

Floating Power

July/August 2011



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

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard



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Missing magazine?

Please contact John Oates

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The closing date for input
for the September/October edition
of **Floating Power** is Monday 18th July

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

- 2192 Mr. David Balfour, Herefordshire
- 2193 Mr. John Mason, Dorset
- 2194 Mr. Michael Carter, London
- 2195 Mr. James Brown, Suffolk
- 2196 Mr. Walter Heale, West Sussex
- 2197 Mr. Bob Street, Buckinghamshire
- 2198 Mr. Stephen Chamberlain, Shropshire
- 2199 Mr. James Ingleby, Aberdeenshire
- 2200 Mr. Nicholas Cooper, Essex
- 2201 Mr. Emil Szamuk, Leeds
- 2202 Mr. Tim Goble, Hampshire
- 2203 Mr Graham Morton, West Yorkshire
- 2204 Mr. Geoff Spaulding, Australia
- 2205 Mr. Richard Thomson, Oxfordshire
- 2206 Mr. David Pratt, Kent

welcome

Well 5 months of the year have flown past for me. Drive-it-Day with the West of England section and then the Taste of Holland although both very enjoyable are fast becoming distant memories.

Why am I mentioning how the fast the year is going? Well as you know the TOC has an annual calendar and to date there are very, very few entries for the photos and certainly not enough to fill the calendar. We have had a request from a foreign club as to whether non-TOC members could submit entries. What do you think? Should we allow it if we do not have enough entries from our own members or should we reduce the number of pictures? Come on the weather's nice; get your cameras out!

I would just like to say a personal thank-you to Ton, Marianne, Arnoud and Tine for all the hard work that they put into the Taste of Holland tour. It was very enjoyable, we had a really good time in excellent company, ate too much of the excellent food and of course drank too much. It was an excellent opportunity for those that took part to see Holland. Liz and I have discussed making a return trip to have a longer look at some of the places we visited on the tour. We covered just under 1,000 miles and I took the opportunity, after its initial test run on Drive-it-Day, to try out another brand of electronic ignition and experienced no problems with it. You can read it about in TOCtech.

It is not long now until the Annual Rally in Chatham, hope to see some of you there.

Den Hewitt

Notable Dates - July and August

- | | |
|------------------------------|---|
| 1 st July 1948 | 15-Six D(V) launched in Paris |
| 3 rd July 1935 | André Citroën died of stomach cancer in Paris aged 57 |
| 4 th July 1917 | Late Squadron Leader Bernard Citroën (son) born in Paris |
| 15 th July 1952 | 11BL big boot introduced in Paris |
| 18 th July 1952 | 15-Six big boot introduced in Paris |
| 21 st July 1952 | 11B big boot introduced in Paris |
| 27 th July 1957 | Last 11B Familiale rolled off the line at Quai Javel, Paris |
| 13 th August 1934 | 1 st 7B assembled at Forest, Belgium |
| 14 th August 1939 | Big 15 launched at Slough |
| 15 th August 1939 | François Lecot died at Albigny, Rhône-Alpes aged 81 |
| 19 th August 1894 | André Lefebvre born at Louvres, Val d'Oise |

COVER IMAGE:

Steve Wright's 1954 11B taken at Kinderdijk during the Taste of Holland Tour

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TOC Committee

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President's Ponderings



Photo courtesy of Keith Norris

First, some financial news. You will recall that when we registered for VAT we were obliged to pay quite a large sum in retrospective payments for 2009 and 2010 which should have been offset by claiming back the VAT paid out in that same period. However, nearly all our VAT transactions are spares related and the majority of our purchases had been from Holland. As a result we unfortunately found ourselves caught between the UK and Dutch VAT systems with the Dutch refusing to refund our payments. As a result we were forced to provide for a loss of £3,500 in the accounts.

However, I am very pleased to say we have just received a payment of £2,400 from Holland which reimburses the VAT we paid in 2010 and we remain hopeful of receiving a further refund for 2009. I should therefore like to thank Tony Malyon and Terence McAuley who, working with an outside VAT Advisor,

have relentlessly pursued the Dutch authorities on our behalf to produce what I think all will agree is an excellent outcome for the TOC.

Many of you will be aware that a large quantity of Traction spares plus a number of vehicles were advertised on e-Bay earlier this year. The owner was adamant that he would only sell as a "job lot" and was prepared to "scrap the lot" if he could not achieve a sale. The TOC has been in touch but "negotiation" has not been easy. Bearing in mind the cost of removal and then the on-going storage charges, the Committee considered the initial asking figure too high but the Club did make what was believed to be a very fair offer. To the best of my knowledge nobody else has shown any interest and we are still talking.

Back in the garage In April I decided to check out the handbrake on the Légère because, although MOT legal, I was not happy with its holding ability on a steep slope. That opened a can of worms of which I had previously been blissfully unaware and became a bigger job than anticipated. I won't bore everybody with the saga here but I shall write something for the TOCtech section in the near future. Anyway, all seems to be fine now so, subject to a couple of local road tests, I plan to take the car to t'North at the weekend because we have an ACI Board Meeting in Harrogate to enable the 2012 Committee to show the ACI the Showground site and explain how the ICCCR arrangements are progressing.

And finally on the subject of "Old Codgers", there has recently been a rumour that John Gillard of Classic Restorations is retiring. I don't know if Dennis Ryland's retirement announcement in the last FP led to any confusion but John assures us this rumour is completely unfounded and he has every intention of being there for years to come.

Bernie Shaw

Chairman's Chat



Is this the last copy of Floating Power you will be reading?

I would like to thank all of those of you who have paid your membership renewals. As I write this (24th May) 239 members have not paid of which we usually have around 40 resignations each year. So there are still quite a lot of you out there who need to part with your brass!

Just to remind you that if you do not pay by the end of July you will be deleted from the database so will not receive the next Floating Power, parts can no longer be bought from the Club and access to certain areas of the TOC website is unavailable.

So please don't delay anymore and pay up this week...

By cheque, credit card or PayPal.

I would like to add my gratitude to that of Bernie's and to thank Tony Malyon, Terence McCauley and Lorraine Davies who persevered and ensured we received money back from the Dutch VAT system. I was concerned that there were a few mutterings from members who seemed to think the Club had lost loads of money since I took over as Chairman!

Last weekend John & I met up with members from 2CVGB and CCC at the Yorkshire Events Centre in Harrogate so that Nigel Wild, Chair of the 15th ICCCR, and our own Mick Popka could walk us around the site to be used for the ICCCR meeting in August 2012.

What a fantastic venue – loads of space available and lots of buildings we can use should the sun decide not to shine! A great venue for such an event with superb infrastructure to support our own organisers. I think it is going to be a first class event and would urge you all to get signed up soon so the organisers can get a good idea of numbers attending.

And finally...news of 'my' Traction – John has the gearbox back in and is now attaching all the other bits and pieces(?) so I am informed it should have an MOT and be out this Bank Holiday weekend (dare I uncross my fingers yet??)

We WILL be attending the Kent Rally in it so I look forward to meeting lots of you there and having the chance to talk to 'old' friends and meet more TOC members.

Bev Oates

Stuart James Bullas

27th September 1953 - 10th April 2011

It is with deep sadness that I have to advise TOC members of the sudden death of Stuart Bullas.

Stuart was one of the earliest members of our Club - member No 36 - and although he was never active in all that many of our events he did nevertheless take a great interest in what we did and was a great fan of the Traction having been an enthusiastic owner of a Lt 15 for many years. He also co owned a single seater Racing car which I believe was based on an MG Midget and it was this car which caused his untimely death when a jack collapsed whilst he was working underneath.

A salutary lesson for all of us.

Stuart spent most of his life in the Midlands mainly in the Dudley area where he eventually took over the Engineering business which had been established by his father George Bullas specialising in Plastic coverings for metal. He was a first class engineer and highly popular with his workforce who are having to cope with a difficult future. Outside the business Stuart had many interests apart from his cars and he was a keen sportsman and active member of Moseley RFC. He was in essence a light hearted chap who always made you welcome with his amusing conversation and easy manner. Generous and fun loving he easily made lots of friends and whilst Stuart was around life was never dull. He never married because with all his interests and the demands of his business he said that he never quite managed to find the time for a wife. Pity really as he would have made a great dad.

A very sad loss to his family who loved him dearly and to the many friends he made in his relatively short but full life.

"We laughed with him,
learned from him,
leaned on him
and loved him sincerely'

David Boyd

Paul Barker

Many of you will have known our first ever President, Stan Barker, who sadly died a few years ago. Stan and his late wife had a son Paul, who still lives in their flat in Broadstairs. Paul and I started exchanging Christmas cards a couple of years ago and would also include a few details of just how things were going. Paul tells me that he is doing very well, gets lots of help at home and attends day centres to keep him out of mischief.

I know many of you had a great deal of affection for Stan and Paul and miss them both very much. Paul

has said that he would like to hear from some of his other TOC friends; so if you would like to write to him, can you initially send them to either me or John Oates and we will forward them on to Paul. If you include your address on your letter, Paul will write back to you personally, but please be patient, he finds writing letters exhausting.

Steve Reed

Scottish Section Co-ordinator

Ian Smith, who will be ably assisted by Andy Burnett, has taken up the role of Scottish Section Co-ordinator.

Spares Levy

As a result of the TOC needing to be registered for VAT the Spares Levy has had to be increased to £54 which includes the VAT element of £9. This is effective from the 1st April 2011.

John Reynolds

John has resigned as a committee member and the Members of the Committee and the Directors would like to thank John for his contributions in the past. John is still a member of the TOC and will continue to write occasional articles for Floating Power.

Hire a Traction for a Tour

Not strictly TOC News this but there wasn't room in the Events section.

Authentic Roads offers tours of Tuscany, the Andes and Patagonia in your Traction or theirs.

Their website address is

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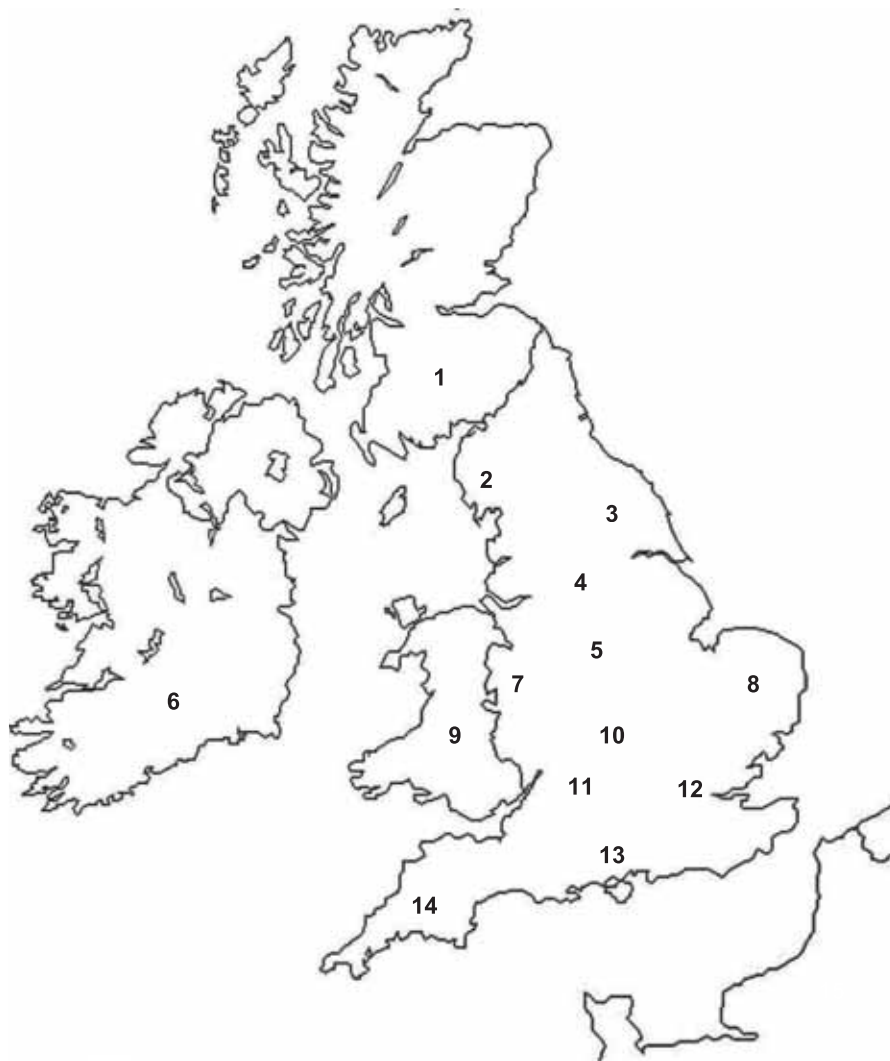
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Section Scene - UK and Ireland



Section Co-ordinator



Club Tools Holder

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<p>2 Lakes and Border </p>	<p>Bob Cuppage - Low Park, Skelwith Bridge, Ambleside, Cumbria, LA22 9NP 01539 433391</p>	<p>10 Mid-Shires </p>	<p>Nick Thorne - Twyford, Buckingham 01296 738833 nick.g.thorne@btinternet.co.uk</p>
<p>3 North East England </p>	<p>Graham Handley email: grahamhandleyhandley@btinternet.com Telephone: 01661 843493</p>	<p>11 West of England  </p>	<p>Terence & Jane McAuley 7 The Normans, Bathampton, Bath, BA2 6TD 01225 466939 mrsjane.bear@toucansurf.co.uk</p>
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Section Scene - Rest of the World



Country n°	Country in which members reside	Number of members
1	Australia	11
2	Austria	2
3	Belgium	2
4	Canada	2
5	Channel Islands	6
6	France	25
7	Germany	3
8	Hong Kong	1
9	Israel	1
10	Japan	3
11	Netherlands	7
12	New Zealand	3
13	Norway	1
14	Portugal	1
15	South Africa	2
16	Spain	5
17	Sri Lanka	1
18	Switzerland	2
19	Uganda	1
20	USA	10
21	Zimbabwe	1
		90



RoW Co-ordinators **Walter & Noella Callens**
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Section News

North East England

Drive it Day

The A1 through Yorkshire up to the Scottish border is the only fast route on the east side of England. At long, long last the powers in Whitehall recognise the need for this road to be upgraded to Motorway standards and so anyone using this road has to slow down in parts to 50mph and it can be closed at weekends whilst the upgrade takes place. It'll be great when it is finished but in the meantime causes frequent chaos. Our Drive-it-Day was planned to start at the Scotch Corner Hotel being the iconic landmark right on the A1 northbound. This was the day they decided to close the A1, so the get together was a little bit fraught. Unfortunately some Tractions, mine included, were out of action.

So four cars - a Corolla, an Audi, and Chris Naylor's Citroën - escorted Ray Andrews' Traction through the pretty villages of North Yorkshire and County Durham to meet up with Nick and Jill Hopkinson and Mick Popka in their Tractions at the Walworth Castle Hotel for lunch. They had been bogged down in the diversions whilst the A1 was closed so missed out on the scenic route run to the Castle. Anyway we had a good lunch and natter and arranged to meet at Mick Popka's in York on Thursday 28th for a convoy run to Hull for the Ferry crossing for the Taste of Holland Tour.



Nick doesn't look too happy with Mick's suggestion!

Three Tractions - mine, Nick Hopkinson's and Mick Popka's (including stowaway Chris Naylor) set off to Holland. We all had a good time with fantastic weather, good hotels and food, good company, fascinating places to visit and the wonderful hospitality of the Dutch traction owners we met along the way.

A Post Script - Stars of the Show

The NECPWA had a small car show at Wallington Hall (National Trust owned) near Morpeth in Northumberland today (Sunday 15th May) and despite it being a cold blustery May day 5 Tractions (James Geddes', Ray Andrews', Chris

Naylor's, Ali Idrissi-sbai's and mine) turned up and we were allocated a corner of the courtyard to display the cars. One spectator said "you are the stars of the show" so we were quite delighted with ourselves.



4 of the 5 Tractions lined up



Ali, Chris and James discussing Chris' first trip out since an engine overhaul.

Our future meetings:

17th July - The Newby Hall (near Ripon) Historic Vehicle Rally and Auto Jumble last year brought together the North East Traction owners for the first time so we hope to get everyone together again.

22nd - 24th July - TOC Annual Rally

11th September - Belsay Hall

25th September - Beamish Museum

14th - 16th October - War time weekend - North Yorkshire Moors Railway

Details of the events will be emailed to all members of the section but if anyone who is not on the list wishes to join please contact:

Graham Handley

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Telephone: 01661 843493

West of England

Drive it Day

The 17th April saw our third regional Drive it Day ably organised by Noel (job for life) Hutchinson.

As predicted in the last FP, the sun shone, we had a bumper turnout and everyone got home in one piece.

We had fourteen 2CVs including Dyane's and an Ami, 7 specials, mainly Lomax, and 6 Traction on the day. This made for a very colourful cavalcade, rather than the usual black plus tasteful dark red and navy blue of all -Traction gatherings. Indeed, one of the Lomax-type cars was bodied in polished alloy, which was a real bobby-dazzler.

We set off from Gordano services on the M5, rather outnumbered by a gathering of VW Beetles and camper vans doing their D-i-D thing ('undreds of 'em).

As it was Drive it Day, that's what Noel had us do; via Clevedon (see the pier), Yatton (see Den's village), Cheddar (see the gorge, up the gorge),



Blagdon (see the lake), Farrington Gurney (see the coal spoil heap), and so on until we got to the Ivy Inn at Heddington, near Calne some 76 miles later for a welcome pint of Old Dog's B***** (edited by DH but refers to male dogs bits) or whatever it was, and a good old fashioned Sunday roast.

After lunch, it was but a short hop to see the Kennet and Avon canal locks at Caen Hill in Devizes (or "The Devizes" if you want to be local). These locks are quite a sight – 29 locks in all of which 16 are in a straight flight up the hill, having a rise of 237 feet in 2 miles (72 m in 3.2 km) or a 1 in 44 gradient. A real feat of engineering in 1810.

A very jolly day out and our thanks again to Noel.

Our future meetings:

Other events will evolve as the year progresses, but, for some reason, the year and issues of FP seem to be rushing by alarmingly quickly and we haven't quite caught up.

Pip pip

Jane & Terence McAuley

email: mrsjane.bear@toucansurf.com

Telephone: 01225 466939

Eastern

Drive it Day

The Eastern Section enjoyed a beautiful sunny day by meeting for lunch at The Three Horseshoes in Cockfield, Suffolk. I arrived at 'The Shoes' to find two gleaming Traction of Graham, Darren and Sara lined up in the car park.

A steady arrival of cars eventually totalled at 12. The furthest travelled must have been Lin and Ethel from Enfield complete with daughter and grandson following in a natty C1.



The Shoes new owners Donna and Adam Crinnins were wonderful hosts, everyone enjoying excellent fayre. Many thanks to all that attended, I look forward to meeting you at further gatherings.

Technical Weekend

Graham Bradley (1953 Light 15), John Leader (DS Familiale), Doug Cunningham (H Van), Paul Knowles, Neal Humphrey and Marcus Lasance (1934 Roadster), Jasmin's 1955 Light 15 known as Dixi plus a various assortment of A Series and my DS Super 5 assembled in our yard and workshop.

The rear suspension on Dixi has been knocking and bottoming out when loaded with passengers since before our purchase. Jack, the previous owner, had told us when we bought her that he had tried to adjust the rear height unsuccessfully on previous occasions so we knew that all may not be straight forward!

All the club tools including half of the only four weighing scales in the UK had been assembled in Suffolk (thank you Bernie) on Drive it Day two weeks previous. The scales had provoked much discussion over pints. How could the weight be varied without changing ride heights? Anyway – ride height comes first, and ours was well seized! As many of you will be familiar, adjustment nuts can only be accessed

Section News

with a split spanner which limits how much torque can be applied.



Adjusting "Dixi's" rear suspension

We thought we were making progress when we managed to back off the adjusting nuts, but, no movement could be induced into the sliding sleeves. Large hammers and brass drifts were wielded expertly by Graham while we looked expectantly on. No movement! A bit of lateral thinking and a lot of heat applied to the recalcitrant parts with full weight of the vehicle and a bit of bouncing!

No Movement! Time for LUNCH.

Some more nuts were required to facilitate our next plan. The threads are 14mm and fine pitched, none could be found on the car or at home. After raiding two other local workshops some suitable nuts were located. It was a good excuse for a four up road test, in case weight and bouncing on our lovely bumpy lanes might free the reluctant joints. It didn't, Mr. Leader (AKA Blackbeard John) who works on large vehicles, and has the muscle to prove it, volunteered to be on the 'extended' spanner. The beauty of this idea was that a ring spanner was usable on the wrong side of the adjustment – the idea being to force the seized sleeve backwards. Any movement was deemed better than none! The effect would be to lower the suspension and my worry was that it might stay lowered – not the desired result.

Much joy and visible relief from all parties when movement was detected.

More hammer demonstrations from expert Graham and we were definitely in business.

Rear ride heights were now set to 264mm measured at the floor rear lip. We now have at least 2 inches more travel on the rear. Front heights are easy! The

gearbox oil leaks have ensured no seizure here. Front heights were set to 275mm to the centre point of the torsion bar silent blocks on the front subframe.

Now we could play with the scales. The cars were the only thing we were going to be weighing after lunch and all the cakes we had been consuming! Originally weights on each axle had been 270kgs and 310kgs on the front N/S & O/S respectively. 260kgs and 230kgs on the rear N/S & O/S.

Raising the vehicle to the correct heights didn't seem to have altered this. We manage to even out the low readings N/S/F & O/S/R by tensioning the N/S/F bar slightly. The theory being to push weight diagonally across the car. It seemed to work, final figures I wrote down were 270kgs and 310kgs Front, 260 kgs and 240kgs Rear - within the 30kgs tolerance.

The rest of the weekend would be a doddle after this marathon.

Marcus' lovely roadster has always sat very low to the ground. Appetite wetted by the access to the very rare weighing scales, he was eager to get the car on the hoist and remedy the situation. Nothing seized on this beauty!

With no information to the contrary we were aiming for the same height as a saloon.

The rear adjustment had other ideas and we settled for a very suitable to the eye height about 20mm lower front and rear to that achieved on Dixi.

Weighing scales showed a nice even weight distribution and a job was deemed well done.

With four pairs of eyes under the car a number of little tweaks and mods were made to cables and hose alignment and routing.



Marcus and Graham carrying out finishing touches to the Roadster

I didn't need asking twice when a road test was offered. The car is a joy, twin carb ID19 engine and 4 speed box give plenty of performance, everything felt good but Marcus had focused on a squeal from the N/S/R wheel area. More noticeable on right hand turns.

Back into the workshop.

Graham and Marcus had the rear wheel and brake off in minutes. The brake back plate appeared to be fouling slightly – soon remedied by Graham (the brass drift again).

Another run pronounced the noise much reduced and Marcus left for his run back to Ipswich in late afternoon sunshine, looking forward to the Felixstowe Rally on the Sunday.

Sunday gave Graham a chance to do a few jobs on his own car, a 1953 Light 15 nearing the end of a two year full rebuild and just on the road for this years Drive it Day. Test drives were swapped, John's DS Familiare included and the weekend declared a success.

John Gagen

Well I hope that article explains some of what was achieved over our first Technical Weekend. We were blessed with wonderful weather and good company. It was amusing to watch the swarm of men moving from car to car. The evening run to Hawkedon Queens Head gave me the opportunity to test Dixi out with passengers aboard. She is a transformed car, a delight to drive. **A very big thank you** to 'the team' of technicians, and especially to Graham for giving up two days, and supplying his wealth of knowledge of Tractions.

Editorial comments are to be found on page 26.

Jasmin Gagen

Future meetings

Essex Meeting Sept. 11th Hedingham Castle

Hedingham Castle is a very lovely location, with facilities and plenty to see. On the 11th September they are hosting their Classic & Vintage Car Show.

As with most organised events time requests are put on those wishing to show their cars. I propose a more relaxed get together on the site's meadow car park. You will have all the event's attractions and access to the gardens (as seen on TV The Landscape Man), parkland and Norman Keep, but with the freedom to arrive and depart to suit yourselves. We look forward to seeing you at the season's last get together. Dixi and I will be picnicking at 2pm, weather permitting.

If you would like to enter the Castle show event please contact www.hedinghamcastle.co.uk directly. This website also gives you lots of information regarding the site or write / call Hedingham Castle,

Castle Hedingham, Essex, C09 3DJ, 01787 460261. If you do not have internet access I can post you a copy.

For details of future planned activities contact:

Jasmin Gagen

Telephone: 01284 827039

email - jasgagen@btinternet.com

Scotland

We had a very pleasant Drive it Day. Ian Smith, (Bucksburn) and I with Tractions joined two other CCC friends with a DS and a GS and in turn joined some 90 classic cars at a breakfast stop at Crathes and went on a scenic run in glorious sunshine to a local beauty spot at Castle Fraser, where there was a marvellous display of the cars at lunchtime and as usual, great interest in the Citroens!!

Andy Burnett

Ian Smith, who will be ably assisted by Andy Burnett, has taken up the role of Scottish Section Co-ordinator.

For details of future planned activities contact:

Ian Smith

Telephone: 01224 715221

email - smithy.stoneywood@btinternet.com

Mid-Shires

Our future meetings:

Wednesday July 27th. Classics on the Common. This is a weekday event on Harpenden Common. You need to book early to get an entry. Contact Nick Thorne for further details.

Sunday September 18th. Turweston Wings and Wheels. As it implies - Classic Cars and Planes. A lovely day out and usually well attended by TOC members. We will be getting a stand so would like to know well before hand who is attending. Please advise me if you are joining us.

Nick Thorne

Telephone: 01296 738833

email: nick.g.thorne@btinternet.com

Surrey, Hampshire & Sussex Borders

Drive It Day at Southsea Seafont (Portsmouth)

For our Drive it Day outing, members of the TOC Surrey Hants & Sussex Borders section accepted an invitation from the South Hants Vehicle Preservation Society to join them for a rally on Southsea Common with free parking for the day on a hundred acres of flat grassland right by Southsea's seafont promenade and the beach.

A number of other "single marque" clubs also attended, with almost 500 classic vehicles being

Section News

there in the warm sunshine - perhaps the biggest Drive-It-Day event in the whole UK this year?

The approach roads to Southsea Common all went through busy parts of Portsmouth, ensuring that lots of people saw the classics in action, whilst many of the drivers also did a run in the afternoon along the length of the seafront. Public attendance was considerable on the Common, and we all had many compliments from people admiring our Tractions.

From the TOC we brought about twelve Tractions and an H-van fire engine, most driving to Southsea in convoy from Cobham in Surrey. The SHVPS offered several prizes, one of which was for the greatest distance travelled that day to Southsea. This was awarded to one of our Tractions - to Helen Shelley (our very effective Social Secretary) and John White - who had driven down from South London in their Traction. Their prize was a gallon of unleaded petrol in a bright new green plastic can. Altogether a very pleasant day out.

Margaret & Michael Rolfe

On Sunday 15th May, 7 Tractions in attendance, we left our usual monthly rendezvous, The Fairmile at Cobham, Surrey to convoy down to Whitchurch. On arrival at 12 noon we were joined by 6 more Traction's; these owners had made their own way there. We had been invited to park on the lawn in front of the Mill and had been given the option of having our picnics in The Whitchurch Silk Mill cafe, and as none of us felt brave enough to suffer the chilly wind, although it was dry, gratefully took up the offer.



After lunch, at 2 pm. we went for the tour around the working area of the Mill. After the tour we all met up again in the cafe where tables had been laid out for us to have the tea/coffee and gorgeous biscuits that had been arranged for us. The Mill is in a Trust and relies on visitors to survive. I must thank all our TOC friends who booked with me for this successful outing.

Helen

Our future meetings:

July 17th, our usual third Sunday, we will be going to Clandon Park near Guildford, Classic car and family fun day in aid of Macmillan Cancer support. I have a group booking form for those who wish to bring there car. Please phone 02083307216 or e-mail helenshelley@msn.com.

Admission is free to car and vehicle exhibitors, and one adult passenger. Children under 10 years old are also free. Admission for all other visitors is £7 per person on the day.

August 21st we will be taking a gentle scenic drive of the Surrey Hills, of approx 40miles, visiting local beauty spots. A stop for lunch and tea yet to be arranged. Please contact Helen for further information.

Many thanks for supporting our area.

**For details of future planned activities contact:
Helen Shelley or John White
e-mail: helenshelley@msn.com
Telephone: 02083 307216 or
mobile 07790 530383**

London

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 6UY (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

Drive it Day

Thank you to Richard & Carol Carlin who organised this year's Drive it Day. In all we had 8 cars - 7 Tractions and our little Sprite - plus 16 people.



The tour started from Wirksworth and I must admit it was hilarious as 2 minutes out of the car park Tractions started getting lost - it has been a while since I have been on a drive where Tractions kept appearing from all sorts of directions - good job there were only 8 cars. Richard's instructions were fine -

just drivers being sheep and not reading their own notes!!

However we did all manage to end up at The Bear in Alderwasley for a lovely carvery lunch.

At last I have remembered to send a photograph of our members rather than just cars!!



Our future meetings:

On Sunday August 7th we will be at the Cromford Steam Rally - weather permitting...

Sunday 2nd October will be our annual pilgrimage to the Yew Tree near Ashbourne.

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

Rest of the World (RoW).

A Taste of Holland.

Boxing hares in a meadow, contemplating herons, spying falcons, lazy llamas on the dam along het IJsselmeer, wild swans & geese & ducks & moorhens with their new born chicks, cormorants in a canal, grazing sheep, ruminating cows and millions of annoying may-flies...

This is just the enumeration of the animals we encountered during the Taste of Holland tour.

It was also colourful. Though a little bit too late for "high" season, the tulip-fields still showed a variety of colours from white to yellow, pink and red...

Orange was an item too, especially on Queens Day!

The food was a treat: pastries (in the morning!) offered by the organisers, sweet "Oldtimers anise-drop" (liquorice) at the TAN-spaeshop and "Berenburg herbs gin" from the Friesian section.

As snacks one could find smoked/baked eel, dried fish, poffertjes (pancakes) etc.

Though a busy weekend, and not always ordered in advance, all the hotels managed to serve the whole group really nice 3-course dinners, even with two choices per course.

We learned too, e.g. how the country suffered during WW II.

We especially found out a lot about the ingenious way Dutch people manage the water by using windmills and building dams. It's remarkable to see how they turn(ed) water into land. Certainly Holland

- over the centuries - made good use of their knowledge and their waterways to build up worldwide transport and trade.

We drove along canals, streams, brooks, rivers and upon dikes, crossed numerous (draw) bridges, took small ferries and encountered bicycles, bicycles and ... bicycles.

Holland / the Netherlands is charming, flat and windy, comfortable and clean.

The organisers, Arnoud & Tine and Ton & Marianne, made a tempting plan and a good roadbook, determined as they were to show the TOC what the Netherlands is all about.

They certainly succeeded and obviously we, the attendees, were the lucky ones.

Corbières-Minervois Rally

The Corbières-Minervois rally is getting really close now... So, we have finished the itinerary for our little convoy of 3 Tractions.

From the North of Belgium, we will drive all the way down to the South of France in 4 days, having 3 overnight stays. We'll take the "westerly" route via Chartres, Limoges and Brive-la-Gaillarde.

Avoiding Paris and the motorways, these 1,202 kilometres of Traction driving will take approximately 18 hours.

We will go back via the Millau-bridge, passing Clermont Ferrand and through the Bourgogne-area in 3 days and will have 2 overnight stays. This will be 1,267 kms and approximately 17.5 hours driving.

It will be quite an adventure!

Hope you all have your plans ready? Have a smooth trip and arrive safe and sound !

Looking forward to seeing you all there.

Take a look at the RoW page of the TOC website:

www.traction-owners.co.uk/sections/world/index.htm

You are welcome to send us your news bulletins and announcements that are of interest to TOC members.

Any questions or suggestions you have we will be pleased to communicate to the appropriate TOC representative.

We will do our best to keep you informed about important Traction happenings where the TOC is involved.

You're always welcome to participate and of course to join the TOC.

Due to work obligations we can only take phone calls at the weekend. You can contact us by email:

rest-of-the-world@traction-owners.co.uk

or fax 0011 (00)32 33 255 214

or phone 0011 (00)32 50 425 836

Walter & Noella Callens

Correspondence

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 September/October 2011 issue of Floating Power is Monday 18th July

Dear Editor,

Some years ago, around 1952 or 1953, our GP, Dr. Heslin of Normacot, Stoke on Trent, owned a red Traction, which had been the first vehicle sold by our local dealers, Proctors as I think they were then. He used this vehicle to take his patients to hospital, and I rode in it a few times, well I was a sickly child.

I've seen several pictures of UEH 735 and I wondered if it was the same vehicle. Perhaps the owner could confirm?

Regards, Dave Withington

Dear Dave

The database of TOC members and their cars has been checked and Traction registration number UEH 735 is not on it neither is a member by the name of Heslin, past or present. I have checked the DVLA database and the information there for UEH 735 shows that the road fund tax ran out on the 30th September 1987 and was not renewed and the colour was Red. Also the car was first registered in the UK on the 12th June 1980 and its year of manufacture was 1954 which would mean that it was imported and unless Proctors' sold Dr. Heslin an imported car then this is not the car that you are looking for. Robin Dyke knows something about UEH 735. He says it should be a Big 15, it was black, but may have been sprayed maroon, had wind deflectors and a winged 15 4-cyl badge on the starting handle hole. Also there is a note to the effect that it had "chrome on the wings". It may have gone to Canada.

DH

Does any member know anything about the car once owned by Dr. Heslin?

DH

Hi,

I went on the first evening run of the year of our local car club tonight (11th April).

This involved tootling along around a lovely lake and driving up hill and down dale.

I had been going very slowly behind an elderly man in his RO80 when he pulled in for his wife to have a comfort break.

Having checked that they were OK, I set off in pursuit of the rest of the group. Not pushing it or driving hard, merely driving the Traction as it can be driven. Nice and tight to the apices of the corners, hardly slowing at all around bends and over bumps.

The guy behind me in his modern X Type Jag turned out to be an illustrious guest of our club, who has been on Mille Miglia's etc. in his Alfa 6c1750 (I think). So he would appear to know a thing or two about cars. He also has a Ferrari 250 GT and a Mercedes 300SL among other exotica. He commented to the Chairman of the club, when the run was over, that he could not catch me on the twisty roads.

So there you have it. Another seal of approval for the wonderful Traction Avant.

Richard Sheil

Hello Den,

Thanks to John Gillard my 1952 Big-6 was delivered to Montirat yesterday afternoon (20th May). Today I left very early to test the car on a longer drive-out: motorway to Narbonne, route nationale to the seaside in Gruissan and Sigean, the way back on sinuous little roads through the mountains of the Corbières – a total of 280 miles. Weather and morning light and temperatures were breath-taking. It was an exciting experience after the car had seen an intensive cure: reinforcement of the cradle which had been attacked by corrosion and was half bent/broken, new silent-blocs, exchanged gearbox, new exhaust pipe, new tyres and numerous adjustments.

Regards, Hans P Dürr-Auster



Dear Mr. Hewitt,

Thank you so much for including my article in your May/June 2011 magazine. Fame at last! Such a great boost to my attempts to write my family history.

My regards, Basia Weaver

TOCtech forum – issue 59

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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Power Nition Electronic Ignition

There is a new kid on the block when it comes to electronic ignition for the negative earth Traction - the Power Nition unit from Nition Industries in the Netherlands.



Sorry all Slough Traction owners but there is not a positive earth version available.

As electronic ignition has never been tried, tested and written up in Floating Power I decided to do it, especially as I have never tried it either. Nition Industries have a unit for the Perfo engine - the 1401263 - a unit for the 11D engine - the 1401264 - and also the 1401267 which has 16 ignition curves that cover the Perfo, 11D, and all ID/DS engines from 1957 to 1972. There are also units for the 6 cylinder TA and for H vans. As I have a 1949 standard Perfo engined Légère, a 1955 Normale with a standard 11D engine and in my cabriolet an engine that has an ID19 block with 11D head and domed pistons I decided to test the 1401267 unit that has vacuum advance. Firstly in the cabriolet which, after initial testing to ascertain the best ignition curve to use, would get a good run on Drive it Day and then near 1,000 miles on the Holland Trip. I would then fit the unit to the Perfo and 11D engines.

Before fitting the unit the condition of your ignition coil needs to be checked in respect of its primary circuit resistance. As a coil ages its resistance reduces with use. Nition Industries state that for a 6 volt coil the resistance needs to more than 1.2 ohms and for a 12 volt coil more than 2.5 ohms. I have 3 coils on cars and 5 others and the resistance rating of each of them is comfortably in excess of the required minimum.

Secondly if using your existing coil you need to be sure that you have it fitted correctly in respect that the true positive terminal is wired to your distributor. I say 'true' because if a coil was manufactured for a positive earth car (and the 6V Marchal coils that

have the words 'Armee Francaise' engraved on the bottom were in fact manufactured for positive earth cars) then the BAT (i.e. BATtery) terminal would be the connection to the battery via the ignition switch and RUP (i.e. RUPteur = contact breaker) would be to the distributor. As said the 6V Marchal 'Armee Francaise' (French army) surplus coil is actually intended for a positive earth vehicle so, despite what the label on the tube it comes in says, on French negative earth Traction it should be connected the opposite way to the labelling on the coil. For a negative earth car, which of course the French Traction is, the BAT terminal on this coil must go to the distributor and on a Power Nition electronic unit it must be connected to its red wire.

It is important to connect coils the right way round. Failure to do so gives a weak spark and results in misfiring.

Whilst for a conventional distributor it doesn't really matter if the power is not jumping in the right direction (from the central terminal of the spark plug outwards) it can damage an electronic ignition unit over time and as John Ogborne reminded me the spark is only visible after ionisation and will be seen to be jumping the other way (just like looking at lightning jumping from the ground up).

Check the coil polarity before removing your conventional distributor as doing so with the electronic ignition unit fitted can seriously damage, if not ruin, the electronic ignition unit.

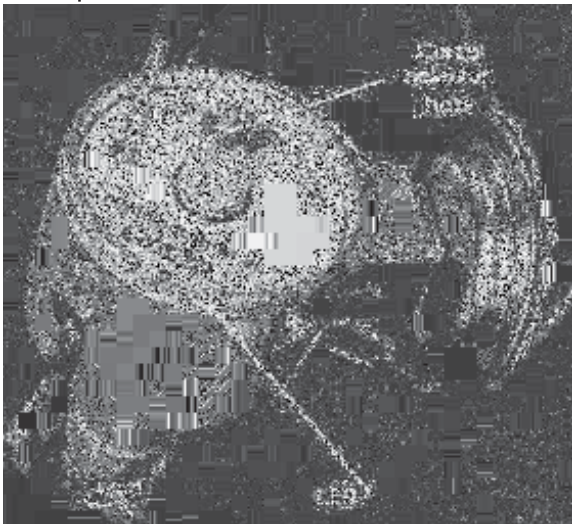
There are a few ways to check if your coil is connected correctly but perhaps the easiest is by using an analog (moving needle) voltmeter. Pull off all plug leads making sure that they are not able to make contact with or spark to the engine block or car body (especially with petrol vapour around!). Remove a plug (or use a spare), reconnect it and hold or wedge the plug body against the block. Set the meter on the highest volt range. Connect the meter between the block and the plug connection with the negative lead to the plug terminal and the positive lead to the block, thereby connecting it across (i.e. in parallel with) the plug rather than in line (i.e. in series) with it. This means that the majority of the energy is still being taken by the spark but should leave enough to kick the needle. The sensitivity of the meter can always be increased if necessary.

Crank the engine over and you should see an upward swing of the voltmeter needle (don't be

concerned with taking a reading). If the needle swings down off the scale, your coil is connected wrongly. To correct it, reverse the coil primary leads. Do not worry about the coil markings; make a note of them for future reference.

Follow the instructions diligently when fitting the unit - do not try to cut corners.

I particularly like the fact that the curve selector hole is in the top of the unit.



Fitting the unit is really basic. Jack up the left hand front wheel off the ground and put the car in 3rd gear. Find the static ignition point turning the left front wheel and getting a 6mm pin that has been put into the hole in the bellhousing to drop into the timing hole in the flywheel.

THEN REMOVE THE 6MM PIN!

Remove the old distributor and fit the unit. Disconnect all wires on the ignition coil and connect the voltage supply wire to the + contact of the coil together with the red wire from the unit. It is necessary on a Traction to take a wire from the negative (ground) terminal of the battery directly to the body of the unit. Use one of the screws that secures the distributor cap clamp. Do not connect any other wires yet. If the red wire from the unit is connected directly to the black wire the unit will get damaged! Change the gear to neutral and turn the ignition on. Turn the unit clockwise until the blue LED flashes and then using a small Philips screwdriver in the curve selector hole locate the curve selector screw and turn it (each click of the selector screw selects another curve) until the LED flashes in a sequence of flashes for the curve required. The LED will flash a number of times that is equivalent to the curve number. First of all I tried the 11D curve, number 16, so 16 flashes. Then turn the unit slowly anti-clockwise. The flashing will stop and the LED will go out. Continue turning the unit slowly anti-clockwise until the LED lights continuously. The unit is now adjusted to the static ignition point. Tighten the distributor clamp. By the way, set the manual advance position fully to the left.

Turn off the ignition and connect the black wire on the unit to the negative contact of the ignition coil. Then jack down, distributor cap back on, replace plugs and plug leads, connect vacuum hose.

I had no problems at all in fitting the unit.

When turning the unit in the engine block there are 4 positions where the LED will flash for the selected curve.

This is particularly useful with a vacuum advance unit as it can foul the engine block if your engine has been built 180° out and No 1 cylinder is at the timing chain end. A mistake sometimes made because Citroën as usual did things differently and most mechanics will say that No 1 cylinder of an engine is at the timing chain end or non-driving end. In the case of a Traction engine that is 180° out you can still use the vacuum advance unit without it hitting the engine block but you only have 3 choices of position.

Also voltage is not a problem as the unit senses whether the feed is 6 volts or 12 volts. My cabriolet is 12 volts and my Légère and Normale are 6 volts.

As I said I initially set up the unit for the cabriolet with curve 16, which is the 11D curve (8° before top dead centre). However on the road test the engine was not very responsive an indication of it being under advanced (remember this engine has an ID19 block with 11D head and domed pistons). I would not expect any electronic ignition system to have a specific curve for this engine specification. I then changed the curve to curve 1, the earliest ID curve (which is 4° further advanced -12° BTDC). All that is needed to do this is to jack up the front wheel and put the car into 3rd gear. Remove the distributor cap and turn on the ignition. DO NOT START THE CAR. The LED will either be off, on or flashing. IF off or on then turn the engine over until the LED is flashing and use the Philips screwdriver to turn the curve selector screw until the unit is flashing the required number of times.

With the unit set to Curve 1 the car was much more responsive. I then decided to try Curve 2.

As it turned out the car pinked on this curve and I changed back to Curve 1 - the curve for ID engines up to February 1964.

On Drive it Day I covered 137 miles and on the Taste of Holland tour just under 1,000 miles both with no ignition related problems. I shall now fit it to my 11D engined Normale and set it to curve 16 and then later to my Perfo engined Légère and set it to curve 15 and I'll let you know how the unit performs. However I see no reason for it to be problematical with them.

My thanks go to Niton Industries and to CTA Holland for their assistance.

These units are available from TOC Spares and of course from CTA.

In 1925, engineers devised the striated lens. This was a fundamental development, since it became possible to direct the light beam. A further milestone in the middle of the 1930s was the introduction of lamps equipped with two filaments and a plate.

This made it possible to switch from low-beam to high-beam using a control function on the dashboard or a control switch. The simple logic of all or nothing – light or darkness – became a thing of the past. At the same time, headlamps were continuously increasing their range. From 125 metres in 1925 the range offered by headlamps grew to 175 metres in 1950 thanks to the use of 45 watt bulbs.

We now have the final part of the series on French lamps .

The following article appeared in issue TA80 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.

Aftermarket Headlamps

To personalize their cars and improve lighting and indicators many owners equipped their cars with aftermarket accessories: different headlamps and rear lights, fog and spotlights and all kinds of devices.



15 Six equipped with the famous 'Equilux 335' and additional Marchal lamps

The Traction was factory equipped with headlamps (called "projecteurs") with "aerodynamic" shells longer than those of previous Citroën models. Before the war headlamps were chrome plated. After the 1935 Paris Motor Show the flat glass lenses were replaced with convex ones with the appearance of an eye ball from the side.

The Suppliers

Three suppliers equipped the Traction during its long life: Cibié, Marchal, and Ducellier. After the war the headlamp shells were enamelled, the paint matching the body colour. Chrome headlamps, similar to the original equipment, were available from Citroën by special order either delivered with the car or after sale. Many headlamps, different to the original equipment, were also available.

Marchal and the Equilux

The Marchal Company, created in 1923 in Pantin, France and who amalgamated in 1963 with SEV, were, in the middle of the Thirties, the first company to market large diameter headlamps and there was a 22cm diameter headlamp that could be fitted to the Traction 11A.

These "Aérolux" headlamps are chrome on brass with a crest stamped on the headlamp shell.

There is a "standard" version which has a flat glass lens and the top-of-the-range "Strilux" which has a patented polished vertical light reflector improving the beam, fitted from top to bottom across a striated reflector.



1935 Marchal headlight with flat lens. The visor fixed between lens and the lining enabling a better beam

Following the aerodynamic theme, from the 1935 Paris Motor Show Marchal introduced convex lenses, again with the patented light reflector but different brass reflectors. This is the famous "Equilux" available as either the 220mm diameter ABTP 335 or the 240mm diameter 347, each having a flat red glass telltale indicator for the sidelights.

From the 1935 Paris Motor Show these lamps have new shells and a removable crest. The red

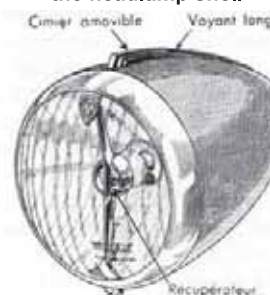
telltale is integral to the crest and is now rectangular with a rubber gasket giving rise to a range of Equilux headlamps.



Marchal Aerolux 335 with embossed crest



Marchal Aérolux with embossed crest on the headlamp shell



Marchal Equilux 335 with removable crest



The removable crest (from 1938) with telltale and its rubber seal.

These all chrome lamps could be seen on many an 11B before the war and many 15 Six's to the mid 1950's.



Equilux shell (glass telltale then plastic)



Equilux 335 optic unit and shell



240 mm Equilux headlight (347 lens)



240 mm Equilux headlight on a 15G



Enamelled version of the Equilux headlight



Rare pre-war long shell Equilux (original equipment on Delahaye, Berliet and Voison in 1939)



335 light units (optics) were often assembled on special bodies like this Splendilux



Enamelled 200mm Marchal headlamp with crest on an 11

In the pre-war Marchal catalogue there are similar 200 mm diameter (11BL and 7C) headlamps with a 190 mm ABTP 360 lens and a 185 mm curved reflector. This headlamp is very rare because it has never been seen to date.



The 1949 Paris Motor Show Marchal range

The term "Equilux" appears in the 1951 Marchal catalogue. The word "Equilux" is embossed in the lens to the left of the ABTP

type approval mark (435 series for the 11CV).



The 1950 Paris Motor Show Marchal range

At the 1951 Paris Motor Show new 220mm and 240mm diameter headlamps replaced the old references and had semi-convex lenses (ABTP 436A and 436), new silver metal reflectors with a reduced diameter bulb holder, a different vertical aluminium light reflector (which was bent outwards towards the lens, not away from it like the previous models) and the red telltale in plastic which aged badly.



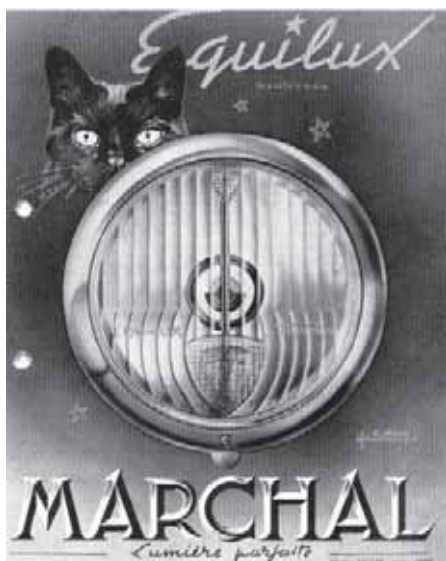
The 1951 Paris Motor Show Marchal range with the new Equilux 436 headlights and the 640 fog lamp

200mm headlamps were factory fitted to the 11CV, the optical reflector equipped with Equilux ABTP 435 lenses.



New light units appeared in 1951 on the Equilux headlight (Equilux ABTP 436A and 436 lenses)

The enamelled shell with chrome rims and telltales existed from 1938 (on the Amilcar Compound and the last post-war Simca 8-1200), 200mm diameter for the 7C and 11BL with standard Marchal optics (identical to factory fitted ones) with ABTP 391 lenses from late 1938 to March 1951 and Equilux 435 (March 1951-April 1953) and Equilux 478 April 1953-July 1957), the latter two also feature new silver metal reflectors, which are fragile over time, a smaller bulb holder and a red plastic telltale.



1952 Equilux brochure

Cibié

Cibié, established in 1919 in Aubervilliers and the largest French producer, marketed after

the war more luxurious versions of headlamps that had enamel or chrome shells, fitted with crests and red rectangular telltales (205 mm diameter for the 11, also fitted to the Simca 8-1200, and 218 mm diameter for the 15). The optics (light units) were identical to the original equipment (lenses being the ABTP 349 then 349Z and 500 for the 11 and 348 for 15). Cibié designed quartz iodine headlights in 1962.



DÉSIGNATION	300° ASTP 349	200° ASTP 348
Chromé.....	3912 B	3913 B
Peint et cimeté chromés, couvercle noir.....	3912 B	3913 B



Cibié chrome headlight with crest and glass telltale



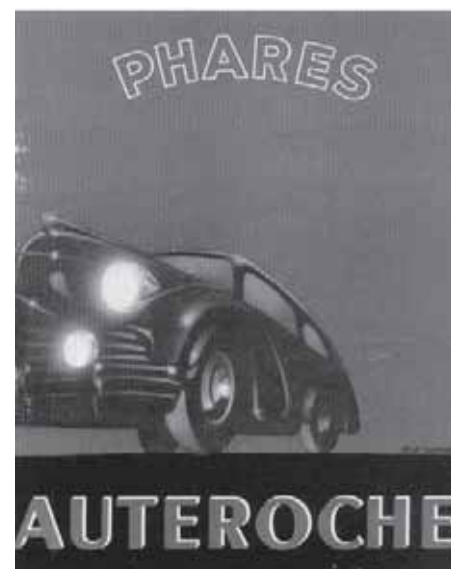
1951 Chrome 'Luxe' Crest (349 lens)

Ducellier

Ducellier, founded in 1830 making lanterns for horse drawn vehicles, never developed top-of-

the-range headlamps different to the standard ones. After the war they produced only 200mm diameter shells (black for Citroën and chrome as an accessory). The lens used was the ABTP 354 then the Isoroute115.

Auteroche



Auteroche, a hackney carriage lantern maker, formed in 1875 was the oldest lamp manufacturer in the world and created the acetylene lamp. The brand has filed numerous patents including the directional beacon in 1908 but never supplied headlamps to Citroën as original equipment for the Traction.



AERODYNAMIQUE (Glace bombée)

Diamètre en m	Numero d'hémologation	Enamel part chrome Référence	Tout chrome Référence
160	420	261	261 bis
200	404	426	426 bis
220	400	446	446 bis

The Auteroche range of additional headlights

Auteroche marketed enamelled and chromed headlamps that could be used (200mm diameter with the ABTP 404 lens, the

220mm diameter with the ABTP 400 being the most common) Their headlamps were superior to those of the 3 other brands that supplied Citroën, the brass shells were thicker and the reflectors and chrome being high quality.



Auteroche chrome headlight on 15 Six (long pyramid glass telltale)

Recessed headlights

LE PHARE ENCASTRÉ
adaptable sur Citroën : 7 - 7C - 11BL - 11B - 15SIX

*Le plus beau des enjoliveurs...
Le plus utile des accessoires !*

Headlight shells semi-recessed into the wings changed the aesthetics of the Traction. The rationale being better lighting and its adjustment, and an aesthetic modernization of the car...

Le plus beau des enjoliveurs - Le plus utile des accessoires c'est...

LE PHARE ENCASTRÉ POUR CITROËN

Pose en 20 minutes par l'intermédiaire d'un accessoire spécial. Installation sans outils. Réglage plus facile. Éclairage amélioré. Deux modèles avec ou sans réflecteur.

Recommandé par Citroën. Marque et modèle déposés.

Le Phare Encastré - Ets BOURJON, 86, av. Joliette, Vitry (Seine) - TTA, 30-18

The enamelled "Phare Encastré" (embedded headlight) was intended to use rims from 203mm to 206 mm and therefore probably Cibié.

Avec
PROFIL PHARE
vostra route sera plus sûre et plus RAPIDE!

MONTEZ SUR VOTRE TRACTION 11 ou 15 CV LE FAMEUX PROJECTEUR de la nouvelle Citroën **MARCHAL EQUILUX** 47815 ou 47815/200

Puissance et Précision Confort et Sécurité

- Intensification très considérable de l'éclairage
- Réglage précis et rapide des lancers
- Harmonisation de la ligne générale
- Consolidation de la fixation de la tige
- Pas de découpage ni trous dans cette dernière

Moderniser votre Citroën en l'équipant des
PROFIL-PHARE 52 (Série E.S.S.B.)

Voilà améliorer la ligne et la sécurité la plus précieuse d'un véhicule. Choisir son meilleur accessoire, les grands constructeurs de pièces automobiles.

ANCIENS PHARES NOUVEAUX PHARES

Il est évident que les nouveaux projecteurs, après les nouvelles techniques de la série 52, ont un effet plus lumineux, un réglage simple et sûr, un réglage plus efficace, la ligne de la voiture améliorée.

Éclairage en Profil-Phare (Série E.S.S.B.) Éclairage en Profil-Phare (Série E.S.S.B.)

Se fait en deux types : - à 11 lés, il correspond à un 11 CV et 15 CV. - à 15 lés, il correspond à un 15 CV et 15 CV. Le prix est en conséquence plus élevé.

The "Profil-Phare 52" (Profile-Headlight) taking the 200mm Cibié, Ducellier and Marchal (Equilux standard or with aluminium reflectors) light units (optics) was available in black enamel.



The 'Profil-Phare' headlight with Cibié optics on an 11

European Code Headlamps

Traffic conditions changed and evolved with the popularization of the car after the war. This growth prompted an evolution in lighting technology that was conducted in two stages during the Fifties and

which benefited the Traction to the end of its life. The equipment suppliers improved the diffusion of the headlamp beams with new lenses (Marchal was the first with Equilux in March 1951) then adopted the "European Code" system.



Cibié 'Luxe' headlights with standard and European Codes (identical lenses)

It evolved in France (increasing the beam range from 20 to 30 metres). In 1955 new light units (optics) could thus replace those of the original headlamps of the 3 suppliers to Citroën by retaining the headlamp shells.

Cibié marketed a 200 mm lens that was crimped onto the reflector (similar in design to the ABTP 500 that appeared in June 1955 factory equipped on the Traction) with type approval reference E2 105 (without the letters "ABTP"). These could be fitted on the 11CV and 15 Six. A different rim is needed, ref. 205 (11CV) and 208 (15 Six) to fit the headlamp shells



Cibié European Code optic fitted to 205mm headlight

There is another more recent model (E2 169-1465) with 4 external mounting points which if cut off will fit the original 205mm shell or if kept on will fit the

218mm 15CV shells by the use of an adaptor.

Marchal produced various light units (optics) with lenses crimped



onto the reflectors which fitted the original 200 mm headlamp shells (lens ref. Equilux E2 109-1412, ABTP 478 NL identical to the original 478 assemblies, ABTP 527-1409, ABTP 447,...).



Marchal European Code optic fitted to an original 11 shell

To fit these 200mm optics to the Cibié and Marchal 15 Six headlamp shells a crown adaptor is used to fit them into the original rim used with the 220mm shell.



Marchal European Code optic fitted to a 220 mm shell using the crown adaptor

Additional lamps



1935 Marchal Fog Lamp

To improve the lighting of the Traction, the equipment suppliers marketed supplementary lamps before the war, initially round (the fog lamps and long-range lamps of each manufacturer having enamelled or chrome shells) then rectangular or oval at the beginning of the Fifties.

Fog lamps ("anti-brouillard")

The "virages-brouillard" was used on its own or was coupled with dipped headlights.

ANTI-BROUILLARD 130 & 160 & COMPLÉMENT



130"			160"		
DÉSIGNATION	Anti Brouillard	Complément	DÉSIGNATION	Anti Brouillard	Complément
Noir	1390	1380	Noir	1371	1361
Chromé	1370	1360	Chromé	1351	1341

Cibié fog lamp and complementary spot light appeared before the war

Cibié marketed them with flat lenses (diameters 160mm and 130mm) from 1937 for 15 years, then from 1952 new models; 135mm diameter and the more modern rectangular shape.



Marchal had a cylindrical model in 1935 which was used by

Francois Lecot for his 400.000km endurance run. Marchal created



the famous 160 mm diameter 630 in 1937, a 135mm version in 1949 (640 and 641), a rectangular model in 1952 (650 Rectilux, 170 x 88 mm enamelled or chrome) and the Fantastic with diameters of 135 mm (670/680/690 and 670/680) and 175 mm (660) in 1953 (lenses having a central extruding point).

LES "FANTASTIC" MARCHAL

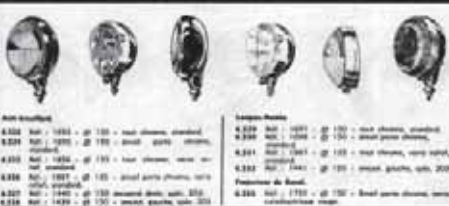


Auteroche made 135mm and 160 mm diameter fog lamps, the

oval (170mm x 90mm) 495 appeared at the 1952 Paris Motor Show and then in 1955 the 135 mm Bifocal.



Ducellier



135 mm (VB 10) and 150 mm (VB 8)

Bosch



130 and 150 mm (LE/NE 130 and 150)

Driving, long range ("longue-portee") lamps or spot lights

The "grande portee" (greater or longer range), also called supplementary headlights, were sold by all manufacturers.

Cibié in 130mm and 160 mm diameters

Marchal with the 160mm 632 in 1937, 135 mm 642 in 1951, the Fantastic in 1953 was 135mm and in 1962 the quartz iodine 175 mm 662.

Auteroche - 135mm and 160 mm

Ducellier - 135 mm (LP 10) and 150 mm (LP8)

Bosch - the flat glass 120 mm in 1935 then 130mm and 150 mm (LE/EF 130 and 150)

Many Tractions and particularly 15 Six's had a fog and spot lamp fitted at the time.

The directional lamps

The hand operated directional models manipulated from outside or inside were marketed by

Auteroche (135 mm diameter)



The directional Auteroche 135

and Marchal with their Girophare (Rotating Lamp) model "90" with has a suction cup and bakelite body and a 5 metre extension also making it a portable lamp (baladeuse) and the Model "91" with a chrome exterior.

The 185 mm diameter chrome on brass Pivophare Raymond



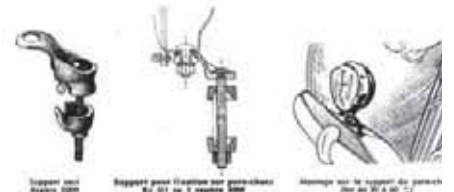
The extremely rare directional "Pivophare" manually operated from the steering wheel

was fixed to the front bumper and its beam rotated 90 degrees to the left or right from the steering wheel. It was marketed in particular by the Citroen Centre on the Boulevard Voltaire in Paris.

Bumper supports or mounts

These additional lights were mostly attached to claw pinching supports on the Traction bumper irons or bumper supports (Marchal K5, Cibié 4362,

Ducellier 5009, Auteroche 121, EB type 30). The upper part which takes the threaded rod is made of aluminium (polished or painted in black) or metal (chrome or painted black).



One of the many types of bumper supports (Ducellier)

Reversing lights (feux de recul)

Also called "feux de marche arrière", they were marketed by Cibié (95mm diameter in chrome with an orange lens), Marchal (the 90 mm diameter 520 in



October 1951, chrome with clear or orange lenses having a resemblance to the 640 fog lamp), Ducellier (the R8, black casing, 135mm and 150 mm diameters with red lens), Auteroche (95 mm diameter or



115mm x 90 mm oval, black or chrome) and Bosch (rectangular black or chrome).

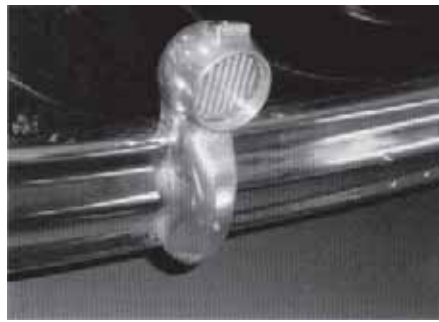
Models with an orange lens were sometimes used as indicators (feux clignotants). (I have used a clear lens Marchal 520 as a rear fog lamp by painting the inside of the lens with red glass paint. DH)

Overrides (butoirs de pare-chocs)

There were overrides with red reflectors and / or integrated stop lights: SDAA with Scintex lights (also available with front light and indicators), Maire and Robri made them to fit the profile of the 11CV and 15 Six bumpers (available with red or white reflectors).



SDAA override lamp with indicators



Robri reflector on 15 Six

Rear lights

After the war the equipment manufacturers offered special editions for rear lighting on the Traction.

The lamp and registration number plate mounted on the left rear wing of the small boot models could be fitted with different lamps (Seima, MAD, Autoche) instead of those originally fitted (Neuhaus and Harpon), which was the only lighting required.

After the war Scintex developed the "Damier" product - a pair of lamps for the rear wings. These had 3 bulbs and were multi-function (red light and stop light, reflector, indicators and a mounting plate for the left rear wing).



The Autoche GH with integrated reversing light. Dismounted it is used as portable lamp

The Seima lamps fitted as original equipment on the post July 1952 big boot models could be replaced by the "Domino" lamp made by Labinal It had a lens with a chrome surround and the shell of the lamp could be painted body colour.

Many additional reflectors were also on the market.

Terence McCauley and John Ogborne tell us how they fitted front inertia seat belts to a Traction.

Before anything else, it is perhaps worth making the point that fitting seat belts by a (necessarily!) untested method offers no guarantee of success in the event of meeting something coming the other way. However, it is my assumption that they would be a lot better than nothing.

I used an inertia reel kit made by Securon that was, and this was some years ago, sold by Halfords, but no longer appears to be. A trawl of tinterweb suggests that similar kits appear to be readily available elsewhere – the Securon 500/30 looks like it, see e.g. paddockspares.com.

The trick with the top mounting is to use the top door hinge bolt (M10 x1.5) - Fig.1- as the anchor using a 30mm steel connecting nut - Fig.2 - (essentially a



Fig.1



Fig.2

long nut) in place of the existing nut.

This is a standard size and should be obtainable at your local hardware shop or online e.g. at nutsandbolts4u.co.uk, at a dizzy 66p. There is about 9mm of thread of the hinge bolt protruding. This means that up to 20mm of a second bolt can go in the other end of the connector to hold the belt - Fig.3.



Fig.3

This, I suppose, is the "untested" bit. However, there is a reasonable amount of thread at each end and,

logically, are no more likely to strip out, in extremis, than the nuts of the floor bolts. The top bolt supplied with the kit is, inevitably, a different thread than the hinge pin. I know that John Osborne has gone to the trouble of having special connectors made up to accommodate the two threads, but I went for the more prosaic solution of using a substitute bolt of the same thread as the hinge, with a bit of shim - Fig.4 - to cater for the slightly smaller diameter bolt in the shouldered spacer that comes with the kit - Fig.5.



Fig.4



Fig.5

To get the right length to fit so that the wide part of the shouldered spacer sits aside the door pillar trim, I used a bolt with a total thread length of 47mm ('cos that's what I had) and a further spacer of 20mm (the slightly manky looking threaded thing in Fig.3) this left some 15mm to go into the connector, which seems plenty. You need to make a 20mm hole in the trim to cater for the spacer. Once all done up nice and tight (don't forget to put the trim back first), the top mounting should be free to move about and be just clear of the trim - see Fig.6



Fig.6

The only sub-optimal outcome of this arrangement is that if, like me, you are at the longer end of the human spectrum, you may find the mounting an inch or two too low – but liveable with. This is not a problem for most, including Jane, who prompted the installation, and certainly not for any “Mendip Midgets” (John again!)

It is possible to make a more elaborate top mounting to get it higher. http://www.tractionavant.ch/Berichte/Gurten/ta_gurten.html will take you to a helpful Swiss website on this subject. The text is in German but the pictures are “alles klar” (including how real men do their welding and angle-grinding bare-chested!). It also covers fitting rear belts. One day, maybe.

The floor mounting requirements are fairly obvious. There are L shaped brackets for the “reel” at the

bottom of the door pillar - Fig.7.



Fig.7

and for the straps for centre buckles that bolt through the floor and good sized and thickish “spreader” plates underneath - Fig.8



Fig.8

The centre buckles should be positioned fairly close together so that they poke out between the seats, where you would expect them to - Fig.9.



Fig.9

The Commerciale has the added feature of a dropped floor section to accommodate the phantom strapontin seats, so needs an extra spacer to compensate, but this will not affect most. What Familiare folk, who have real live strapontins in the way, would do, I have no idea. Again, John had a different cunning plan and attached the centre straps to the rear vertical face of the box section under the seat. You pays yer money...

So there you have it, if they succeed in avoiding us having to give the windscreen a Glasgow kiss at a future date, I shall be happy (well not happy exactly, but you know what I mean!!).

John Osborne adds:-

I fitted mine about 8 years ago and have never regretted it. The bush I used was machined by

Dennis Ryland (who should be acknowledged as the originator) but could be produced by any person competent with a lathe.

It's very simple to fit.

Remove the interior metal trim between the doors to provide access to the upper hinge bolt. There is enough spare thread to screw the bush onto the bolt, using washers if necessary to ensure that the outer face of the bush is flush with the inside of the trim.

All that is then needed is to drill a hole in the trim to allow the seat belt bolt to be screwed in. I'm not sure what the thread is but I don't think it is a standard ISOMETRIC.

The plates are simple reinforcing pieces. The one with four holes goes in the centre and provides an anchor for both belt fixed parts; it bolts vertically inside the channel under the seats with the two smaller holes taking the seat mounting brackets. The two plates with a single hole simply go under the floor to mount the inertia reels.

John did send in 2 diagrams; one of the floor plate and the other of the bush. There was not enough room in this issue for the diagrams but I shall publish them in the Sept/October issue. However if any of you are needing to fit seat belts before early September and you would like the diagrams then please contact me.

Den

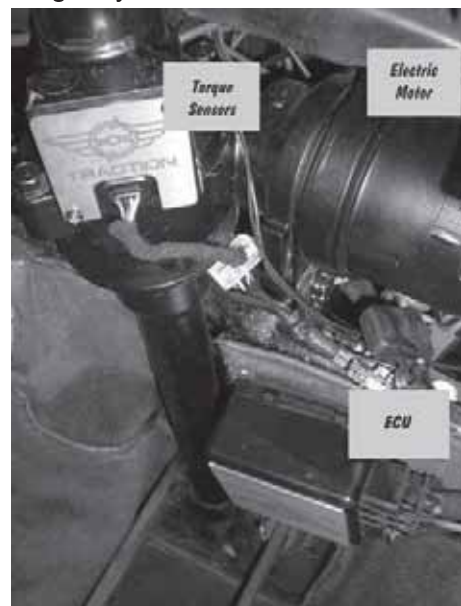
EZ Electrical Power-assisted Steering

For my 58th birthday at the end of April, my owner took me to Teignmouth for a minor operation which he said would invigorate me. There we met master technician Mike Waters who tucked me up in his big warm garage, a nice change because I normally share a carport with a C5. My stable-mate (already undergoing the same operation) was a very old supercharged Bentley Six worth £1.2M, so it was a good thing that the garage was secure.

The operation was in two parts, physical and electrical. Mike removed my steering wheel, and then cut through my steering column about 8 inches down from the bottom of the dashboard. The next step was to fit a splined sleeve over the top of what was left of my inner column, and to weld them together. A new (top end) inner column was then slid into the spline. At this junction there are torque sensors, and a fitting for the electric motor. A new (top end) outer column completed the assembly. My owner chose this to be black, but Mike offered to spray it to match my maroon paintwork or even to get it chromed. And I was pleased to find that the new column had exactly the right fitting for a Traction steering wheel. At this stage I was back to original form, with a solid straight-through connection from my steering wheel to the steering rack.

The electrics were not that complicated to fit. There is a black box called an ECU which is effectively the "brain" of the system. Next time the C5 brags that she has 19 computers on board, I will point out that I have one of my own now. I think this box could have gone anywhere under the dashboard, but as I had a floppy carpet problem above the pedals, Mike fitted it there, and the carpets are now quite smart. The power supply is taken directly from the battery via a blade fuse, but it can only be used if a contactor (or relay) is activated by a small current from the ignition circuit. Obviously it works best for Slough built cars like me with a proper 12v system, for you guys with the steering on the wrong side there is 6v solution. At almost zero speed (parking or 3-point turns) the sensors detect high torque in the steering column, and the ECU tells the electric motor to assist the steering (it can draw up to 5 amps). Under normal driving conditions there is little torque and the ECU scales down the need for assistance to almost nothing. There is a rheostat control by which my driver can choose how energetically the system should respond (possibly less for snow or ice or TOC driving tests on wet grass). There is also a safety feature whereby in the event of a power failure, some energy is retained for a short while so that the power assistance does not disappear abruptly. Mike fitted the wiring most tidily, and I expect he was impressed by how clean the back of my dashboard was. He probably doesn't know how well it gets washed when it rains.

The drive from Oxfordshire to Devon went well (and the C5 managed to keep up), but my owner said that he felt a little stiff and tired (he's getting on and doesn't move too well). On the way home we hurtled along and he said that he felt as fresh as a daisy. I think he is surprised by how well I corner now, and he is on a learning curve to handle my steering wheel more gently.



Nymphé (NYM 200)

The following is a compilation of comments to the Eastern Section Technical Weekend that come from a number of sources and other members comments are welcome

There have been two articles on height adjustment published in Floating Power - Volume 27 No 5 (Aug/Sep 2005) and Volume 27 No 6 (Oct/Nov 2005). There was a table of weights published in Volume 32 No 6 (Nov/Dec 2008). These can be viewed on the TOC website or on the Technical Library CD.

A rusted rear suspension has never been come across, which considering the position of these axle components relative to the elements, is amazing. There was once a discussion with Mr Tennant over the inclusion of a lock nut on either side of the trunnion. He claimed his suspension rattled without them and it's difficult to see why it wouldn't.

Dixi's suspension must have been badly adjusted for some while to have rusted into this position. Regarding the ride height versus corner weights, it must be obvious that the heights can be changed without altering the weights but the opposite cannot be true. However unless there is some drastic problem with the car i.e. twisted bodyshell, bent cradle or lower front wishbone, etc. the amount of "height" correction required to level the car is not usually discernable. Measurable, of course, but to be honest as John Gagen writes "sometimes it's good enough to get the car looking right". Some owners prefer their cars low; some need extra ride height in the rear for heavy passengers or touring luggage. It is however important that the relative "weights" are correct as if these are set wrong it results in a very ill handling car, usually under-steering on one lock and over-steering when turning in the other direction. Experience with one particular car was frightening!

It is important to have the wheels well clear of the ground and hanging to ensure that the torsion bars are "relaxed" otherwise you are also fighting the torsion. This was achieved with the lift that was used; a 2 post lift with 4 supporting arms which were placed under the sills. Have any members any comment on this way of lifting a Traction? Personally I would not use the sills. Some modern cars have reinforced lifting points in the sills but a Traction does not.

The method of freeing the sleeve is ingenious but there could be a risk of stripping the thread on the adjuster bolt if you get too ambitious. Progressive tightening of the nut and a healthy whack with the copper hammer would seem to be the best way.

In fact if there is any significant vertical force on the sleeve due to the torsion bar, it will cause it to jam on the threads and if the sleeve does move will damage the threads. As an aside, you would imagine that in operation the threads would get

damaged as it must take a considerable load. Still, it seems to work!

John Gagen mentions adding nuts to the other side to force the adjustment. Two nuts are shown on the parts diagram but after carrying out random checks not many cars were so equipped. Some Tractions have no additional nuts - any comments from members would be appreciated. In the spare parts book the nut is specified as 16mm being 15mm thick. This article says they are 14mm and, as far as I am aware, there are no variations in the later rear axle design (the early one is totally different).

Regarding checking weight distribution the method in the manual shows the use of only one weighing machine. However two or four weighing machines can be used. If using one the machine is placed under one wheel - say the N/S front - and a wooden block of the same height under the opposite wheel - i.e. the O/S front. This is then repeated for the other axle. There is a very small inaccuracy due to the change in angle of the car in relation to a level floor but it is tiny compared with the allowable difference between wheels of 30kg.

Similarly, unless the floor is a long way from level and even (in both planes) the error will be negligible compared with 30kg. There is also a school of thought that 4 scales were required, to be used on a flat floor; "A lot of time was spent shimming our floor to get it truly flat, I can't see many people taking the trouble, with long straight edges and spirit levels to check their floors are flat. Since changes of only a few millimetres make the difference between right and wrong I would venture to suggest that most owners wouldn't bother checking unless their car was handling badly or they access to the (specialised) equipment and had a surplus of spare time."

The important thing is that the load should be balanced across the axles, with the front-to-back balance being of less significance.

Consider the effect of having unmatched tyres on one axle, the difference in height between a worn tyre and a new or one tyre under-inflated could easily be 5mm, I don't suppose many could see this effect on the suspension heights.

Regarding the brass drift used on the Roadster's rear brakes - if you feel the need to use a drift then **never** use it on the drum, only on the backplate.

Members comments would be appreciated.

100th Birthday of the Michelin Building - London

Thanks to Andrew York for bringing this to my attention and to the Conran Press Office and David Pollack of the Doris and Bertie Communications Agency for permission to reproduce the text and photographs.

This year is the 100th birthday of Michelin House. The iconic building on the Fulham Road is a beloved architectural landmark. But how many Londoners know that it wasn't designed by an architect?



It was designed by one of Michelin's employees, Francois Espinasse, who had never designed a building before. Espinasse was an engineer employed by the construction department at Michelin's headquarters in Clermont-Ferrand.

The story of the Michelin building begins in 1904 when the Dunlop patents expired. Up to that point no other tyre company could operate in the UK without a licence from Dunlop.

After the expiry, Michelin opened a small office in Tavistock Place with four staff. By June 1905 the company was incorporated in the UK and the staff had increased to over forty.

Before long Michelin was looking to move to much larger premises. They bought a piece of land bordered by Fulham Road, Sloane Avenue and Lucan Place and began work immediately.

Espinasse completed the plans on 4th April 1910 and construction began immediately.

The style of the building is unmistakably Art Nouveau although its strong lines also anticipate Art Deco, the popular style of the 1930s. In this respect, the design was before its time and must have appeared thoroughly modern.

Elements of its engineering were thoroughly modern too. For instance, the building is an early example of concrete construction in Britain.

The new iron and concrete construction method was ideal for building large open-floor space – perfect for storing tyres. Importantly, it was also fire resistant.

The original building featured three large stained glass windows. In 1940, because of the threat of German bombing, the windows were carefully removed and stored in Michelin's factory in Stoke-on-Trent.

The windows were subsequently lost and Michelin are now searching for them after 70 years. Michelin have a web page devoted to their investigations. It offers a reward to anyone with information that leads to the original windows being found. And, in a recent development, it appears the windows may have been spotted in a remote Australian outback bar.

In 1985 Michelin finally sold the building to a partnership created by Sir Terence Conran and Paul Hamlyn, both of whom had shared a love of the building for many years. The partnership immediately began restoring the building and turning it into a restaurant, shop and office space.

As part of the restoration, replicas of the original stained glass windows were made and installed.

To celebrate, Terence Conran has trawled through the original archives at Michelin headquarters in Clermont Ferrand and chosen his favourite 6 images to reproduce exclusively for The Conran Shop.



Descended from the original handbills plastered on walls for the public's edification, the Michelin Man was conceived in 1898 and christened 'Bibendum'. Over 3,000 posters have been published by Michelin since 1898 and many are now highly coveted items.

There will be a range of events and celebrations running at The Conran Shop from 17th January 2011 open to all to commemorate the 100th birthday, including exclusive customer events, in store talks from eminent architects and designers, an archive of Michelin products including the Michelin man himself in the library area.



Head of visual merchandising at The Conran Shop, Betsy Smith has worked closely with Michelin archivists to recreate an exact replica of the building in the windows using original petrol pumps, vans, cars and of course, tyres.

A Taste of Holland

Over the four days of 29th April to 2nd May 2011 ten Tractions from England, one from the Republic of Ireland, and one from Belgium landed in Holland. They joined with two Dutch Traction owners and were met by Ton and Arnoud, the Dutch organisers, (also Traction owners) and their wives Marianne and Tine for a grand Taste of Holland tour.

But how had this come about? For this we must blame thank Graham Handley

An Apology Given and Kindly Accepted

At the TOC Annual Rally last year late one night I was having a final night cap with a few other revellers when I turned to Ton and Arnoud and said what beautiful scenery we have in Northumberland and that Holland will have nothing to compare being "flat, dull and boring". After exchanging a few more niceties Ton said "right you are coming to Holland next year because we are going to organise a Rally just for the TOC". So he, his wife Marianne, Arnoud and his wife Tine did just that. So I had to go then.

I was not disappointed. They organised an unforgettable excellent four days of seeing all that Holland has to offer beautiful scenery, fine hotels, good food and bicycles.....lots of them everywhere that seem to own the roads and paths.

Fortunately on the last night I was sitting next to Paul De Felice who had been asked to give the organisers a vote of thanks and a bottle of Champagne each and as I had recounted the story to him he very kindly gave a public apology on my behalf for how I had described Holland. OK guys you proved your point. Will you do it again next year??

Driving Other Tractions

One of the downsides of living "up north" has been the remoteness from other Traction owners. Nobody in the 10 years of my ownership of my English Light 15 has driven it whilst I've been a passenger. Ton and Marianne had very kindly allowed me and Chris Naylor to drive their Familial.....this is a lovely quiet, smooth car and we both now know what we need to do with our own to improve them!! I asked them both to drive mine. Marianne was thrilled having never driven an English Light 15 especially on the wrong side of the road. I found the tinny rattle which I'd been hunting since I'd had the car and was able to immediately cure it. Marianne is a good driver and I saw some techniques which perhaps I should adopt.....no more "boy racer" driving for me.

Ton jumped in my car and unfortunately, knocked the gear selector out. He couldn't fix it so decided to take it to the next stopping point in 3rd gear. About 10miles through about 10 traffic lights which insisted on turning red as we approached. Yes, I still have a clutch!! The gear selector was repositioned again.....Den says to put a cable tie around each of the springs to tighten them.

Ton pointed out a few things that need attention

which I could fix when I got back to the UK. But driving each others Traction is very beneficial because you can share thoughts on the cars.

Northumberland Pipes and a Dutchman on a Bike

Nick Hopkinson loves to play the Northumberland Pipes at any opportunity.....and unlike the Scottish Bagpipes, I think, gives a more mellow tone. He brought them with him and gave us a tune or two whilst we sat outside enjoying the lovely warm sunny weather and a beer. Not many folk know the Northumberland Pipes in the UK let alone Holland. And he's from Nottingham living in Yorkshire!!

His car kept experiencing engine failure i.e. it just stopped. He found that if he completely filled the fuel tank it would go for 10 to 15 miles then give up. Steve Wright to the rescue.....out came the laptop and an inspection of the petrol tank online revealed that there is a tube leading from the top of the tank to the bottom. This might have come loose. So early Sunday morning the petrol tank in the car is dismantled and indeed the tube is discovered to be adrift. Just needs soldering back. So who has a soldering iron? Nobody and it's Sunday.

Now sitting in the corner of the Hotel enjoying his morning coffee is a Dutchman about to embark on a bike ride. Yes he has a soldering iron at home and he takes Nick and helpers to his home and the job is done. Now the twist to the story is that whilst at the Dutchman's home Nick spots a set of Northumberland Pipes and learns that the guy can actually play them. Phone numbers and details are swapped and each goes on their way vowing to talk again about Pipes.

Unfortunately, that didn't solve the problem for Nick because his engine continued to just stop. But we got him and Jill to the Ferry stopping and starting with us in front with Chris navigating and Den and Liz behind Nick. Nick sweet talked the guys at the ferry terminal to let them off first. On arriving home he gave the car to his usual mechanic and got on his bike and went off on a two week bike ride.....as you do!! So by the time you read this I hope both Nick and his car are in peak performance ready for the next adventure.....and don't forget the Pipes!!

Graham

Nick adds more.

Our car broke down more than anyone else's, I think. When the problem with the broken petrol pipe put me on the roadside, Richard Shiel with David

and Cormac who had driven all the way from Dublin took Jill along to the Hotel and she was mightily impressed by the ready availability of G&T from the back seat bar. We were lucky the morning after in finding a local cyclist who had the required soldering torch just ten minutes away and just happened to be keen on English traditional music and Northumbrian Pipes so I took my pipes round and played while Steve Wright soldered up the pipe.



Before and after photo's of Nick's fuel feed pipe

As I write I haven't got back to the car to sort out its second problem - blocked carb jet - but it will be done soon. It may take longer to persuade Jill to ride in it again though.

Many thanks to all those who stayed with us during the breakdowns. Hope we can do the same for someone else next time.

Mick Popka Recalls:

My claim to fame has to be that of being the first "Breakdown"!

As we drove off the Hull to Rotterdam Ferry at the start of our "Mini Adventure" someone pointed out that I wouldn't get very far on a flat back tyre (the inner tube had perished with age)!

Pulling over after Passport Control, I was immediately surrounded by a "pit crew" who had the car up on a trolley jack (thanks Richard) and the wheel swapped in a matter of minutes.

I repaid the bill by attending to a couple of other "halts" and giving my 6 pence worth, including the replacement of a mechanical fuel pump with an electric one.

Unfortunately, I found myself on a couple of occasions having to resort to the motorway, rather than the scenic route, to catch up with the main group.

Wonderful people, wonderful cars, wonderful hospitality.

When everyone departed on Monday to head off for the ferry, I headed off for a few days in Brussels, before driving up to Amsterdam for Citromobile.

Your Editor Acted as a Courier

I received an email on the 18th April from a Dutch TOC member.

"It was suggested that I contact you as I have been told you are coming to Holland. The 'problem' is that there are some parts for sale on Ebay for a Light

Fifteen. The seller is not willing to send the items, but wants them collected from his place in Colerne. My question is: are you willing to bring these parts over? The parts are 2 front wings (these will take a lot of space!) and 3 grilles. These are for me most important, because they are Slough built. Furthermore, I recently bought a Brooklands steering wheel in the UK. Are you willing to bring the steering wheel as well with you? These parts will be the start of the restoration of my 1940 Roadster".

I must admit I was a little worried by the word "start".

Considering I was taking my Cabriolet I was also a little taken aback by the mention of wings. Luckily he decided not to bid on them. Anyway I managed to get one grille each side of the car inside the dicky seat area, the steering wheel on the shelf behind our heads with the other grille on top. On landing in Holland Graham kindly carried the parts that were behind our heads until the meeting with the Northern TAN contingent. You can see some of the meeting on YouTube

<http://www.youtube.com/watch?v=eq5lw7EyCj4>.

I repaid Graham's help by adjusting his throttle spring. Tension was lost on the spring before the butterfly on the carburettor had closed so his engine was idling much too high and the only way that he could slow it down was by pulling up the accelerator pedal with his foot.

Editor's Mishap.

One morning I was out in the street checking oil and water. The inevitable happened and somebody stopped to talk to me. About 15 minutes after the convoy had pulled away I hear a clang under the bonnet and a tinkling in the road. I look and see my radiator cap rolling across the road into the stingers and nettles by the roadside. Of course I had left it on the top of the radiator and closed the bonnet. However after some minutes of stung hands and arms I found it and we were on our way much to the relief of those behind me who couldn't get past.

Adrian and Eileen Church's First Rally

Having only acquired our 1949 Light 15 last November, the recent trip to Holland was our first rally. It turned out to be a very enjoyable one despite ours being the second car to break down (on the first day!)

We made it to Harwich and after a comfortable night's sleep on the 7 month old Hollandia, arrived at the Hook of Holland and soon found the fort where everybody met up with our hosts, Arnoud and Ton. After an interesting tour we headed off for Kinderdijk to see the windmills. Sadly the traffic was fairly heavy, and the recent fuel supply problems that I thought I'd cured returned. This caused us to stutter to a halt on a busy section of road with no hard shoulder. I managed to coast to a point where the

A Taste of Holland

bike track crossed our path and half pulled off the road completely blocking said bike track. Fortunately the Dutch cyclists seemed very relaxed about this, while we were looking under the bonnet. This was where the fun started as we were inundated with help and spare petrol pumps to cure our fuel starvation problem. I opted for Ton's neatly prepared electric one which was tie-wrapped in with Mick Popka's assistance.

Later while tootling along a country lane my sat-nav issued the previously unheard instruction 'Board Ferry' which instantly woke the dozing Eileen. We rounded the next bend to find a small chain ferry, with several of the other Traction's already aboard, ready to cross a canal.

One place we visited was the beautiful town at Harlingen, as usual to much interest from the residents, before driving along the 20 miles of the Afsluitdijk, an amazing dam which separates the north sea and Zuiderzee, and arriving at the open air museum at Enkhuisen which has a large collection of lovely old buildings from around Holland which have been re-built on the site.

Sadly on the Monday we had to leave early due to Eileen's work commitments and bade everyone farewell after the first stop of the day. We did so just in time as it turned out, arriving at the ferry with 10 minutes to spare!

And finally Bridget Wright's Personal Recollections.

First memorable place – Buren, and the first thing we found there was an attractive hostelry with tables by the canal. There we sat with beers (actually I had tea) and those strange spherical snacks whose ingredients are a complete mystery. Many people were tempted to stay there, and I don't blame them – it was a lovely spot, but I'm glad we walked around the town as it was fascinating and (to me)

completely unexpected. (Why I should not have expected lovely old towns in the Netherlands is a

matter for debate elsewhere – in therapy, perhaps!) However no-one could argue with the unexpectedness of hearing the bells chiming the half hour by playing "If I were a very very rich man" – now that is truly odd

Finding ourselves alone after that, Steve and I allowed the SATNAV to guide us to our hotel, thus creating another wonderful memory of a journey that included an unexpected ferry crossing and country lanes white with extravagant amounts of blossom.

We approached the hotel via a lovely garden, found our room then went out again intending to go to the car for our luggage – we didn't make it! Deflected from our purpose by the sight of some earlier arrivals sitting at a table in the aforementioned lovely garden drinking beer, we joined them for a truly refreshing and relaxing drink – and a surreal conversation involving ducks and e-mails (thanks Vim).

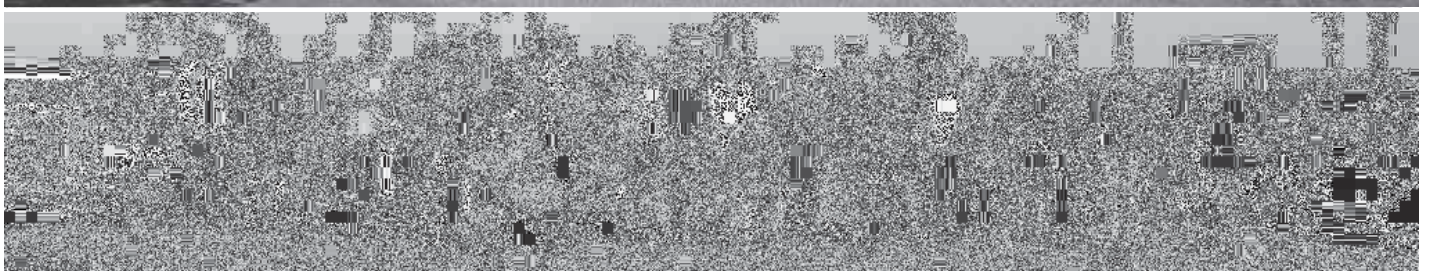
Next day, decked out in orange for Queen's Day, we went to the Royal Palace where I enjoyed the fountains: gold and diamonds in the sunshine! Fleeting looks at Kampen and Urk – crowded for Queen's Day. Very windy meeting with the Traction Owners of the Northern Netherlands.

Now another personal highlight – Franeker, where the hotel struggled to feed us all on a busy night but managed wonderfully, and where, next morning a helpful and artistic citizen produced a solution to a technical problem and I walked alone around the town (so no photos) wishing I had more time there as it was a truly delightful place.

Next highlight – Zuiderzee museum. After a surprise boat trip, here was a museum town – shades of Blists Hill at Ironbridge – only problem was it was hard to exclaim in delight as it was the day the May Flies had chosen to swarm, mate, hatch or whatever it was that they were doing in such large numbers.

Last day – my impression is mainly of getting lost and missing things – especially lunch, so in the end it was more of those *mysterious* ball snacks.

The photos below were taken at the meeting with the TAN Northern Section





Windmills at Kinderdijk



Mick, Ton and Arnoud



Buren



The Royal Loo Palace at Apeldoorn



Benno serves Oranjebitter on Queens Day



Kampen



Harlingen



Mick's floozy



The castle at Medemblik



Zuiderzee Museum, Enkhuizen



A Friesian Beerenburg gives quite a lift!



Hoorn



De Rijp



Do my flags look big on this!



Zaanse Schans

Photo's - Arnoud Alderlieste, Steve Wright,

2011

July

- | | | |
|-------|---------------------------|--|
| 14-17 | CTA Brittany Annual Rally | Normandy. See page 34 |
| 22-23 | TOC Annual Rally | Chatham, Kent. See page 34 |
| 23-30 | Randonnée Alpine | Swiss Club de Tractions event starting in Davos, driving through Austria and Italy and finishing in St Moritz. See page 34 |

August

- | | | |
|-------|--|--|
| 7 | Charity drive for the Kent Sussex and Surrey air ambulance | Leaving from Shoreham Airport to the Lavender Line in Isfield. We are hoping for 150 cars from all types and if you are interested the fee is £10 minimum donation. Further info. from Richard Grant <richardrover@hotmail.com |
| 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 International 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
See page 35 |

September

- | | | |
|-------|----------------------|--|
| 9-11 | Carcassonne Rally | Carcassonne, South West France, organised by Hans P Durr. See page 35 |
| 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 | Wartime Weekend | 1940s weekend based around the North York Moors Railway. Details from Mick Popka |
| 19-20 | French Memorial Inauguration - York | Details from Mick Popka. See page 35 |

November

- | | | |
|-------|--------------------------------|--------------------------------|
| 11-13 | Classic Car Show | NEC, Birmingham |
| 13 | Remembrance Sunday Parade | Elvington, Yorkshire |
| 19 | TOC Social Evening with Dinner | Hellidon Lakes Hotel, Daventry |
| 20 | TOC AGM | Hellidon Lakes Hotel, Daventry |

2012

June/July

- | | | |
|----------------|------------------|-------------------------------|
| 29 Jun -1 July | 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 update on page 36 |
|------|------------|--|

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

. TOC Annual Rally 2011 Chatham, Kent 22nd/23rd July

The 2011 TOC Annual Rally will be centred on the host town of Chatham, or to be precise, Chatham Maritime.

I am pleased to confirm that attendance at the 2011 Annual Rally is set to exceed 50 people and a line up of 27 tractions. This does not include Walter & Noella who ARE still hopeful of attending. If there are any other stragglers out there please make yourselves known to me as soon as possible!

To give you a better idea of what's in store let me provide a brief overview of some of the logistics for the weekend as follows:

Concours judging will take place during the weekend.

For those arriving on the Friday, I will be at the Ship and Trades on the Friday evening from 7:30 to 9:30 pm to hand out rally packs and answer questions. You have time at leisure on Friday evening and you can make your own plans for eating. The Ship and Trades has been recently refurbished and serves excellent bar snacks and meals - it's a busy time of year so you may wish to book a table in advance. Alternatively, there are a whole range of other eating establishments within walking distance of The Ship and Trades including Chinese Buffet, Mexican and Italian.

For those arriving on the Saturday I will be at the Encore Ramada Hotel from 9:30 to 11:00am to hand out your Rally Packs. There will be an orientation briefing at 11:00am at the Encore Ramada Hotel.

The Saturday will be spent in the environs of the Chatham Historic Dockyards (and, no doubt, the adjacent Medway Maritime Shopping Outlet Centre). Tractions will be parked on display to the public within the confines of the Dockyard for the

duration (you will be able to use your vehicle, should you find the need to drive anywhere during the day) - however, the idea is that you enjoy the day on foot!

The evening meal on the Saturday night will be served in the Shipwrights' Restaurant within the Dockyard area.

On Sunday after a leisurely breakfast (or lie-in?) there will be an orientation briefing for the day ahead at 10:30 am at the Encore Ramada Hotel - followed by a drive from the Dockyard area 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.

The museum is a great place for picnics and so you may wish to dust down your best picnic hampers and champagne buckets to take full advantage of the facilities... Alternatively, the Malta Inn, which is right next to the River Medway, is within walking distance - where they serve excellent food. You could also choose to take a trip up the River Medway on one of the river cruisers which operate a regular service up to Maidstone town centre and back.

I hope this give you sufficient flavour of what's in store and look forward to seeing you all in Chatham.

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

27th Brittany Club Annual Rally 2011 14th - 17th July

A brief update....The rally, this year in Normandy, will start at the Mairie in Sartilly on Thursday 14th July at 08H30.

(Also a possibility of camping and evening meal on the night of 13th July, nearby. This cost is not included in the rally fee).

After breakfast, a drive to Isigny sur Mer to the campsite; the base for the next 3 nights.

Friday 15th - Drive out to Cherbourg to visit the "Cit  de la Mer".

Saturday 16th - Drive out to the Normandy WW2 Landing

Beaches.

Sunday 17th - Drive south to Normandy/Brittany borders.

The rally fee, which has yet to be announced by the CTAB, includes evening meals, organised visits and entry fees to places of interest; camping pitch fees; rally plaque and road book.

Camping for the three nights will be at the same site.

(Price of Hotels not included).

For more details Martin Nicholson on vicmarnic@wanadoo.fr or tel 0033 233610015

Randonn e Alpine 2011 Saturday 23rd July - Saturday 30th July

The Club Swiss Citroen 34/57 has the pleasure of inviting you to the 16th Alpine Excursion, 2011.

The tour starts in Davos, in the Grisons, the height of winter sports in Switzerland.

We will depart for the Dolomites, in Cortina d'Ampezzo, where we will have one day of rest and will also spend three nights.

Our other stop will be Merano where we will stay for two nights allowing you to visit: Fl uela, Timmelsjoch, Passo di Gardena, Passo di Valparola, Passo di Giau, and Passo di Monte Giovo without forgetting the legendary Stelvio.

After a tour of approximately 950 kilometres, we will return to Switzerland and the Grisons, at St Moritz, where the tour will end.

With the aim of making this excursion as pleasant as possible, you have the freedom during the day to stop wherever and whenever you wish.

However, for reasons of organization, breakdown service and the hotels in particular, we will ask you to keep to the roadmap and to keep to the hours of arrival at the various stops.

Lodging (for 7 nights) is in 4 star hotels.

This tour is reserved for the Citroen Traction Avant.

For details contact - Jacques Pernet - email: jpernet@hotelbellerive.ch - tel: ++41 79 600 21 06

11th International Oldtimer Meeting Wervik (Belgium) 21st Aug 2011

The largest free classic car jumble of Belgium and the North of France!

On Sunday August 21st, the local classic car club of Wervik (Belgium) holds its 11th international classic car meeting.

This static car meeting, in the centre of the little town of Wervik, on the border of Belgium and France (20 kms from Lille), will be attended by over 450 oldtimers: classic cars, old agricultural and horticultural machines, motorcycles, army vehicles, vintage cars, ... there is also a trade fair with over 70 stands (spare parts, oldtimer literature, miniatures, ...).

More information, inscriptions, pictures and films of previous meetings are available at www.oldtimermeeting.be

This meeting, which welcomed last year more than 8,000 visitors, is considered as the largest free oldtimer meeting of Belgium and Northern France.

The entrance is free, participation with a classic car or a stand is also free (check conditions on www.oldtimermeeting.be).

Each year, a specific car or model is being featured. This year, the famous and legendary Citroën Traction Avant is in the centre of all attention. A huge concentration of Citroën Traction Avant will be there.

Carcassonne

Excursion to the Corbières and Minervois 9th to 11th Sept 2011

Preparations continue steadily for the Traction meeting in Montirat/Carcassonne. A second information letter has been sent to all participants at the end of April, accompanied by a question form to learn more about preferences. A new circular will be available at the end of July.

We are particularly glad about the wish of Brenda & Dennis Kallend to join us, although both are still recovering from their tremendous accident.

Note: At the request of French administration we are organizing an "excursion" and not a "rally".

26 cars are signed up. 14 have a British registration, 7 come from Belgium or Holland, 3 have a French licence, 1 Traction will join us from Oslo and our own will come from the Swiss Alps. Some teams will drive all the way down from the North; others take the ferry boat from England to Bilbao/Spain and have an exciting ride all along the Pyrenees.

We await 59 Traction friends and are expecting five more.

On Friday evening Angelika and I will welcome all participants at our home in Montirat: aperitif with wine from our grapes, dinner and safe return to their hotels by bus.

Saturday 9.30am: Departure to the small Cathar town of Minerve and a visit to this beautiful location. Several possibilities to see other places are proposed on the way back to the village of Rustiques, where Victoria & Floris will prepare a tasting of wine and olives for us, before everybody prepares for the evening at the Restaurant Château St. Martin, near Carcassonne, in order to have dinner together.

Sunday 9.30am: A more challenging excursion will bring us to the Upper Valley of the Aude River and the Orbieu Valley. Differences in altitude of 1,650 feet in a beautiful landscape on sinuous small roads have to be conquered. We will drive past Cathar castles and cross picturesque villages and towns like Lagrasse before we return to our accommodation.

The final evening will be opened by "Blanquette" (dry sparkling wine) tasting in Château St Martin and closed with a delicious dinner based on local products.

Angelika & I wish all participants a safe and wonderful journey to the Carcassonne meeting.

Hans P Durr-Auster

French Memorial Inauguration - York - 19th to 20th October 2011

An invitation to attend the inauguration of a memorial to the French Air Forces that flew from Elvington, York.

During World War II, the only French Heavy Bomber Squadrons were based at Elvington, York. Over 2,000 French airmen from 346 Guyenne and 347 Tunisie Squadrons lived in and around the city. Along with British and Allied crews within RAF Bomber Command, over 50% of their young aircrews were killed, often in horrific circumstances, for the liberation of France and Europe.

The young French airmen were renowned for their skill and their courage, humour and style were typically French.

They became very popular in their unique dark blue uniforms with gold braid. Many married local girls and the area around the base soon became known as "Petit France".

On 20th October 1945 the two squadrons returned to Bordeaux to become the Air Force of the newly liberated France.

On 20th October 2011, 66 years after that momentous day, a unique memorial will be inaugurated in York Minster. For the first time in English history a French Memorial will be placed in an English cathedral.

The club has been invited to participate in the events surrounding the inauguration which culminates in a military parade and fly past by French troops and the RAF. The inauguration of the memorial at York Minster on Thursday 20th October starts at 11am. The march past and fly past are at 12:15 pm midday.

An excellent opportunity for early Christmas "Retail Therapy" for those who are interested.

To get a formal invitation to the event you need to contact Mick Popka no later than 17th July by 'phone on 01904 701005 or by email to webmaster@traction-owners.co.uk and confirm that you will be attending.

15th ICCCR 2012 Update

Bookings (as at 20-MAY-11) Vehicles = 668, Attendees = 1,350

Branded Products - Polo shirts, other embroidered garments (Sweatshirts, etc); Screen Printed T-Shirts and "Hoodies" are now available on the ICCCR E-Store at <http://tinyurl.com/icccr2012-store> Every order gets a free bumper sticker. If you don't have internet access, just write to us at:

ICCCR2012 Ltd; 151Tadcaster Road, Dringhouses, York YO24 1QJ
or ring on 0044 (0) 7766 785 563

and we will send you a brochure showing the designs and garments available.

You can choose to have the garment posted to you or be a "Real Yorkshireman" and save on postage by collecting when you attend the event.

Trade Stands

These are now available to reserve and pay on-line.

See: <http://www.icccr2012.org.uk/Traders.html> for full details and the reservation/payment process

If you do not have Internet access, please write to us at:

ICCCR2012 Ltd; Trade Stand Manager, 152 Barkham Rd, Wokingham RG41 2RP

or ring on: 0044 (0)118 978 3533

Museum

Marcus Carlton and Haans Staartjes of the Citroen Car Club have volunteered to be joint "Museum Curators" for the Citroen museum that will be open at the event. Please contact them if you have a car that you feel should be considered for inclusion, see the advert elsewhere in this edition of the magazine.

Volunteers

We still have lots of roles that we are seeking to fill and we are working on the principle that wherever possible we will split roles down so that the tasks of each individual are clear and enable work to be shared out over many.

We would encourage you to contact us if you are able to help - remember that the site is a fully serviced international events centre, so no one will be emptying litter bins and digging toilets!

Again, for those of you without internet access, just drop us a line or ring me on my mobile (via York details above).

Harrogate Site Visits

Over the next 12 months, we will be arranging site visits on at least one Saturday per month, excluding July 11 and Nov 11 to March 12.

The site visit will be from 14:00 - 16:00 and will take in the whole site and surrounding amenities. If you want food, the Travellers Arms is adjacent to the site and I'll be there from 12:30 - 13:45 each Saturday that we arrange a visit to the site. If you will be in the vicinity or are attending an event at Harrogate, take the opportunity to have a wander round and let us have your ideas/thoughts on what you would like us to include in the event.

If you do decide to come along to one of the visits, could I ask that you email us via the contact page at <http://tinyurl.com/ICCCR-Contact> letting us know in advance and giving a mobile number that we can contact you on over any last minute changes. Please note my mobile number: 07766 785 563 if you need to speak to me.

Ticket Prices

The reason why we are offering discounted advance rate tickets is to get the money coming in so that we can book the site, services and entertainment in advance of the event. Purchasing your ticket to the event in advance of the next price rise will be a great help to us as we continue to negotiate and agree terms for the services and entertainment - if we are in a position where we need to raise more funds we will be faced with no option but to bring forward the price increase - so please book your ticket now and if necessary you can take advantage of our cancellation policy if you discover that you are unable to attend, closer to the event - of the 600 bookings made only 1 has requested a cancellation.

ICCCR2012 - 9-12 August 2012 - Harrogate
Citroen Museum - call for exhibits! We want your cars...

Amongst its many attractions, the 15th ICCCR will feature a Citroen Museum, comprising over 40 cars. For this uniquely British ICCCR, the theme will be:

Citroens built in Britain and unusual British-owned Citroens!

In more detail... British-built cars - Citroen production at Slough over the decades.
Also... UK-market cars - (mainly right-hand drive variants specific to Britain, many with significant history).
In addition... Unusual British-owned Citroens - our rarities, oddities and radically modified cars.
Naturally, the Museum will also feature a selection of cars from the Conservatoire in Paris.

All the cars will be displayed within the main building, although some will be driven out for mobile display at various times during the day.

If you would like your car to be part of this unique and enjoyable public event, calling us what makes it special.

We cannot include every vehicle, but we're keen to make the Museum as comprehensive as possible. Be part of a very special display.

Any questions - just ask! Contact us now: museum@icccr2012.org.uk or call Marcus: 07850 553051

ICCCR2012 - the Great British event!

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 plus VAT at 20% = £7.20.
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. Members must advise the Editor that publication is no longer required.
10. 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

Lineage adverts cost £12 per insert plus VAT @ 20% = £14.40. There is a cost for photo's dependant upon size.

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. VAT at 20% is applicable to trade display adverts.

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: 1953 Slough Light 15. 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 the 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: 1954 big boot Normale rolling shell. Leather seats. Front floor pan needs replacing. Has chassis and coque number plates but no log book etc. Slough area. £1,000 ono.

Contact Les. email: Angela@oakcentre.co.uk.

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 concurs. Best offer over £10,000. **Can be seen near Bedford. Contact by fax only Peter Mavrogordato 01234 391232**

CARS FOR SALE continued

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

FOR SALE: 1953 Slough Light 15. 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 Big 15. 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)**

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

- 1955 Light 15 with sunroof,
- 1955 Light 15,
- 1950 11BL,
- 1953 11BL,
- 1953 11F.

Contact Classic Restorations 0207 358 9969 (24 Hrs)

FOR SALE: 1956 Black 11BL - current owner has had it since 1992. It has a new MOT having had new front and rear brake cylinders fitted and relined. Offers around £5,000.

Please call Bev or John Oates for more information - 01629 582154.

CARS WANTED

WANTED: Pre-war 11BL with current MOT. **Please call Julian on 07957 291888 (London)**

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

PARTS FOR SALE

TOCSPARES

Contact Chris Treagust, 98 First Avenue, Batchmere, Chichester, West Sussex, PO20 7LQ hotline 01243 511378 email: spares@traction-owners.co.uk

FOR SALE:

Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars.

130/140X40 and 150/160X40

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We also balance traction wheels for free.

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sales@longstonetyres.co.uk



FOR SALE: One pair of front wings for a Normale or Big 15. These wings have been stripped, blasted and professionally repaired and are now surplus to requirements. £450 each. Welcome to view. For more details phone Steve 01344 624528 or 07961 556538. Sunningdale, Berkshire.

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.

FOR SALE: Garage Clearout - Numerous Light 15 spares. List available or specify your requirements. Phone 01442 876238 or E-mail tomscott777@AOL.com

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

FOR SALE

3 off AC fuel pumps, 'U' type

2 off AC fuel pumps, 'T' type

1 off Guiot fuel pump

1 off French fuel pump - unknown make.

All pumps working when removed.

£20 each

Twin Solex 32 BP 1 All links etc., but no manifold £30

Advance/retard cable £8

165x499 S/S wheel trim for early 'D'

models. £25

All prices include P&P

Phone: Martin Vickerstaff 01209 821979

after 6pm

email: a.vickerstaff041@btinternet.com

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

PARTS WANTED

WANTED: Radiator grille for 11BL Légère Must be complete and in very good condition.

Tel: Dave 01672 520975

WANTED: Camshaft for post war Perfo engine.

Please contact Steven Wright on 0753

167 6160 or by e-mail

wright.sa@dsl.pipex.com

PARTS WANTED CONTINUED

WANTED: 11D air cleaner.

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

WANTED: Perfo tubular air cleaner.

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

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 the pair.

Photos available on request. Can post from Normandy, France at cost.

For further details. Martin Nicholson:

email vicmarnic@wanadoo.fr

Tel/fax 0033 233 610 015.

(Sale is also advertised elsewhere)

ACCESSORIES WANTED

WANTED:

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

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

O.S capillary/mechanical oil pressure gauge to match O.S Water Temperature Gauge (see right photo below). This is a French gauge and will be marked PRESS HUILE with the marque O.S. underneath. The glass is convex and the measurement will be in Bars.



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 plus. Contact Barry at the Club Shop. Tel/Fax +44 (0)1243 266129

or email shop@traction-owners.co.uk

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

Tel: Robin Dyke - 01865 858555

FOR SALE: Citroen Traction Avant Tariff's (sales price lists) No.68(a) 15/10/1945, 69B 1/5/1946, No.70 2/10/1946

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

MISCELLANEOUS WANTED

WANTED: Citroen Revue Issue No. 6 March 1995 or back copy info.

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

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MEMORABILIA FOR SALE

Summer sale by the TOC Club Shop of some very nice A3 size black and white posters. Some of them are shown below - there are more!

£1.70 each plus postage at £1.60p for up to 6 posters.



Also for a range of clothing, models, books, signs, and gifts for the Traction enthusiast contact Barry at the Club Shop, 22 Kings Drive, Pagham, Bognor Regis, Sussex PO21 4PY. Tel/Fax +44 (0)1243 26612 or email shop@traction-owners.co.uk



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