?

So, tongue-in-cheek, I asked if he would. "He'd be delighted" came the response "but he knows nothing about cars. What does he have to do?" We said "Shake a few hands and smile at the camera."

Who is Christian Perdrier? Well, he's a top flight international hotelier and theme park boss. He spent 12 years in charge of Disneyland Paris and then moved to Sheik Mohammad's Dubailand hotel and theme park resort.

Whilst there he signed up 6 theme parks and 20 hotels. Then the downturn came and the Duchess of Northumberland headhunted him to help out developing her Alnwick Garden and the Castle.

But this time he's not going to make another theme park - he's going to bring 1000 years of history alive.

After he had presented the Club awards he said to me "If you have a photograph of the cars in front of the Castle I'd like a copy please to hang in my office."

Fortunately Walter Callens had taken a superb photograph which he gladly volunteered for the cause.

The photograph was enlarged, the TOC logo and suitable words of gratitude (provided by Bernie Shaw) were added in the form of brass plaques before being framed.

On Monday 13th September Wendy and I were invited to have coffee with Christian. He told us that at the awards he had been quite delighted to be introduced to someone who was able to speak fluent French (Thank you Bernie and Bev for being his guides and showing him around the cars).

We presented him with his picture, with which he was absolutely delighted, and he said it would go in his office. We chatted about the cars and he'd obviously remembered much that he had been told.

He said "Andre Citroën would be proud of the people keeping alive and running the cars that he produced such a long time ago. You must carry on doing it."

So now hanging in Christian Perdrier's Boardroom in an English Castle is a memento of the Traction Owners Club visit of 2010.

Graham & Wendy Handley

*Below Left-
the framed photograph*

*Below Right
Graham Handley presents
Christian Perdrier with his
commemorative photo.*



Jonathan Howard describes his visit to Le Mans Classic 2010

The cover of the July/August magazine added to my anticipation of the 2010 Le Mans classic as I was going there in my 1932 Rosalie, since my (t)rusty commerciale is completely dismantled, undergoing restoration of the body.

Preparation of the car included new tyres on the back, new brake shoes on the front, an oil change, greasing and a thorough check over. Thanks to member David Gale, I now know that a satnav will work fine on a 6v. system, so a suitable socket was also wired in discreetly behind the dashboard.

Although by modern standards a Rosalie is lamentably slow (cruise speed 45-50mph, flat out 65) thanks to our congested roads and speed limits journey times are not all that much longer than in a modern car.

Consequently we were at Portsmouth very early for the thursday morning ferry. There were many exotic cars waiting to board, such as this stylish Lagonda. I spotted a light 15, and discovered that the new French owner had just bought it to add to his two other tractions because he loves the right hand drive and plush interior of the Slough built cars.

On arrival at Le Havre, the heat was intense. After an extended natter with friends we set off to Sille le Guillaume, a small town some 20 miles from Le Mans. Stopping on the way at Gace, among the many English registered cars was a Normale, en route from the midlands to Le Mans.

At our hotel/restaurant that evening we met an affable English couple touring in their Bentley special comprising a 1949 mark VI with an allegedly prewar touring body fitted. The owner explained that when W.O.Bentley designed the morris minor, the shape of the bonnet was inspired by the bootlid/tailpiece of this car. Extraordinary.

Friday lunchtime we had a rendezvous with friends from a French car club for English sports cars at a very pretty village in the Alpes Mancelles, St. Ceneri le Gerei. On our way there we spotted a very fine 1950 légère in a workshop at a small village. The owner said it was an unrestored car with just 80,000km. from new.

When it was made there was a strike at Michelin, which the Citroën factory got round by importing Rubery Owen wheels as fitted to Slough cars. Pictured here is a 1950 light 15 fitted with the same wheels. Also in the workshop was a 1925 Renault NN, which was unfortunately off the road due to a run big end, and some ancient motorcycles.

St. Ceneri is a beautiful village, and a riverside picnic with friends was great. Rosalie looked a little strange parked among low slung English sports

cars, as did a custard yellow morris minor.

Most of the group planned to go to their hotel in Le Mans, check in and press on to the circuit. The thought of driving through friday traffic in Le Mans on a blazing hot afternoon did not appeal, so we opted to continue exploring the Alpes Mancelles.

Entering St Leonard we saw some people bathing in the river near a sign saying it was forbidden. Following their example, we jumped in and cooled down. Excellent.

Nearby was a hotel/restaurant with an impressive collection of Bentleys outside. We joined them for drinks and chat. They were surprised to learn that Rosalie is a Citroën. It seems that the folk memory of Citroëns only goes as far back as the Traction.

By then it was time to find our hotel in St. Saturnin, just north of Le Mans. On the way there I was bowling along a dual carriageway with, I confess, my left arm out of the window when a group of motorcyclists came past. One of them, on a yellow Ducati came right alongside, reached out and shook me firmly by the hand before speeding off.

At the hotel we heard tales of woe from some who had not reached the circuit having been defeated by the heat and the traffic, or had been stuck for a while waiting for their car to cool down.

On Saturday the cunning plan was to get to the circuit by going round Le Mans on a motorway. Unfortunately our convoy split up and three cars turned up at the circuit hours later having done the journey via Nogent le Rotrou.

The queue to get in to the circuit was awful, and the temperature was on its way to 40 degrees. Several cars expired in the heat. Once inside, everything was in full swing. On one club stand was a very fine 1934 Familiare, with all the features of its day. This is a real rarity, as early Familiares were notoriously flexible. This Adler looks like something from a 50s sci fi film.

In the paddock I caught up with Antonia Loysen and Celia Stevens preparing their-ahem-racing C4. This is an approximate re-creation of a C4 entered for the 24 hour race of 1932 by the 27 year old Henri de la Sayette, who six years earlier inherited money that he spent on cars. Perhaps this was the reason for his choice of car. Driven by Charles Wolf, unhappily it expired after three laps.

Antonia and Celia were hoping to better this. In the event, they did 12 laps in their three outings, taking 2 hours 19.5 minutes, placing them 49th. out of 65, a new record for the marque. Congratulations!

During the afternoon the heat was inescapable,

Rosalie goes to Le Mans

as the tarmac around the circuit and paddocks intensified it further. Because of the crowds (33% more than 2008) there were long queues for any refreshment, all of which were very expensive.

Below -

Images from the Le Mans Classic as experienced by Jonathan Howard

Without a ticket valid for a grandstand, views of the track were very limited. However there was so much to see and hear around the circuit that I did not feel disappointed.

Rather than return to the circuit on Sunday we opted to head north, stopping off at Alençon, a town I had only ever driven around. It has in fact a very pleasant old quarter.

From there we followed signs that guided us to monuments of the fierce battles that ensued in the months following the D day landings of 1944.

Further north, we looked at the Basilica of St. Therese in Lisieux. Construction of this started in 1929 and was completed in 1954.

The final adventure of the day, after dining in Honfleur, was to be locked out of our hotel after midnight with someone who had lost the piece of paper with the entry code on it.

After an excellent lunch in Le Havre we boarded the Monday afternoon ferry to Portsmouth. The 95 mile run to Oxfordshire took just over two hours.

Throughout the 1000km. trip Rosalie had run faultlessly, never overheated, used no water and very little oil. Pretty good for a 77 year old car.

Jonathan Howard



Shaun's Citroën - Part 4

You will remember that Shaun's Citroën is a 1953 LHD, small boot Normale and that in *Floating Power* Vol 33 issues 4 and 5 renovation of the bodyshell and the braking, steering and suspension was dealt with and that part 3 in Vol 33 issue 6 dealt with overhaul of the engine.

Readers will recall that in October 2009 I went into hospital for a knee replacement. The operation was very successful and my knee is now healed well enough to enable me to work on the lower parts of the car. Thank you everyone for your good wishes.

With the engine done and fitted back into the car my attention turned to connecting it up. Unfortunately, whilst the car was stored in a farm shed waiting to be renovated, many parts were stolen from it. The stolen parts included the top lever brackets for the Clutch, the flexible Clutch Adjusting Cable, Anchor points and the connecting rods to the Brakes, Clutch and Accelerator, and the rods to the gear changers, and the Distributor. I only hope they were useful to the person who took them.

I doubt very much that he will ever reflect on the amount of work and the problems he has caused me by leaving me with no patterns to follow, however, with time and patience I have been able to fabricate all the missing parts and I am now very pleased with the finished work now that all the parts have been polished and re-painted.

With the mechanical connections complete it was time to start on the wiring. What a job this proved to be - working behind the dashboard in the dark, lying on my back connecting wires I couldn't see.

All these jobs had to be done, but were not easy without a ramp or hydraulic lift to raise the car to shoulder height. To me this is all part of the fun and contributes to the sense of achievement from a job well done - something that is not always understood or appreciated by other people (unless of course they are TOC members).

Being one of life's optimists I had hoped by this time to be writing more on the body work, but because last winter was so cold I haven't progressed as fast as I hoped that I would.

I thought however that a photograph of the boot showing how I have cut a rusty section out and have begun the task of replacing it with a new piece, which will be welded in before the full renovation of the lid, would show that work is still ongoing.

The registration on the boot (221 DV 79) I believe indicates that the car was registered in Paris. I wonder if *Floating Power* readers could confirm this. My wife has tried to look this up for me on

the internet but it seems from what she says that the French system is quite complicated to follow so any help would be greatly appreciated.

Andrew Kemp



Top Right -

The Boot Lid showing the French registration number and the work so far on replacing rusty sections of the metalwork.

Centre Right

The gear change rods that have been fabricated for the car.

Bottom Right

The new distributor and new wiring..

Mick Popka describes his visit to Technoclassica 2010



With it being less than 27 months to the 15th ICCCR, I decided that an "expedition" to Essen was required this year to lead the way with our marketing campaign. Cheap train and flight from Manchester to Dusseldorf, with a 20 minute connection from the Airport to Essen Haupt Bahnhof and a reasonable hotel at €40 per night and I was sorted!

Loaded up with leaflets and tourist information for the Pickering area and I was all prepared for the presentation I had been asked to give on the Saturday evening to the German Branch of the ACI at their AGM.

Promoted as "The Largest Classic car show in Europe" I can only agree, however the majority of what was on display appeared to be heavily focused on Mercedes, BMW, Audi and VW – each of which occupied most of a "hall". In total there are over 18 separate halls and four outdoor display to display vehicles for sale.

In addition there was a "Galeria" where various restoration techniques were being displayed. Unlike the NEC event in November, there were lots of big dealers with big displays of cars at Big Prices...

Thomas Loebenstien and I went off in search of the lost 7c to discover that there were two of them! They were both 1935 models, one had a later 1911 cc engine and shock absorbers, rather than the 1400 cc engine and Friction pads – yours for a mere €105,000. The other had the correct engine and suspension but surface rusting on the bumper supports. Nice paint job (in blue) but would you really part with €120,000 for it? I think not.

There were no other tractions for sale, however there was a "1963 DS Decapotable", which appears to have been repaired with domestic electrical connectors and had a black (LHS) hydraulic reservoir with a green LHM sticker on it – Hmm! Add to that some nasty chunks knocked out of the rear boot door yours for €89,000.... Next!

Stephan Joust and his ACI colleagues had done an excellent job in organizing a stand which represented some of the many Citroën Clubs in Germany, similar in size to the TOC and CCC Stands at last year's NEC event. Pride of place on the stand were a brace of GSs and SMs, along with their designer – Robert Operon. This was of course to celebrate the 40th Anniversary of the launch of both models in 1970. The other side of the stand was populated with a Matte Black CX GTI, Traction Familiale, 2CV and DS set in a Desert Rally scenario.

I understand that late on the Sunday the promoters were reporting that there had been over 200,000 visitors to the four day event which had commenced on Thursday.

My thanks go out to Stephan and his team for the wonderful hospitality extended to me and patience whilst I presented (and he translated) the overview of the proposals for the 15th ICCCR to the German Club representatives.

So if you fancy a weekend away looking at beautiful cars with plentiful supplies of Currywurst, Cabbage and Chips, then Technoclassica 2011 is the place to be!

See you in 2011....

Mick Popka

Floating Power - Volume 34 issue 6



Terry Ward describes his first 30 months of Tractioneering

I bought my 11BN in March 2008 via John Gillard as an MOT'd good runner and immediately joined the TOC. I found a good spares service and stock with Chris and a lively and responsive club magazine. I have had several mentions in *Floating Power* from which those with a good memory will know that my wife is disabled and needs a wheelchair for anything more than short distances, that we also have a 1936 Riley special tourer which was becoming less practical for long journeys or holidays, that we both love the style of Tractions being of the original Maigret generation, and that we chose a big boot Normale as the wheelchair fits in the boot.

I had had the Riley in pieces for 15 years before getting it on the road and didn't want to do that again – hence my purchase of a basically sound runner this time. I thought I would write this now to list what I have found and done over these first months of ownership as it might help or interest other newcomers (or horrify experienced Tractionistes!).

We loved it (and the attention it drew) from day 1 and started to use it for serious journeys to visit relatives. I found it soon overheated at cruising speed and boiled up a couple of times. This was easily cured by a replacement radiator from TOC spares and it now gives no problems even under arduous conditions in the hottest weather.

It also had a persistent irregular misfire at tickover (see earlier articles and emails). It had 4 equal compressions of about 105 psi. After many months of trying to eliminate possible causes it finally disappeared after I had cleaned and adjusted everything, fitted new plugs and leads, fitted a new distributor and replica carburettor (I thought the prices were very reasonable) and as they both came with vacuum connection – found and fitted an appropriate connector.

The car had originally had a heater fitted long ago in the passenger footwell which, when I bought the car, did absolutely nothing as the matrix was clogged. John Gillard changed this before collection for a replica circular one fitted centrally and utilising the hose connections from the original conversion. This also was not very effective as circulation was poor. In addition the engine took a long time to warm up and run smoothly with the new radiator. The original heater hose connection to the somewhat perished top hose was a weird old adaptor bolted through the side wall.

I bought a new top hose, cut it in half and inserted an 35/35/15 end feed copper plumbing connection to replace it. I then put a Renault 4 thermostat, in which I had drilled a few holes to ensure some circulation under any conditions, in the top hose upstream of this connection. The heater therefore

acted as a bypass to the thermostat so the extra holes were probably unnecessary. Anyway the heater now works well, the engine warms up quickly and I have had no overheating problems (even when driving hard at 30+ degrees in France). Of course the heater matrix is always hot but not much heat comes into the car until the fan is on and the flaps opened.

I then got fed up with having to drive round in second gear in town in winter in order to keep the battery charging when lights, wipers and heater blower were on. So I fitted an alternator, which was easy as my car was already 12 volts and negative earth. I bought a unit outright from a specialist reconditioner who was happy to fit a wide pulley suitable for the belt. I also needed a longer belt. I made up a bracket to fit it to the original fixings so the change is completely and quickly reversible.

The car had come equipped with hazard lights operated by a fascinating and fearsome brass and mica switch with external contacts which no longer worked but had permanently live exposed connectors behind the dashboard! This had operated a warning light fitted in the dash. I utilised this light as the warning light to energise the alternator. I found I had to fit a higher wattage bulb to make the alternator work.

I then made the hazard lights work (apart from the obvious benefits they are useful to show you are disabled when boarding a ferry) by discreetly fitting a switch with a built in light (legal requirement) which operates 2 relays. On the same discreet panel I fitted a cigarette lighter socket to charge my phone and camera batteries and run the sat nav.

The car had been fitted with windscreen washers operated by a hand pump deep under the dash on the passenger side. Washers are an essential today but to operate these I had to lean across and grope through the under dash wiring tangle to push the button – neither safe nor satisfactory. I therefore fitted an Astra washer bottle with a built in electric pump (obtained from scrap yard) and another small flick switch on the above mentioned panel. This didn't look right under the bonnet but I painted it black to blend in a bit. In the future I hope to motorise the original washer bottle which is smaller and looks more period.

The car came with one modern CV joint driveshaft and one original with the twin outboard UJ's – which were quite worn. Everyone said they never actually break so I left it for a year and listened to the occasional noises. Eventually, prior to a holiday, I bit the financial bullet and bought a new shaft plus a full set of tools (£ouch!) to do the job. Having started the job I soon found I needed some larger sockets and a very large adjustable spanner to fit

Traction Ownership

and hold the tools and various nuts. The workshop manual and spares diagrams proved useful to some degree as I felt my way up a steep learning curve. I found that the suspension had to be jacked up to certain angles to allow the top ball joint extractor to fit and to extract the bolts on the gearbox flange. Oh for a Haynes type illustrated manual! Anyway the job was successfully completed in a couple of evenings.

However the above job revealed that the brake linings were down to the rivets. An exchange set was quickly sent by Chris and work commenced. I soon found out about the need to centralise them using the eccentric bushes but didn't have the tool. I improvised by removing the key from the stub axle and then boring a suitably sized hole in a short length of 3" x 1" timber to fit snugly around the axle. A small hole to tightly hold a bit of stiff wire at the outer end and we were ready.

I set the bushes at their innermost position, replaced the drum and adjusted the top of the shoes out with the snail cams until they just rubbed when the drum was rotated. I then removed the drum, applied the wooden tool and bent the wire until it just touched the shoes at the top. I then adjusted the eccentric bushes until the wire touched all round the linings. To check I rubbed chalk over all the linings, replaced the drum, adjusted the brakes on slightly, then rotated the drum, removed it and checked that the chalk had been rubbed evenly. Some slight fine tuning of the bushes is possible at this stage.

As the car was now very reliable and usable we wanted to actually use it for something more than shopping, going to church and the occasional wedding. We decided on an autumn holiday in Brittany and Normandy in 2009 as we didn't know that part of France well and it's the nearest bit.

We booked a small hotel at Cancale and the fast Brittany ferry from Portsmouth to Cherbourg. I bought a magnetic GB badge for the boot and some headlight correctors.

Of course I had no idea where to position them so I contacted the manufacturers who gave some helpful advice. By experiment I found a position where just the circular part seemed to block most of the not very strong light which was heading in the wrong direction. I followed the instructions and stuck them on.

We had to be in Portsmouth by 7.30 am which meant an early start from St Albans. While going down the M3 in heavy rain one of the headlamp correctors suddenly flipped up above the rim and after a few minutes of flapping blew away. The other followed soon after!

We landed at Cherbourg and the car immediately felt at home on French roads. Being Paris-built the steering wheel is on the right (left) side for France which helped a lot.

We found a small restaurant well off the tourist routes and parked outside (how often can you do that in the UK!?). We had a good meal and received many favourable comments about the car (at least I think they were favourable – we don't speak any French and they didn't speak any English).

After lunch we motored on and eventually felt brave enough to overtake someone travelling just slower than our preferred speed. At full throttle on the wrong side of the road the engine cut out and spluttered. We tucked back in and pulled over. The engine ticked over happily and all seemed well so we continued. It happened once more half an hour later. As the temperature was in the 30s I thought it might have been the infamous vapour lock and, after filling the tank with cold petrol, we had no more trouble that day or for the rest of the holiday.

We went to the Arromanches 360 Normandy exhibition on the cliff tops on a day which was so windy our magnetic GB badge blew off. We enjoyed the Bayeux tapestry but couldn't see a Traction anywhere on it!

We had a great holiday, covering about 1,200 miles in 8 days. We went to a classic car meeting we had seen on the Internet but found we were the only Traction there ("Classic car" now seems to mean an 80s hot hatch over there) and we only saw one other Traction on the road.

However we did have many "conversations" (frustrated by lack of a common language) about the car. Fortunately some spoke English and made comments such as "how old", "how many cylinders/horsepower", "my father had one of these – can I see if it smells the same", I learnt to drive in one of these", "I had one in 1961 in Brazil", "didn't I see you a few days ago at Mont St Michel" – and so on. Most of you reading this will be used to such reactions but we found it delightful.

Just three days after we arrived back home, safely and with no problems, I heard a strange rubbing noise when out shopping. Investigation revealed that one of the tank supporting straps had snapped and was rubbing on the road. The tank had dropped about 4 inches on that side but fortunately the other strap held. As no one seems to stock these straps I repaired it with some bits from my scrap box but I was glad this hadn't happened in France.

This year we thought we would repeat the experience - but go a bit further South and take the overnight ferry from Plymouth to Roscoff (highly recommended).

Preparation of the car was limited to changing the oils, checking points and plugs and greasing all those nipples, having invested in a battery powered grease gun which makes the job much easier (no more trying to find the right angle to both get on the nipple and operate the side lever on my manual gun!).

It's a long way to Plymouth from St Albans but we had all day so didn't have to rush. However, while overtaking a slow lorry up a dual carriageway hill on full throttle, the engine spluttered and we had to drop back (déjà vu?).

The problem rapidly got worse over the next minutes until we could only go up hills on quarter throttle. It was clearly a fuel supply problem – proved by the engine stopping immediately I took the supply pipe off the carb – there was only just enough getting through to keep it ticking over – the float bowl must have been empty.

The culprit turned out to be the plastic filter which had been fitted in the supply pipe to the pump – it was completely blocked even though it looked clean. When I took it off and shook it, it was like one of those old snowstorm paperweights – the petrol in the filter instantly turned from clear to copper coloured.

I blew back through it several times which got us going as well as ever again and then managed to buy a replacement from a motor factor in Plymouth just before they shut. Could it have been the same problem last year? – in which case why had I had no trouble for year including a short tour in the Derbyshire peaks and dales?

The tank is obviously rusting internally and I suspect other problems as I get a strong petrol smell if I fill it right up (or corner too enthusiastically!) so a new tank might be a good idea in the future to solve all these problems.

We had another great holiday with the usual too much good food, unusually good weather for mid

September and the usual favourable interest in the car. In 1,500 miles, as on our previous holiday, we saw very few old cars on the road.

The car was trouble free in France but I particularly noticed the gap between 2nd and top gear when going up the very long hills that abounded where we were staying in the Quimper region. Once the revs rose it was fine but it laboured a bit at low revs and I often had to drop back to 2nd.

Back in England we endured almost 3 hours at a real 60 mph (checked against my sat nav – 102 kph indicated) on the M3 with the car going well. However “pride comes before a fall” and the following week I had a regular chuffing noise at low revs. It sounded like a blown exhaust manifold gasket but wasn't unfortunately.

I tracked the noise to the oil filler hole and found it stopped when I removed number 3 plug lead. A compression test revealed that number 3 had half the compression of the other cylinders. A few good squirts of engine oil down the bore almost restored the compression to normal so obviously I have a broken piston ring. It must have been causing the lack of low down power on the French hills.

Surprising the car is still perfectly drivable with a steady tickover. As I have to take a friend and his daughter to her wedding in a few weeks time I intend to leave the repair until after that.

Watch this space – another article looms!

Terry Ward

Your Papers Please !

Robert Whittaker looks back to life in 1940s France

With the battle for France at an end the German occupying authorities rapidly took control and new regulations were gradually introduced covering all aspects of everyday life.

Apart from food and clothing coupons etc. the French population were obliged to carry with them at all times a number of documents written in French and German, notably the 'Ausweis' (Personal ID card).

For those lucky enough not to have had their vehicle requisitioned a special vehicle / driving permit was issued called the 'Zulassungsbescheinigung'.

This was issued to people in so-called 'essential work' but was by no means an open pass as travel was restricted and fuel was severely rationed. And as the war progressed petrol would be virtually impossible to obtain for civilian use.

According to Max Hastings, in his book 'Das Reich', even German officers were stealing fuel from their own supplies in 1944 to visit the fleshpots in Toulouse !

Those French civilians who were lucky enough to be able to convert their vehicles to non-rationed fuels eg : Gazogène could keep motoring in some limited fashion.

Your Papers Please !

The Zulassungsbescheinigung permit had to be displayed in the bottom right corner of the vehicle's windscreen with it's front page, bearing the distinctive red diagonal stripe, on view.

In this case the profession of the permit holder was described as 'Industriel', the permitted fuel was stipulated as 'Gazogène only' and the pass was stamped 'Valid only on Sundays and Public Holidays'.

For those drivers (eg. doctors) with permission to drive at night and during the curfew (from the French 'couvre-feu ') there were further regulations regarding the vehicle lights.



This permit from my own collection may be interesting to TOC members as it was issued in November 1940 for a Citroën 11CV. The first page of the pass gives details of the vehicle:

- Make of vehicle : Citroën avec remorque
- Engine power : 11CV,
- Payload : 500 kgs
- Registration number : 3.280-RM-4,
- motor number : D.Y. 06441

In this case the 'trailer' referred to on the pass was probably the Gazogène unit.

The second page gave details of the registered owner :

- Name and address of registered owner : Charles Torrevier, 54 Ave. Augustin Dummont à Malakoff. Seine.
- Valid dates : 4.11.1940 till 31.12.1941.

The pass then contains both the German and French official stamps.

The back page of the pass was reserved for observations and additions.

These regulations required Headlamps to be blacked out with just a sliver of light showing (as if 6 volt lamps were not dim enough !) or, alternatively, the car could be fitted with officially authorised 'hooded blackout lamps'.

These, as shown by the above photograph, were similar to the Notek (tarnscheinwerfer) blackout lamps fitted to all German military vehicles.

This particular lamp was made by the French company Guichard, it is dated 1943 and was originally fitted to a Citroën U-23 lorry.

Tractions which were requisitioned by the Germans and classed as le.Pkw (0) 'Leichter personenkraftwagen' (light staff car) were :

- fitted with Notek lamps,
- had their headlamp lenses painted over
- or were issued with removable canvas headlamp covers.

Bob Whittaker

Mike Tebbett has a starter problem

I was out shopping in the Traction last month (the poor thing gets used at very opportunity) and parked up to pop into a shop.

When I came to restart the car I pulled the 'D' knob but unusually there was no resistance to my pull and the starter did not engage – "oh dear" I said (or something like that anyway!).

So out with the starting handle, much to the amusement of the onlookers, and eventually we got away.

Upon my return home I dismantled the starter switch on the top of the starter motor to find out what the problem was.

The cable from the dashboard is linked to a crank arm that rotates a shaft. On this shaft is a cam that, in turn, rotates to push a spring steel strip against the live terminal from the battery. This completes the circuit to energise the starter motor.

Now the said cam cannot of course be of any material that would conduct electricity as this would simply short out to earth as soon as the spring steel strip made contact with the live terminal.

On my car it appeared to have been made from some sort of fibre material, this had split into two and was loose on the shaft, hence the problem.

The cam has a D shaped hole for the shaft to locate it, and it also has a small hole that engages with the return spring. It was simple enough, if rather fiddly, to make a new cam, and I used a tough plastic material I found in the scrap box.

It looked like a thermoset of some sort, this seemed better than using a thermoplastic like polystyrene as the starter and the switch do get rather hot in service, mounted as they are near to the exhaust manifold.

Reassembly was another fiddly operation, but so far all seems to have been well and the switch is working well.

The failure of the cam may well have been exacerbated by my over-enthusiastic pulling on the starter switch, as all of the force is taken by that rather small fibre cam.

Perhaps members might like to think of this and be gentle when they pull on the 'D' knobs in their cars!

My car is a 1939 Légère by the way, perhaps later and Slough built cars have different arrangements?

Mike Tebbett

Right -

We have it on good authority however that Mike doesn't always use his Traction as this photograph of a chance encounter between Mike's 2cv van and Simon Saint's Light 15 in a country lane at Wadborough near Worcester shows.

Photograph

Simon Saint



Events

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 An introductory tour of Holland organised by Ton van Leeuwen & Arnoud Alderlieste. For further details see pageXX.
29 - 2 (May)	A Taste of Holland	

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 Angouleme, South West France.. for details and videos see www.circuit-international-des-remparts.com
16-18	Circuit International des Remparts	

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

"A Taste of Holland"

Friday 29th April – Monday 2nd May 2011

"A Taste of Holland" is an introductory tour of Holland that has been organised by two Dutch Traction Owners, Ton van Leeuwen & Arnoud Alderlieste, who, having attended the 2010 TOC Annual Rally in Northumberland, wanted to share some of the delights of their own country with UK friends.

Friday 29th April

The ferry from Hull arrives at Rotterdam at 9 o'clock in the morning and the tour starts from the Military Strongpoint Hook of Holland, which is where, on 13th May 1940, the last cabinet-meeting on Dutch ground was held and from where Queen Wilhelmina and the ministers fled to England. The route will pass by windmills in Kinderdijk and (subject to agreement) will visit the warehouse of Traction Avant Nederland (TAN) in Rijswijk (Gelderland).

Friday night will be spent in the 4 star hotel "De Witte Hoolevoet" in Scherpenzeel where a double room will cost 75 EUR (only for dinner guests). Details of the hotel can be found at www.wittholevoet.nl and reservations can be made by e-mail at : info@wittholevoet.nl

Saturday 30th April (Queen's Day)

From Scherpenzeel the tour will drive to the two oldest National Parks of the Netherlands: De Hoge Veluwe & De Veluwe Zoom and in the afternoon will visit the old Hanse town of Kampen.

Saturday night will be spent in the hotel "De Stadsherberg" in Franeker where a double room will cost 92.50 EUR. Details of the hotel can be found at www.stadsherbergfraneker.nl and reservations can be made by e-mail at : stadsherberg@gmail.com

Sunday 1st May

Sunday morning will start with a visit to the old university town Franeker (Friesland province) after which the route will be across The Enclosure Dam with the North Sea on the right and the IJsselmeer (fresh water, the old Zuiderzee) on the left. The Enclosure Dam is an essential part of the larger Zuiderzee Works, damming off the Zuiderzee, which is a salt water inlet of the North Sea. During the afternoon there will be opportunity to visit the Zuiderzee museum in Enkhuizen.

Sunday night will be spent in the hotel "De Keizerskroon" in Hoorn where a double room will cost 90 EUR. Details of the hotel can be found at www.keizerskroonhoorn.nl and reservations can be made by e-mail at : info@keizerskroonhoorn.nl

Monday 2nd May

Monday morning will start with a tour of Hoorn which was founded in 716, and rapidly grew to become a major harbour town. During Holland's 'Golden Age' (or 'Golden Century') Hoorn was an important home base for the Dutch East India Company (VOC) and a very prosperous centre of trade. After the visit to Hoorn the route will be via tulip fields to the ferry terminal at Rotterdam where the tour will officially end..

The tour organizers, Ton van Leeuwen & Arnoud Alderlieste, have taken options on rooms at the above hotels but TOC Members wishing to take part must book directly with the hotels themselves (using the e-mail addresses given above). Please note that members must state the magic letters TOC when making their reservations in order to get the prices stated above.

In addition to the cost of the ferry, hotels, food and fuel there will be a rally fee (per person) as follows:

Driver	55 EUR
Adult passenger (>13 year)	45 EUR
Child passenger (<13 years)	25 EUR

This rally fee covers the cost of administration, the provision of an itinerary book for the tour and two tickets to tourist attractions that will be visited during the weekend.

For further information and to confirm your booking for the rally please send an e-mail to arnoud.alderlieste@planet.nl as soon as possible. In order to assist the organisation of the tour and to ensure the availability of hotel rooms would TOC Members please note that reservations should be made before the end of this year and prices cannot be guaranteed after this time.

Ton & Arnoud

15th ICCCR



UK YORKSHIRE 16-19 August 2012

**The special advance payment discount
for the 15th ICCCR in 2012 expires on
31st December 2010**

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Car and Driver **£50**

Passenger (>16 years) **£10**

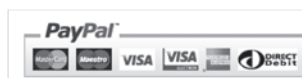
(includes free on-site camping for up to 6 days and entrance to all displays)

Based upon current estimates the prices in 2012 may be

Car and Driver **£90** and Passenger (>16 years) **£17.50**

**To benefit from this very attractive advance
payment discount you must book on-line at
www.icccr2012.org.uk before 31st December or at
the TOC AGM in November**

We accept cash, cheques (drawn on UK banks only) and **PayPal**



Send cheques to: ICCCR2012, 151 Tadcaster Road, Dringhouses, York YO24 1QJ

Receipts will be issued by email



Event of the year 2012



www.icccr2012.org.uk

Classified Adverts

- 1 Small ads are free for current members of the TOC and are for the disposal of vehicles and parts that are their personal (private) property.
- 2 Ads for accommodation from members are charged at £6 per insert.
- 3 Members' ads should include your membership details or payment.
- 4 Ads from non-members cost £12 per insert and must be accompanied by a cheque payable to "The Traction Owners Club Ltd."
- 5 Ads may be edited or refused, and the Editor cannot guarantee insertion into any specific issue, although every effort will be made to publish an advert in a specific month if requested.
- 6 The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes. Please write legibly, and if you email your ad please only use plain text and no colours.
- 7 Ads for VIN plates, V5 documents etc. will not be accepted.
- 8 Ads received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.
- 9 Ads are only accepted by post or email, and must be sent to the address above. If ads are sent to any other address they will be delayed or may even fail to appear at all.
- 10 Ads sent by email should be in plain, unformatted text.

Trade Display Adverts

Trade display advertisements cost £240 per full page, pro rata rates apply for panel advertisements less than one page. Other trade advertisements cost £5 per column cm.

Warning

Unless members specifically request otherwise all advertisements that appear in the 'Tractions for Sale' and 'Parts for Sale' sections of this magazine will be displayed on the TOC website approximately one week after the magazine is published.

In the past advertisements on the TOC website have attracted attempted 'phishing' and 'cashback fraud' attacks on TOC members.

Members should therefore maintain the utmost vigilance when dealing with responses to their adverts.

If in any doubt check out the following websites for advice on what to look out for:

<http://www.met.police.uk/fraudalert>
<http://www.carcrimeawareness.co.uk>
<http://www.binary.co.uk/chequescam>

Please send adverts to:

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



FOR SALE : After much heart searching I have decided to sell PXP82 my Light 15, Slough built Traction. Those of you who know me will realise it is a difficult decision but because of lack of use I feel it better it goes to live with someone who will love it and use it more. It is regisitered as a 1955 car but is actually a 1952 having spent its first years in Cyprus. Originally black, it was resprayed maroon and black when totally restored some 23 years ago. If you can give my car a good home please contact me - asking price £6500 ono. Carole Matthews 01527-854553 (Warwickshire/Worcestershire border).



FOR SALE : 1955 Citroen Traction Avant 11BL 1911cc LHD in attractive mid Grey. Excellent condition, solid body resprayed 10 years ago. Nicely detailed engine compartment, new carburettor, fuel pump and distributor. 12 volt conversion. Interior in excellent condition, Grey headlining and two tone Grey upholstery. Lots of documentation, manuals and MOTs. Staffordshire area. Offers based on £7000. Telephone 01889 586040.



FOR SALE : 1955 11B LHD Normale. Paris built. Ivory with grey cloth trim. Engine runs very sweetly. S/ steel exhaust, electric fuel pump. Very good body and mechanical condition with new brake cylinders, reground drums, new cv joints, regulator and rear shocks, steering wheel and door seals. A really attractive car. £7,500. For further details please call Harris Mann on 01905 351840 (Worcester).

FOR SALE : 1955 Citroen 'Big 15 Family' Luxury saloon, RHD, finished in Old English White with cream leather upholstery and red carpeting, with the option of 5 or 8 seat configuration. Totally rebuilt from shell up to highest specification with every single component renewed, replaced or rebuilt. One of only 7 RHD models thought to exist. Monocoque totally sound

and never welded. Fitted 'D' engine, 4 speed gearbox and servo-assisted brakes. This is an unique opportunity to purchase an extremely rare vehicle in exceptional condition, with no expense spared to make it so. Sensible offers invited after full inspection and trial (facilities available). Vehicle at Aboyne, Aberdeenshire. For more details/information please phone Andy on 013398 86290.



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 Rstorations in 2008. Workshop manual. Current registration number is 283 YUA. Reluctant sale, £7950. Tel Roy on 07990 518 063 (Bournemouth).

WANTED : RHD Big 15 with small boot. Condition of engine, gearbox and paintwork not relevant. Please phone Gerry on 01455 844648

WANTED : Student requires Teacher/Professor – Enthusiastic Traction owner, but clearly inept mechanic, requires help with beloved 'Delores' 1953 LHD Normale, happy to pay reasonable costs for help in stopping her stopping! - Confidence lost in any serious outing, so she remains tucked up in garage. Please call David on 07831 821647 (Kidderminster, Worcestershire)

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 : Citroën 15 CV TA (1938) 1/24 scale model kit (pre-painted metal body and plastic parts) by Burago (Italy) - £12.50 plus £2.50 P&P – Robin Dyke 01865 858555

FOR SALE - offers invited for 6 volt bulbs all sorts, as new Bosch regulator, Runbaken coil and special holder, 6 volt radio. All items taken from my 11BL. Telephone Alan on 01621 782853 (Essex).

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.

TOC CLUB SHOP

For a range of clothing, models, books, signs,
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