



***Floating
Power***

March/April 2011



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

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard

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

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Missing magazine?

Please contact John Oates

01629 582154

membership@traction-owners.co.uk

The closing date for input
for the May/Jun edition
of **Floating Power**
is Friday 18th March

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

2182 Mr Mark Buckley, Hampshire
2183 Mr Adrian Bott, Kent
2184 Mr Mike Cookson, Powys
2185 Mr Gérard Griand, France

welcome

This, the March/April 2011 edition of Floating Power, is the first to be compiled by me, Den Hewitt, your new editor. I hope not to disappoint as the work of all the previous editors is a hard act to follow.

To all you budding photographers out there I need to say something about digital photograph submission. For a photograph to be suitable to span the front and back cover of the magazine it has to have been taken with a minimum of an 8 megapixel camera set to Fine or Best Quality and the shot to be landscape. Also the car(s) need to be either in total shot or on the right half of the picture. Other photos inside the magazine can be of a lesser quality and the position of the subject matter is not important but please try to take the best you can. Regarding internal magazine photo's if all you have is a camera phone send the photo in anyway. I'll let you know if it is not of good enough quality. Printed photo's sent in can only be used inside the magazine.

For an internal calendar photo submission the digital camera can be less than 8 megapixels but again be set to Fine or Best Quality and the shot to be landscape. The calendar front cover photo needs to follow the same criteria except that it needs to be a portrait shot.

I wasn't able to find a photo with sufficient definition for the cover so I had to use one of mine. Please can I have some Fine or 'Best Quality' photo's submitted as I need a cover photo for the next issue.

One other request if you have a classified advert appearing it would help me a lot if you could let me know when you no longer need the advert to appear.

There are a great many members that were affected by the snow last year but - tongue in cheek - I would like to know how I have upset Ullr the Norse God of Snow as here in the part of the West Country where I live the snow did not really hit us hard.

However the 'phone rang at around 4pm on the 30th November last year and it was a TV production company asking if I could supply a Traction for 3 days filming for a remake of 'Room at the Top' for the BBC. My reply was yes but subject to when. "3rd, 9th and 16th December" was the reply "and we can pay £500 a day". "You mean 2011" I said. "No, 2010 in the Leeds Bradford area". I had to say no. I was gutted as there was no way I was travelling to the Leeds/Bradford area from Bristol on the 1st or 2nd December. Hopefully those of you in the Leeds/Bradford area will not call me a wimp but I have no trailer or transporter and anyway the particular Traction they wanted was booked for a wedding on Sunday 19th December in Bath and I couldn't risk a problem with it.

It would seem that problems with calendars were not only limited to the TOC. I was given a 2011 calendar of Citroën Classic Cars and there gracing the November page was a right hand drive Cabriolet supposedly manufactured in 1963! It is in fact John Braithwaite's 1940 Light 12 7C4 Roadster.

Finally, as has been said many times before, Floating Power is your magazine and needs your input. Please keep it coming and if you have submitted something that has not been published then please send it again. If I should be deluged with back mail then please remember that the magazine is limited to 40 pages. I will do my very best to publish as soon as possible

Thank you and I hope you enjoy my 1st issue.

Den Hewitt

COVER IMAGE:

May 1936 to May 1946 11AL/BL bonnet.

Permission to reproduce the image kindly given by Auto Express magazine.

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TOC Committee

The members of the committee of The Traction Owners Club are 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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President's Ponderings



Thanks to Den Hewitt having stepped up to the challenge, the foreseeable future of FP is again assured. As I have already said, some changes will be inevitable but I am confident they will grow on us soon enough and Den will continue to produce a magazine that the TOC will be proud of. The King is dead - Long live the King. Special thanks too, to Bev & John Oates for filling the gap last month to ensure continuity at that most difficult time.

As my last PP was devoted entirely to the editorial situation I shall now mention some of the things I would have preferred to have talked about then.

Overall 2010 was a good year for the TOC with excellent rallies at home and abroad. Also at home, two new Area Reps came forward to revitalise the East and Mid Shires sections and a new NE Section has been created. I want to thank all members who ensure the Club has such a good social scene locally, nationally and internationally. (I am also indebted to Paul De Felice who has agreed to take up the mantle of Social Secretary).

The November Classic Car Show could have been a disaster for us since the new co-ordinator Michael Simpson had a very serious accident, rendering him bed-ridden from the middle of the year. Once again Mick & Moira Holmes stepped in and kept the wolf from the door by handling the paperwork for us – despite Mick himself being wheel-chair bound after a knee op. As the pictures in the last FP show, our stand was again a credit to the TOC, although perhaps lower key than in previous years. Looking forward, I am pleased to say Michael is making a good recovery and will be “on seat” to oversee the 2011 show.

During 2010 the TOC faced several major administrative tasks too. Increased spares turnover necessitated VAT registration, we were obliged to stop accepting credit card payments by e-mail and, due to changes in the law, the club rules and articles had to be revised.

Terence McCauley very kindly assisted Treasurer, Tony Malyon, in his dealings with our financial advisers and the VATman so we are now compliant. In general VAT will need to be applied to all sales but the membership fee is still an area of uncertainty and under debate with the authorities. The TOC can still accept credit card payments in person or over the phone but Mick Popka ensured little time was lost in arranging a PayPal account to allow continuing acceptance of e-mail payments. This new system is working very well indeed. Alec Bilney, Andy York and Brian Brockhurst put in countless hours between them to ensure the new (revised) set of articles was completed in time for agreement and acceptance at the November AGM. Thanks gents!

The AGM weekend in Daventry was very enjoyable and thanks must surely go to Phil & Sue Allison for having a son in the hotel trade! The Staverton Hotel was well located and a superb setting for the social evening and the Sunday meetings. It also afforded excellent accommodation and leisure facilities at a very reasonable price. Despite a bit of a squeeze in the AGM meeting room I have heard nothing but positive feedback concerning the whole weekend and the Club has already made a tentative reservation for November this year – with a larger meeting room.

The 75th (Arras) organisation was officially wound up at the end of December by which time further miscellaneous sales had resulted in a sum of 3000 Euros in the bank after payment of all commercial invoices. The organisers agreed that this sum, plus all remaining stock of memorabilia and promotional materials, would be divided equally amongst the four organising clubs to partially offset the unpaid loans. As advised at the AGM, the TOC had written that loan off in the 2010 accounts so the 750 euros we shall receive (= 30% of the sum “loaned”) and any subsequent income from sale of the other items will therefore be straight “profit” for the Club.

And so, back to the present The Amicale Citroen Internationale (ACI) AGM will be held on 5th February to coincide, as always, with Retromobile in Paris. This year the meeting itself will be held at Citroën’s Racing Facility in Versailles (sounds like a very interesting venue).

This year’s meeting will be special in that the agreement will be signed between Automobiles Citroën and the ACI, guaranteeing general and financial support of the ACI. We also expect the organisers of the Yorkshire ICCCR will sign their “2012 Event of the Year” agreement with the ACI, thus finalising the partnership and guaranteeing Automobiles Citroën’s full support for this prestigious UK event.

The ACI is an umbrella organisation for all Citroën Clubs, worldwide. Every country is allowed two ACI Delegates and Barry Annells and I have represented the UK for some years now. However, Barry has decided he must now stand down so, between the three UK clubs, CCC, 2CVGB and ourselves, we have selected Vic Moran (ex 2CVGB Chairman), to take Barry’s place. In addition, the UK also has one Honorary ACI member, David Conway.

And finallythe Légère passed its MOT last week so I am looking forward to getting out and about as the days grow longer. Happy motoring one and all!

Bernie Shaw



Not a lot has happened since my last Chat – I think it is due to winter and the local pantomime taking up all of our free time. John is still working on our Traction and is “itching” to get it back on the road ready for the Spring.

Thank you to all the members who have contacted me regarding the last FP – I am pleased to say that the majority of comments have been favourable. It is interesting how many of our older members liked the larger print on the first few pages – I make no further comment!

I wish Den every success as he now develops FP further – Den needs your articles and news if it is to continue as a 40 page magazine.

I hope there will be a Drive It Day event in April close to you so we can all go out and enjoy our Traction – except John & I might be driving around in old Sprite instead (at least she is 38 years old!)

Bev Oates

TOC News

IN COMMITTEE - JANUARY 2011

Meeting held on Sunday 23rd January in Steventon

Excellent attendance at the first meeting of the Year. Bev welcomed Paul De Felice back onto the Committee; Dennis Hewitt as our new Editor who has also agreed to be part of the Committee; and to thank Debbie Harding for taking over as Secretary.

Floating Power – Bev & John Oates were thanked by the committee for producing the last issue. Dennis keen to get articles from members and to get FP printed on time. It was agreed to suspend eFP for the time being until its purpose and frequency has been discussed.

Website – Thanks given to Mick Popka in his absence for continuing to keep the website updated. FP will appear in the members' only section once members have received their hard copies. Social Scene and Adverts will be posted in the public area.

It was also agreed to return the spares shop back into the public area But explaining the TOC can only sell to members. A future development is an e-store on the website so members can buy goods from both the club and spares shops.

Finances- we are still awaiting a refund from Arras and an update on VAT.

Social – Paul De Felice has taken on the post of Social Secretary.

The ICCCR rally in 2012 has been brought forward by one week and the venue changed to Harrogate. A lot more detail will appear in the next FP.

Stan Platts has resigned as the area rep for the Northern Section.

Spares – a sub group is looking at developments to the club tools and has agreed a set will be sent to the new NE section. Chris has agreed to write articles for FP to update members on what is available from the TOC shop, new parts stocked etc. Chris has been working on the new price list in light of changes to VAT so a new version

will be printed soon. Chris, with help from Alec Bilney, is working on a photographic spares catalogue to help members identify parts they wish to order.

Next meeting will be a conference call on March 30th.

CONTINUOUS INSURANCE ENDORSEMENT

More from the DVLA courtesy of Simon Saint who contacted Ian Davies, Communications & Stakeholder Management, Continuous Insurance Enforcement Project 2, Change Delivery Portfolio who advised - When Continuous Insurance Enforcement (CIE) is introduced later this year, generally vehicles will need to be insured at all times, not just when in use on the road, unless a SORN has been made. However, there is an exemption from CIE for pre-SORN vehicles that have been kept off-road since before SORN came into force on 1st February 1998. These vehicles will be **exempt from CIE and not be required to be insured or a SORN made under the new law, unless they are brought back into use.** If a pre-SORN vehicle is brought back into road use and taxed, then the exemption no longer applies and a SORN should be made for the vehicle if not being used in the future.

Other exemptions under CIE will include vehicles recorded as stolen, or whilst recorded as 'in trade' with a motor dealer.

The DVLA cannot yet give an exact commencement date for CIE as the Regulations required have not yet come into force, but it will be later in the Spring.

Announcements will be made in the press including through specialist magazines and websites once the commencement date is finalised.

Some information on CIE can currently be found at www.direct.gov.uk/stayinsured, but this website will be updated soon with more information included for classic and vintage vehicle owners.

Just in is the latest FBHVC newsletter (No1 - 2011) and this has the following:

“There was a very comprehensive article in the last issue of this newsletter about CIE, but since then there have been some very misleading reports in the press about the subject and consequently a large number of enquiries to our office. The truth is that vehicles must be insured if they are taxed for the road, or they must be subject to SORN and parked on private property. It is clearly not sensible for vehicles off the road to be required to be insured as has been printed in many press reports.”

MORE FROM FBHVC Newsletter No1 - 2011

This issue covers:

Legislation: The key issues discussed with the Transport Minister by the FBHVC

Fuel: The DfT commissioned report from QinetiQ, published in the public domain in January, on increased biofuels content and the effect that it would have on historic vehicles.

Roadworthiness Testing: FIVA's meeting with the European Commission to discuss options.

Reconstructed Classics: Dating letters.

Rebuilt Vehicles Guidelines: Retention of an existing registration number

Trade and Skills: Endangered skills, procedures and documentation, parts and tools and tooling.

Owners Clubs News

Drive It Day, 17 April 2011: There is a dedicated page of events on the FBHVC website,

The Lakeland Motor Museum, Leven Valley, at Backbarrow

A copy of this FBHVC newsletter can be found on the FBHVC website at

<http://fbhvc.co.uk/2011/01/31/newsletter-no-1-february-2011/>

and on the TOC website.

TV and Film Agency

Film, TV and Photo shoots are prepared to pay £500+ hire fees for interesting and unusual cars and motorbikes to appear in foreground and background in movies, TV dramas and photo shoots for magazines and billboards.

Art department set decorators, property masters, stylists and production buyers are continually looking for fresh and previously unseen vehicles for various productions. They need cars, such as Citroëns, dating from every decade of the past 120 years.

You may have briefly thought that you would like to see your car on screen, but quickly dismissed the idea as impractical because you don't know who to contact, and perhaps believe that your vehicle is located too far from any TV or film studio.

Each year thousands of productions are filmed on location countrywide - movies, television dramas, TV commercials, documentaries, photo shoots for billboards, magazines and book covers, trade shows, presentations, window dressing etc - and they all need props.

This new website, www.movieproppay.com, was launched on 1st November, from within the industry, to enable art department personnel to search for and source vehicles and other props from anywhere in the UK.

At www.movieproppay.com you can upload photographs, a description and owner contact details. The art department will contact the owner directly to discuss a hire fee. The cost to showcase each vehicle is £10 per year. There are no further fees, costs or commission.

And there are added bonuses: in addition to the kudos gained by seeing their vehicle on screen, the owner may be paid as an extra to drive it through the shot. (And if a production turns out to be a box office/TV smash hit, the value of the vehicle is enhanced by becoming film memorabilia!)

SEAFRANCE FERRY DISCOUNT

SeaFrance is the only French operator on the Dover-Calais route, offering an authentic French experience even before you arrive in France. Onboard the SeaFrance fleet, you will find a choice of stylish bars and restaurants to suit your taste.

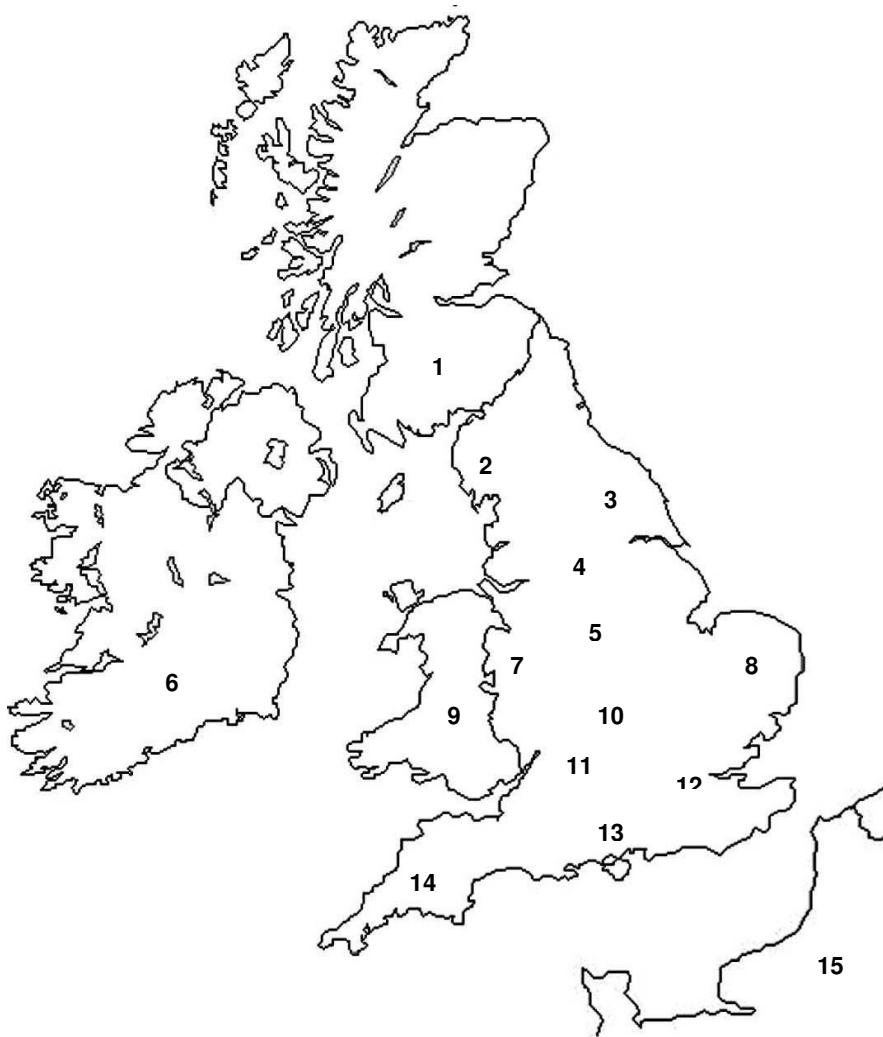
PLUS SAVE 10% on fares...

As a valued member of the Traction Owners Club, you qualify for great savings on your 2011 cross-Channel fares. Just call one of our Travel Consultants on 0871 22 22 500* and quote offer code **CTA** to make your booking or visit seafrance.com entering the promotional code **CTA**.

* Calls to this number are charged at 10 pence per minute from a BT landline, calls from other networks and mobile operators may vary.

Terms & Conditions
















1. This discount applies to standard SeaFrance rates but is not available on promotional fares or any other offer.
2. Return travel must be completed before 30 December 2011.
3. This promotion can be withdrawn at any time without prior notice.
4. Travel is subject to SeaFrance's full Terms & Conditions of Carriage – a copy is available on request.
5. Proof of eligibility for this offer will be required at the SeaFrance check-ins; failure to produce such proof will result in a surcharge being levied prior to departure.



Section Co-ordinator



Club Tools Holder

- | | |
|---|---|
| <p>1 Scotland  New Area Co-ordinator required to volunteer contact Bernie Shaw</p> | <p>9 Wales  New Area Co-ordinator required to volunteer contact Bernie Shaw</p> |
| <p>2 Lakes and Border  Bob Cuppage - Low Park, Skelwith Bridge, Ambleside, Cumbria, LA22 9NP 01539 433391</p> | <p>10 Mid-Shires  Nick Thorne - Twyford, Buckingham 01296 738833
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Section Scene

Scotland

A new area co-ordinator is required for the Scottish Section. To volunteer contact Bernie Shaw.

Spring Weekend Break

Yes, it's approaching that time again, folks. Our annual break has been 'on tour' of late, and we have had great weekends in the past at both Blair Atholl and Dunkeld, but this time we were asked to look at returning to Perth, as the ladies in particular wish to be able to visit, shop and sightsee on foot and take in the many attractions that Perth has to offer.

So, - yes - this time we are returning to Perth.

We tried 6 hotels in Perth - prices were very high indeed! But we have secured a good deal (less than half their published price) with no other than our old favourite, the City Mills - but now very much upmarket - now called the Ramada Jarvis, Perth. Most regulars from all Sections know it well - private car parks, fantastic buffet breakfast, sumptuous surroundings etc., and here are the details.

Dates Friday 1st to Sunday 3rd April 2011

Venue The Ramada Jarvis Hotel, West Mill Street, Perth, PH1 5QP tel: 01738-642800

Prices £45 Bed and Breakfast, £50 Dinner, Bed and Breakfast per person per night based on 2 persons sharing room (suggest DB&B both nights). Extra nights at same rate

There is a supplement for single room occupancy.

To Book Telephone Central Reservations on 0844-815-9105, then select option 1, or 'phone the Hotel on 01738 642800, select option 2 (Gillian) and when answered quote Citroën Car Club Special Deal - booking reference 3076863

The upstairs function room will be available for us on the Saturday night, and our Robert Cunningham will provide music from his 'Magic CD Box' to relax to and listen or dance to depending on your wishes.

This is a great weekend event at greatly discounted prices, and to make it even sweeter, we have decided to give £10 per person (£20 per couple) in cash from CCC Club Funds to help cover the cost of your weekend.

Our weekend is open to all members from all Sections, including our friends from 2CVGB/Ecosse and the Traction Owners Club, along with their friends and family etc. The Hotel is provisionally holding 20 rooms for us, so make that booking now!

Sheila and Andy Burnett

Surrey, Hampshire & Sussex Borders

Christmas lunch seems quite a while ago now, but I



have received some great photographs from Martin de Little that I thought we would share.

In the last report I omitted to mention that the caption competition and the quiz were won by Margaret and Michael Rolfe.



Although several members were still recovering from various bugs and were unable to attend our first meeting of the year, never the less ten of us made it to The Fairmile and had an enjoyable

natter and lunch. We were able to discuss the ideas I have put together for our outings in the Summer.

Our future meetings :-

March 20th meeting will be held at the Fairmilie Portsmouth Road, Cobham, Surrey, from 12 noon in the Cedar room.

April 17th is Drive it Day, We will be joining the South Hants Vehicle Preservation Society. They are negotiating with the local council to hold a gathering on Southsea Common from 11 a.m. If you would like to join the event and convoy down we would be leaving The Fairmile at 9 am. These arrangements still have to be finalised therefore please contact Helen and I will keep you updated.

May 15th. We have planned a visit to Whitchurch Silk Mills in Hampshire. There is an exhibition of Traditional Japanese embroidery. For a group booking with a guided tour we need over 10 people. Please contact Helen to book your place.

June 19th. We are planning to visit the Coultershaw pump. TBC.

For details of future planned activities contact:

Helen Shelley or John White

e-mail: helenshelley@msn.com

Telephone: 02083 307216 or mobile 07790 530383

West of England Section Devon Day Out

Sunday 17th October was one of those wonderful autumn days that Britain manages to produce from time to time. The sun was shining in a cloudless sky, the early light frost had melted, the trees were a beautiful russet colour, and the Traction was running well. What more could we ask? The answer was a gathering of Tractions from the combined forces of the West of England and South West Sections. The venue was Bicton Park near Budleigh Salterton in South Devon and the organisers were Walford and Frances Bruen – a guaranteed recipe for success.



The South West was represented by the Speirs, Hardings, Mains, Studleys, Vickerstaffs, new members the d'Olleys, not forgetting the Bruens. The West of England comprised the McAuleys, Greens, Hewitts, Malyons, Ogbornes, and Webbs. Noel Hutchinson of Drive-It Day fame arrived in his red 2CV.

There was an interesting selection of cars. The two much admired roadsters were Dennis Hewitt's and Walford Bruen's. The two Commerciales belonged to Terence McAuley and new member Nicholas d'Olley. The 15CV découvrable "Indo Chinoise" had conveyed the Hardings from North Devon and Tony Malyon's silver and blue Normale had crossed the mighty Severn and made it to Bicton. The

Greens were in their 11 Légère and the Speirs in their small boot Normale.

Walford, not content with bringing just his roadster, had also brought along the 1935 Big 15 and his Rosalie "Ten" thanks to the additional driving efforts of Vic Vickerstaff and Co.

Noel Hutchinson was in the red 2CV as his Traction is still in deepest, darkest Kent in pieces! John and Lynda Ogborne, who felt rather normal in their Normale, had also ferried Nigel and Mary Webb whose car was unfortunately 'hors de combat'.

Bicton is the garden belonging to Bicton House which is, rather strangely, a mile or so away. There is plenty to see and do and, with the weather being so kind; it was a pleasure to stroll around the gardens following an excellent lunch in the Orangery. The gardens are a mixture of formal and informal – a central lake with fountains in front of the Orangery surrounded by woodland. The Palm House which predates Kew by some 20 years is remarkably similar in design if not in sheer size. There are other glasshouses and a garden centre. The woodland contains many specimen trees representative of those under threat and English Heritage has awarded Bicton Grade 1 conservation status. The children's play area looked well-run with plenty of young customers and exhausted parents sitting down enjoying the brief respite.

Time was relatively short to see such a large area so most of us took the train around the park. It was hardly a white knuckle ride but with a group of overgrown juveniles making a fair amount of noise – i.e. the TOC – a good time was had by all. Another attraction - the museum - features traction engines, vintage machinery, traditional tools, tractors, domestic memorabilia and a host of Victorian artefacts.



All-in-all this was, in the words of Wallace and Gromit, "A Grand Day Out" and thanks must go to Walford and Frances for organising it and for arranging the weather. Bicton is well worth a visit if you are in the area and there are of course many other places to visit within a short distance. Further details can be found at bictongardens.co.uk.

John Ogborne

For details of future planned activities contact:

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

Section Scene

Eastern Section

1st January – Greeting the New Year at Barrington

We saw the New Year in on a very cold, blustery and wet day. Two Traction braved the weather conditions, Dixi joined by Tom and Rosemary in their Big 15, also waiting to greet us were Ron and Carole. Bucks fizz, coffee and shortbread kept up the calorie count to stave off the cold. There was an outstanding display of vintage and classic cars and bikes braving the weather, well worth the effort to attend.

Our future meetings:

Drive it Day 17th April noon onwards.

We look forward to a social gathering at The Three Horseshoes, Stowe's Hill (on A1141), Cockfield, Bury St Edmunds, Suffolk IP30 0BJ 01284 827039. Last years Drive it Day saw 16 tractions joined by local DS owners, so I hope that you can make it this year. Please remember to contact The Three Horseshoes direct if you require lunch. They are looking forward to welcoming us, and this will give you the opportunity to discuss future gatherings.

Technical Weekend April 30th – 1st May

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

Our aim of the weekend is to offer owners the chance to carry out minor adjustment/improvements to their own cars. We have workshop facilities and club tools, also John and Graham will be on hand for the weekend to offer assistance if required. If you would like to offer your own technical abilities / tips / information and general advice you will be very welcome. The local DS chaps hope to drop in also, this may be because of the offer of cake and coffee!

Saturday evening will be a run out to a Real Food – Real Ale pub for dinner, Hawkedon Queens Head, Rede Road, Hawkedon, Bury St Edmunds, IP29 4NN 01284 789218.

Castle Hedingham Classic Car Show - 5th June

In the last edition of FP a meeting was suggested at Castle Hedingham Classic Car Show for 5th June. My last correspondence with Castle Hedingham said this is cancelled but may happen in September; I will endeavour to find out more and keep you posted.

**For details of future planned activities contact:
Jasmin Gagen**

Telephone: 01284 827039

**Please note I have a new email address -
jasgagen@btinternet.com**

London Section

25th January 2011 Meeting

The January meeting was well attended although a number of regulars were unable to attend due to ill health and other commitments, thanks go out to new members that came - Adrian Church, Martin de Little and Annette and Steve Wright.



Our future meetings:

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 from 8pm at The Rose of York, Petersham Road, Richmond, Surrey, TW10 (020 8948 5867) on the last Tuesday of EVERY month, (EXCEPT DECEMBER). FOOD SERVED UNTIL 8.30pm.)

For details of future planned activities contact:

Pete & Sue Simper

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

Peak Section

At the time of writing we have 26 people coming along to our February meeting. Hopefully we will have a report and photographs for the next issue of FP.

Our future meetings:

Our next event is Drive It Day - so all are welcome to come along and explore the Derbyshire countryside and enjoy a nice lunch. Details to follow....

For details of future planned activities contact:

Bev & John Oates

email: peak.toc@virgin.net

Telephone: 01629 582154

Please send your letters and emails to:

Den Hewitt, Editor - Floating Power, Eastern Cottage, 62 Claverham Road, Yatton, North Somerset, BS49 4LD
email: editor@traction-owners.co.uk

The deadline for the May/June 2011 issue is Friday 18th March

I am trying to find out whether Citroen registration MGY 577 has survived and is still around. My late father lovingly restored this Light 15 back in the late 60's near Slough. It was a light green colour and was in beautiful condition when he sold it, I guess around 1958 or '59. It had a sliding roof opening. I know he sold it to a person in London. If you have any news about the car or know its fate it would be greatly appreciated.

Chris Durtnall

Chris, your father's car is no longer on the DVLA database. If a car is exported it is still shown but flagged as exported. In this instance there is no record so it looks as though the car has been scrapped. However I shall put this in the next issue of Floating Power and let's hope that someone knows something.

Den Hewitt

If any members know anything about this car please let me know and I will pass it on to Chris.

DH

Further to Jens Møller Nicolaisen's letter in the Nov/Dec 2010 issue about the mystery car I cannot agree that the 'numero de coque' has no administrative value, as it does have a value with the Conservatoire Citroën. Two of my three Tractions are missing these plates and I have no documentation to tell me the numbers.

I emailed Catherine Jeannin, Documentaliste Archiviste at Conservatoire Citroën saying that I own a Citroën Traction Avant with the chassis number XXXXXX, that it has no coque number and asking if she could tell me what it is. She replied "I do not have the right to tell you". I asked her what she meant by that and her reply was "I'm sorry but the coque number is an element of identification. We don't give it. It's the owner of the car who must give us the number of the coque. If it's right, we write it on the Attestation. If it's not the same, we don't write anything. If it has become lost, it's regrettable!"

Unfortunately the coque numbers do not run in any kind of sequence and so it is not possible to work it out in any way. I do find interesting the fact that in Olivier de Serres 'Grand Livre' he lists chassis numbers by year and type of Traction but very few coque numbers. What is also interesting is that the coque number does not appear on the Certificat

d'Immatriculation for the Traction that does have a coque number plate. It is identified only by its chassis number (and French registration number of course).

Den Hewitt

I am in the middle of a rebuild of the front end of my 1939 11BL, fitting new-ish driveshafts with new wheel bearings, inner couplings and brake linings (after only three years or so!). I am having these front linings relined by bonding the new linings around the whole length of the shoe. I shall be interested to see how they perform compared to the original specification of the half lining on the trailing shoe. Some years ago I fitted bushes that did away with the eccentric adjustment of the pivot points, and I have to say I could not discern any difference in the braking performance afterwards. I am also rebuilding the steering rack whilst I am at it. I am sure it has never been off the car from new. Dismantling was quite straightforward, using tools borrowed from David Boyd, thanks David! Of course it was a greasy mess, but apart from the usual damage to the dust shield was not in too bad order. (I was also pleased to find that the rubber gaiters I fitted some seven/eight years ago 'in situ' by splitting them and then using super glue were still perfectly sound and leak proof). Re-assembly was not as difficult as I had feared; the workshop manual seems to make this appear a really tricky job. I found that by working logically and paying attention to careful fitting of the shims that it all went back together without any problems. One odd discovery though was the track rods. One came apart without any problem, simply slackening off the bolts allowed the ends to unscrew easily. The other one was much more difficult, both ends needing heat to loosen them up for removal. One end in particular needed a great deal of heat. I found that someone had run soft solder around the threads! Why? The threads are in perfect condition, and of course soldering it up meant that this track rod could not have been adjusted to set the tracking! how very odd!"

Mike Tebbett

Mike, You must have skin like leather. When I rebuilt a steering rack I ended up with a lot of cuts on my fingers from putting in a new dust shield.

DH

a'Traction in Thailand

Dear TOC Helpline,

I live in Thailand, am English and have heard of a Light 15 for sale here. It looks to be in very poor condition, needing a total restoration. Not having seen the car I reckon all the running gear, engine, interior will all have to be replaced, or re-built. Body looks to be intact. I want to find out the prices of all parts for this car, as I need to work on what a likely restoration parts cost would be, in addition to the restoration of the bodywork, and interior, which can be done here, to decide whether it is within my budget to take the project on.



Could you perhaps take an informed guess as to what you think I should budget for? Any parts that come into Thailand are subject to a 40% import tax, irrespective of whether new or used, so I have to take this into account also.

For your info. it is almost impossible to import an old car into Thailand as the Customs dept. imposes import taxes ranging from + 150% to 400% of value. This means that the cost of classic cars here is very high compared to the UK, as the only cars that are available here are those that have been here since they were new cars years ago! I have attached a couple of photos of the car for sale, so you can get an idea of what I am up against. The asking price of the car is the equivalent of GBP 7,500, so not cheap by any standards.



Chris Lock

Dear Chris, I am sure you will understand a definitive answer is virtually impossible with so little to go on.

The pictures initially suggest the body is generally in reasonably sound condition with the only real signs of rust being around the rear window. I fear you will need to crawl around underneath to get a better idea of the true overall situation.

The interior picture indicates a high degree of neglect and various missing parts but the seats look good so a lot may actually be salvageable. Being a Slough car replacement parts are likely to be less easily sourced and thus more expensive than if it were Paris built.

You particularly need to determine exactly what (if anything) is under the bonnet - and, moreover, how that is connected to the wheels. My (limited) experience of Vietnamese engineering is "anything goes", and if it doesn't go, fit something that will, so you might be in for a surprise or two.

I guess the chances are the final transmission will not have been badly butchered but you could still be looking at a replacement engine and gearbox. I am fairly sure we have no gearboxes but the TOC did have a good useable second hand engine in stock earlier this year - perhaps Chris Treagust can advise if it is still available and, even if it is not, give you the asking price as an indication.

If you do have the originals you can probably get them rebuilt locally for far less than the cost of replacement parts from Europe. If not, you may consider dealing with a European company that sells rebuilt units. They may require the original parts in exchange. In such a case the TOC could perhaps supply old parts that you could offer in exchange for a rebuild. I know this is not much help - but I hope it is better than nothing.

Bernie Shaw

Hello Chris, I have looked at the photos of the car and think that the asking price is totally ridiculous and unrealistic. If that car was available in the UK, I would be suggesting an initial offer of £500 but would not be willing to go any further than £1000. Suggested costs of restoration in the UK: Engine & gearbox - up to £5,000, Drive train - up to £2,500, Bodyshell - up to £2,500, Paint Work - up to £5,000, Interior - up to £5,000. Obviously I have no knowledge of Thailand labour rates, I'm sure you would be able to get it done cheaper over there, but nevertheless it is going to cost you a great deal of money.

Steve Reed

I made a low offer for the car, without seeing it in the flesh, to gauge the seller's reaction. There has been no reaction, thus far! For your info. there are quite a number of Light Fifteens in Thailand; very few are all original though. Vietnam has 1,000's, being an ex-French colony, but they cannot be brought into Thailand.

Chris Lock

So watch this space, another Traction surfaces from foreign parts - or maybe not, with a bit of luck, in this case.

DH

TOCtech forum – issue 57

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

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How to read the age of your tyres from the DOT code

On the RoSPA website there is a tyres information section. The following is taken from that section.

'Rubber compounds used in tyres contain anti-oxidising chemicals that help to slow down the natural ageing process of untreated rubber. However, tyres do deteriorate with age, which increases the risk of tyre failure, and there are many ways in which this can be spotted:

Cracking/crazing on the side wall of the tyre, caused by its flexing

Distortion of tyre tread

Deformation of the carcass of the tyre

There will also be a deterioration of the ride quality caused by vibrations through the tyre. This may signify the tyre's performance has been affected by age and should be investigated as soon as possible. All tyres that display signs of aging should be removed and not put to further use.

Tyres that have been in storage should not be placed into use if they are over 6 years old, from their date of manufacture. When a tyre has been in use, the effects of ageing are lessened to a degree, but such tyres should be replaced after 10 years.

The effects of ageing can be brought about prematurely in several conditions. Tyres fitted as spare wheels or used on caravans and trailers may age prematurely. If tyres on caravans or trailers are not in regular use, then they should be inspected before every journey. Tyres used predominantly in coastal areas will age at a greater rate due to the saline conditions, and several cleaning products may also harm the chemicals in the rubber.'

The DOT code on the tyre will tell us how old the tyre is. Normally visible on the outside tyre wall it is an alpha-



numeric sequence of 11 or 12 digits following the word DOT (DOT XXXX XXXX 000, or DOT XXXX XXXX 0000) providing details of the manufacturer and the factory with the third set of digits being figures indicating the week/year of manufacture.

The tyre on the left has the last 3 digits 485 which indicates the 4th week of 1985.



At the beginning of the 1990s the last 3 figures were followed by a ◀, so that the tyre on the right with 470◀ indicates that the tyre was made during the 47th week of 2000.

And no these tyres are not used by me, they are on a couple of spare rims.

Since 2000 the last set of digits has been 4 figures, eg 3704, which means that the tyre was made in the 37th week of 2004. FN on the left tyre and FH on the right one both denote they are Michelin tyres made in France.

There is a warning on a few websites that if the tyre has a 3-digit date code then do not buy it, or use it, as it is too old.

Please also do not forget the inner tube, could this be older than the tyre?

Mike Tennant advises that the same inner tube is used for both 165x400 and 185x400 tyres.

The code to ask for is "165x400, 16 FRET".

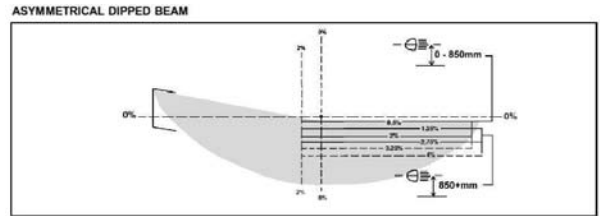
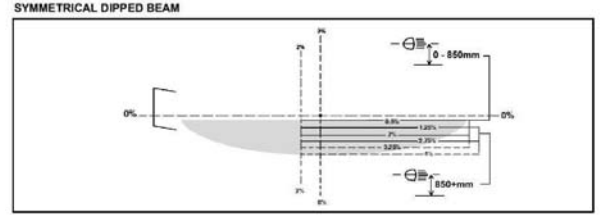
The rubber used for this specification of tube is twice as thick as that used in the standard tube.

Headlamp Dipped Beam

Terry Ward need not worry about losing his headlamp dipped beam convertors as his 11BN is, or should be, fitted with Marchal, Cibié or Ducellier headlamps which are symmetric i.e. they give out a flat dipped beam as opposed to asymmetric which for England should give out a dipped beam that rises at the nearside and if the headlamps are un-adjustable then would require beam convertors when driving on the continent to avoid dazzling the oncoming traffic.

Asymmetric headlights (also described as European style or Bilux) came in 1957 but were never factory fitted on Tractions. They were available as an aftermarket product. The Marchal ABTP 109 Equilux was factory fitted on Peugeots but there is also a version for TA's. The TA version fits Marchal 391 and 478 bowls which are both 200mm diameter but a different rim is needed.

These TA version ABTP 109's and rims can still be obtained from specialist lamp suppliers such as Gebr van der Sman B.V. in Holland.



The photo on the left shows the 2 versions of these TA TP109's. The unit on the right has an extra hole in the reflector for the sidelight ('feux de ville'). The other unit without the rim does not have this extra hole so the "collar" of the bulbs has an extra sleeve and the bulb connector has an extra bulb holder for the sidelight.



The lens is flatter (less convex) and the rim is more "square" than the Marchal 391 or 478.



These asymmetric headlights have a fibre "lever" on the side of the bulbs to change them for RHD or LHD traffic.

The design of the chrome ring retaining tab makes it both a long and a short version so that these rims fit both bowls. (clever isn't it?)

Photographs - courtesy of
Gebr. van der Sman B.V. Holland



This brings us nicely to the second part in the series on headlamps fitted to French built Tractions.

This article appeared in issue TA71 of Traction Avant the magazine of the French club La Traction Avant Universelle. Permission to use these articles has been given by the Dominique Bellière Vice-president of La Traction Universelle and Editor of Traction Avant.

Headlamps fitted to the Traction Avant - 1934 and 1935

The various types of headlamps: 200 mm diameter for the 7 and 220 mm diameter for the 11 AL and 11 A from April 1934 to October 1935

Initially all headlamps have a flat lens, without a tell tale on the top, the supports are in chrome on Zamak and do not have a side slit for access with a spanner (this appeared in June 1936). The shells and rims are chrome on brass. But from the Paris Salon (Motorshow) of 1935 headlamps had convex lenses and supports of painted aluminium still without a side slit.

Ducellier



Citroën reference : 706.260
Year: 1934-1935
Diameter of bowl: 200 mm
Diameter of lens: 190 mm
Lens reference: TP 290
Traction models: 7A -7B -7C -7S
Citroën reference: 706.273
Year: 1934-1935
Diameter of bowl: 220 mm
Diameter of lens: 200 mm
Lens reference: TP 307
Traction models:: 11AL -11A



Chrome on brass headlamp bowl, without tell tale on top, smooth reflector, side light integrated in the reflector, flat lens with moulded grooves and moulded markings. The headlamp rim is held on by a spring closure system.



There is a Ducellier headlight of similar appearance, 200 mm diameter with a flat lens, smooth reflector with integral side light at the bottom and with a small brass coloured rhombus, marked AB.TP 97.

Many Tractions are equipped with it and it can be found from time to time on ebay described as "Old Traction headlight", which adds to the confusion.

This headlight was found on Renault's and also on Peugeot's (where it was possibly original equipment).

The forward rim edge is flattened for about 15 millimetres.

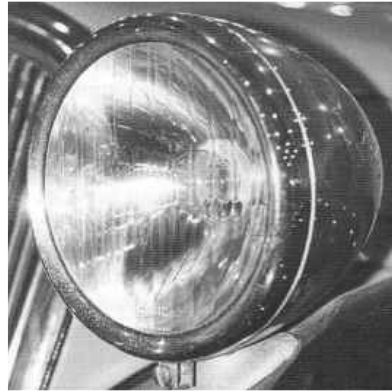
It is possible to fit other Ducellier headlamp parts in these bowls but the internal diameter of the rim being smaller means that it will partly overlap/cover the markings on an incorrect lens.



Cibié

Citroën reference: 706.259
 Cibié reference: 3982
 Year: 1934 -1935
 Diameter of bowl: 200 mm
 Diameter of lens: 190 mm
 Lens reference no: TP 286
 Traction models: 7A -7B -7C -7S

Chrome on brass headlamp bowl, without tell tale on top, smooth reflector, side light integrated in the reflector, flat lens with moulded grooves and moulded markings.

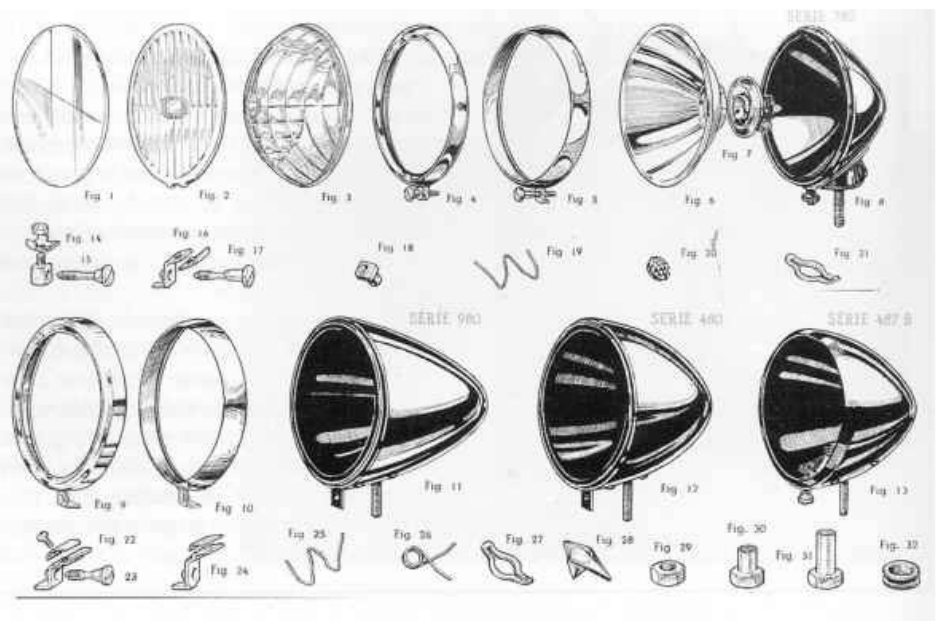


Citroën reference: 706.272,
 Cibié reference: 3983
 Year: 1934 -1935
 Diameter of bowl: 220 mm
 Diameter of lens: 200 mm
 Lens reference: TP 287
 Traction models: 11AL - 11A

Chrome on brass headlamp bowl, without tell tale on top, smooth reflector, side light integrated in the reflector, flat lens with moulded grooves and moulded markings.



SERIES 980 Striated lens





15th International Citroën Car Clubs Rally 9-12 AUGUST 2012 HARROGATE YORKSHIRE

Everything that you ever wanted to know...

As the Organising Team of the International Citroën Car Clubs Rally (ICCCR) in 2012, we're aware that not everyone is totally familiar with the event, and you probably want to know a great deal more before you register or maybe even volunteer to help! The answers should lie within (if they don't, contact us, or keep taking the tablets...)

Contrary to popular belief, a great deal has been going on in the background, and we now have plenty to tell you – so, the headline news first!

Changes

Due to circumstances beyond the control of the Organising Team (no, really), we have had to change the **location** of ICCCR2012 from Pickering, Yorkshire to **Harrogate**, Yorkshire (approx. 43 miles / 70 km west-southwest).

Also, the **date** of the event has **moved forward one week to 9-12 August 2012**, due to the Harrogate venue being unavailable on our original dates of 16-19 August.

We are publicising these changes as soon as possible - they were only confirmed on 23 December 2010. If you have already booked and paid, or are registered on the website, we will have sent you an email about this* – but to summarize:

All existing bookings remain entirely valid - there is no need to rebook.

If you are unable to attend on the new dates (9-12 August 2012) we are offering a full unconditional refund - although we hope this will not be the case!

If you have paid a deposit for accommodation in the Pickering area, we will personally negotiate a cancellation refund for you on request.

Everything we have planned for ICCCR2012 will go ahead exactly as intended - the event will be even better due to the improved location and facilities of the new site.

Harrogate is only a 45-minute drive from Pickering, so the access routes and local attractions remain very much the same, but with a greater number of major sites being closer (York, Leeds and the Yorkshire Dales National Park).

** if you have booked and paid and didn't get an email about the change of venue, please contact us!*

The reason for the changes

In 2006, the Organising Team selected Pickering Showground as the best available venue for ICCCR2012, and reached an 'agreement in principle' for the use of the site.

In August 2009, the site was sold; obviously, this development was entirely beyond our control. We made contact with the new owners, who were keen to host the ICCCR and appeared very likely to make major investments in the site, so we had no reason to consider changing the venue at that time.

Although we had several constructive meetings with the site owners, by October 2010 they had still not provided us with the contract information as agreed. Also, the expected progress had not taken place on the site, and the local authority had placed certain restrictions on its use. We decided that it had become unsafe to make any assumptions regarding future progress, as it appeared that the owners' objectives for the site no longer matched our requirements.

We therefore decided to review our alternative sites.

In the course of this, we re-contacted the Yorkshire Showground at Harrogate, which we turned down in 2006 because their written quotation had been far too high for our budget.

In contrast, in December 2010, their new management team provided a very attractive quotation which was substantially lower than before, whilst including many more facilities. However, due to longstanding bookings, the venue was only available one week earlier than the published ICCCR2012 dates.

Having considered all the options, the Organising Team decided to accept the Yorkshire Showground offer and move the ICCCR location and date. The new venue provides significant benefits for the event, as you will see later in the article.

We signed the formal contract for the use of the Yorkshire Showground at Harrogate on 23 December 2010; the ICCCR2012 venue is therefore now totally secure.

What this gives us

The Yorkshire Showground is a purpose-built site covering over 250 acres, making it one of the largest county showgrounds in the UK. It is situated 1.5 miles / 2.5 km east of Harrogate, with extensive views over the surrounding open countryside. As an established venue with a great deal of covered space, surfaced roads, other extensive facilities and a permanent staff accustomed to large events, it is as independent of external factors - such as weather – as is possible. And speaking of weather, it does not rain incessantly the moment you are north of Watford!

Harrogate is a historic 'spa town' which is also popular for international conferences and exhibitions. As a consequence it has an extensive range of hotels, guest houses and B&Bs. Harrogate is close to York (20 miles / 35 km) and Leeds (14 miles / 25km), both of which have major tourist attractions.

Full details about the venue, including maps, plans, aerial photographs and brochures are on the ICCCR website, which has been updated – including the FAQs - to provide all the information you need about the new venue!

The Organising Team has taken this decision in the best interests of the ICCCR and all participants, and we would like to apologise for any inconvenience that these changes may cause – please contact us if you need any further information or advice.

Discounts!

Because we have been concentrating on securing the venue rather than 'reaching out' to Citroën and Panhard clubs and enthusiasts worldwide, we have decided to extend the availability of the 'Advance Purchase Discount of 50%' from 31 December 2010 to 31 March 2011.

This means that you can still register for the entire event for only £50 per car and driver, plus £10 for each adult passenger. So – for example - three people can enjoy a full four-day Rally including up to five nights camping (tents, caravans, motorhomes all welcome) for only £70! This is entirely in line with previous ICCCRs and World Meetings, and for three people or more may even be cheaper than some national events. Also, passengers under 16 are free, as are additional cars owned by the same family.

Full details are on the website (don't forget to check the FAQs) and you can register online, by post, or in person at events. For payment, we accept cash, cheques, gold, PayPal, dancing girls, and bank transfers (BACS, IBAN or SWIFT).

The 15th ICCCR E-Store is open now! We have just received the first batch of T-shirts, featuring a unique variation on the ICCCR logo; each batch will feature a different design, so buy now – again, online or at events - while stocks last!

History

Now that we have your attention, let's take a closer look at what the ICCCR actually is.

The concept for the event originated in the UK in 1972, and the Rally has been held here twice, in 1976 in Kenilworth, Warwickshire, and in 1984 at Knebworth House, Hertfordshire.

The ICCCR is the largest Citroën-related event in the world, and has always been orientated to attract the widest possible cross-section of Citroën and Panhard owners and enthusiasts.

The ICCCR is for everyone interested in the marque, and for every Citroen ever made, from LN to C6 and Cloverleaf to Belphegor (go on, look it up!). Equally, all models of Panhard are welcome. The Rally has been hosted in several European countries as well as the USA, and currently takes place every four years; the last event was held near Rome in 2008.

The selection of the host nation for the ICCCR is now overseen by the Amicale Citroën International (ACI), which is an 'umbrella' organisation set up to promote liaison between all Citroën clubs around the world, and is based in Paris. Although entirely voluntary and independent, the ACI liaises closely with the Citroën company, which has agreed to provide sponsorship for a single event each year. Any member club/s may submit a proposal to be considered for this 'Event of the Year' status.

ICCCR2012 – The concept

Back in 2006, an initial group of volunteers from all three major clubs - 2CVGB, Citroen Car Club (CCC) and Traction Owners Club (TOC) - came together with the aim of bringing the ICCCR back to the UK for the first time in 28 years, in 2012.

The members of this group have, over the years, been heavily involved in the organisation of numerous local, regional, national and international events which - amongst others - have included the hire of the East of England Showground, Floors Castle - Kelso, Duncombe Park, Ripley Castle, the Yorkshire Showground and the Heritage Motor Centre (to name but a few...).

These events have ranged in size from 2,800 cars down to 150, but each has incorporated many of the characteristics that we regard as essential in organising an ICCCR. Between us, we have also attended virtually every previous ICCCR and other events of similar size, and really should know better by now.

This did not (and does not) mean that we have all the answers – but it's a start!

ICCCR2012 – The vision

Drawing on our collective experience, we set out the vision of what we wanted to achieve, and what would be needed in order to do this. Initially, we wanted to be clear as to our aims, and our ability to deliver them; now is the time to share our dreams with everyone else!

To create a unique and memorable ICCCR more than comparable with any previous event.

What makes an event truly memorable, even years later? The participants *are* the event

Assess previous events for comparison

To bring together, entertain, support and inform all Citroën and Panhard enthusiasts.

Social occasion - meeting people; it's people with cars, not cars with people

Enjoyment - the fun factor (we have some *seriously* strange ideas...)

Practical assistance - service / technical support / parts / sales

Marque history / museum / documentation

A true family event - designed to appeal equally to the 'not-so-enthusiastic' members of the family, with plenty to do both on-site and locally

To showcase the nature and extent of Citroën interest and ownership in the UK.

History and achievements, both of Citroën UK and of the British clubs

A long history of Citroën manufacture and ownership, and three great British clubs!

To provide a forum for clubs and registers from other countries to showcase their activities.

Ask other clubs what help you would need to do this. It's everyone's party, and you're all invited!

To demonstrate the ability of the UK Citroën community to deliver such an event, and to gain in co-operation from doing so.

2CVGB, CCC and TOC working together, both as partner clubs and individual members.

Why Yorkshire?

A fundamental requirement for a successful event is a suitable venue, and we carried out a great deal of research to find a location which would not only meet the needs of the actual event, but also provide participants with lots to do outside the Rally, whether during or after the event.

Yorkshire is one of Britain's best known counties (apart from being the largest, and 'God's own county!'), is both reasonably centrally-placed to all UK residents, and has a strong identity, particularly with overseas visitors. Harrogate is ideally placed within the county to allow easy access to a huge variety of attractions in addition to the Rally itself!

As an illustration, when the 2CV World Meeting was held at Kelso, many visitors came specifically to Scotland, irrespective of the need to pass through England first! Similarly, we want you to come to Yorkshire and enjoy everything that it has to offer.

The Bid – and beyond

On this basis, the Bid Team prepared a presentation for the ACI at their AGM in Paris in 2007, which was very well received. The formal British bid to host the ICCCR in 2012 was finally approved at the Rome ICCCR in 2008, and ICCCR2012 was selected as the ACI 'Event of the Year' for 2012 with official Citroën support.

Having won the bid, we became the Organising Team, and turned to the practicalities of creating the event.

At this point, it's worth emphasizing that an ICCCR is a unique event. This is not just because each one takes place in a completely different location, but also because it is not simply a bigger version of any one club's events. ICCCR2012 will be just that - not a CCC, 2CVGB or TOC event! It can be – and should be – everything that you want it to be, whilst incorporating all the best elements from every club event.

The Organising Team is also unique. Everyone involved in ICCCR2012 is doing so as a member of the Organising Team, not as a member of an individual club, although each partner club is represented.

Everyone - and we mean everyone - is aware of the need to delegate and co-operate as a team to achieve the aim that we have set ourselves. This is a car rally - it's not politics - it's far more important than that!

The Organising Team

Nigel Wild (Chairman)

Mick Popka (Secretary)

Maurice Dilley (Treasurer)

Vic Moran (2CVGB representative)

Philip Clark (CCC representative)

Bernie Shaw (TOC representative)

Barry Annells

Also – Dan Fletcher, John Blakeley, Nikki Wright

The structure of the organisation

As with any event of this size, an ICCCR is an expensive venture, so the financial aspects are important. The Rally is being organised entirely by volunteers essentially on a non-profit basis - any surplus will be returned to the clubs providing initial finance, and also to the ACI.

To protect the interests of the clubs involved, we set up ICCCR2012 as a legally and functionally separate limited company specifically to manage the event. One Share is held by each of the three partner clubs (2CVGB, CCC and TOC). This means that there is absolutely **no risk to any partner club funds** should we be in a situation where our income is less than our outgoings - this is the meaning of 'limited liability'.

The only exception to this is the relatively small sum (currently £2,000) that each club has agreed to make available as 'seed funding'. Even this is intended only as a facility, to be drawn on only if we need to pay a deposit, for example, and don't yet have the income to cover this. As soon as our income is sufficient to repay it, we would do so, without waiting until the end of the event.

We are not - and will not be - spending money that we don't have. The clubs will benefit from any surplus made, but cannot suffer in the event of any shortfall. And in any case, we're not going to make a loss, because you're all going to join us!

The Rally in more detail

The Vision outlined the principles; now, to give you a flavour of the Rally and to show you what we need help to create, this is what we're working on:

Before the Rally

Publicity - banners, flyers, posters for events, clubs, dealers, and specialists

Translation services for all publicity - assistance from European clubs

Promotional videos for YouTube – also use Facebook, MySpace, Twitter contact

Promotional items - clothing, souvenirs

On arrival

Early arrival parking to avoid queuing on access roads

Access and registration from Wednesday 12:00. Campsite open

Reception – multilingual

Volunteers readily identifiable – unique 'Organisation' T-shirts

Radiocommunications

Clear roles and rotas for volunteers – no-one working too long
 Differentiation between new arrivals and returning participants
 Computer record of arrivals, linked with bookings
 Arrivals update and information on big video screens
 Welcome pack / goodie bag
 Rally plaques - numbered
 Rally programme
 Access security wristbands - whole event or day visitor
 Name badges for everyone, with national identification

Around the site

Site identification - all on-site routes & areas mapped & named
 Site layout plans / event timetables throughout site
 Helium blimp over site as marker
 Information centre / Rally shop
 'For sale & wanted' board
 'Contacts' board for messages - site map for location markers
 Yorkshire map with attractions / distances
 Local attractions - free or discounts available
 Yorkshire tour routes - during / after Rally - information

Displays and events

Formal opening ceremony - Thursday morning - ceremonial entrance gateway
 Citroën museum - 'Citroëns built in Britain and unusual British-owned Citroëns and Panhards'
 The main building provides 5,300 m² of covered display area
 Citroën company / club histories – multimedia displays
 Display areas for model groupings. As well as very large grassed and landscaped areas, there are two very large canopied areas totalling 5,400 m² for more vehicle displays
 Competitions / driving events
 Parades / displays / concours d'elegance
 Trophies & awards
 Club / register display space on request – some indoor space available
 We have ten additional smaller buildings, which will be used for international club displays, entertainments and social gatherings, and the event workshop
 Secure parking area - monitored. We have 24-hour security on the main site
 ACI 16th ICCCR selection meeting on Saturday; announcement on Saturday evening
 Closing ceremony - Sunday afternoon

Traders and flea-market

All traders will be offered the choice of secure indoor space, or adjacent outdoor space on hard surfaces, both with free tables
 The auto-jumble / flea-market will be held on hard surfaces - not grass, again with tables provided

Campsite

There are surfaced roads throughout the main site and much of the campsite
 Camping areas - general, noisy (late night), quiet, family (children)
 Vehicle movement restrictions (except emergency) 23:30 - 07:30
 There are numerous permanent toilet and shower facilities, and we will add to these.
 Electrical hook-ups are available in some camping areas - these will be on a 'first-comers' basis, except in cases of medical need.

Mains hook-ups available on 'first-comers' basis; can be reserved for medical reasons

There is an on-site farm shop/delicatessen called "Fodder" specialising in local Yorkshire produce, opposite the campsite

There is a large on-site Sainsbury's superstore with a Starbucks coffee shop, a restaurant, a rotisserie selling hot food and a salad bar

There is a traditional English pub/restaurant next to the campsite

Entertainments

Events / food & drink / entertainment with a Yorkshire / British / international flavour

Catering in all areas

Bars - more than one, and at least one building staying open very late after the bars close

Barbeque/s

Heritage shuttle bus service - to and around Harrogate

Yorkshire brass bands

Dodgems - a full-size ride

Helicopter flights - see Yorkshire from the air

Balloon ascent - tethered

Entertainment - live, on Thursday, Friday and Saturday evenings - free for everyone

Saturday evening - Gala dinner or informal buffet. Pre-booked at additional cost

The entertainment arena in the main building includes a restaurant, stage, and dance-floor

Daytime entertainment - alternative stage; also during evenings for younger audience

Children's entertainments - suitable for children of all ages...

Multimedia

Video team/s operating throughout event - to include road runs etc

Continuous big-screen video presentations - Citroën & general interest

Free Wi-Fi internet - event webcam/s

Event blog for those unable to attend

Video updates of new arrivals

Commemorative items - video, book etc

Also including...

Breakdown recovery

Workshop assistance - on-site

First aid / ambulance service

Police presence

Local Citroën dealer nearby

Not to mention...

Surprise events! Increasing the FUN factor - experience the unexpected... (We *could* tell you what these are - but *then* we'd have to shoot you..!)

Your Rally needs You...

Numbers of you have already volunteered to help following our Appeal in 2010 – but we need more!

We need volunteers to help with all the 'visible' and Citroën-related aspects of the Rally that you've seen above. Although it's not an exhaustive list, it gives an idea of all the different tasks which need more people to make them happen.

If you do have specific skills we'd like to hear from you – but as they say: “no experience necessary!” if you simply want to become involved.

Skills currently represented include accountancy, law, having fun, VAT consultancy, project management, architecture, health and safety, alcohol quality control, computer systems, interpreting and translation, staying up very late, marshalling and supervision, graphics design, wearing strange clothing, website management, video production, and much more – you'll be amazed at what we do...

Even so, we know that some of you can do more, or different things, and we'd really like to hear from you. To save you time, we have a 'pre-volunteers' list of "the (un)usual suspects", but why not call us before we call you? Amaze us with what *you* can do!

All the 'invisible' aspects of the event - toilets / showers, refuse collection, security - are being subcontracted to professionals; many of these are already included in the venue. This way we ensure that our volunteers are able to concentrate on the 'interesting' jobs, and also have sufficient time to enjoy the event; the more people we have, the less everyone has to do!

Before you all rush to volunteer, you are probably wondering about incentives. Well, we are all volunteers - **and absolutely everyone is paying the registration fee!** The main thing is the satisfaction and sense of achievement through being involved in the world's largest Citroën event, being held in the UK for the first time since 1984.

Nevertheless, everyone volunteering will receive a unique 'Organisation' t-shirt, and their contributions will be publicly acknowledged during the meeting. All helpers will be credited in the souvenir book of the event. Most importantly, there should be free breakfasts / snacks.

Time moves on, and the more of you who volunteer and the sooner you do so, the faster we can share out the work more than we have already done! ICCCR2012 will succeed – the only question is, what part will you play?

The Great British Event

This event isn't about a small group of people putting on a show for everyone else – it's a unique opportunity for everyone to have a say in what you want the event to be – and even to help make it happen. As participants, you are the Rally, and it is your involvement that will make it work! The framework exists – help us to provide the content. We'll tell you about the things that we already have planned; if you want to see something different, or additional, or you know how to make something happen - tell us, we're listening!

We aim to invite every Citroën - and Panhard-related club, register and organisation worldwide to join us for the event – not just those in the UK. Display space is available! If you are involved with any kind of Citroën or Panhard enthusiast group, this is your opportunity to tell everyone else about it. We intend to contact as many clubs as we can, but you are welcome to contact us now through the website so that we can keep you up-to-date.

No event has ever come with an absolute guarantee of success; however, as organisers, we will do everything possible to ensure that this one will exceed your expectations. We know what previous events have included and achieved, and also where they have fallen short. We aim to learn from these experiences.

We're going to produce regular bulletins for the three major club magazines from now on, and also publish these on the website. You're also very welcome to contact us directly by email, phone or post for any information at all.

As we said, there are no clubs within ICCCR2012 – it's a single unique event, with one unique organising team. We have no preconceptions or limits – how about you?

Any questions? Any ideas?

We have tried to provide most of the essential information above, but you probably have more questions - "Why don't you...?", "Can I...?", "Will there be...?" So - ask us; we'll not only answer, but also post this in the website FAQs for everyone's benefit.

And don't forget...

Now that you know all (?) about it, register now, save money and look forward to the greatest Citroën event that you will ever attend – we promise!

ICCCR2012 Organising Team

151 Tadcaster Road, Dringhouses, York, YO24 1QJ - 07766 785563 - info@icccr2012.org.uk

www.icccr2012.org.uk

**15th International Citroën Car Clubs Rally
9-12 AUGUST 2012 HARROGATE YORKSHIRE**



15th ICCCR



UK YORKSHIRE 9-12 August 2012

Special Advance Payment Rate for 15th ICCCR in 2012

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**Car and Driver £50**  
**Passenger (>16 years) £10**

~~~~~

Price includes free on-site camping for up to 5 days and entrance to all on site displays.

Based upon current estimates price in 2012 may be **£90 and £17.50** respectively (figures subject to change).

Pay before 31-Mar-2011 and benefit from this attractive advance payment discount.

Visit our Website at: www.icccr2012.org.uk for answers to your questions

Earn more than you would putting the money in the Bank for 24 Months!

Cash and cheques drawn on UK Banks & PayPal only



Marchal

Citroën reference: 706.258

Year: 1934 -1935

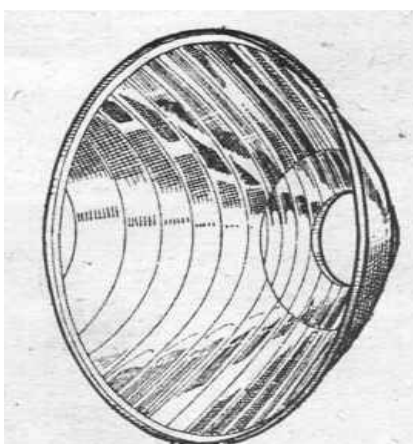
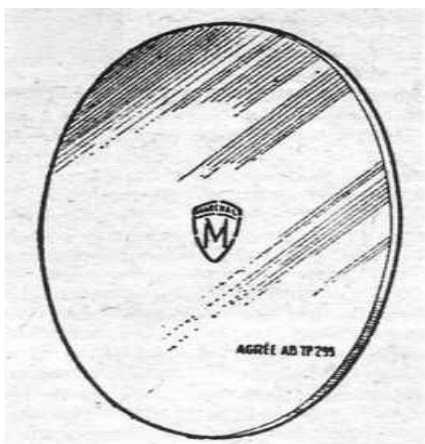
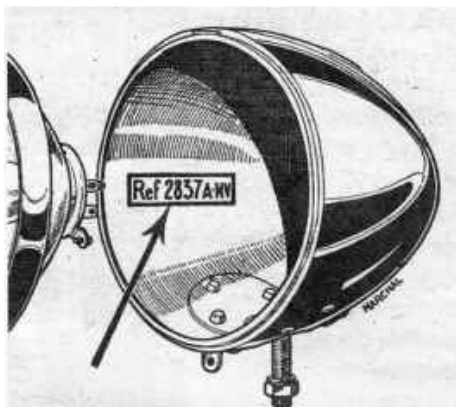
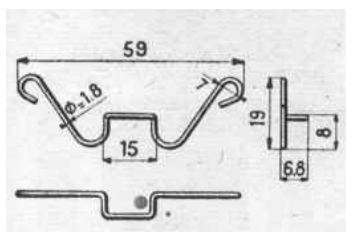
Diameter of bowl: 200 mm

Diameter of lens: 190 mm

Lens reference: TP 298

Traction models: 7A -7B -7C -7S

Chrome on brass headlamp bowl, without tell tale on top, grooved reflector, smooth flat lens with screen printed markings.



Citroën reference: 706.271

Year : 1934 -1935

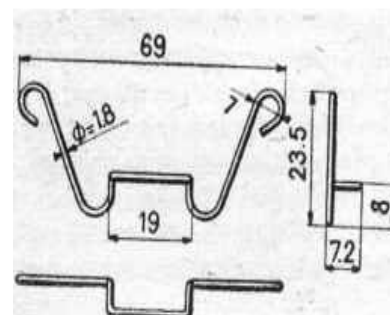
Diameter of bowl: 220 mm

Diameter of lens: 204 mm

Lens reference: TP 299

Traction models: 11AL - 11A




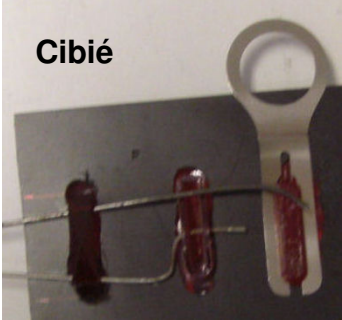
Chrome on brass headlamp bowl, without tell tale on top, smooth reflector, flat lens with moulded grooves.







At the end of the first part of this series published in the Jan/Feb 2011 issue I promised the photo's of the various telltales. Here they are. DH.

Cibié, Marchal and Ducellier telltales and retainers.

The original telltales were made of glass and the later reproductions of plastic.

Cibié telltales and retaining clips			
			
<p>1) 1936-1938 2) & 3) on various lamps 1938-1957 but it will become clearer in the next part of this series. As you can see the original fixing is very hard to find now and a paper clip will do the same job.</p>			

Marchal telltales and retaining clips		Ducellier telltales and retaining clips	
			

An email from Michael Geary, a prospective new member, has prompted this article.

"I wonder if you can help me, I am about to buy my first TA but I do not know how to tell the difference between an 11B and an 11BL. The car I am looking at is a French 1953 model, blue in colour and 4 cylinder. I have enclosed some pictures. Could I have some help please"?

Michael's prospective purchase is a French large boot (malle bombée) 11B. As far as the body i.e. hull is concerned there is no difference between English or European built Tractions. The differences lie in trim, bumpers and electrics. The larger boot (which also applied to the 11BL, Light 15 and Big 15) came in July 1952.

So how can we tell the difference between the small bodied and the large bodied 4 cyl saloons. The English 7 and Light and the European 7 and 11BL cars have a grille with a round hole at the bottom and the English 11 and Big15 and the European 11A and 11B cars have a slot at the bottom. Until February 1937 the European large bodied cars were designated 11A. The 11B came in October 1937. Both the 11A and 11B had a round hole in the grille up until October 1937 when it was replaced with slot around 11cm high. This grille is known as the intermediate grille. In July 1947 the 11B grille got a longer slot in the grille - 22.5 cms high. The English and Big15 and European 11A and 11B grilles also have one more slat each side of the centre slat, 13 as opposed to 12 on the English and European 7 series, 11AL, 11BL and Light 15 Tractions.

The front wings and bonnet are wider on an English 11 and Big15, European 11A and 11B than the English 7 and Light and the European 7 and 11BL. However the rear wings will fit all cars except that they were narrower on the pre 17th January 1938 cars.

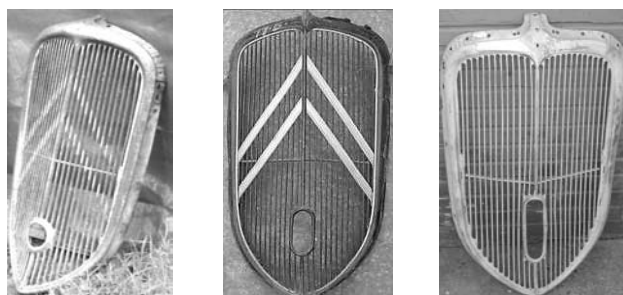
But supposing you are looking at a car or body that has no grille with it and there is no other car to compare it to.

The front doors in all of the models except the cabriolet and coupe are the same size so the extra length of the 11, Big15, 11A and 11B is behind the "B" post (the upright pillar that the front and rear doors bolt to). This gives extra leg room for the rear passengers. The way to tell is by the bodywork differences when the car is viewed from the side.

The bodywork behind the rear passenger windows will be longer and the rear doors will also be different. There are also side armrests for the rear seat of an 11B.



Michael's prospective purchase



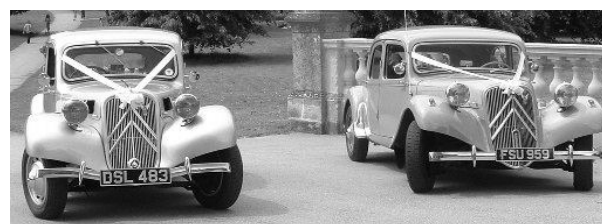
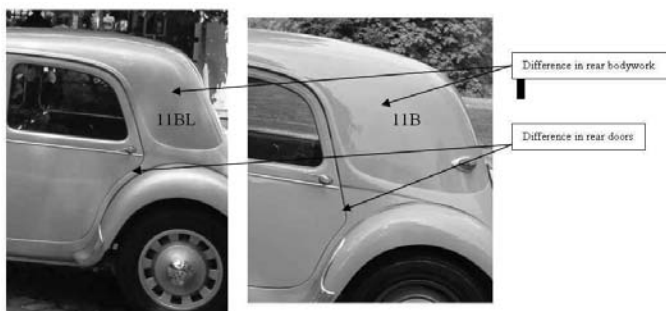
**Above are the 3 types of grille aperture
Left is the round hole 7 series, Light, 11AL, 11BL
Centre is the short slot Intermediate 11B
Right is the July 1947 onwards long slot 11B**



7 series, Light, 11AL and 11BL rear leg room



11, Big 15, 11A and 11B rear leg room



On the left is a 1949 11BL and on the right a 1955 11B

Michael Geary also has a question about the post '52 dashboard

"The central knobs on the dashboard are lettered EG, P, S and D. From a friend's car I can remember two of these (choke and starter) but I have no idea what the other two are or where the choke and starter are placed. One thing I can remember is that the indicators are on the top right switch but what is the top left switch?"

EG for Essuie Glace - Windscreen Wiper (top left of the four aluminium knobs)

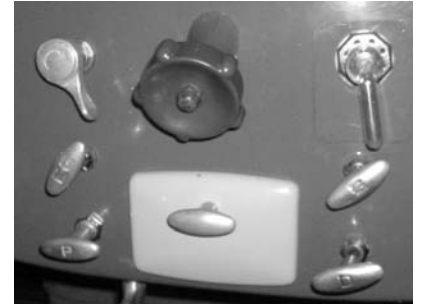
P for Plafonnier - Ceiling Light or Roof Light = Interior Light (bottom left of the four aluminium knobs)

S for Sans Accélérateur - without accelerator = Choke (top right of the four aluminium knobs)

D for Démarreur - Starter (bottom right of the four aluminium knobs)

Above the EG knob is the Advance Retard knob and above the S knob is the indicator switch which is plastic and operates the clockwork indicator mechanism. You should be able to see the indicator telltale bulb flashing through the bezel of this switch.

The large knurled knob is the manual wiper control.



Dear Editor/TOCTech,

I own a Citroen 11 BL, Paris built, 1951, which has been the subject of a complete restoration, albeit several years ago.

The only aspect of the car's performance that has troubled me has been the fact that the starter motor has always seemed to have difficulty turning the engine over – it is very sluggish to get the engine turning through the compression. This obviously puts strain on the battery. The electrics are 6V. The problem is manifest whether with a new, or fully charged up battery, or otherwise. It has been suggested to me by others that this could be due to a bent starter motor shaft – how likely is this to be the cause and is there means of testing this, as a prior step before buying a replacement starter, please? If not this, any other causes you think should be checked?

I was wondering whether you or club members can recommend any particular means of dealing with lead-free petrol - whether just using petrol additive or other means.

Regards,

Adrian Bott

I am inclined to say that there is nothing wrong from what you have said but listen to other 6volt Tractions when their engines are being turned over. Do they sound similar? If yours is slower then you may have a problem. It is difficult to say without being there but an inertia starter (which Tractions and other classics have) is slower when turning over than a modern (pre-engaged) starter and a 6 volt inertia starter turns over more slowly than a 12volt inertia starter.

A bent starter motor shaft, which is very unlikely, would make a terrific noise and the starter sound (motion) would be slow, then fast, then slow etc. If this is the case then the starter motor needs to come out but this is not easy on an 11BL as the engine needs to be moved to one side.

One test is to disconnect the lead on the starter that comes from the battery positive terminal and connect a jump lead instead. If the starter turns over faster then you have a high resistance in that cable. Replace it. Do the same check with the negative lead from the battery to the starter.

Does the choke cable get hot when turning the starter over? If so then this means a bad earth somewhere.

Does the starter turn over faster when hot than when cold? This is difficult to assess in really cold weather but if it does in the summer then try cleaning the starter. It could be worn bushes pushing the armature over, the armature grinds against the magnets making it sluggish. So the starter may need taking apart and cleaning. Cleaning can make it so much better.

If it is none of these then there is nothing wrong but you can try putting the clutch in when starting. It should improve turning over speed as it is not turning over the main shaft in the gearbox.

Also fitting a second earth lead from the battery to the body is advisable. If you feel that the starter needs to be replaced then contact Chris Treagust and see if he has one in stock. Alternatively read the Starter Motor article in the Technical Articles section in the Members Only area on the TOC website. This is from Floating Power 1986 - Volume 11 - issue 1.

Regarding lead-free petrol, lead free petrol can burn out the valves but it will do no other damage, just affect performance. So if your engine is running perfectly and you are happy to tip in some fuel additive every time you fill up then there is no need for an unleaded conversion at this point. The time that it makes sense is when the head has to come off anyway - either because the head gasket has failed, because the engine is burning oil due to worn valve stem oil seals or you are losing power due to burnt out valves. Obviously if your engine is already suffering from valve seat recession it makes good sense to have the head converted to unleaded.

Den

Dear Editor,

In response to Nigel Dent's question in the last FP I am pleased to confirm I know of at least **FOUR** TOC members who also have a 5HP - and I believe they all have genuine C3 "Cloverleaf" seating configuration - it should be noted that the term "Cloverleaf" is often applied to all versions of the 5HP, irrespective of the number of seats, but in truth only refers to the 3 seat version with the rear seat located centrally behind the two front seats.

The four owners are: Dave Shepherd, John White, David Boyd and myself. The first three all have roadworthy cars. Mine is getting close - 29 years and counting! Some years ago there was also a special coachbuilt model (2-seater, boat tail) which belonged to a member "oop north" but I am not now sure of its current owner and whereabouts.

Nigel may like to know that in addition to the TOC catering for all RWD models (as well as Tractions), there is an independent UK register of Rear Wheel Drive Citroëns which has a much larger number of vehicles and owners listed. I shall be happy to send anybody details if they are interested. The picture was taken the day I bought it - 31st July 1982.



Bernie Shaw

Things to Do

Peter Simper has sent in this photo of a Traction with a problem.

Please email or write in and say what you think the problem is. The answer will be published in a later edition.

It's quite a funny picture, so just for fun what about a caption. Only the cleanest ones will be published in FP.



Thanks to Simon Brand, an Australian who is a member of La Traction Universelle and lives in the Loire Valley area for letting us know that the local council there has started collecting people's old home movies and digitising them.

Some of them are brilliant and interesting, some are baffling. There are also some newsreels.

Quite a few have Tractions in them. Use this link in your web browser <http://memoire.ciclic.fr/explorer>



When the web page appears click on the right pointing chevron next to the **Recherche AVANCÉE** box.

On the next webpage type **traction avant** into the box to the left of the text **Ajouter aux critères** and then click on the text **Ajouter aux critères**.

Another webpage will open.

Click on any of the films shown and enjoy. 20 films so far, some with just glimpses of tractions, others a lot more of a feature. Simon lives in France and does day trips (and longer) of the Loire Valley, in an 11B.



Rare Traction in Moscow Motor Museum

Mick Popka found a website for a museum in Moscow that has a 1934 Citroen 7CV cabriolet.

I have been in touch with the museum and Dmitry Lomakov, General Manager of Lomakov's Oldtimer Cars and Motorcycles Museum and President of the All-Russian Oldtimer Cars and Motorcycles Club Retromotor has kindly given his permission for information and photographs from the website to be reproduced in Floating Power

The following is stated on the website:

This car won the Paris-Moscow-Paris rally in 1935!

It was presented as a gift by François Lecot (on behalf of the Citroën company and on behalf of the company's founder André Citroën) to the representative of the Government of the USSR, Soviet Foreign Minister Molotov, in recognition of the fact that the fledging Soviet automotive industry focused on the automotive industry of France and not Germany or the U.S.

Molotov later gave this car to Academician Chudakov.

It was found in the late 70's, near Moscow, still in the hands of Chudakov's widow. There were 7 of these cars manufactured and this is one of only 2 left in the world. The car, of the greatest historical value, is stored in the vaults of the Lomakovskiy Museum of Vintage Cars and Motorcycles.

The machine has almost all the relative details. The Citroën company, around 1998, made a mistake in measuring the car, compared the number of units and officially confirmed this one to be that most legendary car (this could be an error in translation - again if anyone can tell me more please do. DH)

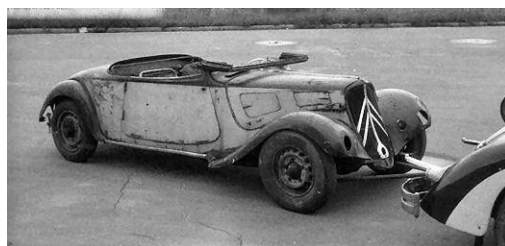
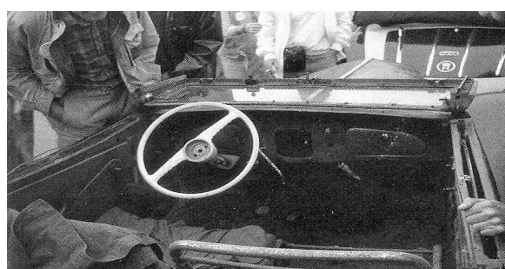
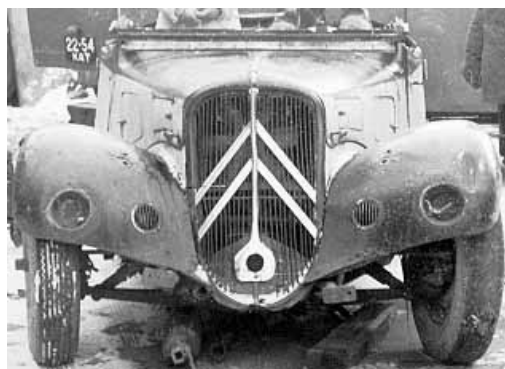
In 1984 A.A Lomakov welcomed the participants of the Paris-Moscow-Paris rally in his car, a 1935 Horch-853, and hitched to it was this Citroen.

Rally participants were overwhelmingly surprised at seeing the cabriolet. They had a book which listed all the chassis and engine numbers and rally participants and on looking at the engine and chassis number they said that it was the 1934 Citroen 7CV cabriolet donated to the Soviet Government.

The car is not restored, but complete and is stored in the vaults at the "Lomakovskiy Museum of Vintage Cars and Motorcycles in Moscow.

It is not for sale but any help with the restoration (sponsors, spare parts) would be welcome.

The website address for the museum is: <http://www.lomakovka.ru/> and there is a page in English: <http://www.lomakovka.ru/Excursions-english.html>



A'traction in Moscow continued

Comments and Observations

Academician Eugene Alexeyevich Chudakov an eminent scientist in mechanical engineering, founder of automotive engineering and member of the Presidium of the U.S.S.R. Academy of Sciences was a most important figure in Soviet technology, an outstanding scientist and one of the most important workers in the U.S.S.R. automobile industry.

In 1939, for his outstanding research in the theory and methods of automobile mathematics he was elected to the USSR Academy of Sciences.

That this car won the Paris-Moscow-Paris rally in 1935 is questionable as there was no rally therefore no winner. François Lecot drove a 7C (Berline Legère) with the number plate 2937-RJ2 from Paris to Moscow and back covering 5,400 kilometres in 48 hours. He drove alone just to show that the car could do that.

Dennis Ryland and Derek Fisher (Dennis' co-driver) took part in the 1984 Paris-Moscow-Paris Rally and saw this car. Dennis' recollection is that it was not in good condition and had many parts missing.

At that time only museums were allowed to own classic cars and the meeting was held in a remote car park.

Another participant in the 1984 rally says "I understood at the time that it had been bought into Russia by the German Army during the 2nd World War. It was in a terrible state. Lots of parts were not there. It was towed by a triangle fitted behind a Horch cabriolet".

Pim Berends, who also took part in the 1984 rally, points out that this car is featured on page 84 of Olivier de Serres latest book - *Traction Avant coupé, cabriolet, découvrable - Le charme à l'état pur*. I have this book but somehow I missed the car when looking through it. The caption under the photograph and the text in that section says that this 1935 7 has been buried a long time in the vaults of a Muscovite museum and trailered to show the participants making it a great day and that it is probable that certain cars followed the movements of soldiers during the Second World War.

This car is certainly an important part of the history of the Traction Avant and we all know how difficult it is to know the full history of our cars; perhaps other information has been found out, by Dmitry Lomakov, about this cabriolet since 1984. If anyone can provide any more information I will publish it in a later issue.

Since 1964, the Lomakov family has been collecting and restoring antique cars and motorcycles, but due to bureaucratic problems, the Museum of Antique Cars and Motorcycles was not opened until the late 1999. The museum's collection includes more than 120 antique cars and motorcycles. To support his museum, director Dmitrii Lomakov rents his cars to Russian film studios.

The exhibition pieces include Stalin's ZIS-110 limousine; one of only two original "Katisha" military rocket vehicles that scared Germans in World War II; a 1935 German Horh-853 and a 1942 Harley-Davidson military motorcycle.



1949 Russian ZIS 110



Dmitry Lomakov and a museum guide outside the museum



1935 Horch 853

I have never visited Moscow but should I do so I shall certainly visit this museum. The address is: Krasnodarskaya str., vladenie (landown) 58, Moscow.

André Citroën Remembered

Mark Booker tells us about a relative of his who knew André Citroën

One of my relatives, Gustave Cocu, was at L'Ecole Polytechnique in the same class as André Citroën. He and André Citroën passed out from this prestigious institution in 1900 (numbers 106 and 162 respectively). Like André Citroën Gustave Cocu also died of overwork, tragically young, a few years before André Citroën in 1930 and André Citroën attended the funeral.

Just a little earlier Gustave had gone to the Citroën factory where André Citroën had personally pulled out a C6 as the one they should have.

Supposedly 'vetted' by the Patron! Gustav's daughter, who was I believe a friend of André Citroën's only daughter, was amused as the headlamp assembly fell off this car when only a few months old. It was a family joke, but both men were dead before the car.

Gustav's daughter got a driving licence when her father died in 1930 and continued to drive on it until 2000. It was probably one of the earliest licences still in issue in France and when it had to be shown to the authorities the initial reaction was always disbelief! I have kept it. A little anecdote of "petite historie" that will be lost if not recorded.

Incidentally her next car was not a 'Traction' but a rather elegant Chenard et Walcker, which evacuated her, her mother, maid and a dog from Paris to Aurillac in June 1940 taking 10, yes 10, days to make the journey! The car ran out of petrol and was pushed across the bridge at Sully minutes before the bridge was blown up. Gold coins were used to by petrol from retreating troops, this after nearly being strafed somewhere near Fontainebleau! Further petrol was then sent from Aurillac by post!!! Quite an adventure but typical of that period and she was one of the privileged.

1899 - 1900

Ecole Polytechnique

Liste par ordre de mérite des élèves déclarés admissibles dans les services publics le 1^{er} Août 1900, avec indication du service dans lequel chacun d'eux est sort:

(Cette liste ne sera diffusée qu'après l'approbation ministérielle.)

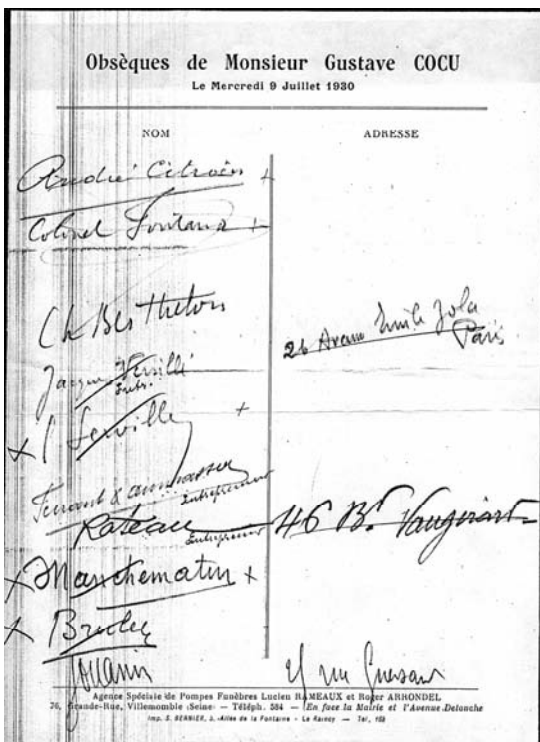
Noms		Noms		Noms		Noms	
1	Maccoux M	31	Baudoïn C.M	63	Schwarz A.M	94	Fille A
2	de Klabender M	32	Boulard	64	Stéphan	95	Barnaud G
3	Leino M	33	Quarant G	65	Le Bourgeois G	96	Koppich A
4	Adamowicz G.M	34	Demont-Fillon G	66	Machinet-Sigard G	97	Duchamel G
5	Morille M	35	Morissac C.C	67	Boval A	98	Bartholin G
6	Mouchet P.C	36	Komaro A	68	Ghazani G	99	Gyot A
7	Kraedel P.C	37	Bolter	69	André A.M	100	Arcaise A
8	Boussier G.M	38	Chupont	70	Rollen	101	Michal A
9	Gauvin P.C	39	Chuchange	71	Glick A	102	Schickel A
10	Heuck P.C	40	Le Sourd A	72	Dulac	103	Fiscotel G
11	Montigny P.C	41	Heuze	73	Legrand	104	Guyard A
12	Blanchet P.C	42	Cuccia A	74	Delorme	105	Heiter
13	Brachi-Selby P.C	43	Esmeu	75	Barthelemy A	106	Cocu

105	Failloux G	142	Gion A	178	Delbecq A	176	Bonnot
106	Grenouillet G	143	Morillon	180	Agreval	177	de Feby A
107	Lejay A	144	Guerguere A	181	Collin A.M	178	Lacroix A
108	Sallière A	145	Lesau A	182	Abrion	179	Konice A.M
109	Morlet A	146	Bollee	183	Delenc A.M	180	Bougouin G
110	Artemus Mar	147	Raymond A	184	Belle A	181	Dorin A
111	Comme-sainte A	148	Condoin	185	Guillou A.M	182	Buchalk A
112	Marcheuvre	149	Diequet	186	Combar Mar	183	Cocce A.M
113	Lebeau A	150	Schmitt	187	Scarguier A.M	184	Marchand A.M
114	André G	151	Bellange A	188	Chery A.M	185	Marchand A.M
115	Lévy G	152	Stichler A	189	Jambon A	186	Leprun G
116	Girard G	153	Abel de Brignonn	190	Baslin A	187	Genelle A
117	Whitney-Ming	154	Kelle A	191	Roussel A	188	de Saint-Léger
118	Morlat A	155	de Kerschel A	192	Chaloux de Rume A	189	Cransac A
119	Sigorte A	156	Chassin A.M	193	Piel G	190	Thomas A.M
120	Favot A	157	Bouvier	194	Demagie A	191	Lebon A
121	Mais-Lamy	158	Rivier A	195	Welin G	192	Rich A

Nombre d'élèves admis dans chaque service

Rapport		Total	
A	Admis de France	60	
A.M	Admis de l'étranger	19	
C.C	Commis des Chemins	2	
C.M	Commis de la Marine	1	
G	Grands Pontons	34	
G.M	Grands Mécaniciens	9	
H	Ingénieur Hydrographe	1	
M	Mécanicien	4	
M	Mines	4	
M.E	Manufactures de l'Etat	2	
P.C	Ponts et Chaussées	10	
P.S	Poudres et Salpêtres	1	
Rapport		125	
Total			147

Pour avoir joint à l'arrêté de sort, l'École de l'Ecole Polytechnique nommé dans l'arrêté de sort au service dans lequel il sera affecté par le sort, l'arrêté de sort, il sera remis une feuille de sort au moment de la sortie et la destination qui lui est indiquée par ce sort de service.



The top image is an extract from Page 1 of the Passing Out list. Gustave Cocu is at number 106

The bottom image is Page 2 of the Passing Out list. André Citroën at number 162

Left: The list of attendees at the funeral of Gustave Cocu. André Citroën's signature can be clearly seen at the top of the list

2011

March

- 12-13 24th Salon Champenois du Véhicule de Collection Reims, France. Details <http://www.bce-reims.com/bce.htm>
- 20 Ravera Oldtimersbeurs Arras, France. Details <http://ravera.pagesperso-orange.fr/>
- 26-27 Oldtimer & Teilemarkt Swiss Fribourg, Switzerland. Details <http://www.bvents.com>
- 30-April 3 Technoclassica Essen, Germany. <http://www.ciltcd.co.uk/Techno/tcindex.htm>

April

- 10 Vintage Car Show, Amberley Amberley Museum Arundel, West Sussex. For details 01798 831370. Application form on the TOC website
- 17 Drive It Day For details of events in your area contact your Section Co-ordinator
- 29-2 May A Taste of Holland Tour of Holland (see page 26). ENTRANCE IS NOW CLOSED

May

- 7-8 Citromobile Amsterdam, Holland. <http://www.citromobile.nl/>
- 21-22 Rally Circuit des Gabares Dordogne area, France. Ronald Knoth: r.a.knoth@zonnet.nl
- 28-29 La Vie en Bleu Prescott, Gloucestershire

June

- 1-5 TAN Weekend Larochette, Luxemborg. walternoella.callens@hotmail.com
- 11-13 Retromoteur et Véhicules de Prestige Ciney, Belgium
See International Events on the TOC website
- 18-19 9th Festival des Belles Mécaniques Parc des sports-vélodrome de Roubaix, Paris, France
See International Events on the TOC website

July

- 14-17 CTABrittany Annual Rally Normandy. For details email: vicmarnic@wanadoo.fr
- 22- 23 TOC Annual Rally Chatham, Kent (see page 26)

August

- 20-27 TU Tour of Charentes Poitou-Charentes, France. <http://www.poitou.la-traction-universelle.org/agenda.php>
- 28-29 Dunsfold Wings and Wheels Dunsfold Park, Surrey. lucy.parsons@rutland.co.uk
01483 542226
- 21 Wervik 11th Intl. Classic Car Meeting Wervik, Belgium on the border of Belgium and France (20kms from Lille). Free entrance for visitors, classic car or a stand is free - for details www.oldtimermeeting.be

September

- 9-11 Carcassonne Rally Carcassonne, South West France, organised by Hans P Durr
- 10-11 Citroën Grand Master Perpignan, France - details <http://citronnades.voila.net/>
- 11 City-Retro 2011 Haisnes, Nord-Pas-De-Calais, France. See International Events on the TOC website
- 16-18 Circuit des Remparts Angoulême, South West France – for details and videos see www.circuit-des-remparts.com

October

- 14-16 War time Weekend 1940s weekend based around the North York Moors Railway. Details from Mick Popka

November

- 11-13 Classic Car Show NEC, Birmingham
- 13 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

- 9-12 15th ICCCR Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk. See centre pull out supplement.

Send details of future events to: events@traction-owners.co.uk or by post to the Social Secretary

“A TASTE OF HOLLAND”-tour.....

From Friday 29th April to Monday 2nd May.

"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.

Entrance to the tour is now closed and 16 Tractions are booked in, 12 from the UK, 3 from Holland and 1 from Belgium.



Ton & Arnoud

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?

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?)

The price per person for the 2011 Rally is provisionally set at £49.00 per person, and includes the following:- entrance to Chatham Historic Dockyards, tea and coffee on arrival, lunch at Chatham Historic Dockyards, entrance to The Museum of Kent Life, Rally Pack.

Once I have clearer indication of the attendance figures (see below), then I will be able to firm up this cost.

Suggested Hotels:

1st Choice: (& nearest) Ramada Encore Chatham, Western Avenue, Chatham Maritime, Kent, ME4 4NT.
Book online for best rates, from £45.90/room/night - note this is room only - Breakfast and other meals available in the restaurant (www.encorechatham.co.uk) Tel: 01634 891677

2nd Choice (approx 1/2 mile away): Ship and Trades (newly refurbished), Maritime Way, Chatham Maritime, Kent, ME4 3ER

Book online for best rates £75/room/night inc Breakfast (note: they have *only* 11 rooms in total) (www.theshipandtradeschatham.co.uk) Tel: 01634 895200

3rd choice (approx 1 mile distant): The King Charles, Brompton Road, Gillingham, Kent, ME7 5QT

Book online or via email reservations@kingcharleshotel.co.uk Rates from £59.50/room/night inc Full English Breakfast (www.kingcharleshotel.co.uk) Tel:01634 830303

All rates quoted are for double rooms

The Ramada was approached to see if they would offer a discounted rate for a party booking - but their response was to suggest a price of £75.00/room/night - so best take your chances online, I'm afraid. This hotel is right next to Chatham Historic Dockyards.

The nearest campsite (approx 5 miles distant) is the Woolman Wood Caravan and Camping Park, Rochester Road, Chatham, Kent, ME5 9SB. (<http://www.caravancampingsites.co.uk/kent/woolmanswood.htm>) Tel: 01634 867685

I am currently investigating the possibility of arranging a Bar-b-que for the Friday night, but if these plans come to nought then the alternative will be fish and chips al fresco!

I'd encourage you to confirm your intention to attend the 2011 TOC Kent Annual Rally by contacting me by email or 'phone.

I know we all think it's months away (and, right now, yes it is!) but the thing is - the first question anyone asks me is "how many are coming" - and you can imagine how difficult it is trying to tie down costs when I don't know the answer to that very basic question!! Anyway, the sooner I get a clear indication of attendance numbers the easier it will be for me to plan the exact detail of the event and negotiate with relevant third parties for the best arrangements possible. So, PLEASE, let me know if you are planning to attend as soon as possible, and in that way we will have the best chance of the event being the best it possibly can be!

I look forward to hearing from you all soon!!!!

Chris Hodgson, Mobile: 07979 476635, email: chris@tractions.co.uk



LADIES APPAREL

We are being told that the winters can only get worse and as Tractions are not renowned for their heating the TOC has secured an exclusive deal on ladies winter warmers from the AF range of the YingTong company of China.

Sorry Gent's but unfortunately we were unable to secure this deal in time for Valentine's Day.

Read more about this fabulous offer in the May/ Jun issue of Floating Power.



Classified Adverts

Classified Adverts - Current Members

1. Small adverts are free and are for the disposal of vehicles and parts that are their personal (private) property.

2. Adverts for accommodation are charged at £6 per insert.

3. Advert submissions should include your membership details or payment.

4. Adverts 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.

5. Please write legibly, and if you email your advert please only use plain, unformatted text and no colours.

6. The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes.

7. Adverts for VIN plates, V5 documentation etc. will not be accepted.

8. Adverts received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.

9. Adverts are only accepted by post or email and must be sent to the address below. If ads. are sent to any other address they will be delayed and may even fail to appear at all.

Classified Adverts – Non-members

Adverts cost £12 per insert.

Trade Display Adverts

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

Payment

Please make cheques payable to 'The Traction Owners Club Ltd'.

Warning

Unless members specifically request otherwise all advertisements that appear in the 'Cars 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 'cash back fraud' attacks on **TOC** members. Members' should therefore maintain the utmost vigilance when dealing with responses to their advertisements.

If in any doubt check 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 advertisements to the Editor:
Den Hewitt, TOC Adverts,
Eastern Cottage, 62 Claverham Road,
Yatton, North Somerset, BS49 4LD.
email: editor@traction-owners.co.uk

CARS FOR SALE

FOR SALE: 1949 Slough-built Light 15,



Maroon colour, full restoration, bare metal re-spray and engine rebuild in 1998, red leather interior, 8500 miles since then. Fully overhauled and waxed by Classic Restorations in 2008. Workshop manual. Current registration number is 283 YUA. Reluctant sale, £7,950. **Tel. Roy on 07990 518 063 (Bournemouth).**

FOR SALE: 1953 Slough Light15. Big boot.



Black with red leather interior. 11D engine, radio, heater, seat belts. An older restoration, tidy and reliable but would benefit from door-bottom attention. In daily use. £6,750. **Contact John Gillard. 0207 358 9969 (24 hrs)**

FOR SALE: Light 15 1955 RHD, Black, good



bodywork, excellent engine, MOT, Pilote wheels, new Michelin radials, restored leather front seats, new spot lamps, excellent chrome. Used regularly by me last 26 yrs. Only 3 previous owners. (I have original logbook). Extra wheels and tyres. £7,500 ono. **Keith Boyes, Swanland, close to Humber Bridge, East Yorkshire, Tel: 01482 631088 or 07752 851161**

FOR SALE: Repaired bodysells or we can restore to your requirements:-

1955 Light15 with sunroof,

1955 Light15,

1950 11BL,

1953 11BL,

1953 11F.

Contact Classic Restorations 0207 358 9969 (24 Hrs)

CARS FOR SALE continued

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 call Harris Mann on 01905 351840 (Worcester).**

FOR SALE: 1937 Slough built RHD Light



Twelve, small boot. Dark Blue (almost Black). Pilote wheels. Wooden dash (perfect). New carpets. Good headlining. Leather seats worn but OK. New sills and floor pan (2000). New exhaust (2007). Not charging too well - may need new carbon brushes. Unleaded conversion and high final drive (cruises at 70mph). Practicable and pleasurable. Good condition, not concours. Best offer over £10,000. **Can be seen near Bedford. Contact by fax only Peter Mavrogordato 01234 391232**

FOR SALE: 1937 right hand drive car,



restored in the 80's. Dark Blue. Good sound car in need of further restoration. Paint beginning to blister, interior looking shabby. MOT to July 2011. Mechanically great. Being sold by Glyn Dickinson on behalf of the family of Bob Anderson, a former TOC member who died last year. Offers around £8,000 including some spares. **Caernarfon/Bangor area. Contact Glyn on 07771 522753 or email glyn.dickinson@gmail.com**

CARS FOR SALE continued

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. In everyday use. £7,500. Garaged (in London). Please tel: 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: 1953 Slough Light15. Big



boot. White with red leather interior. Restored 2000 and little used. Very beautiful, house purchase forces sale. £12,500. **Contact John Gillard. 0207 358 9969 (24 hrs)**

FOR SALE: 1953 Slough Big15. Big boot with



sunroof. Blue with red interior (seats original). Recently put back on the road after a long lay up. Low mileage engine. New clutch, brakes, headlining. Drives and looks well. £7,800. **Contact John Gillard. 0207 358 9969 (24 hrs)**

MISCELLANEOUS FOR SALE

FOR SALE: Citroën 15CV 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.**

CARS FOR SALE continued

FOR SALE: 1955 Citroën '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 seater 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. A 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**

CARAVANS FOR SALE

FOR SALE: ERIBA PUCK Touring Caravan



1988/9 with ARDECHE ridge Awning. Last with oval pop up roof. Cream and Grey with Red Line, Grey fabric in good order. Body and frame good, some corrosion at base of door. Gas box in need of replacing and some inside plastic fittings fragile with age. £2000. Open to offers. **Can be seen near to Bath. Tel Derek Fisher - 01225 864570**

CARS WANTED

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

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

PARTS FOR SALE

FOR SALE: Tyres - Michelin and Pirelli

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

FOR SALE: Offers invited for 6 volt bulbs, all sorts, as new Bosch regulator, Runbaken coil and special holder. 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 701005. Next day despatch.**

PARTS FOR SALE continued

FOR SALE: Large selection of Perfo and early "D" engines, starters, dynamos, cradles, suspension and all things mechanical. Some items fully restored. **More details: 'phone Andy on 013398 86290 (Aberdeenshire).**

FOR SALE: Pre-war bonnet complete with flaps and flap handles for 11 Légère/Light 15. Previously sand-blasted and primed, but with some light surface rust due to storage. £200.00.

Photos available on request. Buyer collects from Normandy; France; or can post smaller items at cost.

For further details. Martin Nicholson: email vicmarnic@wanadoo.fr Tel/fax 0033 233 610 015. (Sale is also advertised elsewhere)

PARTS WANTED

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

ACCESSORIES FOR SALE

FOR SALE: Two original Lucas SFT 700S - 7" Spot/Fog-light Shells with bezels. (1950/60s era). Re-chromed; very good condition. Lucas 7316, or similar, lamp units (not included) will fit. £100.00 the pair.

Photos available on request. Buyer collects from Normandy; France; or can post smaller items at cost.

For further details. Martin Nicholson: email vicmarnic@wanadoo.fr Tel/fax 0033 233 610 015.

ACCESSORIES WANTED

WANTED: Marchal 12 volts Supersport Ignition Coil (see photo below). Must be new old stock or in correct working order.



Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

MISCELLANEOUS FOR SALE

FOR SALE: Copy repair manual (1950) and spare parts catalogue (1956), offers please £40.00 plus. **Contact Barry at the Club Shop.**

FOR SALE as lot: Floating Power magazines 1983-2009. Reasonable offers please. Buyer to collect from Tunbridge Wells. Comes with 1991 biography of André Citroën by Jacques Wolfgensinger in French. **Tel Mark Booker 01892 543183**

MISCELLANEOUS WANTED

WANTED: Citroen Revue Issue No6 March 1995. Or back copy info.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

TOC CLUB SHOP

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

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