



Floating Power

January/February 2011

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

Fred Annells
Dave Shepherd
John Gillard
Peter Riggs

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

Please contact John or Bev Oates
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The closing date for input to the
March/April edition of **Floating Power** is
Monday 31st January

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

2166 Mr Bill Atherton, Cheshire
2167 Mr Stephen Prigmore, Northants
2168 Mr Edward Davidge, Middlesex
2169 Mr Bryan Whitfield, Wiltshire
2170 Mr Mike Westman, Surrey
2171 Mr Paul Jacobs, Suffolk
2172 Mr Paul Wybrow, Hampshire
2173 Mr Martin de Little, Surrey
2174 Mr Brian Connolly, Cheshire
2175 Mr Adrian Church, London
2176 Mr Robert Morris, Northants
2177 Mr John Retout, E Sussex
2178 Mr Bernard Heberle, Japan
2179 Mr Malcolm Foster, Hampshire
2180 Mr Nigel Bowden, London
2181 Mr Daryl Smith, Kent



Welcome

This is my one and only editorial for **Floating Power**. As you will read elsewhere in this edition John Barnes has resigned as editor. Due to the timing of John's decision the Committee decided it was unfair to ask someone to take on the task of producing this edition so close to Christmas. Hence I found myself volunteering (I'm not sure if that is the right word!). Also apologies this edition will be late due to holidays and my slow IT skills.

However the good news is we have a new editor, Dennis Hewitt, who is already working on the March/April edition so hopefully we can get back on schedule.

I am very grateful to Nigel Walsh at **The Ocean Group** who has offered me lots of help and advice and agreed to sort out the layout and artwork which I hope you will agree has maintained the high standards we expect in **Floating Power**.

In last month's **FP** you would have received the 2011 calendar. All I can do is apologise on behalf of John Barnes who seems to have got rather muddled with some of his days and dates – particularly in January & October. I assume it was jet lag travelling between countries and timelines. A corrected version is available on our **TOC** website to download – you'll find it in the Members' Section.

Dennis needs your help now – please submit articles, letters, events, photographs etc – even if you have sent them before.

Bev Oates

Cover image is of Tractions at the Annual Rally in Cornwall 2009 - photograph by Howard Spiers.

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TOC Committee

The members of the committee of the Traction Owners Club are all volunteers. 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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Rather than my usual ramblings I think it is important that I outline the chain of events that lead to John Barnes' sudden decision to resign not only the posts of Editor of **FP** and **e-FP** but also his **TOC** membership.

I emphasise from the start that the committee and directors still unanimously believe John's **Floating Powers** were top quality and none would have deliberately chosen this outcome.

Undoubtedly John's decision will have been quite a shock to the majority of members who will have seen nothing but a regularly produced magazine that they enjoy. Those who attended the AGM will also have heard the editor's report in which he indicated he was prepared to continue as editor of **Floating Power** and **e-FP**, so I am not surprised to have heard the word "Bombshell" in reference to the news. Unfortunately I have also heard that one member, who has only heard one side of the story, is of the belief that the chairman and committee are "self serving". I therefore hope the following will answer some of the questions that members must have.

Many, if not all, members may be aware that for some time now John has spent the majority of his time living outside the UK. As we know this has not affected his ability to produce an excellent and regular magazine but it did lead him to decide to leave the committee in November 2009. At that time John also said he wanted to stand down as Editor and very kindly gave us what everybody thought would be ample notice to find a new Editor.

To assist anybody who expressed an interest in taking up the challenge John prepared a document detailing the various tasks involved with an indication of the time required for each. By this stage John had personally taken on literally all aspects of magazine production (except the actual printing) making it a major task for one person. This document therefore ran to seven pages and, with hindsight, probably made the work-load appear very intimidating to those who read it. As a result there were no volunteers prepared to take over editing **FP**.

This dependency on one person now became another major concern to the committee but, once again, John came to the rescue in the middle of 2010 and agreed to continue indefinitely. Since then the magazine has grown in size and, although the quality has never faltered, the additional pages were still another – but more minor - concern as a larger magazine would entail even more editorial work. No longer a committee member, John continued to submit his reports some of which included proposals for changes to **FP**. Sadly, on some occasions when a proposal was rejected, he has not always been keen to accept the decision of the committee. As recently as August 2010 he made a request to increase the number of pages even further but, after considering the various pros and cons, the committee unanimously agreed to ask him to keep to a maximum of 40 pages per issue. John was advised and given the committee's reasons for the decision but he challenged those too.

The committee also considered that there had been occasions when John appeared to be using **FP** as a platform for his own views and opinions, some of which could be construed as personal attacks and did not reflect the views of the committee who are ultimately responsible for the content of **FP**. The committee therefore felt obliged to voice their concerns to, and seek guidance from, the directors. As a result the directors advised that, although they were pleased with the general quality and content of **FP**, John should be made aware of the committee's concerns and given some basic guidelines to work to in future so that further misunderstandings or disagreements could be prevented.

This was duly communicated to John and, as quality was not an issue, it was made clear that the committee wished only to be able to put their concerns aside and move forward with John continuing to produce a high quality publication. Unfortunately John did not agree with the committee's views and interpretations and felt he had "no choice" but to terminate his membership of the **TOC** "with immediate effect", an outcome the committee anticipated but did not want.

The Club was therefore in the position of having no editor and the committee felt this needed to be communicated to the membership as quickly as possible – with another appeal for help. At the same time steps were taken to ensure the next issue of **FP**, under temporary editorship, would be available as early as possible in the New Year, thus recouping some of the unfortunate – but unavoidable - delay experienced with the Nov/Dec issue. There were discussions with those responsible for similar club magazines to find out how they manage the task. The current printer is also being very

supportive and will be taking back in-house some of the work which other printers had done for previous **FP** editors over the years. Furthermore, with the now reduced workload, a volunteer has already stepped forward to take on the role of editor for future issues.

Undoubtedly there will be changes – there always have been when **FP** has had a change of editor. Generally those changes have been for the good and the committee is confident that this situation will be no different in the long term. It is true John's style will be missed but his successor will soon stamp his own mark on **FP** and the committee is confident that it will continue to be a high quality flagship for the **TOC**.

The fact that John felt obliged to resign clearly indicates there is another side to this story and we are a democratic society so I would encourage any member who wishes to know more to contact John for his comments so that they may have a more complete picture.

Finally I personally wish to thank John for all he has done for the **TOC** and **Floating Power** in particular. I am sorry the relationship has ended this way but I know he plans to keep his Traction and I therefore sincerely hope we may see him again at some time in the future.

Bernie Shaw



Bernie's car at the NEC Classic Car Show. See report on page 27 (photo Steve Wright)





Happy New Year to you all!

I hope you have all had a happy and restful Christmas. My Chatter this issue seems to be a message of good news and bad news.

The good news is that we have had two excellent events since my last Chatter. The first was the Classic Car Show at the NEC where the theme was Records – see report and photos later in this magazine. Thank you to Mick & Moira Holmes, Bernie Shaw and all members who displayed their cars – our Stand looked very professional and we certainly attracted lots of members of the public.

The second event was our AGM event at Staverton Park in Daventry. Thank you to Philippe Allison and his son for organising the venue. On the Saturday evening we had an excellent meal and entertainment from our very own Bee Gees – thanks to Steve Southgate and “band”.

I was so pleased to see so many members at the actual AGM – My aim for 2011 is to persuade all the partners, mainly females, to sign up as Joint Members so that they can have their say in the meeting and vote.

A form is available on the club website or contact the Secretary to become a joint member. Next

year we will make sure we have a bigger room so space for all.

The bad news is that John Barnes has decided to resign from the **TOC** and as editor. It is regrettable that this has happened as there is no doubt that John was producing a first class magazine.

John's resignation was received at the end of November and due to the timing of this edition of **FP** and the Christmas holidays it was felt by the Committee that it was unfair to expect a new editor to take over immediately – the reason why I have produced this edition with lots of support from others.

An **e-FP** was sent out to all members with a UK email to see if anyone would be willing to come forward as editor. The committee decided to restrict it to the UK as we have realised that, in the future, the editor needs to be based in the UK in order to be part of the Committee and for better communication links with the printers.

I am very pleased to say we have a new editor-Den Hewitt who is already working on the March/April edition. Good luck Dennis and thank you for volunteering. Also I would like to thank the other members who have also volunteered their help – as I have explained to each of you personally we are keeping you ‘on file’ in case Den decides the role is too much for one person and decides he would like to split tasks.

Please send in articles and photos to Den – if you have submitted something in the past which hasn't appeared please resend it – in any format that suits you.

If you have any suggestions and comments about the future of **FP** then let us know.

As I keep saying it is your Club so help us run it.

Bev Oates

“In Committee” – November 2010

The meeting started with the high priority item concerning John Barnes's editorship of **Floating Power**. The committee had previously asked the Directors for their guidance, and committee members had been fully apprised of the situation and concerns. A draft letter to John was read to the committee and it was unanimously agreed that it was appropriately worded and should be sent. It was recognised and regretted that the likely outcome would be John's resignation, but it was felt that whilst the editor should remain as independent as possible, the committee and Directors were ultimately responsible for the publication. The committee voiced their appreciation and admiration for John's hard work over the last few years and regretted that this action had been necessary.

As a precaution against John's potential resignation, quotations had been obtained from a number of printers for both preparing the layout and for the printing and distribution itself. Although costing more, sub-contracting the layout to the printer would take the load off the editor thereby making it more likely that a replacement for John would be found.

There had been delays at the existing printers which had meant that the November/December issue had not been sent out prior to the AGM. It was nevertheless agreed that the choice of printer would be left with John Barnes for the time being, although this could clearly be affected by his reaction to the letter.

Treasurer Tony Malyon summarised the financial situation as he would be doing at the AGM immediately following the meeting. He apologised for the 2009-10 accounts not being ready in time for the September/October magazine but the need to register for VAT had caused exceptional work. The first VAT return had been submitted to HMRC and the club is now registered with the Dutch VAT authorities in an attempt to obtain a refund of VAT on CTA purchases from last year.

All work had been completed on the revised Memorandum and Articles of the Association and they will be proposed for adoption at the AGM. Consequential rule changes will be considered at a future meeting and will be implemented by an addendum to the “Blue Book”.

Terence McAuley outlined planned activities for 2011 including a tour of Holland, Carcassonne, Brittany, and the Annual Rally in Kent. Mike Simpson, who is recovering from his fall, has expressed a wish to organise the 2011 NEC Show stand. Frank Grant is relinquishing his role as Scottish Area Representative and a volunteer to take over will therefore be sought.

Tony Hodgekiss (not present) had prepared a list of tools for the enhanced area kits and for the rarely used ones to be held centrally. There were some safety concerns over the use of one or two tools and a meeting will take place with Tony, Steve Reed, Bernie Shaw and Andrew York to finalise the list, the committee will then agree a budget and implementation plan.

Walter Callens said that the French club Traction Universelle offered a 50% reduction in subscriptions to young members. After some discussion, it was agreed to consider the idea further at a future meeting. Terence McAuley asked about progress with setting up the spares computer program to handle VAT and to produce invoices showing VAT; Mick Popka will contact Chris Treagust to progress it. Steve Reed will attempt to find a local bookkeeper to assist Chris Treagust with the accounts at least in the short term until the system is running smoothly.

**FBHVC
Snippets from Newsletter No 6**

MoT Stations - FBHVC are looking to compile a list of MoT stations (on their website) who welcome historic vehicles and have the specialist knowledge to be able to deal with their particular MoT requirements. They welcome and would like to encourage members' input – please contact the secretary giving full contact details of the garage – secretary@fbhvc.co.uk

The DVLA have offered to host a question and answer session for member clubs. The event is likely to be in the Bristol area and will be mid-week. If anyone from the **TOC** is interested in attending please let the secretary know. For help with specific individual queries you can contact the FBHVC DVLA liaison officer, Nigel Harrison.

Fuel News – there is a comprehensive document on the FBHVC website regarding biofuels and the effects of ethanol in petrol. This looks at the compatibility issues with seals etc. Some vehicles may suffer from increased vapour lock tendencies when using fuel containing ethanol. Prolonged storage of petrol containing ethanol is not recommended as water may be absorbed, increasing the risk of corrosion within the fuel system. The greatest risk of corrosion problems will result from prolonged storage of fuel in the tank.

The FBHVC intends to initiate a testing programme for additives with the intention of formally endorsing those products that really do work. They are also researching suitable tank sealants.

DVLA – there have been changes to the reconstructed classics and their definition – the major change is that a vehicle must be inspected by the “appropriate vehicle enthusiast club for the marque” – within the **TOC** we are grateful to Steve Reed for offering this service. Please look at the website for lots more information on original registration numbers, resubmitting applications, the new V5C and scrapping vehicles.

Continuous Insurance Endorsement – from early 2011 a new law will give the DVLA and the

Motor Insurers' Bureau (MIB) who administer the Motor Insurance Database, more powers to deal with registered keepers of vehicles that have been taxed but not insured, through the introduction of CIE. This law only applies to England, Scotland and Wales (vehicles registered in Northern Ireland, Channel Island and Isle of Man are excluded from this law as they have their own registration authorities).

For more information on CIE please visit www.direct.gov.uk/stayinsured.

If you have any specific queries you can contact Ian Davies via email: ian.davies2@dvla.gsi.gov.uk

Brooklands Classic Breakfasts launched.

A new series of monthly breakfast events for classic vehicle enthusiasts gets underway in 2011 at Brooklands Museum in Weybridge. Brooklands Classic Breakfasts are open to everyone with an interest in vintage and classic cars, motorcycles and commercial vehicles. The first Classic Breakfast will be served on Sunday 23rd January, with the second on 20th February and every month thereafter.

A full English breakfast will be available from 8am until 10am in the newly refurbished Sunbeam Café in the Edwardian Clubhouse with the Museum opening at 10am.

Pre booking and more information is available via Donna Hopton on 01932 857381 ext 253 or e-mail at: events@brooklandsmuseum.com

Grandparents

Congratulations to Pat & Paul De Felice on the birth of their first granddaughter Emma Claire.

Congratulations also to Noëlla and Walter Callens on the birth of their grandson Lysander.

Minutes of the Annual General Meeting of the Traction Owners Club, held at Staverton Park Hotel, Daventry, Northamptonshire at 11.30 on 21st November 2010

Attendance

Terence McAuley	Noëlla Van Schil	Trevor West	Steve Reed
Karin York	Andrew York	Tom Scott	Nick Thorne
Pat de Felice	Paul de Felice	Sheila Marley	Peter Riggs
Mick Popka	Mick Holmes	Moira Holmes	Laurence Archer
Colin Gosling	Walter Callens	Richard Hutton	Pam Hutton
Janet Kyle	Jonathan Howard	John Oates	John Kyle
Peter Marley	Brian Finch	Bev Oates	Barrie Joyce
Bernie Shaw	Tim Walker	Tina O'Connor	Tony Malyon
Jackie Hackett	Philippe Allison	Stephen Prigmore	Dave Hackett
David Gardner	Colin Gosling	Roger Dyer	Steve Southgate
Allan Reece	Bernie Shaw	Peter Simper	Sue Simper
John Ogborne	Jonathan Marten-Hale	Antonia Loysen	Jasmin Gagen
Chris Hodgson	Alec Bilney	Inger Brockwell	Brian Brockwell

52 people attended – 42 of whom were eligible to vote.

Apologies for Absence

Barry Curtis, Tony Latchford, Martin Nicholson, Walford Bruen, Mark Harding, Debbie Harding, John Reynolds, Tony Hodgekiss, Fred Annells, Barry Annells, David Boyd, John Barnes, Robin Dyke, Steve Hedinger, Hans Peter Dürr-Auster, Richard Carlin, Martyn Baker.

Welcome

Bev Oates welcomed everyone to the 2010 Annual General Meeting and was delighted to see such a good attendance. Bev thanked Philippe Allison for organising the excellent venue and Steve Southgate for the entertainment the previous evening. The club shopkeeper Barry Curtis was unable to attend the AGM but items from the shop would be available on demand after the meeting.

Acceptance of the Minutes of the 2009 AGM

There were no matters arising from the minutes of the 2009 AGM which had been published in the January/February edition of *Floating Power*. It was proposed by Alec Bilney and seconded by Andrew York that the minutes be accepted as a true record of the 2009 AGM. All present were in favour of acceptance.

Items for Consideration under “Any Other Business”

There were no items proposed from the floor.

Resolution 1 – Proposed by the Committee

“That the Traction Owners Club Limited adopts the

Memorandum and Articles of the Association (M&A) as revised in accordance with the Companies Act 2006.”

The Chairman reminded members that a summary of the changes had been published in the September/October issue of *Floating Power* but briefly described them to the meeting. They are:

- An AGM is no longer mandated but the committee has decided to retain it as good practice.
- The statutory notice period for the AGM has been reduced to 21 days but the committee will normally continue to give notice well in advance of this deadline.
- Electronic communications have been accepted for certain functions; the committee will decide how to make the best use of this relaxation.
- AGM resolutions are now defined as either Special (those affecting the M&A) and Ordinary (any other subjects).
- The statutory right to a proxy vote has been introduced which the committee has already implemented.
- The responsibilities of the Directors have been more fully prescribed. Anybody to which the Directors have delegated authority (in the case of the **TOC**, this is the committee) must follow as far as possible the procedures applicable to the Directors. In effect, this has always been the case in the **TOC**.

There will be some minor changes to the Club Rules which will be issued in due course as an addendum to the “Blue Book”.

Alec Bilney who, with Andrew York and Brian Brockwell, had formed the revision team stated that the Companies Act was a huge document and the largest piece of legislation to have been passed into law. The revision method had been to use the model M&A available from Companies House. The main deviation from the model was to tailor Article 33 on proxy voting to the Club’s needs.

Bernie Shaw proposed and Steve Reed seconded that the revised M&A be adopted by the Club. All present voted in favour of acceptance with no abstentions.

Treasurer’s Report

Tony Malyon began by apologising for not publishing the accounts in **Floating Power** prior to the AGM. There were two reasons; the accounts had been later than usual due to the additional complication of VAT registration and the November/December issue of **Floating Power** was to be delayed beyond the date of the AGM. To partly compensate for this, a special edition of **e-FP** containing the accounts had been issued which had also been made available on the web site. It was appreciated that his would not reach all members, to whom apologies were offered, but it was the best that could be done in the circumstances. Copies of the accounts were handed out to those present and the accounts would also appear in the November/December **Floating Power** as usual.

Tony described the highlights of the accounts, the main point being that a pre-tax loss of £9,384 had been incurred in 2009-10 compared with a loss of £103 in 2008-9. The major contributors to this were:

- VAT registration resulted in a reduction in net spares turnover from £59,000 to £52,000 and a provision of £3,500 has been taken in the event that Dutch VAT from CTA purchases cannot be recovered.
- Subscriptions, advertising, and bank interest have reduced by around 4%.
- Overheads (including new software for **Floating Power** production, printing of parts lists and 2009 AGM proxy forms, accountant’s fees, provision of free tax disc holders to all members) have increased by 19%
- 2,500€ (£2,012) was loaned to the Arras 75th Anniversary committee. Due to additional Arras

expenditure (unexpected transport costs, sale of DVDs etc), this loan has been written off.

Jonathan Howard pointed out that there will be a VAT liability for the previous 18 months and wondered if the subscriptions would be liable for VAT; Terence McAuley responded by agreeing, but due to VAT previously incurred on opening stock, there is likely to be a net refund of around £4,000. It is anticipated that subscriptions will be VAT-exempt as the bulk of the subscription goes towards magazine production which is itself exempt. The price of VAT-able items will increase but only by an amount equal to the VAT on the profit margin.

It was confirmed to Steve Southgate that VAT will be payable on the AGM hotel bill. Steve also was concerned that there may be a loss on such events; Tony Malyon said that there was a small excess on this occasion and Bev Oates said that a small loss on similar events would not be a problem. Philippe Allison said that we should endeavour to at least break even on events but in the case of 2012 ICCR there was an opportunity to aim for a profit. Mick Popka explained that there is a separate limited company for the ICCCR (**TOC**, 2CVGB, CCC), that the ACI is being given 30,000€ by Citroën, and that a loan facility is available. Paul De Felice asked if the £2,012 would be the end of the Club’s liability for Arras; Bernie Shaw was confident that it will be but Walter Callens will confirm this at the Arras meeting in December.

Mick Holmes proposed and Jonathan Howard seconded that the accounts be accepted. All voted in favour with no abstentions.

Nominations and Election of Directors

In accordance with the rules, two Directors (Alec Bilney and Steve Reed) had stepped down and were offering themselves for re-election. Bernie Shaw proposed and Brian Brockwell seconded that they should be re-elected. All were in favour with no abstentions.

Chairman’s Report

Bev Oates said that she had been flattered to be asked to be chairman and that she prefers the term “chairman”. She thanked John Oates for his support and for his role as membership secretary, Alec Bilney, Andrew York, and Brian Brockwell for their work with the M&A, Tony Malyon and Terence McAuley for VAT registration, Robin and Sue Dyke for the St Valéry-sur-Somme rally, and Graham and Wendy Handley for the Northumberland rally. Thanks were also due to all Area Representatives with a special welcome to the newcomers Nick Thorne (Mid-Shires

and Jasmin Gagen (Eastern England). The NEC Classic Car Show stand had again been successful thanks to the efforts of those who stepped in when organiser Michael Simpson injured himself; particular thanks were due to Mick and Moira Holmes once again and Peter and Sheila Marley. Bev also thanked the committee, particularly mentioning Bernie Shaw and John Ogborne for all their support and guidance.

Bev concluded by thanking the committee for their support and saying that she will be pleased to remain in post for another year to which there was unanimous approval.

General Secretary’s Report

John Ogborne said that the secretary’s role is one of coordination, organising meetings, and circulating agendas and minutes. John made it clear that 2010 was his last year as secretary. Debbie Harding, who has been taking the minutes for the last few meetings, has volunteered to take over as General Secretary. John said that he had enjoyed his 5 years as secretary but was pleased to be returning to a rank and file member of the committee.

Social Secretary

Terence McAuley noted that none of the structural changes – VAT and the revised M&A – would have any effect on social activities which would continue with the usual eating, drinking, dancing and dressing up! It had been another busy year with a Spanish rally, St Valéry-sur-Somme, Brittany – although this was poorly attended by **TOC** members and seems to have lost some of its appeal – the Northumberland Rally and the NEC Show. The coming year starts with the tour of northern Holland in late April/early May; Walter Callens gave a summary of the event and said that, whilst the organisers have made block bookings, participants are to make their own reservations. Full details are on the web site. The Annual Rally will be in Kent and organised by Chris Hodgson. There is a rally in Carcassonne in September which is now fully booked with a waiting list. The 2012 rally is to be in Stratford-on-Avon and organised by Martyn Baker.

Chris Hodgson gave a PowerPoint presentation on the Kent Rally which will be 22-24th July and based around Chatham, Rochester and the Medway towns. The main attractions planned so far are Chatham Historic Dockyard, Royal Engineer’s Museum, and possibly the Shepherd Neame Brewery. Further details will follow in due course.

Mick Popka gave an update on the 2012 ICCCR. 85 people have signed up at the early booking discount

rate, which is available until 31st December 2010. An “e-Shop” has been set up for the sale of regalia and Mick displayed some prototype sweatshirts. All arrangements are progressing to plan and details are available on the ICCCR 2012 web site.

Membership

John Oates reported that there were currently 572, being 10 more than last year.

Spares

Steve Reed reported on behalf of Chris Treagust. Chris is continuing to provide an excellent service with a great deal of help from his partner Vanessa. Steve emphasised that Chris puts in many unpaid hours servicing orders, purchasing from suppliers and tracking down new sources. There has been a big increase in sales in 2010, although orders are currently quiet but will undoubtedly increase again in the spring when cars are being prepared for 2011 activities. There has been a general increase in prices, particularly for Slough parts. Tyres are in short supply and an alternative wholesaler is being sought because the existing supplier is no longer exclusive to **TOC**. In response to members’ requests, area tool kits are being updated to include additional tools, with some specialist ones being held centrally for use when required.

Editor

John Barnes had sent in a written report which was read out. The main points were:

- Six editions of **Floating Power**, ten of **e-FP**, and the 2011 calendar have been produced since the last AGM.
- The printer has delivered the magazines late and the quality has not been up to standard; alternative printers are being sought.
- **Floating Power** has been maintained at 40 pages and **e-FP** has continued to be popular with members.
- Classified advertisements have decreased.
- Four trade advertisers have continued to place advertisements despite the economic climate.
- Costs are higher than in previous years because the magazine has been produced overseas necessitating distribution by the printer.

John indicated that he is prepared to continue as editor of **Floating Power** and **e-FP**.

Club Shop

Barry Curtis was unable to attend the meeting but his written report stated that sales have been rather slow during 2010 but that he is anticipating an increase in the run-up to Christmas.

Helpline

Mick Holmes reported that he receives a mixture of technical and general queries from all over the world and that help is offered to members and non-members. If he cannot answer the question directly, he redirects it for an appropriate member to deal with. There have been no problems or complaints about the service. Telephone enquiries are running at about five per week plus a few e-mails.

Web Site

Mick Popka said that visits to the site during 2010 had increased from 67k to 69k and hits from 1.2 to 1.7M. A new web site called www.classic-citroen-tech.co.uk is being developed with Tony Jackson which contains a large collection of technical manuals for tractions, DS, 2CV etc. A major change to the web site is that the parts list has been moved to the members-only area; this is to comply with our club exemption from Corporation Tax on our spares profit. Various forms have been added to the site and the PayPal facility is working well with many choosing it as a simple method of payment. To comply with banking regulations against which we are audited annually, credit card details cannot be accepted over the internet; they may be supplied in writing by FAX or letter or over the phone. It is planned to create facilities for Visa and MasterCard with a shopping cart set-up for use with the club shop and spares. It is also planned to put back copies of *Floating Power* into the members' only section particularly for the benefit of new members. A further suggestion from a member has been to create a "Wiki" but this needs further thought before implementing.

Election of General Secretary and Treasurer

Tony Malyon had agreed to continue as Treasurer and was re-elected unopposed. Debbie Harding was the sole nomination for General Secretary and was therefore elected unopposed.

Election of Committee Members

The committee must have between 8 and 18 elected members and it currently stands at 17 excluding the ex-officio members of Secretary and Treasurer. One third of the committee (excluding the ex-officio members) must stand down and, being the longest serving members, they were Tony Latchford, Terence McAuley, Barry Curtis, Mark Harding, Moira Holmes,

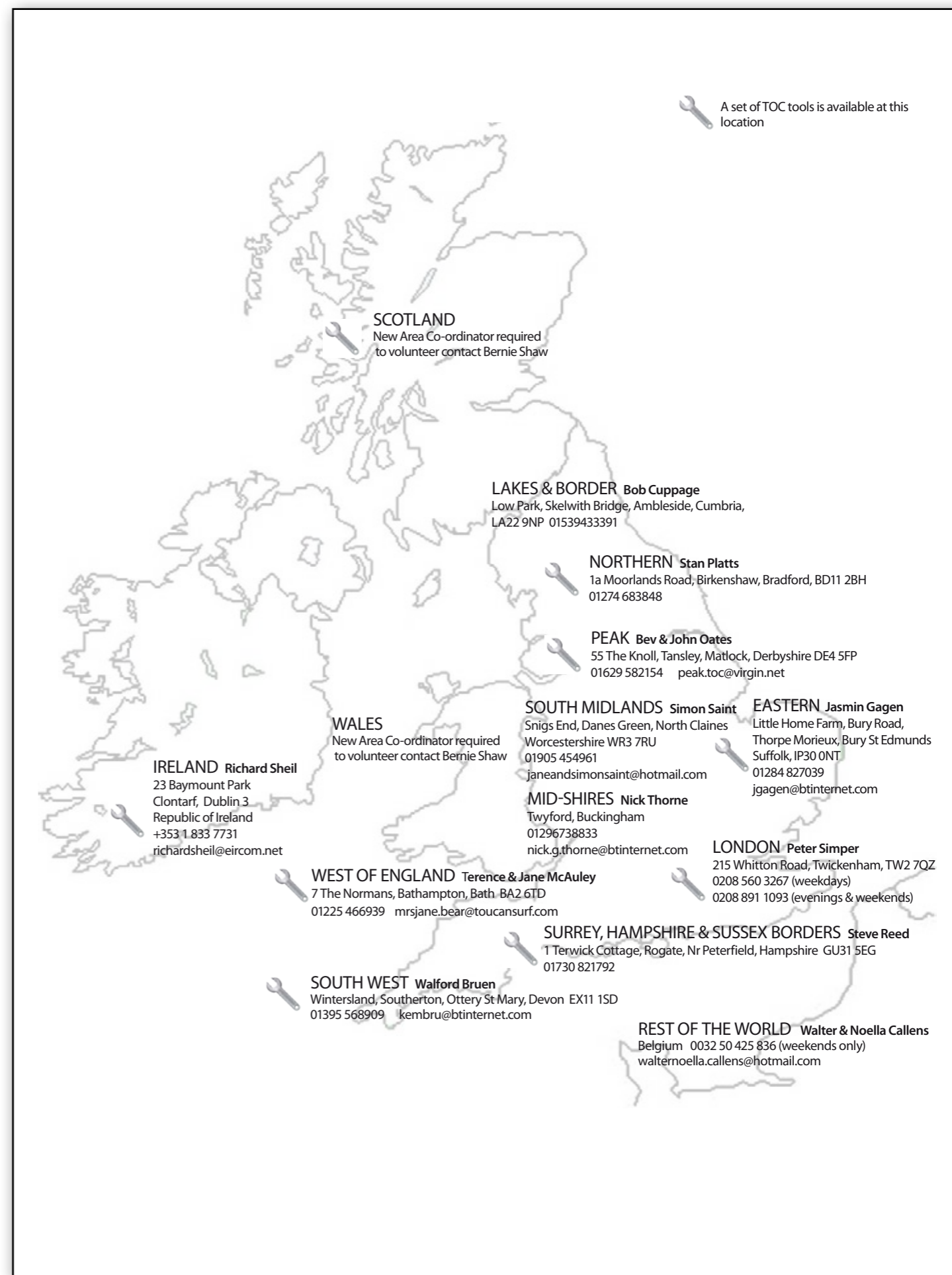
John Reynolds and Bernie Shaw. Terence McAuley and Tony Latchford (who has moved to France) were not offering themselves for re-election. There being no other nominations, Paul De Felice proposed and Jonathan Howard seconded that they should be re-elected en bloc. This was unanimously accepted with no abstentions. Paul De Felice offered to re-join the committee after an absence of a few years and, proposed by Bernie Shaw and seconded by Bev Oates, he was unanimously accepted with no abstentions.

Any Other Business

Following last year's AGM problem with proxy voting, resolved earlier in the meeting by the revised M&A, Bernie Shaw wished to clarify that the resolution tabled at the 2009 AGM had been withdrawn. However, to ensure that the record is clear the committee, after careful consideration, wished to formally withdraw the resolution and to confirm that members' contact details will not be published on the club web site. Any member wishing to make contact with another member whose details they do not have should contact the appropriate area representative or the membership secretary.

Peter Simper mentioned that the magazine "Classic Car Buyer" had incomplete or incorrect contact details for the **TOC**; the committee will investigate and make any necessary corrections. Philippe Allison suggested that one reason why *Floating Power* classified advertisements had reduced was that more and more people are using the internet, specifically eBay, to buy and sell their cars; Tim Walker backed this up saying that the sale of his car was almost immediate on eBay as opposed to advertising in several issues of *Floating Power*. Bernie Shaw explained that to be fair to those without internet access, the rule had been made that advertisements must appear in *Floating Power* prior to being added to the club web site. Philippe felt that this rule should be reviewed and the committee agreed to look again at this policy, although Alec Bilney felt that the policy should not be changed.

Bev Oates closed the meeting at 13.15 with thanks to all who had attended and with the hope of seeing many of those present at various events during the year and at next year's AGM.



Mid Shire Section

HAPPY NEW YEAR to one and all. Let's hope 2011 is a great year for "Tractionaires" especially in the Midshire area. To that end I must ask you to let me know if you exist!!! In 2010 I had little to no response to the posted area activities. I do need to update the register of Midshire members who wish to be kept informed of what's happening and how you wish to be contacted i.e. email, post or telephone.

Please contact me by any of the above, my address is:

Nick Thorn

**The Old Post Cottage, Main Street
Twyford Buckingham MK18 4EP
01296 738833
nick.g.thorne@btinternet.com**

Surrey, Hampshire and Sussex Borders section

2010 has been a very busy year, for us with outings ranging from a superb picnic at Margaret and Michael Rolfe's in April. May was bitterly cold but several stalwarts braved the weather attending the steam fair near Arlesford. Outings after this took a turn for the better weather wise. We have visited one of the oldest barns dating from the 12th century in England at Wanborough, and in the more recent past was used to train men and woman before being dropped into France in the Second World War on special operations. Trips out to gardens, good meals and our last outing in October was to Hogs Back Brewery where we had a very entertaining guide. Christmas lunch at The Barley Mow was fully booked with 50 attending.

I thank all members who attend our area outings whether they come in a Traction or other type of car.



And welcome new members who are also joining our section. If you don't yet have a Traction this is a good way to see a range of types and get to know about the cars, and us who drive them.

January, February and March meetings will be held at the Fairmile near Cobham, Surrey from 12 noon onwards (our last meeting in November wound up at 5 p.m.) By then I will have made a diary of events for the rest of the year. Attached are some of our photographs at events.

**E-mail helenshelly@msn.com
Tel: 020 8330 7216**

**West of England Section**

Come and join us for our usual new year Sunday lunch get together on the 16th January at the Tunnel House Inn at Coates, near Cirencester. Bring your ideas for things to do in 2011. My New Year prediction is that the snow will all be gone by then!

(If you have not been before and get lost, my mobile number is 07967 334149)

Pip pip

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

N.E England Section

The inaugural meeting of the NE of England section took place on 11th September at the Walworth Castle Hotel near Darlington. Many of us attending had met each other at various other outings such as the Northumberland Rally, Newby Hall and Yorkshire Air Museum. So 10 of us met for lunch, with apologies

from 4 others, Mick Popka brought a friend who had owned his Traction for 50 years and a chap turned up who was looking to acquire his first Traction and all agreed we'd like to meet up on a regular basis. The North East Pre-war Austin Club (NECPWA) have agreed we could meet as a **TOC** group within their regular meetings at the events they organised. So we decided to meet again at their Beamish Museum Event one week later. They set aside a small area just for the Traction and we all enjoyed being able to visit the Museum for little cost because the cars were on display to the general public. They've said we can do it again in 2011 at the other events they hold.

We will meet again in early January for another luncheon and make plans for the 2011 year.

**Graham Handley 01661 843493
grahamhandleyhandley@btinternet.com**

Peak Section

Our December meeting was cancelled due to snow in Derbyshire. We have rearranged it for Sunday February 6th. We will be at the Knockerdown Inn next to Carsington Reservoir with lunch booked for 12.30.

Our April meeting will be delayed until Drive It Day on Sunday 17th. Beware we will be looking for a volunteer to organise a Run when we meet in February.

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

Eastern Section**21st November - visit to Cretingham Bell**

Our lunch at Cretingham Bell was enjoyable. Three tractions attended despite the clash with the **TOC** AGM and the local Citroen Car Club Annual meal. Thank you to The Bell for its hospitality and Ken and Carol for suggesting this meeting. I intend to be better organised in my second year as Eastern Organiser and have put together some dates for your diaries for 2011.

Drive It Day 17th April

Back by popular demand, Drive It Day will be held at **The Three Horseshoes, Stows Hill (on A1141)**

Cockfield, Bury St Edmunds, Suffolk IP30 0BJ. 01284 827039.

Please remember to contact the Three Horseshoes direct if you require lunch. They are looking forward to welcoming us. This will be a great opportunity to chat and catch up. The Three Horseshoes is located on the main road to Lavenham, England's finest Medieval Village, steeped in history with galleries, shops, fine timber framed buildings with over 300 being listed.

Technical Weekend April 30th – May 1st

at Little Home Farm, Bury Road, Thorpe Morieux, Bury St Edmunds, Suffolk IP30 0NT

We are offering the opportunity for owners to carry out minor adjustments/improvements to their cars. We have workshop facilities and club tools. We hope to share information/tips/general advice in caring for your Traction. If you would like to offer your own technical abilities to the weekend you will be most welcome. There will be copious coffee and cake on offer throughout the weekend, with a run to a local Real Ale hostelry for dinner on the Saturday evening.

We look forward to seeing you from 10am on Saturday and Sunday. The local DS owners hope to join in also so it should be fun. If you require a B & B give me a call, as we are close to Lavenham and there are plenty to choose from.

5th June

Castle Hedingham Classic Car Show. Thanks to Tony for this Essex suggestion. Hopefully more info in the next edition of *FP*.

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.

Pete & Sue Simper

0208 560 3267 (days) 0208 891 1093 (evenings)

Please send any letter and emails to:

Dennis Hewitt. 62 Claverham Road. Yatton. North Somerset. BS49 4LD

Email – editor@traction-owners.co.uk

This is a modification of correspondence between Nigel and Bev and printed as agreed by both people.

Dear Editor

I hope that you will print this letter to the Editor in the next edition, and take the comments in the constructive manner in which they are intended. I must say that this year I am very disappointed in the 2011 calendar.

Why, when it states in **Floating Power** that 154 photos were received, do we see:

- Two photos from the same person
- Two photos from the same family
- Photos from very regular contributors
- September showing a boring picture of a road and to those who know it - a Citroen headlight. Not a spectacular photo for September

I do appreciate photos were picked to go with a seasonal theme and by and large this has been achieved.

Nigel Dent

Dear Nigel,

Thank you for your comments. The photographs were judged by John Barnes, Bernie Shaw and I. Bernie & I do not know the originator of the photos and we judge on our personal taste and then come to a consensus. Even though we have 150+ photographs – many are very similar or are photos of the same car. We welcome any suggestions for next year.

Bev Oates

Dear Editor,

Many thanks for your reply and I do appreciate how difficult it is with photos and calendars. Even if they are viewed “blind in terms of photographers”, perhaps it would be more appropriate after the selection to revisit the remaining photos if two photos have been selected from the same photographer/family etc. This can, I am sure be done with so many entries, and I think reflects better the general contribution being spread across those members supplying them.

Personally I think the calendar would look better with a variety of photos, some of the classic car and scenery but to include different shots of unusual Citroen views.

Hopefully these ideas can be discussed next year?

An additional note, I have just bought a Paris built Citroen C3 Trefle 1923 and would like to hear if there are other **TOC** members who also have this delightful little car (photo attached).

Nigel Dent

Editor –thank you Nigel – your ideas will be discussed with the new Editor and Committee – maybe ask for volunteers to judge next year?

Anyone out there with a C3?



Hi Editor,

The article by Bob Whittaker made interesting reading.

I just thought that I would send in some photos of a chrome Marchal bulb case that I have. It holds 2 headlamp bulbs and 3 festoon bulbs and has original bulbs in it. The reason for writing is that the headlamp bulbs may be some kind of blackout bulbs - the front of the bulb is blacked out and they are dated 1939.

Regards

Den Hewitt



Dear Editor

I may not be the first to be able to help Andrew Kemp in identifying the registration mark on his small boot Normale. However, please pass this on to him as I have the answer.

The registration 221 DV79 was registered not in Paris (75) but in the department of Deux-Sevres in western France. From 1951 until a few years ago it was possible to tell where any French car was registered by the final two digits on the number plate, which indicated the department where the owner lived. (Thus, if a car had later been sold on to a buyer living in a departement other than where the car was registered to its original owner, a new number would be issued).

Things are different in France now. A national, rather than a departmental, registration mark system is used, as has happened, for example in Italy and Spain. Germany has retained local identity plates, as indeed has the United Kingdom, although our regionalised system (introduced in 2001) is now less specific than the original, which identified a vehicle's provenance by county or county borough.

Returning to France, departmental numbering was alphabetic (and still is, other than for vehicle registration purposes), so that 01 is the departement of Ain, 02 Aisne, 03 Allier, etc. Andrew may wonder how Deux-Sevres becomes 79, sandwiched between 78 (Yvelines - another anomaly, caused by the re-naming of the departement west of Paris formerly known as Seine-et-Oise) and 80 (Somme). The reason is that the classification is Sevres (Deux), thus 79 is placed with “S”, not with “D”. Things can get more complicated, but I think I'll let it rest there for now.

Just as a footnote, many years ago, when I was poking around Depanoto's Aladdin's Cave for bits for my Traction, I came across a large boot lid with its number plate still attached (838 FK15). I had some retro-plates made up and hand painted in France with this number, as I reckoned the original Traction had gone to meet its maker and nobody would be using it. And although these lovely plates are now fitted behind my British ones, they don't often see the light of day.

Yours sincerely

David De Saxe

Dear Editor

May I comment on an aspect of the abridged annual accounts for 2009/10, published in the Nov/Dec edition of *FP*? Whereas Tony Malyon states that Overhead costs show a general increase of 19%, some £4,400 (£5,100 gross), the figures shown by the accounts indicate an increase of 27% or £6,342. I am comparing here this year's Distribution costs and Administrative expenses of £30,050 with last year's figure of £19,858, to which I have added the £3,850 Other Operating charges bringing last year's total expense to £23,708. I accept that Mr Malyon has given a number of explanations for the increase, but perhaps these are not sufficient.

Yours sincerely

David De Saxe

Editor – I forwarded your email to Tony Malyon our treasurer whose reply was "On top of the general increase in costs was the provision of £2012 being the write off of the Arras loan that the organisers were unable to repay"

Dear Editor,

On the weekend of the 11th/12th September Vic Vickerstaff and I took our Tractions to the Lanlivery Vintage Rally here in Cornwall, which has developed in to a good day out over the years and raises considerable sums for charity.

A photo is attached and as you can see the weather was excellent, and I did sell an unused 4.50 X 19 tyre for use on a spare wheel!

It never fails to amaze me who you might meet at one of these events, in fact I first met Vic at a rally and found out he had owned a Traction in the 60's which had previously been our family conveyance in the 50's. Then Vic told me the story of how he had met a lady at a car rally who had ridden in his '39 traction when it was new and she was a young girl, amazing!

This time round an elderly couple were giving the two Tractions a close inspection and finally the gentleman asked if he could look under the bonnet, no problem, it all came back to him very quickly. He had owned a Traction in the 50's and was enthused with the road holding and ease of getting about in winter conditions, we must have had snow regularly then! Subsequently he had changed to a Peugeot 203 and then a 403 and had always missed the Traction.

Then it came back to me, foreign cars in Cornwall were few and far between in that era and my late father seemed to know where most of them were, I asked the guy's name and told him mine and he said that, as a mechanic at a local British car garage at the time, he would regularly take a car on test and arrange to stop at my father's shop then exchange information on running Tractions. At 84 he was still driving a Citroen, albeit a Xantia with 200,000 under its belt. It is a small world.

Best Regards

Clive Hoskins



TOCtech forum – issue 56

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.

Articles needed please on any repairs/fixes undertaken.

Also send in any questions and I will try and answer

TOCtech is compiled by:

Dennis Hewitt
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6 to 12 volt conversion

Voltage Reducer

In the Nov/Dec 2010 issue of *Floating Power* I let you know about a 12 volt to 6 volt voltage reducer that is available for VW beetles and camper vans. There are 2 types - a fixed rate one that is ideal for running choke units and semaphores etc. and a variable one which is for use with wipers etc.



They are available from **Just Air Cooled** – www.justaircooled.co.uk Tel: 01623 555554

Wiper Motor

Wiljan Cats, on post 1952 cars, uses the wiper motor and frame from a 2CV.

KBTW says: "On my 12v Traction I have solved the 12v conversion problem in an effective manner by using a commercially available 2000 mA stabilised DC-DC converter that is normally used to charge digital camera batteries from a car cigarette lighter plug. This converter has a stabilised 7.0v setting and I have found that this is ideal to make the wiper motor run at a stable, constant speed, moving the wipers across the screen as if they were the ones of my 6v Traction (i.e. not too slow and not too fast)".



Overheating

David Boyd sent in this article:

It is seldom that the carburettor is the cause of this even in air cooled engines, and it is definitely impossible, strictly speaking, where water cooling is concerned.

Too much petrol, or on the other hand, an excessively weak mixture, can raise the temperature a little, but in no case should it nearly approach the margin of cooling that should be provided by the water cooling under normal conditions.

Apart from a major examination, the most likely directions in which to work are reducing the mixture, but not to an unduly weak condition, and advancing the ignition as far as possible consistent with the avoidance of knocking.

A retarded spark will always raise appreciably the engine temperature.

A most frequent and unsuspected cause of overheating is furred radiators and water jackets.

When overheating persistently develops from no external cause that can be located, obtain from a steam engineer a supply of ordinary boiler de-furring compound with instructions how to use it, and this will almost certainly affect a cure, especially if the car has been used in a district where the supply water is very "hard".

Fitting a reversing light switch

I apologise for the length of this article but I thought that you may find my total process interesting. I welcome emails from those of you that have another solution.

I decided to fit a reversing light and bought a Marchal 520 lamp with clear lens (an amber lens was also available). It came with a pull operated switch and spring. The switch was fitted under the bonnet, bolting it to a bracket fixed to the bulkhead. I drilled a small hole in one of the gear selector rods to fix one end of the spring to.

The reason the reversing light switch is at an angle is so that the spring can bend nicely when that selector rod comes back towards the bulkhead when first gear is selected.

The spring that came with the Marchal reversing light switch is quite strong and surprisingly if the clutch pedal is pressed when in reverse gear the spring is strong enough to pull the gear rod back to neutral. Using one hand to keep the gear lever in reverse is awkward so I have replaced the spring with a piece of wound choke cable. (I think commonly known as Bowden wire/cable). This seems to work OK. I used 2 pins from a 13 amp plug and cut the ends off that to hold the wire as a means of fixing the ends of the cable.

I received an email from Wiljan Cats who told me that his reversing switch is fitted under the dash and utilises the bolt that the gear change mechanism is bolted to the bulkhead with. Because I was unhappy with the way the switched looked under the bonnet I decided to have look fitting it Wiljan's way.

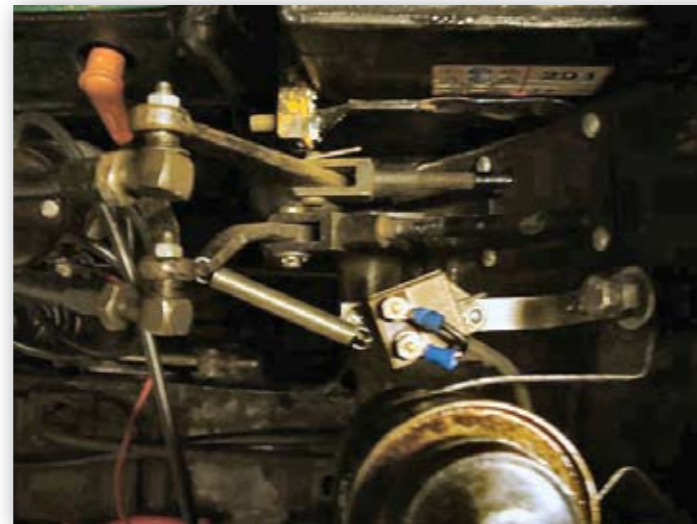
However I found it very difficult to work out exactly how the bracket should be made (and it's not easy trying to do this lying on your back peering up under the dash.)

I thought that maybe a switch could be fitted directly on to the reverse/1st gear rod under the dash using a saddle clamp. However the switch would need to be a push type. Trawling the web I found a brake light switch part no. 081403 available from Auto Electric Supplies <http://www.autoelectricsupplies.co.uk>. As you can see in the photo it has a spring on one end and a plunger on the other and fixes with a saddle clamp.

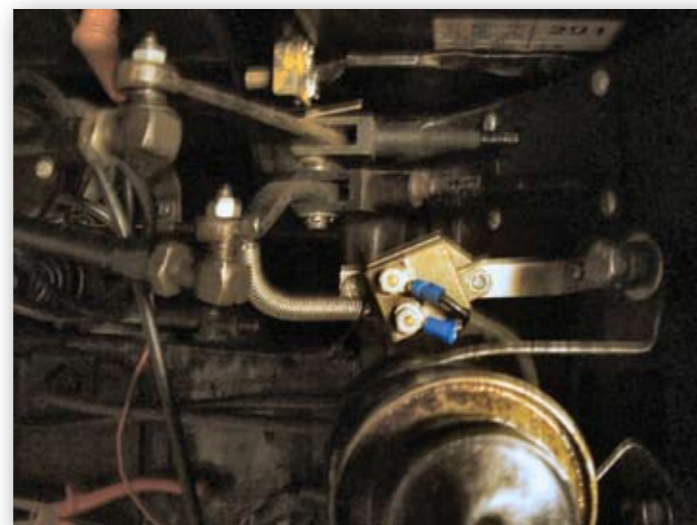
The plan was to fit it to the rod under the dash that operates 1st and reverse gears but dispense with the spring on the switch. The idea is to point the switch towards the dash (non-spring end i.e. the plunger facing the bulkhead) then make up a simple L shaped bracket and fix that in place on the bolt in the bulkhead that holds the gear change mechanism.



Marchal 520 reversing light, switch and spring



Marchal switch and spring fitted under bonnet (gear selector rods in neutral)



Marchal switch and spring fitted under bonnet (gear selector rods in 1st)

When reverse is selected this rod moves forward (through the bulkhead), the plunger on the switch will push up against the L shaped bracket and the plunger will be depressed, switch operates and light comes on.

Because the switch will be mounted on its saddle bracket around the rod the switch should be easy to bolt on in the optimum position.

The reason for using the AES switch instead of the Marchal one is that the AES one has a round plunger as opposed to the spade plunger on the Marchal. More meat to come up against the L shaped bracket. Well it worked and better than expected in that by using this switch a bracket fixed to the bolt that holds the gear linkage was not needed.

The switch is operated by coming up against the inside of the bulkhead.

The spring needs to be removed from the switch BUT a small split pin is needed to replace the spring as the switch operating rod pulls out otherwise. The saddle clamp needs some packing as the gear linkage rod is too small in diameter. Because this switch can turn on the saddle camp it needs fixing in position on it. Once the angle that the switch needs to be at on the saddle clamp has been determined then drill a hole in the saddle clamp and use a self tapper through one of the spare holes in the switch. Finally I needed to stick a piece of self adhesive felt to the part of the bulkhead that the plunger comes up against. This is to compensate for the play in the selector rod mechanism.

Not long after doing this I found a Beeplight. It is a 12 volt bulb that when lit up also gives out a 95db audible signal. It fits in the Marchal reversing light and works well... The beep is on the quiet side (due to being inside the light body) but can be heard.

Anyway who wants to sound like a truck?



Spring replaced with cable



AES mechanical switch with spring and clamp



AES switch fitted to selector rod under dash



12 volt Beeplight

In this issue we start a series of articles on Traction headlamps using information gathered from articles published in Traction Avant, the magazine of the French club - La Traction Universelle. Permission to use these articles has been given by the President of La Traction Universelle - Dominique Bellière. I welcome any corrections to the gist of my translation. However any French words are those used in the original article.

Headlamps fitted to the Traction Avant - 1934 and 1935

From looking at Tractions it could be seen that 20 to 30% of Tractions are no longer equipped with their original factory fitted headlamps; maybe due to a the Traction having been purchased in a non complete state, ignorance of the original equipment or after market headlamps having been fitted.

Information came from photographs taken over the years of headlights fitted to Tractions, from articles published on the subject in the magazines of the Danish and Dutch clubs, and from owners who are fairly certain that the headlamps fitted to their Tractions are original factory fitted ones manufactured by Cibié, Marchal and Ducellier.

Information gathered made it possible to check the various original assemblies, to ask the questions about Tractions manufactured in the first 18 months that had headlamps with flat glass, about the particular Traction model serial numbers, the 1st date of production (CG) or date of leaving the factory (Citroen certificate), the markings of the headlamps, the reference numbers reproduced on the lens, and the diameters of the headlamp bowls.

Later articles will continue the study relating to convex lenses and also on to the end of production in July 1957.

Conformity

The Citroën Spare Parts Catalogue mentions only a manufacturer. It does not mention any manufacturers part number or description. Suppliers catalogues only mention a "headlamp for a Traction Avant" but no part no. or whether it is original equipment or if it is a compatible part. Any study therefore is complicated because headlamps are easily dismountable and interchangeable which harms certainty of authenticity.

The Manufacturers

For French production, the headlights come from 3 manufacturers: Ducellier, Cibié, and Marchal. The majority of Tractions were fitted with Cibié followed by Marchal and Ducellier.

The majority of the English production in Slough was equipped with Lucas headlamps, while the Belgian production in Forest was equipped with Willocq-Bottin, which limits the risks of error.

From Ducellier, Cibié, and Marchal the headlights of the 7 manufactured from 1934 to 1940 and the 11AL and 11BL manufactured from February 1937 to 1941 have a diameter of 200 mm. The larger diameter of 220mm relates to every 11 from 1934 to February 1937, the 11B/Normale (berline, familiale, commerciale and limousine) and 15 Six until the interruption of production during the war.

Vocabulary and Identification.

It is difficult to identify the parts of a headlamp. The terms employed are many: shell, bowl, bucket, (cuvelage/recouvrement/obus), reflector (parabole/réfecteur), lens (verre/glace), bulb holder (douille/porte-lampes/connecteur), lens retaining springs (jonc/ressort/agrafe d'optique), sidelights (lanternes/veilleuses), rim (porte/cerclage/cerclage), tell tales (voyant/témoin lumineux),

In order to identify the separate elements one is helped by the following characteristics:

- The lens has the reference ABTP followed by 3 numbers and normally has the manufacturers name on it. Initially the lens was flat and from 1935 convex but with different curves.
- The reflector could be with or without the hole for the sidelight. Sometimes, a label can still be found on the reflector or the inside of the bowl.
- The bulb holder generally carries name of the manufacturer Marchal and Cibié, sometimes Ducellier. It is specific to the reflector which in turn is specific to a rim, which itself corresponds to a lens with specific fixing springs for the particular bowl There are a number of bulb holders which differ by the diameter of the hole in the reflector and may or may not have provision for a sidelight bulb.
- The inside diameter of the rim differs with the three suppliers; for example with a 200 mm headlamp they are respectively, 191 mm for Marchal, 197 mm for Cibié and 189 mm for Ducellier. Marchal headlamps have the name 'Marchal' engraved on the top of the rim. Unlike Ducellier and Cibié rims, the Marchal rim has a flange on its external edge. The rim is chrome except for those made from the end of war up to 1947 when they were painted..
- The retaining springs hold the glass and the reflector against the rim and are specific to each manufacturer and the headlamps in their range.
- Before the war the shell is chrome on brass, initially without a telltale and after the war enamelled paint (the same colour as the body of the car) on steel but still having a chrome rim. The Marchal bowls have a supplier reference number painted inside.
- The shape of the telltale; for Marchal - triangular made of flat glass then projecting (made of plastic after war), for Cibié - in the form of rhombus made of flat glass from 1936 to 1938, then a projecting cockscomb (the base always in the form of a rhombus). They are made of glass until 1952 then out of plastic (the base is rectangular when the cockscomb becomes ovoid after war). The hole in the top of the bowl is the same shape as the tell tale.
- Fastenings/fixings of telltales are specific to each manufacturer.
- Fixings of the headlight on the wing: the base plates of the bowls are different for each manufacturer.

All these components are characteristic and are not interchangeable between manufacturers even if one can find "hybrid" headlamps produced with approximate assemblies.

The next issue of *Floating Power* - TOCtech will have pictures of the various tell tales and their fixings.

Rally "Pertrac Dattier" in Morocco

After a successful rally (Pertrac Palmier) to Morocco in 2006, four teams and their Tractions joined up early October 2010 at the French port of Sète to participate in the second rally.

Most teams were experienced Trac-drivers (route 66, Paris-Moscou, Pyrenees and Alps), with Swiss and Dutch nationality (the organiser and member of the **TOC**). The Tracs were all in an A-1 technical condition.

The transfer by ferry to Tanger was comfortable. Very nice weather at sea and our first impression of Moroccan food convinced us we were on the right track. We had our main briefing, made acquaintances and every team was charged with a specific task.

Disembarkation took place at Tanger's commercial port with the usual hassles of clearing Customs with all "courtesy" (bribery). Changing our Euros for Dirhams, a kind of Monopoly money and off we went heading south. On the outskirts of Tanger we filled up with (cheap) petrol.



We were ready for a two week adventure in colourful Morocco with nearly 4000km. Via secondary roads along the Mediterranean coast we encountered major road constructions for nearly 80 km, giving the impression we were driving on the moon. As night was falling we arrived at Chefchaouen, pearl of the Rif with white and yellow houses. That evening we enjoyed a good Moroccan meal on the local market for only 5 euro per person.

Monday, direction Meknes, imperial city, where we visited the kasbah at our leisure. A little drizzle accompanied us during most of the day.

From Meknes we headed south to the Atlas Mountains, traversing fields of onion drying-places. The weather became better enabling us to picnic in the shade of a large date tree. We managed to find a "picnic" tree every day, even on the outskirts of the Sahara.

Our next stop was Beni Mellal, a rapidly changing city, located in the centre of orange trees.

On Wednesday we headed straight into the mountains of the Moyen Atlas, along steep and sometimes difficult roads. The Tractions were at their best and the scenery was beautiful.

We spent the evening in Marrakesh - the vibrating imperial city, although it was a bit spoiled by so many tourists.

Early the next morning we were preparing for our ultimate challenge - the Haut Atlas Mountains via the Tizni pass of over 2000 m. It was a steep and winding road, apparently the most beautiful in Morocco. The views were breathtaking along a very narrow road. We were all praying not to encounter trucks or other heavy means of transportation as it would have been too difficult to pass!

Rally "Pertrac Dattier" in Morocco

Sometimes it became necessary to shift to first gear but we finally managed to reach the summit, where we were greeted by a few noisy donkeys. Before us we glanced on the landscape of the Anti Atlas area, goal of our rally.

We arrived in a more traditional part of the country where our Tractions mingled well with Renault 4 and 12's, as well as Peugeot light trucks. The October sun provided beautiful red and yellow colours.

We made a short stop at a local school to deliver part of our "goodies" – as part of our charity programme. "No photos please" was the response of the teacher, "I am not a Moroccan but a Berber".

We stayed two nights in Taroudannt, the fifth imperial city, enabling us to take a breather and visit the kasbah. One evening we savoured the traditional royal dish "pastilla", pastry with almonds and pigeon - sweet and sour.

As we headed more and more south the vegetation nearly disappeared. At one of our traditional picnic stops we encountered a Berber family living in a tent nearby. Adorable children curiously watched us - a smile for a toy was the deal.

We spent that evening at Tata, a small garrison town with friendly people.

On Sunday we departed for a long day, heading through the Sahara where we hit our most southerly point at Fom el Hisn before arriving at Tiznit for the night.

Last day in the mountains, we travelled through the heart of the Anti Atlas, before arriving at the Atlantic coast. Again beautiful scenery, winding and steep roads, we were struggling our way to Agadir. In the meantime we had

to repair a flat tyre at a local garage. A few heavy rain showers and fog delayed our advance - we just managed to wade safely through an immersed road.

From Agadir we followed a northern trajectory along the Atlantic coast where we had very nice and sunny weather. We visited a female cooperative producing Argan oil during our transit to Essaouira, former Mogador, with its famous Medina. That evening we enjoyed a special couscous meal.

On Wednesday we travelled north to El Jadidah, famous for its former Portuguese fortress. That evening we enjoyed local fish, no forks and knives, just eating with your fingers. It was great fun and again for a bargain of only 5 euro per person.

The next morning we were at liberty to visit the old centre and the kasbah. Early afternoon on the road again to taste oysters at the (hello mister Bond) '007' oyster farm at Oualidia, before arriving at Temara beach, favourite summer resort for the people of Rabat. We watched a beautiful sunset from our dining room. Life is not bad!



Rally "Pertrac Dattier" in Morocco

On Friday we travelled to Larache, sister city of Bergerac, where we were warmly greeted with traditional sweet mint tea by the Secretary General of the city. After an official photo session we delivered the remaining "goodies" to a local school. Our Tractions were delighted to get rid of the weight. We were all feeling sad as our last evening on Moroccan soil. Our local female guide Zoulika found us a typical restaurant where we had our gala dinner with sumptuous plates of excellent fish.



On Saturday we left Larache to visit the former Roman city of Lixus which is famous for its fish sauce "gaurm". Then departed for Tanger where we topped up with fuel due to strikes in France.

During the crossing of the Mediterranean we had a debriefing for all the participants. The conclusions were we all loved the many "faces" of Morocco and the very friendly and helpful Moroccans we encountered on our way. The Tracs performed well with us managing minor repairs ourselves but a few times with the assistance of local technicians. What was very "obvious" was that the only "Légère" in the group performed much better in the mountains than the 11BN's.

On our arrival at Sète there were lots of hugs, tears and a farewell until the next rally... somewhere in the near future.

**Ronald Knoth,
TOC member 1651**



The Footman James Classic Car Show took place at the NEC in November.

The theme was "Records".

Thank you to Mick & Moira Holmes, Bernie Shaw and all the members who displayed their beautiful cars, helped set up the **TOC** stand and volunteered to 'man' the Stand over the three days.

Photographs by Steve Wright



Paul Wybrow's C4 Roadster. This car took part in the Le Mans Classic car run in July driven by Antonia Loysen and Celia Stevens. See the article in the Sept/Oct *Floating Power*.



Jim Fox's 1936 Limousine



Peter Marley's 1954 light 15



Francois Lecot became a specialist in long distance events – 100,000kms in 111 days then, later, the first Paris-Moscow- Paris Run

When Andre Citroën first showed his Traction at the 1934 Paris Show Lecot realised he had found the car for another dream adventure.

Between July 22 1935 and July 26 1936 Lecot drove 400,134 km, (10 times around the world), averaging 1100 km per day.

Thank you to Steve Hedinger who produced the artwork and 'decorated' Bernie Shaw's 1936 Léger to represent this fantastic achievement.



David Boyd's Lt15 (white car) Roadster which has completed the record of driving Land's End to John O'Groats.

In the foreground is Allen Crisp's Roadster.

This car was built in Hanoi sometime in 1995/96 using the engine, gearbox and many other parts from a Citroën 11B.

The car was designed for long distance rallies and it completed the Peking to Paris Rally 2007.

Electric power steering for your Traction. Tony Stokoe.

As some may know after many years of stewardship, first of a 1939 Traction Roadster and later of a 1949 Big 6, I stopped being a Traction Owner over six years ago. I sold my lovely Tudor Grey metallic Big 6, known as Celia, to my friend Ian and soon regretted it! However, the opportunity to buy a fabulous 1957 Bentley Continental Fastback had presented itself, a model I have always lusted after. The example I looked at was the right colour and trim combination, was sound, if far from concourse and wasn't a silly price, in comparative terms... Plus she had power steering, a rare option. So a deal was done and the Traction was the most obvious car to sell.

Six years on and Ian decided he just wasn't using Celia enough to justify ownership and offered her back to me at the price he paid for her. My modest 'collection' of classics has been adjusted over the last few years and owning Celia again made sense, it felt like she was coming back home after an extended holiday. Indeed it very much had been a holiday. Over the 6 years she had done 1600 miles and although regularly serviced by a local, non-Citroen mechanic, Celia felt and responded like an old lady with bad arthritis when I took her for a test drive! She ran roughly and accelerated poorly and the brakes were downright dangerous, pulling alarmingly to one side. Still, she looked as good as ever and Ian agreed to pay any costs to have her mechanically sorted out. Citroen Classics in Staines did this and Darrin Brownhill transformed the car back to her old self. She had only been running on 5 cylinders and the brakes were badly seized, but now, once more, Celia romps along and stops as a Citroen should.

On getting re-acquainted with the 6, I soon remembered the main reason I had decided she was the one to go all those years ago. The steering! Six years of driving the Bentley with very light power steering, not to mention the SM and DS, meant I had forgotten just what hard

work Traction steering is at low speeds. I pumped up the tyres to a higher pressure and talked to Darrin about replacing the old universal joints with more modern CV equivalents, but he advised that this wouldn't lighten the steering particularly, the problem of the weight of the 6 cylinder engine over the front wheels would still be there. The only option was some kind of powered assistance.

I happened to see a short article in Classic and Sportscar on EZ electric power steering, a Dutch system which involved the fitting of an electric motor, the size of a small starter motor, to the steering column just under the dashboard. It wasn't cheap, about £1500 fitted, but if it worked I thought it would be worthwhile. It transpired that the UK agent and fitter, Mike Waters, was based in Teignmouth, just 20 minutes from my home in Devon, so I popped over to see him. Mike confirmed that he could fit the system to a Traction and that he had already done one car, a Light 15, and would be happy if I wanted to contact the owner. I was very encouraged by this; it is always good not to be the first in line when trying something new! I was further encouraged when I talked to Steve Southgate on the **TOC** stand at last year's Classic Motor Show who said he had fitted the power steering to his roadster and it had 'transformed the car'. My mind was made up and I booked Celia in for the work earlier this year.

Mike Waters had the car for three days and when I picked her up all that could be seen of the EZ Power Steering unit was the neat control dial, mounted onto the bottom of the dash. On close inspection the electric motor and wiring can be found underneath the dashboard on the steering column but it is very neatly done and quite unobtrusive. On starting the car, a slight click can be heard, which is an indication that the power steering is on and fully operational. We set off down the road for a test drive, and at first I found little difference, until I discovered that the level of assistance was set low on the adjustment dial, a slight tweak and whoops - I had to be careful! On turning into a side road I applied the usual

force required to turn the wheel and almost had the car on its side! However I soon learnt that reduced levels of input produced rewarding results and one is able to appreciate the accuracy of the Traction's steering without the previously required monumental effort to turn it. I always argued that Celia could go round corners as if on rails, the only limitation being my ability and strength to turn the wheel quickly enough. Now that has all changed and the steering is not only precise, but also light and quick, retaining a natural feel with an element of self-centring. The assistance is speed/load sensitive, so there is more assistance at lower speeds. Not surprisingly I would say that the Big 6s steering with power assistance is now very like DS steering, though of course that is at the level of assistance I have set it at, others may want more or less assistance.

My one concern had been that the electric unit would draw a lot of power from the generator, but there is no noticeable change on the voltage

gauge and the charge remains as healthy as before. Of course the steering unit is only drawing power when steering assistance is required, unlike a hydraulic unit, which is working all the time. Should the assistance fail with the electric unit the car's steering would just revert back to being unassisted as before, but you would of course still have usable steering.

I am quite delighted with the EZ power steering installation and would recommend it to anybody who finds the steering on his or her car too heavy. I now find I am taking Celia out much more regularly on short and local runs, something I avoided in the past if there was lots of awkward manoeuvring involved. Now the awkwardness has vanished!

EZ Electric Power Steering UK
01626 770 400
info@ezpowersteering.co.uk



France 2006

It all started during the Belgium ICCCR in 1998. We had been camping for a few years on rallies but the wind & rain we endured in Chevetonge was the beginning of the end of our 'camping under canvas' days. For the next International in Europe we decided to buy a caravan to tow behind our 1954 Normale.

By 2003 we still hadn't found a suitable caravan and were beginning to give up hope when Peter and Sue Simper, while visiting Jean Budgen, saw a small caravan under a cover in her back garden. On enquiring they were told that the caravan, a 1955 Eccles Coronet, was purchased by her late husband with the intention to restore and then tow behind their Traction. Unfortunately Les had passed away before he could make a start on the restoration. Peter told Jean that if she wanted to sell it he knew just the person who would be interested in buying it! Shortly afterwards I contacted Jean and we made arrangements to visit her that May as we were in Sussex taking part in the London to Brighton Mini Run in my RSP Cooper.

It looked a bit forlorn as we walked down to the bottom of the garden and saw this little caravan under a blue tarpaulin but we decided almost there and then to buy it but before we collected it I needed a plan on where to keep it and how I was going to restore it. Peter offered to help collect it and my parents said I could use their driveway to work on it as I had no space at home. So a date was set and Peter and I went down to Horsham after work one day in June that year to collect it. As it had not been moved for a few years we checked the tyres and brakes. The brakes were rusty but working and after checking the lights we were off. Peter said it towed well behind his BX so the omens were looking good.

I decided to find out a bit more about what type of caravan it was. Built in 1955 by Eccles of Birmingham it is a Mk III Coronet with 3 berths and classed as a lightweight caravan with an all metal aluminium outer skin over a hardwood frame and a hardboard



interior. The unladen weight of 700 kgs was ideal for towing behind a Traction and after further investigation with The Historic Caravan Club they advised me that only two Eccles Coronets are listed on their register.

The first job was to clean off the years of muck and give it a good look over. We knew about the rotten window frame in the main window but I found a few more areas that needed work on as well. The chassis was solid and the interior looked like it just needed a clean. I thought a quick rub down and then a coat of paint and it'll be ready. This was not to be. Unfortunately after repairing the framework the new paint reacted badly and so a complete back to bare metal was required. Work and weather slowed things down and two Christmas's had passed and it was still outside my parents house but in that time I had completely removed all the paint from the outside except the roof and I had stripped out completely the interior, rubbed every surface down and re-varnished all woodwork including rebuilding the wardrobe. I was now ready to paint it. During the restoration my company had taken on a second warehouse and so I moved 'eccles' to my workplace for the final preparations before painting.

We had decided early in the year (2006) to do a tour of France in the Traction and caravan. I have to say at this point that this was before I'd even put a coat of paint on it! The holiday would also include taking part in the Brittany rally which we had not been on since 1999. Anyway 'three years' into an estimated six month restoration I spent quite a few evenings and weekends from Easter onwards finishing off the project. All went well except the paint. I'm still not

happy with the finish so this winter I might just rub it down and try again.

Finally on the last weekend in June 2006, we took it for its first run and all went well so the omens were good for France. We had booked to leave on the early evening train on Friday 7th July via 'Le Shuttle' as it was the cheapest way we could find to cross the channel but it did make it a much longer journey down to the Vendee which was where we were going to spend our final week. We booked to stay in 7 campsites over the 3 week holiday and everyone was in a different region of France. The first was Camping La Bien Assise at Guines. This campsite is just 8 kms outside Calais but a wonderful oasis of peace and tranquillity. It was beautifully kept and we have visited this a few times since. The next day the weather was glorious as we started off for the next campsite at Beuzeville, Normandy. We crossed over the Seine and arrived late in the afternoon at Camping Domaine Catiniere, a campsite located deep in a valley just south of Honfleur. It had obviously been raining as the pitch was a bit soft but for us it had been sunny weather all day. After a long day we decided not to cook but to get a takeaway that was available on site. Great choice of food and served on real plates! The meals were delicious but we had to wash up afterwards and return the plates clean. It rained quite heavily that night but it was a clear blue sky in the morning and so the awning dried out enough to pack it away by the time we were ready to leave for the next campsite at Dol de Bretagne in Brittany.

The journey across Normandy was hot but without problems and we made good time to reach Camping Le Vieux Chene by mid-afternoon. We were getting quite good at putting the awning up now and set up camp very quickly and then spent the rest of the afternoon walking around the campsite grounds and relaxing in the sun. Again this was another picturesque campsite and the pitch we had overlooked a lake. The next day was going to be our longest as it was quite a distance down to the campsite La Parc Sainte Brigette in La Turballe but by now I was getting used to towing. The French really loved our outfit. On one occasion we had stopped in a lay-by for a break and a van pulled in behind us. Out stepped a swarthy well built man in his fifties who made his way over to us and then



proceeded to tell us he was of gypsy origin, he praised us on our outfit and said how it reminded him of his parents caravan when he was a boy.

When we arrived at the campsite near St. Nazaire, the owner Brigette was overwhelming in her appreciation of both our car and caravan. She knew we were taking part in the Club Des Traction Avant De Bretagne rally and gave us a lovely pitch in the centre of the campsite. It was the best site we had been to so far and it was nice to have a couple of days to relax before the rally started. I was still amazed at how well everything had gone. No problems with either the car or the caravan. The engine that was rebuilt in 2005 coped well and we managed, once we got up to speed, to cruise at 50 mph without too much trouble. We spent the next day visiting the local town of La Baule where we had a very nice lunch overlooking the harbour.

The Brittany rally was actually starting from a town about two hours north of where we were staying so on the Wednesday we left to go to Pielan-le Grand. The car without the Eccles was like a dog off its lead, fantastic acceleration or so it appeared after towing over 850 kgs half way across France! After a week in the caravan we were all looking forward to a comfy bed but the hotel was a disappointment although the breakfast was very good. The next day we all made our way down to the start of the rally outside the Hotel De Ville. The rally has been written about in a previous magazine (October 2006) under a very dubious title by my daughter Miranda but any Traction

towing a caravan and carrying four people is going to feel like it's clapped out!!!

One thing she didn't say was that on the first day of the rally we had been requested in advance to have a full tank of petrol and a picnic lunch ready before the rally started so that time would not be lost on route. Surprisingly the rally started pretty much on time but after only 10 minutes on the road we all followed the French contingent into a supermarket for fuel and food! Anyone who has been on a Brittany rally will know that time keeping is not usually well adhered to and this was to be the case on this rally too.

The rally finished on Sunday and was heading north towards Combourg but as we were heading south for the Vendee we didn't join in on the last day. Our parting gift from the French club was a garage thermometer and this was placed in various places in and around the caravan to record what the temperatures were. It had been hot every day since we had left the UK and on this day it registered 35 C in the shade, 37 C in the caravan and it went off the scale at 50C in the awning!!! This was our last day in Brittany and we had a quiet day around the pool and visited Guerande in the evening. This is a pretty, medieval walled town just a few miles down the road from the campsite but strangely wasn't part of the tour.

On what was our second Monday in France we left La Turballe with promises to return, crossing the Loire at St. Nazaire and journeying south through various villages including one called Pornic. We didn't stop to find out the origins of the name but it certainly made me curious all the same. A lunchtime stop found us by a bridge over



a small river just before Aizenay. A delightful picnic was had at the river's edge and is typical of the reasons why we love France so much. The peace and tranquillity of the area was so different to home.

We reached Camping Las Ecureuils in Jard sur Mer in the Vendee late in the afternoon and set up in a busy campsite by the sea. La Rochelle was about 30 minutes further South and what a wonderful place to visit. We had a great week in the Vendee but all too soon it was time to head home. On the way back we stopped at Le Mans and then Jumieges near Rouen. A fantastic time was had by all and we look forward to many more holidays in France.

Andrew York

TOC CLUB SHOP

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

Contact Barry Curtis.

22 Kings Drive, Pagham, Bognor Regis, Sussex PO21 4PY
Tel/Fax +44 (0) 1243 266 129 email shop@traction-owners.co.uk



Brittany Rally 2008 – Photo Chris Hodgson

Date	Event	Location
2011		
January		
29th – 31st	Auto Retro	Brugge, Belgium
February		
2nd – 6th	Retromobile	Paris
March		
4th	34th Classic Salon	Antwerp
30th – 4th April	Technoclassica	Essen, Germany
April		
17th	Drive It Day	For details of events in your area contact your Section Co-ordinator
29th – 2nd (May)	A Taste of Holland	Tour of Holland (see page 35)
May		
28th – 29th	La Vie en Bleu	Prescott, Gloucestershire
July		
22nd – 23rd	TOC Annual Rally	Chatham, Kent (see page 34)
September		
9th – 11th	Carcassonne Rally	Carcassonne, South West France, organised by Hans P Durr
16th – 18th	Circuit des Remparts	Angouleme, South West France.
October		
14th – 16th	War time Weekend	1940s weekend based around the North York Moors Railway. Details from Mick Popka.
November		
11th – 13th	Classic Car Show	NEC, Birmingham
13th	Remembrance Sunday Parade	Elvington, Yorkshire
TBC	TOC Dinner & Dance	TBC
TBC	TOC AGM	TBC
2012		
July/August		
TBC	TOC Annual Rally	Shropshire. Details to follow
August		
16th – 19th	15th ICCCR	Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk

Please send details of future events to: events@traction-owners.co.uk or by post to the Editor

TOC Annual Rally 2011

22nd/23rd July – Chatham, Kent

- Highlights:**
- Chatham Historic Dockyard
 - Chatham Maritime Retail Outlet
 - The Nelson Brewery
 - Plus many other attractions for your Tractions...

The **2011 TOC Annual Rally** will be centred on the host town of Chatham, or to be precise, Chatham Maritime – the bit right next to the tidal bit of the river Medway.

Chatham Historic Dockyard is a fascinating place and will have something of interest for everyone to see. It's not just the place where Admiral Lord Nelson's flagship "the Victory" was built.

Oh, and speaking of Nelson- we've managed to arrange access to the Nelson brewery, a small private brewery which is situated within the grounds of the Historic Dockyards. I suspect a small minority of you may wish to avail yourselves of the opportunity to visit this small but thriving establishment...

Adjacent to the Historic Dockyards (literally within walking distance) is the Chatham Maritime Retail outlet centre – set right next to the Marina with the usual array of shops galore and many different eating places from Mexican to Chinese including the recently refurbished Ship & Trades pub with seating outside against the quayside.

If you find you have free time (and hopefully you will) you could take a trip on the Medway on the Kingswear Castle, a coal-fired paddle steamer that is moored at the Historic Dockyards. Or visit Dickens' World, a place that celebrates the life and times of one of the localities most-famous past-residents, the novelist Charles Dickens. Or maybe - 'ello 'ello - the Kent Police Museum... which appears to have Dr Who's Tardis parked outside last time I looked! Or was it really just a police box?

Accommodation is close by in the form of the Ramada Encore hotel, which has secure parking and is in walking distance from all of the above. There is also the King Charles Hotel, which is slightly cheaper and approx 2-3 miles away.

On the Sunday we will venture forth along the byways of rural Kent and proceed in a round-about-way to the Museum of Kent Life where we can enjoy an idyllic sunny summer's afternoon transported back in time - to times past when the pace of life was far less hectic but work tended to be much, much harder and more physical than it is today! This is an open air venue with many historic buildings all carefully preserved and displayed to portray typical working life in Kent in Victorian times. Lots of green space to park up our beloved Tractions and have a general chin wag and inspect each others' trusty vehicles. And maybe an award or two may be made, as in the time-honoured fashion of this event.

Also adjacent to this venue is, once again, the River Medway, and the Malta Inn, a great place to eat out; also, river pleasure cruisers operate from here up the Medway and back to Maidstone Town and beyond. (Perhaps an option for those not enamoured of the finer details of hop harvesting and so forth?)

More details will be forthcoming in the next issue of *Floating Power*, by which time the matter of cost will have been buttoned down as well.

Anyway, hope this has been sufficient to whet your appetite and I look forward to seeing you all in July.

Chris Hodgson

"A TASTE OF HOLLAND" Tour...

From Friday 29th April – Monday 2nd May

A Traction rally in the Netherlands especially for TOC members.

"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 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).

Saturday 30th April

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.

Sunday 1st May

The day starts 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.

Monday 2nd May

The 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.

Ton & Arnoud

More details are in the Nov/Dec issue of *Floating Power* and on the TOC website:

<http://www.traction-owners.co.uk/sections/world/Taste-of-Holland-2011.htm>

Booking form is available from the TOC website or from Bernie Shaw – address on page 3.



15th ICCCR



UK YORKSHIRE 16-19 August 2012

Special advance payment discount for 15th ICCCR Extended to 31st March 2011

BOOK NOW AND SAVE!!

Car and Driver £50

Passenger (>16 years) £10

Price includes free on-site camping for up to 6 days and entrance to all displays.

Based upon current estimates the price in 2012 may be **£100 and £20** respectively.

Book now and benefit from this attractive advance payment discount.

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Book on-line today at www.icccr2012.org.uk

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

Questions? See <http://www.icccr2012.org.uk/FAQ.htm>



Event of the year 2012



www.icccr2012.org.uk

Classified Adverts

- 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.
- Ads for accommodation from members are charged at £6 per insert.
- Members' ads should include your membership details or payment.
- Ads from non-members cost £12 per insert and must be accompanied by a cheque payable to "The Traction Owners Club Ltd."
- 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.
- 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.
- Ads for VIN plates, V5 documents etc. will not be accepted.
- Ads received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.
- 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.
- 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.binary.co.uk/chequescam>

Please send adverts to the editor.

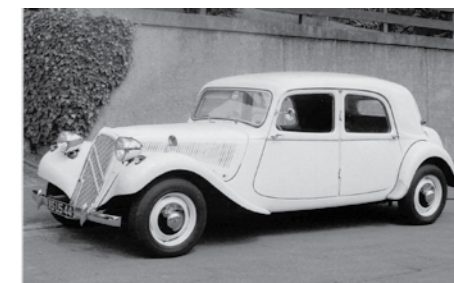
FOR SALE: 1955 Citroen 'Big 15 Family' Luxury saloon, RHD, finished in Old English White with cream leather upholstery and red carpeting, with the option of 5 or 8 seat configuration. Totally rebuilt from shell up to highest specification with every single component renewed, replaced or rebuilt. One 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 also see <http://uniquetroen.wordpress.com/> for photos and fuller spec.**

FOR SALE: 1952 11B Normale. LHD. Black. Much work recently done, including recon. engine, gearbox, and radiator, 12 volt conversion and new tyres fitted. Refurbishment also to bodywork. Garaged (in London) and in everyday use. £7,500. **Please telephone Nigel Bowden 0208 835 8161.**



FOR SALE: Citroen Traction Avant 1954 Rally car. Ex-Lord Sainsbury. Completed centenary 2007 Peking-to-Paris. Over £30,000 invested in upgrades. Fully rally prepared. Special equipment, frame and suspension. Dual fuel tanks. FIVA Papers. Mille Miglia eligible. Just serviced. Asking £9,500. **Contact +44 7818 250097 or email: william@Sherrard.eu**

FOR SALE: 1955 11B Normale, LHD, in Bleu Nuit (original colour), body and mechanicals in excellent condition, rust-free - no welding ever required. Always garaged and only used in summer months. Recent work includes new carburettor, complete re-wire, Kenlowe fan. Present owner for 16 years, imported to UK in 1989, UK history including invoices and photos of work carried out. Current MOT until Feb 2011 - will be sold with new MOT. £8,000. **For further details contact Barry Lockyer 02380 402237 (Hampshire).**



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: 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)**

WANTED: Parts to convert Paris built 15/6 to 12 Volt. Dynamo, starter motor, regulator, wiper motor. **Frank Button 01284 828563, membership number 585**

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.vintagetyres.com

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: 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.

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: 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

WANTED: Pre-war 11BL with current MOT. Please call Julian on 07957-291 888 (London)

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