

Floating Power

September/October 2011

D & J
BISTRO



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

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard



welcome

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

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Missing magazine?

Please contact John Oates

01629 582154

membership@traction-owners.co.uk

The closing date for input
for the November/December edition
of **Floating Power** is Monday 19th Sept.

FRONT COVER IMAGE:

Paul Vogel's 1956 11N and a 1956 11F owned by his friend Dominique Legeai, outside a bistro in Lake Zurich, Illinois.

BACK COVER IMAGE:

Paul Vogel's 1956 11N and "friends".

The 'phone rang on the 6th June it was an Australian - Phillip Rogers - who has a 1937 11 BL cabriolet that he imported into Australia from Argentina in 2000. He was visiting the UK, was in London and wanted to look at the rear floor of mine as he was uncertain of how it should look. He drove across to Yatton and it was really interesting chatting to him and although not a member I hope that we will get an article from him in the future. Although not necessary he gave me a bottle of wine for my trouble. He insisted on me taking it and very good it was too.

This is the season for rallies and we have a couple of reports in this issue.

St. Swithin's Day was the 15th July and here in North Somerset it had rained, from St. Swithin's Day to the 22nd July inclusive, for 8 consecutive days, not all day but some of the day. It also poured down on the Friday evening of the TOC Annual Rally in Chatham. But for the 2 main days of the rally we had glorious weather. The rally was a huge success and Chris deserves a big vote of thanks.

I initially disliked Google Street View thinking that it was an invasion of privacy but over the past few months I have taken to using it for my wedding car business. I have found it an invaluable aid for showing me where specifically the church or civil ceremony and reception venues are. For instance today (30th July) I have a wedding in the centre of Bath and although I know Bath fairly well I have been using Street View to look around the general area that I will be travelling around. Of course it isn't updated but it is still a very valuable aid.

I have resisted buying a satnav, despite knowing that many members of the TOC use them on rallies, but after getting lost on the Holland Tour and going wrong on the route from Chatham Docks through Chatham on the way to The Museum of Kent Life and being rescued by Bernie's satnav I am now coming round to the fact that they are quite a valuable tool. However if I do buy one it will not accompany me on wedding journeys.

Den Hewitt

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

- | | |
|---|---|
| 2207 Mr Dmitri Mauquoy, Aberdeenshire | 2216 Mr Robert & Mrs Heather Tudor, New Zealand |
| 2208 Mr Roger Masters, Lincolnshire | 2217 Mr Jonathan Colley, Warwickshire |
| 2209 Mr Daren Evans, Suffolk | 2218 Mr Cleve Belcher, Hertfordshire |
| 2210 Mr Roger Baigent, Hampshire | 2219 Mr John Tyson, North Lincolnshire |
| 2211 Mr Kevin Matchan, Hampshire | 2220 Mr Michael Knapton, Tyne & Wear |
| 2212 Mr Peter Plant, Guernsey | 2221 Mr Norman Wood, Jersey |
| 2213 Mr Frank Pennett, North Yorkshire | 2222 Mr Martin Littlejohn, Northamptonshire |
| 2214 Mr Julius Robson, Isle of Wight | 2223 Mr Christopher Wright, London |
| 2215 Mr Norman Anderson, Cambridgeshire | 2224 Mr Nick Cresswell, Staffordshire |

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TOC Committee

The members of the committee of The Traction Owners Club are volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

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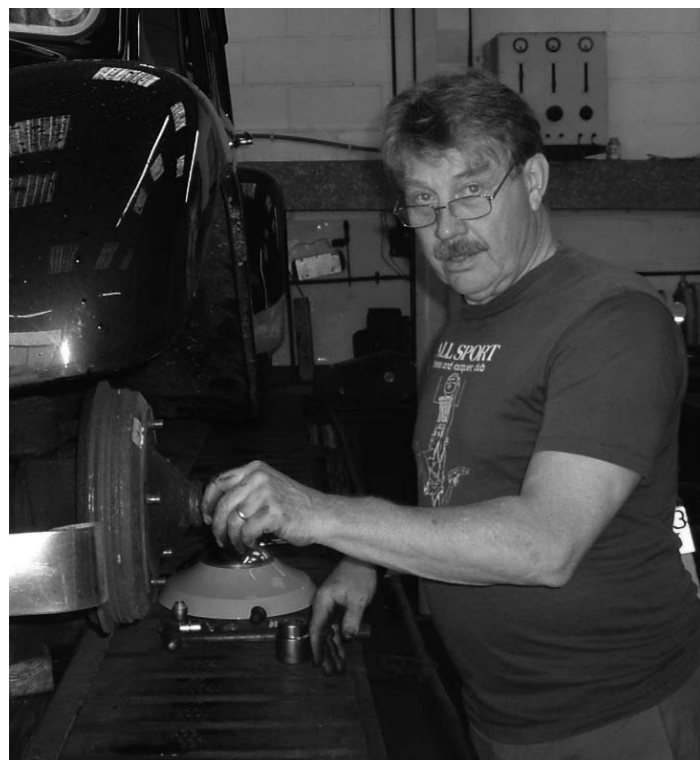


Photo courtesy of Keith Norris

Pearl and I are just back from our extended holiday having joined the Brittany Club's annual tour (actually in Normandy this year) before returning via the TOC annual in Chatham. We arrived home on Sunday evening after a 2 week round-trip of 2,555 km – without a single hitch. (Sagging window channel and monkey-fatigue do not count). Despite some hard driving from home to Dover, and then again on several occasions in France, we had averaged 23.7 mpg and used less than half a litre of oil.

Reports on both Brittany and Chatham appear in this issue so I shall just say this was our first "Brittany" tour since 2008 and I think it was better than some of the later ones we had attended. There was enough driving without being too much, the programme was interesting and the evening meals were excellent. Sadly the weather was against us for the last two days. Although the rain filled many of the cars, it failed to dampen the spirits of the participants and, as always, a jolly good time was had by all. The best thing was that the Légère did not leak in all that rain and Mme. and I stayed dry throughout!

Back in the UK - Chris Hodgson must be heartily congratulated for his organisation of the annual rally in Kent. He was literally working in the dark having never attended a TOC rally himself and, as if he did not already have enough on his plate, at the very last moment he was also placed under a lot of additional external pressure from his business. However it all went to plan and Chris coped ably with everything thrown at him. In fact, his lack of any pre-conceived ideas led to a different but most enjoyable

format and everybody I have spoken to agrees it was an excellent weekend - and Mme. says the "Goody Bag" was quite amazing!

I again thank John Oates and Pete Marley for their assistance with judging the "Concours". I must also add a post-script to a comment I made during the prize giving. I questioned the position of the fuel filler on Tim Walkers Light 15 Roadster but Phil Allison has kindly informed me that, because of the very low volume, in most, if not all, cases, the coques for "Slough" Roadsters and Coupés were actually built in Paris and shipped complete to Slough. They would therefore have been likely to have the fuel filler on the right hand (wrong) side. This would also explain why the number plate was sometimes mounted centrally where it was out of the way of the fuel filler. Thanks Phil – sorry Tim!

Last issue I mentioned the VAT situation and, in particular, the fact that we had managed to recover some of the Dutch VAT incurred on spares purchases from CTA. I am now pleased to advise that we have since received a second refund bringing the total recovered from the Dutch Authorities to a little over £5,500. The TOC is indebted to Tony Malyon, Terence McAuley and Accountant, Lorraine Davies for their persistence in pursuing this matter to such a splendid outcome for the Club. With the loss which had previously been provided for in the accounts turned into a surplus I hope we shall no longer receive complaints about the way in which the VAT registration was managed.

There have been no significant new developments regarding the stock of spares in Rochester. Our offer was declined and the advertisement reappeared on e-Bay shortly afterwards. We therefore wrote to the seller to confirm that our offer does still stand should he wish to re-consider but have heard nothing more since. Meanwhile the TOC is actively pursuing other lots of spares which are likely to be of as much interest – and probably more easily negotiable.

Back in the garage, this week I fixed the window channel (thanks to Martin Nicholson for his surplus clips) and replaced my tail and brake light bulbs with Dutch LED units (thanks to Walter Callens who had bought them through TAN and then decided not to fit them to his car). They attach directly to the base-plate of the original lamps and, although still 6 Volt, the difference is quite literally "brilliant". They are undoubtedly a safety feature and, as such, I have no qualms about such a deviation from originality.

So, now it is back to work on the Cloverleaf

Bernie Shaw



We made it – John & I attended the annual rally in Chatham in our Traction. The gearbox is repaired and the car running smoothly – I no longer have to keep everything crossed... thank goodness. If she continues to behave I may risk going to France in her again soon.

Thank you to Chris Hodgson for organising an excellent rally – even the weather was great. I managed to "persuade" Martin de Little to write a report which you can read later in this issue.

I particularly enjoyed having the opportunity to chat to 'old' and new members. I was so pleased to meet Charles Daniel who has owned his traction since new – 61 years – which must be a record. I hope Charles will write an article for us soon on his life with the car and getting old together. I was delighted that Charles' traction won the People's Choice Award at the rally.

Our next major event is the AGM – this year it will be at the Hellidon Lakes Hotel in Daventry. Please do come and join us – either for the Saturday night meal and entertainment or just for the AGM. The entertainment this year could be a little different....

As I keep repeating it is your Club so we need to hear what you have to say – constructive criticism is always welcome so do come along to the AGM and have your say.

Also we are always looking for new committee members – new 'blood' with new ideas to take the TOC forward.

I have just been told today (July 29th) that Christmas is only 148 days away! Therefore that means that 2012 is only 155 days away and will soon be here – so please put the annual rally and ICCCR events in your diary. Two UK events to attend in lovely parts of the countryside.

As you will read in In Committee I am the TOC representative on the ICCCR Committee – I was 'chosen' as I live 'up north' – well more north than all the other committee members!!

The ICCCR will need lots of volunteers. Once Mick Popka has issued a list of roles needed please do come forward and offer your services – "many hands make light work". We need lots of people to attend but that means lots of volunteers to help the event run smoothly.

Is there a local Section near you? Would you be willing to help set one up? Have a chat with Paul de Felice if you want to know more.

There are many parts of the country lacking local groups and activities – opportunities for all of us to drive our tractions around.

The committee have decided to trial the use of polywrap envelopes for posting out Floating Power – it gives us the chance to use the postal sheet for stop press news or to sell items.

What do you think? Please email or send me any comments.

And finally – what do you think of our TOC website? How could it be improved? Changed? Again all comments gratefully received.

So lots to think about and have your say on please...

Bev Oates

Notable Dates – September and October

1 st Sept. 1934	7C and 11A launched in Paris
13 th Sept. 1955	Last Light 15 built at Slough
15 th Sept. 1934	8 cylinder 22cv announced in Paris
1 st Oct. 1935	External opening (small) boot introduced
3 rd Oct. 1919	Citroën company formed
15 th Oct. 1934	Super Modern Light 12 launched at Slough
20 th Oct. 1934	11AL launched in Paris

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Possible New Section

Michael Simpson is considering setting up a local section. He lives near Bala in North Wales, the area that could be covered are parts of Cheshire, Staffordshire, Shropshire, Merseyside, maybe even South Lancashire and obviously North Wales. The plan is for members to contact Michael if they are interested. He sees this as a fairly relaxed set up, the most members to contact him in a particular area is where the first pub meet will be. Michael's e-mail address is michaelangelo.ned@btinternet.com and his telephone number is **01490 440481**.

Go-compare.com

The eagle eyed of you will have noticed if you scroll to the bottom of the TOC website homepage that there is a link to the Go-compare.com website. Before any of you ask, this is a nice little earner (based to their site). Nice one Mick.

Is that Traction too good to be true?

Tractions often come up for sale on eBay or on other websites. Sometimes a rare or sought after car will appear for sale. If you are considering buying; ask yourself some questions. Does the price seem right for the type and condition of the car being offered? As an example early in 2008 a fully restored Citroen Traction Avant 11B cabriolet sold at Bonhams in Paris for 150,000 euro's. Is the price too low for the type and condition of the car being offered? If the price is low then ask why it is not being sold at auction. Before any money changes hands ensure that you thoroughly examine the vehicle and all documents that come with it. The chassis number can also be found punched into the engine side of the bulkhead, if it can be seen then that chassis plate belongs to that car. However just because you cannot see it doesn't mean that it is not there, it could be under paint and filler. But chassis plates can be removed, so ask the Conservatoire Citroën to confirm that the chassis number on the car is that of a Traction of the year and model stated. If there is a coque number plate on the car ask them to confirm that that coque number was issued with that particular chassis number. The address of the Conservatoire Citroen is Boulevard Andre Citroen, 93600 Aulnay-Sous-Bois, Paris. Telephone number 0033 (0)1-56-50-80-28/80-22, or you can email Catherine Jeannin - catherine.jeannin@citroen.com.

If something seems cheap there will be a good reason why. Ask the vendor what that reason is.

In the words of Del boy "You know it makes sense".

The faking of a classic car is quite common and there is an interesting clip from Top Gear on YouTube

<http://www.youtube.com/watch?v=JyHbwBFVKsQ&feature=related>

There are no Tractions mentioned though.

FREE

Would you like a copy of the Arras "75 Heures, 75 Ans" DVD?

The TOC has been given lots of unsold copies.

It is 75 minutes long and in French but worth watching as lots of Tractions on it.

Yours for £1 – to cover post and packing.

Contact Bev Oates

Classic and Historic Vehicle Events Yearbooks

Two A5 hard copy Yearbooks listing Classic and Historic Vehicle Events throughout the UK will soon be available.

The Northern edition (Morgans Yearbook) is already available and covers northern and central England, north and mid-Wales and Scotland showing name, date, location and contact information as supplied by the organiser of each event (see www.morgansyearbook.co.uk). It is an 80 page book published and distributed in early February by the Rotary Club of York Vikings and costs only £4.00 (post and packing is free) and contains an annual directory containing month-by-month listings of over 1070 classic car shows, steam fairs, steam rallies, autojumbles and other events involving veteran, vintage and classic cars, commercial vehicles, motor cycles, tractors, buses and steam-propelled vehicles.

The first full Southern edition will be produced by Bishops Waltham Rotary Club covering the south of the UK below a line drawn approximately across the country level with Leicester and the 2012 glove box edition will be available early February 2012 at a cost of £4.50 (see www.yeomansyearbook.org.uk).

In Committee

Brief notes of the Committee meeting held on 26th June.

Calendar – we need to encourage more members to submit photographs for the 2012 calendar. We will accept submissions from non members as long as they belong to another traction club.

Envelopes – we are going to trial using polywrap envelopes for future FP postage as we can use it for any stop press news or special offers from the Club or Spares Shops.

Membership – 146 still not paid up for this year. Reminders to go out via email and letter at end of July.

Subscriptions – we need to look at increasing the postage costs in 2012. We aim to keep membership fees the same but look at the postal charges for Europe and Overseas. This should be discussed at the AGM.

AGM – booked for November 20th – details need to be in the next FP. Also need to decide on the entertainment for the Saturday evening.

NEC – we need to try and find out what the theme is for this year to help Michael Simpson organise our Stand.

Spares – we are aware of the spares for sale in Rochester but the seller is not willing to negotiate at all.

Spares Price list is now on our website – we will print copies if requested.

Club Tools – these currently being updated and more items added.

Website – committee agreed Tech torque should only be available to members – this could be a way to encourage new members.

Any Other Business

1. Footman James – the TOC has signed an agreement with this Insurance Company so that we will get a commission on all TOC members' policies. This includes both classic and modern cars and Home & Contents Insurance (note the TOC does not give any advice or recommendations on insurance). A leaflet will be sent out to all members with a future FP and in new members' packs.

2. Heritage Insurance – we agreed to join their Club Corner and the company will send out a TOC application to new customers owning a traction.

3. ICCCR – Bev to take over from Bernie as the TOC representative on the ICCCR Committee so Bernie can focus on his ACI role in relation to the ICCCR. We need more information on roles at the actual event so we can seek volunteers via FP.

Next meeting is on Sunday 25th September.

Footman James Classic Motor Show, NEC, Birmingham, November 11-13

The Clubs' THEME is: 'Running in the Family'

One of the most common expressions you hear from our visitors when walking around the halls is 'my Dad had one of those' and this applies to every marque, from Reliants through to Rollers! It's like looking through a family album for most people as they see the car they learnt to drive in or went on holiday in, the first motorbike they rode, etc.

It's these vehicles and images of the car in relation to a family's history we will be celebrating, the ones that might feature in our family photos and have a sentimental link for us all.

Of course, there are plenty of other ways to interpret the 'Family' theme too; it doesn't have to be all about actual family nostalgia.

Clubs may choose to interpret the theme with 'families' of V8 powered models, successful 'families' of racing cars, 'families' of pioneering cars, and there could be many more different 'takes' on the theme.

One of the beauties of the show is the sheer variety, diversity and surprises that clubs always bring - we love seeing your ideas come to life!

We hope that this theme gives you plenty of food for thought and springs a few ideas forth. It's always difficult to come up with a theme that is truly generic but we think that, with this one, everyone can really get involved - whether it's a display of an entire marque's 'family' of cars, through to a simple display wall showing lots of your members lovely old' family snaps involving their cars etc.

Here's looking forward to November (by the way, Sandra's off on yet another holiday - hence me sending this out).

Andy Rouse, Show Manager, The Footman James Classic Motor Show.

Traction Owners Club 35th Annual General Meeting 2011

The final TOC Social Event for the 2011 calendar will be held at a new venue The Hellidon Lakes Golf & Spa Hotel, Daventry, Northamptonshire, NN11 6GG on the weekend of 19th/20th November. The event takes place at one of QHotels and the 4 star facilities can be seen on the internet at: www.qhotels.co.uk/hotels/hellidon-lakes-daventry.aspx

The 35th TOC Annual General Meeting will be held at 11.30am in a Private Suite on Sunday 20th November 2011. Unlimited tea, coffee and biscuits will be provided at the AGM.

To celebrate our 35th anniversary we have arranged a weekend stay at The Hellidon Lakes Golf & Spa, to include on Saturday evening, a 3-course dinner, with a vegetarian option in the private Restaurant. There will be entertainment on Saturday evening, information to be released later. The theme of Black and White dress code has been very successful in the past and by popular demand will be repeated again as it is a wonderful opportunity for the ladies and gents to dress up for the occasion. Should the entertainment get the better of some guests then they may retire to the Bar for a modest drink.

The cost of double/twin room, Saturday night 3 course meal, entertainment and breakfast Sunday morning is £140 per couple - yes - £70 per person. Please note that this year we are at a QHotel 4* and standards will be as good as last year.

All wives, partners and families may use the leisure facilities whilst the all important TOC AGM takes place on Sunday. It is worth spending a little time checking out the internet and googling 'Hellidon Lakes' to see wonderful images and reports.

To reserve a room contact Paul de Felice on 01992

890 975 (eves) or text mobile 07778 053 873 or email: pauldefelice@btinternet.com. If you would like to register an interest, but are unsure of a definite commitment, just text Paul now and he will keep you updated. It is a great help if organisers get early indications of potential numbers.

**Notice is hereby given of the
Annual General Meeting (AGM) of the Traction Owners Club Limited
to be held at The Hellidon Lakes Hotel, Daventry, Northants NN11 6GG
on
Sunday 20th November 2011 at 11.30 am**

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, to elect the Directors and Committee Members and to conduct any other relevant business.

Members wishing matters of relevance to the business and activities of the TOC to be discussed at the meeting are invited to submit them in writing. Such submissions must be from a fully paid-up member, in writing, and received by the General Secretary no later than 5th November 2011. Submissions must include the name, membership number, address, and signature of the member making the submission

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

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

The TOC committee, excluding ex-officio members, currently comprises 18 members. TOC rules require that one third of the committee stand down. Nominations are accordingly invited for new committee members. The five longest serving members (Tony Malyon, Bev Oates, John Oates, Mick Popka and Mick Holmes) will stand down and will have the option of standing for re-election together with any other nominees.

All nominations must be from a fully paid-up member, in writing and received by the General Secretary by 22nd October 2011. They must include the names, membership numbers, addresses, and signatures of the nominee(s), the proposer(s) and seconder(s).

Members who are unable to attend the meeting may nominate a proxy (who must also be a member). A member wishing to use this facility shall notify the Secretary in writing not less than seven days before the meeting.

By order of the Company Secretary

Nominations and Resolutions to be submitted to:

Debbie Harding
The Box on the Hill
Hill Farm
Portmore
Barnstaple
EX32 0HR

**The Traction Owners Club Limited
Profit and Loss Account
Year ended 31st March 2011**

	2011 £	2010 £	Balance Sheet at 31st March 2011	2011 £	2010 £
Turnover	49,479	53,139	FIXED ASSETS		
Cost of Sales	30,219	43,591	Tangible Fixed Assets	578	770
GROSS PROFIT	19,260	9,548	Investments	750	750
Administrative Expenses	25,176	30,050	TOTAL FIXED ASSETS	1,328	1,520
	(5,916)	(20,502)	CURRENT ASSETS		
Other Operating Income	21,898	20,399	Stock	82,465	75,827
OPERATING PROFIT ON ORDINARY ACTIVITIES BEFORE TAXATION	15,982	(103)	Debtors	7,331	5,445
Tax on Ordinary Activities	(9)	(5)	Cash at Bank and in Hand	37,429	29,938
SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX	15,973	(108)	TOTAL CURRENT ASSETS	127,225	111,210
GENERAL FUND BROUGHT FORWARD	111,453	111,561	CURRENT LIABILITIES		
GENERAL FUND CARRIED FORWARD	127,426	111,453	Creditors falling due within one year	(1,127)	(1,277)
			NET ASSETS	126,098	109,033
			CAPITAL AND RESERVES GENERAL FUND	127,426	111,453

Explanatory Notes on the Accounts

Headlines

- Net profit before tax was up by £16,085.
- Gross profit was up by £9,712.
- Turnover was down by £3,660.
- Expenses were down by £4,874.

Background

- 2010-11 represents a return to normal after 2009-10 in which a number of extraordinary items distorted the accounts.
- The most significant reason for the increase in profit was due to VAT registration. VAT paid to the Dutch authorities in 2009-10 of £3,492 was written off in the 2009-10 accounts. This has been recovered, together with that from 2010-11, giving a total credit of £5,507 within these accounts.
- £640 of the Arras loan written off in 2009-10 has been recovered.
- Subscriptions were up by £1,500 and advertising income by £652.
- Expenses were down by £4,874 (expenditure was higher last year due to the written off Arras loan, extra stationary purchases, the printing of the spares list for distribution in FP). FP costs were down by £1,865, although postage was up by £738.

In general, as reported at the 2010 AGM, things are not as bad as they appeared to be then!

Section Scene - UK and Ireland

Section Scene - Rest of the World



Country n°	Country in which members reside	Number of members
1	Australia	12
2	Austria	2
3	Belgium	2
4	Canada	2
5	Channel Islands	8
6	France	26
7	Germany	3
8	Hong Kong	1
9	Israel	1
10	Japan	3
11	Netherlands	7
12	New Zealand	5
13	Norway	1
14	Portugal	1
15	South Africa	1
16	Spain	5
17	Sri Lanka	1
18	Switzerland	2
19	Uganda	1
20	USA	11
21	Zimbabwe	1
	Total	96



Section Co-ordinator

Club Tools Holder

S	Scotland	Ian Smith - 43 Stoneywood Road, Bucksburn, Aberdeen, AB2 9HT. 01224 715221. email: smithy.stoneywood@btinternet.com	E	Eastern	Jasmin Gagen - Little Home Farm, Bury Road, Thorpe Morieux, Bury St Edmunds, Suffolk, IP30 0NT 01284 827039 jasjgagen@btinternet.com
LB	Lakes and Border	Bob Cuppage - Low Park, Skelwith Bridge, Ambleside, Cumbria, LA22 9NP 01539 433391	WE	West of England	Terence & Jane McAuley 7 The Normans, Bathampton, Bath, BA2 6TD 01225 466939 mrsjane.bear@toucansurf.co.uk
NE	North East England	Graham Handley email: grahamhandleyhandley@btinternet.com Telephone: 01661 843493	L	London	Peter Simper - 215 Whitton Road, Twickenham, TW2 7QZ 0208 560 3267 (weekdays) 0208 891 1093 (evenings & weekends)
P	Peak	Bev & John Oates - 55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP 01629 582154 peak.toc@virgin.net	SHS	Surrey Hampshire and Sussex Borders	Helen Shelley or John White e-mail: helenshelly@msn.com Telephone: 02083 307216 or mobile 07790 530383
I	Ireland	Richard Sheil - 23 Baymount Park, Clontarf, Dublin 3, Republic of Ireland +353 1 833 7731 richardsheil@eircom.net	SW	South West	Steve Reed - 1 Terwick Cottage, Rogate, Nr. Petersfield, Hampshire, GU31 5EG 01730 821792 stevejreed@aol.com
SM	South Midlands	Simon Saint - Snigs End, Danes Green, North Claines, Worcestershire, WR3 7RU 01905 454961 janeandsimonsaint@hotmail.com			Walford Bruen - Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD 01395 568909 kembru@btinternet.com

RoW Co-ordinators **Walter & Noella Callens**
Belgium 0032 50 425 836 (weekends only)
walternoella.callens@hotmail.com

Contact when travelling in Spain
John Kiddell
(00)34 (0) 91 300 02 22
jkiddell@jkiddell.com

Scotland**The Moffat Weekend and Selkirk Rally 16/17/18th September**

Some years ago, we did this same weekend holiday, coupled with the big Classic Car Show and Auto Jumble at Selkirk; all who attended thoroughly enjoyed it, and we are to do it again! Moffat is a lovely little town, with plenty to do and see in the area for all the family.

As previously, our main base will be Moffat Caravan and Camping Club Site in the centre of Moffat and the wardens there - Mike and Christine Purton have set aside an area for our tents and caravans. The format will be as before, arrive Friday (or Saturday) and we do our own thing during the day, and on evenings we all get together and go out for an evening meal at one of the local hotels/restaurants and then back to somebody's awning for some games a natter and a dram! That worked great last time and of course many will wish to stay at one of the many B.and B's or a guest house instead, and still join in with the usual crowd in the evenings.

On Sunday (18th Sept) the big Classic Car Show /Autojumble/craft show takes place at Sunderland Hall, Selkirk (Selkirk rally@yakoo.co.uk) and some may wish to exhibit their classic there - plenty to do and see for all! Some may wish to leave for home from Selkirk, or stay on at Moffat.

To book a site at the Moffat Caravan and Camping site, phone direct to the site, telephone 01683-220436, speak direct to Mike or Christine, mention 'Citroen Car Club' and they will know to put you along with the others - non members of the Caravan and Camping Club also made welcome here. This is a CCC event primarily, but members and friends from the Traction Owners Club are very welcome to join us as always. This is the weekend after the (CCC) Stratford Rally, and as such, some from further South attending that rally may wish to extend their holiday and join us too.

If you are coming, phone or e-mail Ian Smith our Scottish Section co-ordinator, or phone Andy/Sheila Burnett on 013398-86290 so that we have some idea who will be there.

See you there!!

Andy and Sheila Burnett

For details of future planned activities contact:

Ian Smith

Telephone: 01224 715221

email - smithy.stoneywood@btinternet.com

Eastern

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 and suggestions of future activities contact:

Jasmin Gagen

Telephone: 01284 827039

email - jasgagen@btinternet.com

North East England

Future meetings:

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

email: grahamhandleyhandley@btinternet.com

Telephone: 01661 843493

West of England

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

Mid-Shires

Future meetings:

Sunday September 18th. Turweston Wings and Wheels. As it implies - Classic Cars and Planes. A lovely day out and usually well attended by TOC

The post of Mid-Shires co-ordinator is currently vacant. To volunteer contact Bernie Shaw

Surrey, Hampshire & Sussex Borders**July 17th - Clandon Park Classic Car Show**

9 Tractions and Tim Dodds who was the first to arrive with his Raid Australia Diane, and blackboard 2CV and who as always planned our site, braved the weather to attend the Clandon Park Classic Car Show in aid of the Macmillan Trust, not to mention our friend with their Acadiane. I sincerely thank those members who, despite the poor weather and who travelled from afar, showed a sporting spirit in attending.



Also Martin de Little for taking the photograph between the showers.

Please contact us at anytime if you are interested in joining an outing. I have to finalise September 18th's outing which is planned as a visit to Bignor Roman Villa set in the Sussex Downs, and possibly the Butser Ancient farm. Convoying from the Fairmile Cobham, unless you wish to meet at the Venue.

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

Our June meeting was at the Bull'l'Th'Thorn in Buxton. This was the pub where we had our very first meeting in 1992. We met at 11.00 for coffee and

parkin - Mike McDonald was very rude saying it was very useful as a wheel chock but still managed to eat 3 pieces! We then went for a drive through the hills and dales of the Peak district, returning 52 miles later for lunch in the pub.

Future meetings:

Sunday 2nd October will be our annual pilgrimage to the Yew Tree near Ashbourne, a very old pub where beer is still cheap and pork pies are on the bar. Intrigued? Then do come and join us

Bev & John Oates email: peak.toc@virgin.net

Telephone: 01629 582154

Rest of the World (RoW).**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 Bourgoigne-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.

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

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 November/December 2011 issue of Floating Power is Monday 19th September

Dear Editor,

It hasn't escaped my notice that our (apparently) former Technical Editor Jonathan Howard has mysteriously disappeared without trace from these pages.

I'd like to first declare my independence - I brought my long-owned and broken Traction back from Canada two years ago with a cracked engine block. I joined the TOC with a view to getting Celeste, a '53 Normale, back on the road. At that point I knew no-one related to the TOC other than John Gillard, who previously had very kindly given me some advice and alerted me to the existence of the TOC.

As a new TOC member I received, in my very first issue of FP, a very helpful article on rebuilding Traction engines, using a DS block, written by Jonathan. I was all over him like a wet sponge with questions after that. He selflessly fielded answers and helped me with a lot of details including the sourcing of some of the parts. I was extremely impressed with the depth of his knowledge and his ability to provide really detailed information. As a result my Traction is healthy once again and able to make forays around and about, for which I am really grateful.

All of us TOC members must now be aware of the schism created when John Barnes resigned - and I will declare that I personally have no strong view on this matter as I really don't know anyone involved. But it would appear that Jonathan disappeared at the same time. Perhaps there is a connection? If so I personally would like to understand what it is.

There is something deeply not okay about the disappearance of someone like Jonathan, who has been a great asset on the technical side of maintaining Tractions over the years. I'm sure there are others in the club who have shared my experience and sense of gratitude.

Kind regards, Win Rampen

Dear Win,

There is nothing to understand other than Jonathan decided to stand down as Technical Editor; he has not disappeared as he remains a member of the TOC. I have taken over both roles - Editor and Technical Editor of Floating Power.

Regards, Den Hewitt

Dear Den,

Thanks for your response. I think that it would be a very good idea to publicly acknowledge Jonathan Howard's contribution over the years and to thank

him for his efforts in the next edition of FP. I was left very confused by his sudden absence, as I am sure are others.

Regards, Win

Dear Win,

Thank you for your letter. As Den explained Jonathan decided to resign as he was not happy with some of the decisions the committee had to make at the time. We are pleased that Jonathan is still a member of the TOC and hope in time bridges will be built again. However I agree with you and regret that we did not publicly thank Jonathan at the time for all his services to the TOC.

I am grateful to you for highlighting this omission and am therefore very pleased to take this opportunity to confirm the Committee's gratitude to Jonathan for his excellent contribution to the TOC's development and reputation.

Bev, Chairman

Hello Den,

Just to update you on the situation regarding the brake shoes on my Traction.

In the September/October 2010 edition of Floating Power you published a photograph and a short article, from me, regarding the very poor riveting of the brake linings on the rear shoes. After borrowing the required front brake drum puller from the retired President of the local Traction Club to remove the front drums it was found that everything was in very good condition. The correct rivets were used and the cylinders were in good condition.

I have not been able to talk to the previous owner to point out the shoddy work but at least all is now well with the brakes.

Regards, Dave Winspear.

Dave, I am pleased that your problems were limited to the rear brakes.

Happy Tractioneering, Den

Dear Den,

To welcome our good friends Jean-Marie and Francoise Guyot, from Lévigney, France, to Chicago my friend, Dominique Legeai, and I drove our Tractions to Chicago's O'Hare airport to greet them. Of course we did not alert them to our surprise and the look on their faces and the other arriving passengers who ventured out to the parking lot was a treat. Dominique had installed Champagne and

flowers in the rear of his 1955 Familiale to complete the surprise. We used the 1956 11 Normale to carry their luggage and the caravan of two Tractions sped back to our home to the wonderment of the American drivers on the roads we shared.



My 11BN



Francoise, me, Dominique and Jean-Marie

The Guyot's are seasoned Traction Avant travelers. I first met them in 2002 as they travelled across the United States with 4 other Traction owners from France. They shipped their cars to Los Angeles and headed out to the ICCCR event in Amherst, Mass. that year. They had a major breakdown in New Mexico and needed a radiator for an 11 Normale. They had saved Dominique's address and gotten his phone number in Illinois. They contacted him and asked, before having the correct radiator shipped from France, if he knew where to find one in the States. I had one and with a quick pressure check and paint it was dispatched to them in New Mexico overnight. Jean Marie told me when they pulled it out of the box the next day the paint was still wet! To thank us for helping them out they detoured from their planned route and came to Lake Zurich, Illinois to visit Dominique and myself. We later met them at the ICCCR and became good friends.

Fast forward to 2008 and with plans to travel to Rome for the ICCCR I mentioned to Jean Marie that we would be going directly to Rome from Chicago. He would have none of it and offered immediately

the use of their 54 11BL to travel in from Paris to Rome. We accepted and by the time we departed that August we were 8 Tractions and one 2CV. We travelled for 3 weeks with this group; they call themselves the TTA, Trac Trans Adventure, having a wonderful time of back roads, picnic and sight seeing all thru southern France and Northern Italy.

This year Jean-Marie and Francoise wanted to travel Route 66 and do it the American way, with a big honking SUV. Well my Toyota 4Runner is small compared to a Chevrolet or Cadillac SUV but they were pleased to take my offer to have them drive it to Los Angeles where my wife and I will pick it up and drive back next week. They had a fantastic drive across the US and if anyone is planning such trip from TOC let me know. No, you cannot use my Toyota, but you might just get a Citroën Traction Avant Limo pick up at the O'Hare airport!

Dominique and I and our wives have registered for the ICCCR 2012. We will drive with the borrowed BL from Jean-Marie.

I was at Arras with the car and the Guyot's. Arras was fantastic.

Regards, Paul Vogel

Dear Den,

In the last issue of FP Dave Withington mentioned a Traction owned in the '50s by his GP in Stoke-on-Trent. At the other end of Staffordshire my GP in Smethwick, Dr Hyman Hamilton, also drove his rounds in one in the late '50s/early '60s.

It was registered with a local index mark, THA 730.

Does anyone know what may have happened to this splendid Light 15?

My former doctor's nephew reminds me that before THA 730 his uncle had DEA 342, an earlier Light 15. This would have been a 1947 small boot, whereas THA 730 was a 1953 large boot.

Does DEA 342 exist still?

Kind regards, David De Saxe

Hello David,

I have checked the DVLA database and there is no current record of Citroëns with the registration numbers DEA 342 or THA 730.

Best regards, Den

Does any member know anything about the cars once owned by Dr. Hamilton?

DH

Hello Den,

I've got to have this!

On page 22 of the latest FP, the Directional Autochoche 135! That is just what I've been looking for since I bought my 11B in 1983. There's a hole on the right side of the dashboard that goes straight through to the outside of the car, so it must have had this or something similar at one point.

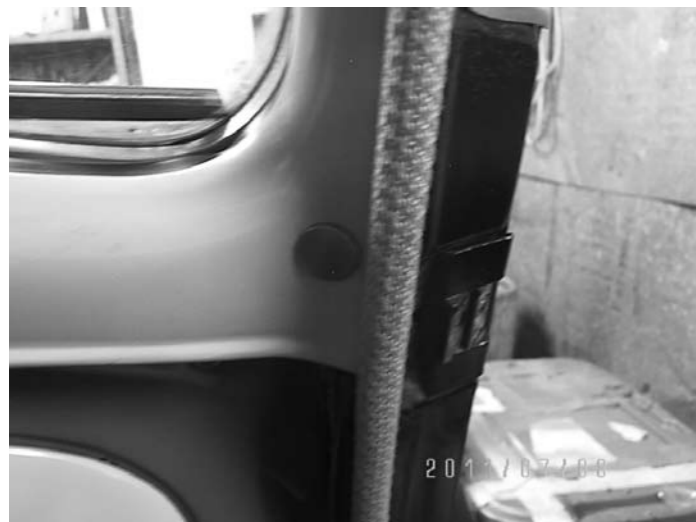
Years ago when I restored the car, the paint and body filler were removed from the outside pillar.

There was a small patch tack welded over the hole. I left the patch like it was and refilled and finished off this area but the holes are still there right through the body.



Exit hole position

The windshield frame has a hole in it that I plugged with a chrome plug.



Hole in windscreen frame

I've always wanted one of these! Does anyone know where I can find one? Could you put a Wanted advert in for me?

Larry A Lewis, Ontario, Canada

Hi Larry,

Wanted advert in this issue. No promises but you could try Arnold van der Sman at Gebr. van der Sman in Holland. Their email address is gebr.vandersman@planet.nl. I have bought quite a few lights from them.

Would you let me know if and when and where you get Autochoche 135 from and then of course some photos of it fitted for FP.

Regards, Den

Dear Den

I wanted to mark our first long trip made in France- (to Montirat, visiting Hans and Angelika in preparation for the September rally) - and to thank John Gillard for finding me such a splendid machine, and Andrew Galt for maintaining it for the last years!



Escaping the strike in UK, we potted from Cherbourg via the Bayeux tapestry, and three B&B's, down the West coast with pauses every two hours for refreshment, and sights, and to cool the car in 40 degree heat.... After 1,300 kms, having no problems other than waving back at appreciative French drivers, including two Tractions and a couple of H-vans, we arrived in Mirepoix where our friends have a garage; D roads all the way except the last 50 miles, and despite the early French mass holiday escape being early this year, we found no jams on the way; we visited Hans and Angelika the next day, after inspecting Carcassonne from the outside- (inside totally full of visitors!) - and shared tea in their splendid home, where Slough cars gleam in garages, and all is most beautifully prepared! We look forward to meeting up with the rest of the Rally group, and are pleased to be 'in place', having given the car a solid run.

Happy driving to all!

Best wishes, Richard Heffer and Belinda

TOCtech forum – issue 60

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.

Are you using the correct oil?

Steve Reed has some interesting things to say on engine oil

Despite every effort to minimise it, I have not been able to stop my Traction leaking oil. Most owners will tell you that it is very common with Tractions and that the engines were simply not made to the accuracy of a modern engine and there is little you can do about it.

As there is no external oil filter, I had always used a cheap 10-40 multi-grade on the pretext that I could afford to change the oil more frequently and minimise any possible build-up of debris and had decided on a 10-40 because one of my earlier cars was found to have a blocked rocker oil feed pipe, resulting in the rocker gear being damaged due to lack of oil. I felt that using a thinner oil and changing it more frequently would be the best compromise.

However, having spoken at length about the problem with Chris Treagust and Philippe Allison, I started to appreciate that the leaks may be due to the oil and not the engine!

On Philippe's recommendation, I contacted the Castrol Classic Oil team and discussed my situation with them; here is a précis of their comments.

Modern oils are high detergent and keep the engine clean of carbon deposits. It has been proved that older engines rely on a certain amount of carbon build up to help seal the seals. Classic oil is low detergent and so will allow this build up.

Modern oil is designed for use with an external oil filter; it keeps the minute carbon deposits in suspension, so that the filter works more effectively. Classic oil is designed for older engines, especially those without external oil filters; instead of keeping the particles in suspension it is designed to make the particles clump together and settle in the sump, minimising the carbon circulating around the engine.

Using a 10-40, especially in summer, may be simply too thin and although sufficient to protect the engine, when hot, simply sloshes around the engine like water, allowing it seep through seals and rings.

So I decided that I would now start using a classic oil and on recommendation, as I generally only use the car in the summer, I have decided to use a Classic 40 mono-grade oil.

On investigation, I found that these classic oils were significantly more expensive than I had been used to paying and that they varied significantly in price

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between manufacturers; the cheapest being almost a quarter of the price of the most expensive!

Unfortunately, you still have to change the oil far more frequently than you do with your modern car; if you use your car only very occasionally: every 600 miles, but if you use it on a long trip, anything up to 2000 miles (check the can).

I will report later in the year and let you know whether using a thicker oil has helped to minimise the leaks.

Steve Reed

Importing a Traction

Steve Reed is the TOC committee member who has responsibility for providing, as the Officer of the TOC designated as Registrar, confirmation to the DVLA that the Traction being imported is what it says on the tin. Here he describes the process.

Firstly, to get it through customs, you must have the correct documentation; invoices, registration documents etc. This is what is supposed to happen, but from the reports I've had, some have simply driven their cars straight into the country, without having to present any documentation at all!

To drive the car on UK roads you must have insurance and an MOT. Before going to collect the car provisionally insure the car using its chassis / vehicle identification number (VIN) and make sure that you tell the insurer that you will be driving it abroad. You must also pre-book an MOT at the nearest MOT station to your arrival port (for the day of arrival) and take the car straight there (no detours). That is as far as you can drive the car legally in the UK without an MOT. However have a contingency plan should it fail the test. Just because a car has a current equivalent of an MOT from the other country doesn't guarantee it will pass the UK MOT test.

So you've brought the car in properly, you've already got insurance to cover you on British roads, you have an MOT. Now for registration, which involves a visit to your local Licensing Office.

Hopefully the visit will go without hitch and you will get your age related registration number. But you must ensure that you take the correct documents. The DVLA require proof of the age of the vehicle before they will award an age related registration, so make sure that you have the foreign registration

document showing the VIN/chassis number and date of manufacture of the vehicle and also the receipt for your payment to the vendor. This is proof of your title to the car. You will also need proof of your identity. Hopefully you will get your age related registration and can now contact your insurer and advise them of it.

If you have a problem with licensing then that is where the TOC comes in.

I, as the TOC registrar, hold records of the vehicle identification numbers and their year of manufacture and can certify the age of the vehicle to present to the DVLA.

If I am requested to identify a particular vehicle, ideally I would visit and check the vehicle over myself, but logistically, that is not generally viable and so I usually request that a series of photographs are sent to me, so that I can assess whether the vehicle in the photographs, accurately relates to the presented VIN (vehicle identification number as it is currently known but chassis number to a lot of us).

The photo's required are:

- one side of the car that also shows the front.
- the other side of the car that also shows the rear.
- interior
- dashboard
- under bonnet photo showing engine
- close up photo of the VIN/chassis plate clearly showing the VIN/chassis number.

This last one must clearly show the VIN plate, not only to verify the number, but to check just how the plate is secured to the hull. If it is incomplete i.e. part is missing - it is a no go.



On the left a French VIN plate, on the right the French coque plate, showing how the plates should be fixed.



A Slough VIN plate that has been removed and re-fixed with screws

I cannot stress too strongly, if the plate shows obvious signs of having been removed, verification becomes problematic and I can guarantee, if the DVLA are aware the plate has been removed, the chances of getting an age related number are very slim indeed!

I know from personal experience, that some DVLA officers get twitchy even if the plate has never been removed, simply because it is removable. I have seen plates fixed with self-tappers and pop rivets. The plates were originally fixed with what is known as a spire nail; a hardened nail with a twisted shank, specifically for driving into steel work.

So if you find the need to remove the plate during restoration work, firstly you will need to do it very carefully because the plate is very soft and easily damaged and secondly you should try and re-affix it with, preferably, the original nails or at least a modern spire nail: please never use a self-tapper or a pop rivet!

Steve Reed

More on Adjusting Ride Heights

Larry Lewis writes:

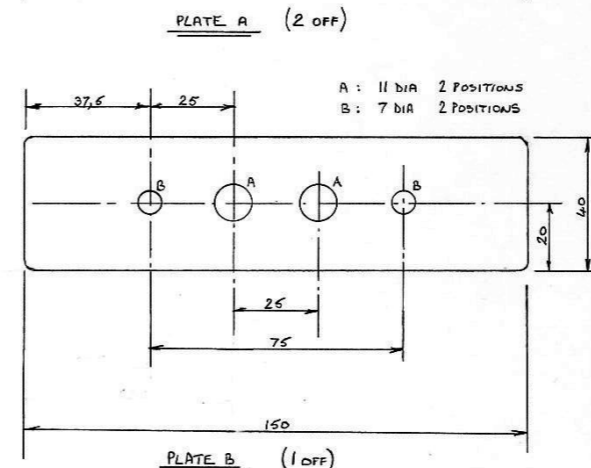
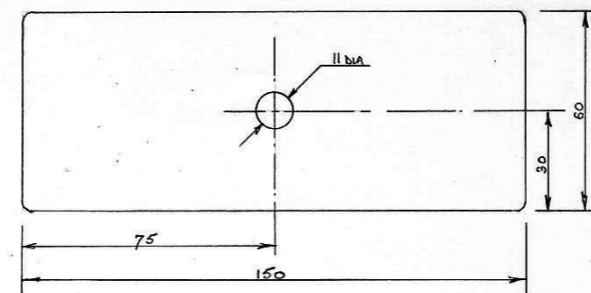
Regarding the info about the difficulties in setting the rear height, here's what I have done. Jack the car up with a floor jack (trolley jack to you) and remove the adjusting rod completely, it's held on by two circlips at the front trunnion and can be pried loose pretty easily. Take the nut off the rod and clean it all up on a wire wheel and grind the spanner flats smooth (they will inevitably be rounded) on a grinder. Put the nut back on the rod with a little oil on the threads. Before installing the rod, with the car sitting up high, quickly drop the car on the ground. You will hear a loud "crack" and the car will drop down low. Jack the car up again and install the rod and adjust with a 23 mm spanner, it should move easily, when it gets tight, smack the rear trunnion with a five-pound hammer, then turn the nut until it gets tight again, or until the car is at the height you want. I did this with my 54 Light 15 that had been sitting high as that was how it was used by the previous owner in Botswana but it rode very poorly. Not practical on Canadian roads. Andrew Galt who works for John Gillard part-time told me about this method when I was there this past April and I was surprised at how easy it was. As far as the weight distribution, I don't have any way of measuring it, but I did the adjustment in a level car park and it came out really well. The car rides good and handles even better. The right rear of my 11B had been sitting low for the past 28 years since I've owned it, but it sits level now. Both should be aligned as I think it has affected the caster to some degree. The fronts were no problem at all.

Regards, Larry A. Lewis, Toronto, Canada

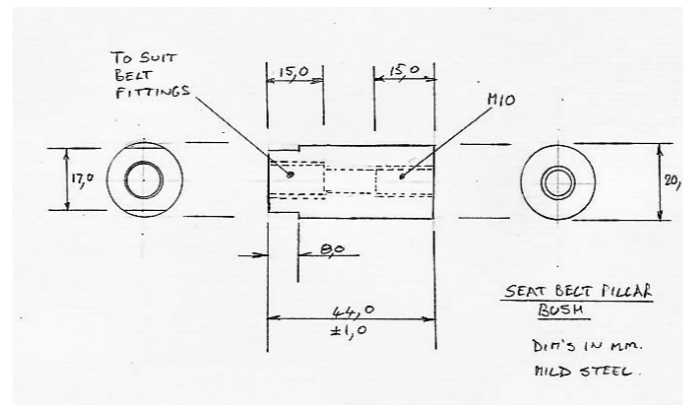
Fitting Front Inertia Seat Belts

In the previous issue I did not have room for John Ogborne's diagrams.

Here they are:



Front seat belt floor plate



Front seat belt bush - manufactured by Dennis Ryland

Rear Inertia Seat Belts

Inertia belts for mounting on the rear parcel shelf - horizontal action of the retractor - are available for self fitting from various companies including Orion Safety Belts.

Orion's standard belt has 2.3 metres of webbing which gives 2 metres of effective belt.

They have the old Renault Silver Grey webbing which will suit French tractions but as well as the standard black many colours are available including red, maroon, shades of green, shades of blue, and even pink!

The standard belt comes with the modern seat belt buckle and tongue but the Britax style aircraft type of buckle and tongue is available. However if these are ordered then the belt will not have an Approval label on it. Instead it will have a label that says that the belt has been tested but not tested relevant to the type of mounting used.

A single standard black inertia belt costs £30 plus VAT and carriage.

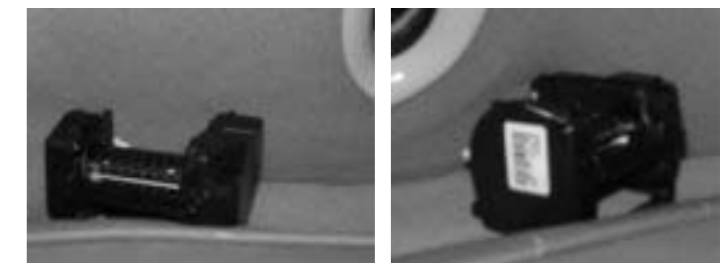
A single black inertia belt with Britax style aircraft type of buckle and tongue costs £50 plus VAT and carriage.

For either belt add £5 for any other colour webbing than black.

Orion Safety Belts are at Unit 4, Parsons Green Estate, Boulton Road, Stevenage, Hertfordshire, SG1 4QS. Contact Mike Cullen on 01438 361999.

I met up with Mike Cullen in Portishead in July and took these photos of their type 23 retractor positioned, but not fixed, on the rear shelf of my Normale. The dimensions of the type 23, without the plastic cover, are - width 100mm, depth 90mm and height 60mm. paying and that they varied significantly in price

Protective covers for the retractors can be supplied but it is possible that they will not be able to be fitted.



Left retractor - viewed from inside the car - Right retractor

The retractor shown does not have the belt on it.

Retractors are not handed. Due to the narrowness of the parcel shelf and also the fact that it narrows on each side the retractors need to be angled to let the belt come over the shoulder. The retractor ideally needs to be positioned on the rear shelf so that it comes straight over the passenger's shoulder otherwise the edges of the webbing will wear over time. Ask for the softer webbing for the belt.

Strengthening brackets, simple rectangular mild steel, are not supplied and need to be made for above and below the shelf.

After mounting the top retractor that then gives a good indication of where the lower belt needs to be positioned. The lower belt can be fitted between squab and seat with mounting bolts on the rounded part of the body - again strengthening brackets need to be made.

Den

Traction Alternator Mounting

John Ogborne takes us step by step.

I finally gave in! After many years of declaring that I would never convert to 12 volts, I swallowed my pride and sacrificed originality for being able to see where I was going. The trouble was that I needed a project for the winter and, dare I say it, nothing much was wrong with the car so the evil thought gradually grew into a plan. The final straw was at the NEC show where my eyes fell upon a 12 volt alternator at a reasonable price - the Faustian pact was complete. I'm not going to repeat the already much-documented conversion itself (i.e. the electrical changes) but to describe the way that I mounted the alternator. Photographs 1 and 2 show the alternator (with the modified pulley in place – see below);



Modified Pulley in Place



Mounting Lugs

the mounting lugs can be clearly seen – note that one is tapped (M8) and a second one comes fitted with a bush. The inside diameter of the bush is M8 clearance as is the third hole.

The Problem Areas

Alternators generally differ from dynamos in the same way that TOC members differ from each other – dynamos tend to be tall and slim and alternators are short and fat. Therein lays the problem. If the alternator is mounted low down in roughly the same place as the dynamo it is perilously close to the exhaust with consequential melting of the plastic cover and connecting cable, not to mention overheating of the alternator itself. Two solutions suggest themselves; either fit some sort of heat shield or mount the alternator in a different position.

Alternators need to rotate faster than dynamos. The general rule is that they should run at about three times the speed of rotation of the crankshaft. With the Traction the dynamo and fan are run from the camshaft pulley which is rotating at half the speed of the crankshaft; this means that ideally the alternator pulley should be one sixth of the diameter of the camshaft pulley. A quick sum shows this to be impractical with a resulting alternator pulley diameter of only 30 mm on a shaft of 15mm; there had to be a compromise. Alternators also appear to have standardised on a 12.5mm shaft diameter but the Traction dynamo pulley has 17mm bore.

The Traction fan belt is 17mm wide but modern belts are typically 12mm. One solution that I have seen on the forums is to use a 12mm belt and allow it to run lower in the “V’s” of the fan and camshaft pulleys. I was concerned, possibly without foundation, that there would be a danger of the belt bottoming in the V and overheating.

It is important to ensure that all three pulleys are in one vertical plane to avoid undue wear on the belt and longitudinal forces on the rotating components. So, as well as being concerned about proximity to the exhaust in a vertical plane, it was necessary to align the alternator pulley axially.

The Solutions

The solutions that I opted for were:

- Mount the alternator well above the exhaust.
- Machine a new pulley
- Retain the original fan belt

Mounting Brackets

First may I say that I am indebted to Eric Knowles, who wrote an article in the May 1992 issue of Floating Power, for the idea of the new mounting arrangement; I used the same concept but developed the idea a little further. I hope I am not infringing Eric's Intellectual Property Rights!

The requirement is that the alternator is mounted at the optimum height and is held rigid, vertically, axially, and side-to-side. Vertical and axial stability are not too difficult to achieve but side-to-side stability presents some difficulties because the 17mm long bolt, being the only fixing to the block, is liable to rotation. Admittedly the adjusting arm provides rigidity at the pulley end but there remains a twisting torque as the belt delivers the drive. The solution is to design two brackets that locate around the profile of the block and therefore cannot rotate. Easier said than done.

The shape of the block at the rear end is easy to fit as there is a straight section adjacent to the 17mm bolt head. However, the profile at the front end is weird and wonderful and almost impossible to measure directly. This is where 6mm MDF comes in; not as a material for the finished article but as a pattern. It took a number of attempts to get it right but MDF is cheap and, given sufficient patience, the result is an accurate pattern because it is strong enough to actually assemble the alternator in its final configuration. I wouldn't recommend starting the engine though! The initial shape for both MDF brackets was obtained by pressing some paper into the profiles – a useful technique in all sorts of situations.



MDF brackets (plus a few spurious holes).

All that remained was to cut out the steel brackets in 6mm steel, he said glibly. Ideally, I suggest you get it done by a friend or machine shop with suitable facilities but I managed it with a jigsaw; if you take it slowly with the right blade and plenty of lubrication it is achievable. The holes were then drilled, the 17mm ones being the most critical in their relationship to the block profile. There was then a fair amount of filing to be done to accurately fit the pattern and a little more when finally offered up to the car. Some primer and matt black paint finished the job.



The brackets in position.

The other bracket to be made is the adjusting arm and here I was helped by an earlier modification that I had done. When I overhauled the water pump I fitted a sealed bearing for the fan; this eliminated the grease nipple and a convenient tapped hole was therefore available. A short piece of 25x25mm steel angle suitably drilled provided the vertical support for the arm which was made from 3mm steel strip. The nipple hole was not in quite the right place to align exactly with the alternator lug but a small joggle in the arm was all that was required.

The Pulley

The only practical answer was to machine a new pulley. The diameter was the main problem and I ended up with a diameter of 78mm, being a long way from the ideal of 30mm. I could have made life easier and used a narrower belt with a standard pulley (there are some pulleys which can be adjusted to suit) but I was concerned about overheating and belt wear. Dave Hackett from Chippenham kindly found a pulley for me that could be modified to the required dimensions, so the 78mm was determined by the pulley rather than being an ideal figure. In the event, the output from the alternator is more than adequate so my fears about the large diameter were unfounded.

Alignment

The alternator I had bought turned out to be one that is commonly available for retro-fitting to a wide range of common cars such as the Ford Escort.

One of the mounting holes is fitted with a bush that can be slid in the casting to accommodate a variety of applications.

Needless to say it was not quite right for the Traction but, with a few strategically placed spacers, the alternator could be aligned such that the three pulleys were in one plane.



Photograph 5 (above) shows the alternator mounted on the brackets but swung down to show the spacers and bolts (not tightened!).

The Finished Article

Photographs 6 and 7 show the finished article.



Photo 6



Photo 7

The result is a mounting arrangement that will probably still be solid long after the rest of the car has rusted beyond recognition, over-engineering being one of my many failings. I also think it looks good, unless of course you are looking for originality!

The performance from an electrical point of view has been excellent and has allowed me to fit new 60/45W halogen headlamps.

Two disadvantages have come to light.

To fit the fan belt the alternator cannot be tilted quite far enough forward to slip the belt over the pulley rim because it (only by a small amount) fouls on the water pump. The mounting has to be slackened to allow some twist which, although annoying, is no great problem unless you like to change fan belts for a hobby.

The other feature is a new swishing noise on tick-over which I have deduced is due to the angle that the belt now travels over the pulleys. Above about 1000 rpm it disappears and, now I know what it is, I no longer find it troublesome.

In conclusion, this is not the only solution but I offer it as one that works and one that I have no doubt could be improved upon. I am sure that others have done an equivalent mounting arrangement or decided to go the heat-shield/narrow pulley route and it would be interesting to hear from them.

John Ogborne

STOP PRESS

FOR SALE

1938 Roadster, Slough built and rhd, completely restored but also very original. In pretty well perfect order, running very well, one owner for very many years, offers based on £100,000.

Contact in first instance Mike Tebbett, 01684-563315, or m.tebbett@tiscali.co.uk



Having recently joined the TOC I am keen to tell all why I opted to buy the Citroën Light 15, apart from it being in a very good and near original condition . As you will see from the first picture of my Dad and me we owned a Citroën when I was very young.



This example, a 1934 Slough built Twelve, was acquired by my Dad in 1949/50 in exchange for a chrome plating plant. The car had been completely dismantled; engine, transmission, doors, wings, glass and interior were all on the back of a tipper truck. Dad put the car together brush painted it black and ran it until 1960, not without breakdowns I might add. Both drive shafts broke letting the wheel and drum pass the car albeit on separate occasions, the crankshaft broke near the centre main bearing but still ran to drive it home a bit noisily I am told.

This car JV 3075 was eventually sold in about 1960 for £20 of which Dad only received £17.10shillings as the guy that purchased it was not happy with the car, don't know what happened to it after that, scrapped I guess.

The next picture is of Dad and me, 55'ish years later, at the same location with the Traction I currently own, but I dare not stand on the bonnet as you will notice I am a couple pounds heavier now.



This car, CJV 550, another Grimsby registration, was bought new by a Grimsby chemist in 1952



and stayed with the household until March 1973 when ownership passed to TOC member Gerry Chapman of Barton upon Humber who ran the car for some years. When I bought the car it had not been on the road for some 19 years but had been run up and moved to keep things in order. As you can see from the receipt it was by no means a cheap car when new (thanks to the taxman). Anyway after relining the clutch disc and a complete rewire, the brakes were overhauled with new linings and cylinder seals all round, new front wheel bearings and seals, the car was tested and put back on the road in 2010. After a few short runs it was apparent that all was not well with the carb, leaking fuel from the worn throttle spindle when stopped. I happened to mention this to a chap at work who said it looked very similar to a new Weber carb he had bought to replace the worn out Solex on a Land Rover but he had sold the vehicle and kept the carb, so I gave him a tenner for it and it was indeed a near direct replacement but the manifold opening had to be opened up to 34 mm instead of 32. I tried it at 32 but it runs much nicer now the opening is the same size as the carb. The only modification was to the throttle connection which was straight forward enough. I have experimented with a pair of SU's on a manifold I made last winter but the fuel consumption was too high so it was back on with the Weber which all fits and looks like the original. Also the air cleaner fits without modification.

Anyway enough waffle for now, if anyone in my area needs to borrow any of the special tools needed to strip the front hubs or suspension I have all said items, do not hesitate to give me a call.

John Tyson, Barton upon Humber

This year Marcel and I decided to join the CTAB (Club Traction Avant de Bretagne) for the Brittany Club Rally which was held from 14th to 17th July. Being a 'virgin' rallyist I was allowed to enjoy the rally for two days and then I was asked if I would be prepared to write an article for Floating Power - what a way to dampen the enthusiasm! I hope I won't bore everyone.

Marcel has family members in Tours so we extended our holiday and visited them first.



Marcel with his 1938 11BL

On arriving in Tours we discovered that a rattle heard on the way down was due to a hub cap which had parted company with the car somewhere between Chartres and Tours.

On Wednesday 13th the Brittany Club and TOC members met in Montviron at Chez Helene for a pre-rally meal.



We were well looked after by the owner of Chez Helene and it gave me a chance to meet the English TOC members. Peter and Sue were the only familiar faces. It also gave us a chance to put faces to names. Mind you, remembering everyone became a challenge.

The car did not want to start when we left, so we were given a push by Terence and Bill. Back to the

hotel for a short night's sleep then off to Sartilly in the morning for the 'proper' start of the rally.

There was a great turn out of cars outside the Mairie in Sartilly on the 14th where breakfast was provided.



It was quite chilly so a hot cup of coffee was very welcome. It was amazing to see four Australians joining us as they apparently do regularly. What a long way to come for a rally.



Me checking the route

After the cars had been admired by the locals and the members taking part, we set off along country roads to Marchesieux for our picnic. Travelling in convoy causes quite a stir in all the villages and as soon as the locals showed their faces, the Traction horns would start a cacophony of sound. It created lots of smiles and clapping and was a great way to brighten the day. We were ably assisted by a group of motorcyclists (Motard) who make sure we are all travelling in the right direction and post themselves at every junction. They are an invaluable help especially as the route never seems to quite run to the one printed in the itinerary!

The weather turned out to be very hot so our picnic in the grounds of the ruined chateau at Marchesieux was a great success. Part of the chateau had been restored and housed a fascinating collection of beautifully detailed wood carvings. We were given

a guided tour for which Marcel was volunteered by Bernie to translate. After lunch we set off for Isigny-sur-Mer and split up to go to our various hotels or the campsite. We were joined this evening by Walford and Frances, and Dave and Jackie who were only joining the rally for the weekend.

On Friday 16th we could either go to the campsite for breakfast, or meet at the Carrefour for petrol and picnic supplies before heading for Cherbourg via Utah beech.

On to the Pointe de Barfleur for another picnic in the sun. Our ride then took us to Cherbourg and the Cite de la Mer where we were given a tour of the submarine Le Redoutable. Some of us opted to visit the Aquarium instead where we were treated to a very colourful display of marine life. This evening we met in Isigny at the Restaurant de Flambee..

On Saturday, the weather changed and it became dull and wet. We drove to Arromanches stopping on the way at the vast German cemetery at La Cambe. Unfortunately the weather was so wet that a picnic at Arromanches did not appeal so most of us walked into the town for a meal in the dry. The line up of 22 Traction was very impressive on top of the cliff overlooking the sea. We had the afternoon free. In the evening aperitif's were served at the Campsite le Faval and we also ate our last meal of the rally in the restaurant there. We were entertained by the French with assistance from Marcel as translator and Dave as an actor in the sketch. Phillipe, and Marcel plus another of the French crew whose name I do not remember were then taken to the barber's! Jean sang and proceeded to treat them all to a dairy cream shave and shampoo.



Bernie gave his speech in French ably translated by Lionel as Marcel had gone missing. Everyone had a good laugh at all the antics.

On the last day, in spite of the rain, we headed off south again for a scheduled picnic at St James. Dave and Jackie, and Walford and Frances headed for home from Isigny. Terence and Jane opted out at Coutances as Jane was complaining of trench foot, and they headed into town for a warming coffee

then back to the port. In the light of the weather conditions, they probably all did the right thing. The picnic at St James was abandoned and we pulled into the cattle market at Gavray where at least we had a cover over our heads.



Marcel and I disappeared for a hot coffee and when we came back somehow the English members had extricated their cars and driven off to Martin and Vicki's for a picnic in the dry. We braved the weather and joined the French for a congenial picnic although we were paddling underfoot. All part of the experience. We met Martin, Vicki, Bernie, Pearl, Bill and Letsie later at St James and set off once again for Mece. By the time we arrived, although some of the locals had braved the weather to welcome us, almost all the stalls had abandoned the event and there was no chance of a game of Palets as planned. We stood forlornly in the rain and were eventually allowed into the hall for a short speech from the Mayor, drinks, nibbles and our mementoes of the rally. The rain eased temporarily and we all said our goodbyes and headed in various directions for home. Marcel and I were only too glad to accept the offer from Martin and Vicki to stay in their gite for the night before heading for the port on Monday. I must say, I thoroughly enjoyed the experience in spite of the weather and Bernie's mechanical monkey winding his car from the rear luggage rack had us in stitches every time we saw him.



I met some lovely people, had a lot of fun and it has made me decide that I must try to learn at least a little French before joining another Brittany rally. Many thanks to Francois Marc for organising everything so well and to everyone else who made me feel so welcome.

Hazel Nelson



Admiring the assembled Tractions in the square at Chatham dockyard, from the corner of my eye I spotted Bev Oates sidling towards me. Bev gave me a story about how new club members at the annual rally invariably write a piece describing their first impressions. Plausible but unlikely, Bev must have thought that I had come up the Medway on a water biscuit – an appropriate metaphor I think, given that the river was only yards from where we were standing.

When we arrived on Friday evening, my first impression was that I might never get from the front to the back of the Ships & Trades pub – where the TOC folk were gathered – because a series of Friday evening drinkers wanted to know all about the Tractions. I was especially impressed by one fellow who wanted to know if it was necessary to add “lead tetraethyl” (two words you won’t hear together very often in Chatham) to our petrol.

Our host Chris Hodgson greeted us, and as our names were ticked off “goodies bags” were issued. Maybe it was me, but the temptation to turn out the bag there and then on the pub table was a strong one; not dissimilar to the ritual of working through the Christmas stocking at four in the morning – when I used to have one you understand!

Before the event Annette and I had debated whether to stay at the Ramada Hotel or the Ship & Trades. We finally decided on the Ramada. The correctness of this decision was confirmed on Saturday morning when reports filtered back of an altercation that took place outside the pub in the early morning. The burden of the argument was that a young woman exclaimed (expletives deleted) that she was not getting into a car with a particular bunch of blokes and they were rather keen that she should. To compound the noise problems, some of the pub bedrooms are above the adjacent Co-op which, unfortunately, was taking deliveries for much of the night!

Saturday morning and we loosely formed up outside the Ramada for our briefing.



Curiously and despite Chris Hodgson’s best efforts, at no point were the Tractionistes entirely attentive. As an ex

teacher you notice these things, it never leaves you, a bit like playing the triangle. However, as rally plaques were issued the drivers suddenly became very alert; and as they rushed to fix the plaques to the bumpers of their cars they were all dramatically slowed in their movements by their creaking and long suffering knees.

Once in our cars we formed up into an orderly queue and drove all of 500 yards into the dockyard where the dockyard manager organised our parking. The keen eyed among you will have noticed that it is a chevron formation, but that was probably more down to chance than any intended design.

Alec Bilney immediately spotted an opportunity to get an aerial shot of the assembled tractions but was thwarted in his first attempt. Plan B was to negotiate the use of the dockyard cherry picker. Could we use it take the some pictures he asked of Olivia, who had just issued our tickets? From Olivia’s expression you might have thought that we had just declared ourselves to be a couple of convicted paedophiles on the run. Although Olivia was initially indifferent to Alec’s blandishments she was won around. When finally the cherry picker appeared, it had the driver lashed in with a five point harness, a man walking in front of it, and another bringing up the rear clutching all the necessary paperwork. Alec and I gave the cherry picker driver a quick lesson in how to use our cameras.



29 of the 32 Tractions assembled in chevron formation

Even from the ground and with our novice photographer some 40’ up in the air, it was apparent that his handrail was going to feature in most of the pictures, but fortunately there came a few decent ones. A little later I spotted Olivia trotting across the square firmly holding onto a decent bottle of Rose, she had finally accepted a small “thank you” from Alec (he could have probably charmed a robin off a starch box in his youth). So that, gentle reader, is why Alec has a Famiale – that he can carry his own wine cellar around.

Organising any event such as this is fraught with imponderables. On the Sunday do you for example: have a longish drive, do you organise folk in a regimented fashion or perhaps do you let them do their own thing? In the event it was a short drive to the Museum of Kent Life where we were left to our own devices. The weekend ended with a fine cream tea, the shortest speeches that I have ever heard and the awarding of various prizes.

Organising the rally would have been a big task for a committee, but for one man particularly so. On behalf of all those who attended, our sincere thanks to Chris for organising an excellent weekend.

Martin de Little

2011 TOC Annual Rally – Chatham – Prize List

AWARD	Winner	Year	Model	Runner-Up	Year	Model
Best First Time Entry	Peter Simper	1951	11 Normale (rhd)	Martin de Little	1955	11 Normale
Best Post-War Car	Allan Reece	1955	11 Normale	Peter Simper	1951	11 Normale (rhd)
Best Pre-War Car	Tim Walker	1939	Light 15 Roadster	Mark Cooper	1939	11 Normale Cabriolet
Best Car In Show	Tim Walker	1939	Light 15 Roadster	Mark Cooper	1939	11 Normale Cabriolet
Peoples Choice	Charles Daniel	1950	Light 15	No Runner-Up Category		
Disaster Of The Year (Graham Pitcher Trophy)	Dave Hackett	1948	Light 15	No Runner-Up Category		
Best Overseas Visitors Car	Gerard de Goede Holland	1953	11 Légère	Not Awarded		
Furthest Driven	James Geddes	1952	11 Légère	No Runner-Up Category		
Driving Skills	No Driving Tests This Year			No Driving Tests This Year		
Master Class	Not Awarded			No Runner-Up Category		
Special Commendation (For Non-Members)	Not Awarded			Not Awarded		
Stan Barker Award (Traction with Least Attraction)	Not Awarded			No Runner-Up Category		
Barbara Longden Memorial Award (for services rendered to the TOC)	John Ogborne			No Runner-Up Category		



Charles Daniel receiving his Peoples Choice Award



The car which earned Charles Daniel his Peoples Choice Award, his 1950 Light 15 which he has owned from new – 61 years!

Jul/Aug Issue

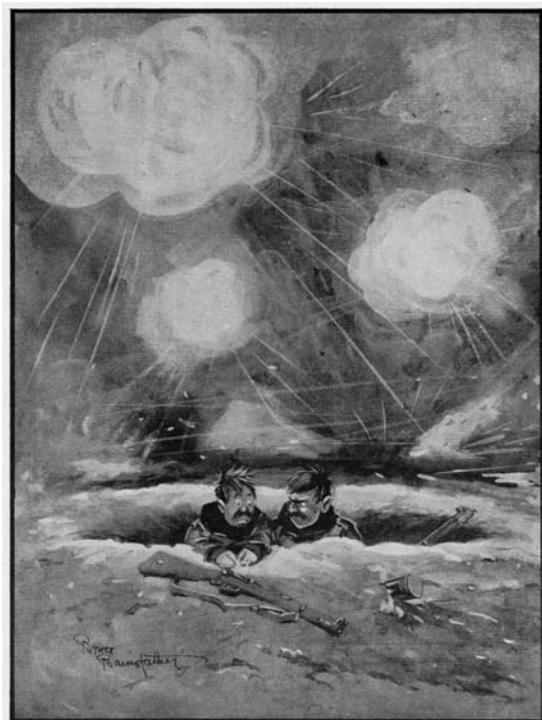
Caption competition



Larry Lewis writes:

"I can't be the only one to notice the resemblance! Doesn't the picture of Nick and Mick (our TOC webmaster) remind you of the "Well if you knows of a better 'ole, go to it!" Bruce Bairnsfather cartoon from the First World War?"

This is the cartoon:



"Well, if you knows of a better 'ole, go to it."

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Captain Bruce Bairnsfather (1887-1959) was a prominent UK humorist and cartoonist, who became famous while serving with the Royal Warwickshire Regiment in the First World War. His most famous character was Old Bill, who, with his pals Bert and Alf, appeared in Bairnsfather's "Fragments from France" cartoons depicting life at the front, which appeared weekly in "The Bystander" magazine from 1915.

Mark Warby, the webmaster of the Bruce Bairnsfather website, uses a parody of the title: "Well, if you knows of a better website, go to it!" An uncanny co-incidence.

I think I'll be calling Mick "Old Bill" from now on!

This Issue

Caption competition



Logic Puzzle 1

There are 2 garages each containing a Traction. In one is a Familiale, in the other a Commerciale. Due to the value of these cars each garage is guarded. Both guards know which car is in which garage. One guard always tells the truth, the other always lies. You need to find out which car is in which garage but you can only ask 1 question. What is that question?

Logic Puzzle 2

Michael Simpson is considering three Tractions to display on the TOC stand at the NEC. "We need a Familiale and if we need a Commerciale then we need a Coupe, if and only if we need either a Familiale or a Commerciale and don't need a Coupe" If the TOC actually needed more than one of the Tractions, which ones are they?

Finally a crime to solve

One of four men has stolen Fred Annells' coupe. The four suspects made the following statements:
 Archie: "Dave did it."
 Dave: "Tony did it."
 Gus: "I didn't do it."
 Tony: "Dave lied when he said I did it."
 If only one of these statements is true, who is guilty?
 On the other hand if only one is false, who is guilty?

2011

September

- 9-11 Carcassonne Rally Carcassonne, South West France, organised by Hans P Durr. See page 32
- 10-11 Citroën Grand Master Perpignan, France - details <http://citronnades.voila.net/> Haisnes, Nord-Pas-De-Calais, France. See International Events on the TOC website
- 11 City-Retro 2011
- 16-18 Circuit des Remparts Angoulême, South West France – for details and videos see www.circuit-des-remperts.com
- 17 29th Old-timer Day, Alphen aan den Rijn, Netherlands Every owner of an old-timer (25 years or older) - be it a car, a tractor, a motorcycle or any two-wheeled contraption whatsoever is welcome to participate. The registration fee of 15 Euros entitles you a free cup of coffee and a slice of cake at the start, as well as a rally plate, a certificate of Participation and a packed lunch. For information or participation: Eric de Jong by phone 06-53447427 or email eric@oldtimerdagalphenaanndenrijn.nl. As it implies - Classic Cars and Planes. A lovely day out.
- 18 Turweston Wings and Wheels, Westbury, Northamptonshire

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 32

November

- 11-13 Classic Car Show NEC, Birmingham
- 13 Remembrance Sunday Parade Elvington, Yorkshire
- 19 TOC Dinner & Dance The Hellidon Lakes Golf & Spa Hotel, Daventry, Northamptonshire, NN11 6GG
- 20 TOC AGM 11:30 am. The Hellidon Lakes Golf & Spa Hotel, Daventry, Northamptonshire, NN11 6GG

2012

June/July

- 29 Jun -1 July TOC Annual Rally Shropshire. Accommodation will be at the Buckatree Hotel in Wellington, near Telford. Details to follow in Nov/Dec FP

August

- 9-12 15th ICCCR Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk. See update on page 34

2013

- TBA Spanish Rally TBA

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

Please mail or write in with any contributions or ideas for "Things to Do"

Carcassonne

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

It's a pleasure for Angelika and me to give you the latest update about the preparations. At long last we have some rain drops this morning (17th July), very helpful for vines and other flora. So, contrary to the grey appearance of the picture's background, we are of good humour. The refreshment keeps the green of the surroundings less burnt for our meeting in Montirat. When the drivers see the sign roughly attached in the wind, they will have 600m to go to reach their final parking position on "La Madone". Then Bibendum and our Labrador "Guinness" will be with us to welcome everybody.



Some days ago we had a visit from Belinda Rush-Jansen and Richard Heffer. They brought their car to friends in the Montagne Noire. So, if you have questions about how to come to Montirat, they will certainly give some help too.

Our last news letter to all participants is finished and was sent out in the first week of August. It informs the 66 participants in 25 teams about where each teams booked accommodation is, description of roads to take to reach them, directions to Montirat and email-addresses for exchange of ideas.

A complete road-map with more details will be given to each team on their arrival in Montirat. It will also include the newest Michelin map n° 344 about the area, so please save your money and do not buy it.

We are sad to have received the cancellation by Hans Sollman from Holland with his 1935 7C.

During our actual stay we have discovered a nice place to see on the Saturday tour, when driving back from Minerve to Château Canet for the wine tasting. It has been shown on "Arte TV" two weeks ago. It's a lock in the Canal du Midi, the guardian/operator is - let's say a sculptor.

We will return to Montirat on the 4th September.

For more details send us an email: hansp.duerr@sunrise.ch

Again, we wish all of you a safe journey, see you in Montirat.

Angelika & Hans Durr-Auster

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

A WEEK-LONG festival to celebrate a wartime Anglo-French alliance is being held in York. Top French politicians, diplomats, military chiefs and war veterans will be among 5,000 people expected to converge on York in October to pay homage to two French squadrons based at Elvington during the World War II.

Organised by Ian Reed, director of the Yorkshire Air Museum, the festival will honour the heroes of No 346 Guyenne and 347 Tunisie heavy bomber Squadrons of the RAF backed by 2,300 French airmen and ground crew at Elvington, York who 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.

For more information contact Mick Popka by 'phone on 01904 701005 or by email to webmaster@traction-owners.co.uk

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Footman James Classic Motor Show tickets also allow FREE entry into the FJ Classic Motorbike Show AND Top Gear Live (TGL exhibition area only). Club offers apply to Sat 12th/Sun 13th November 2011 only. Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket per member. Club single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £37.50 off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club gets a commission! See website for all information. All bookings are subject to a single transaction fee. Ticket price includes the official showguide to the value of £7.50. All information correct at time of publishing.

Club Single £15.50
Quote code CLUB11

Club Family £35.00
Quote code CLUBF11



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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. £7,000 ono.

Keith Boyes, Swanland, close to Humber Bridge, East Yorkshire, Tel: 01482 631088 or 07752 851161

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

FOR SALE: 1953 11B Normale. Black. Very tidy inside and out. Recent engine re-build but gearbox getting noisy. Reluctant sale due to illness. Exeter. £5,500. **Details: David Studley 07768 355 590 or email: david@unionroad.wannadoo.co.uk**

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: 1954 15/6 Familiale (with 3 foldaway seats) in perfect condition only 111,000 kms (engine 13,000 kms).



Everything is new; paint, tyres, brakes, chrome etc. Inside of origin in mohair in excellent condition.



I have owned the car for 30 years. Photos available.

The car can be seen near Paris Contact Thierry Grès by email tgres@noos.fr or phone +33 (0)6 14 46 28 83

BODYSHELLS FOR SALE

FOR SALE: Repaired bodysHELLS 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: 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**

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

WANTED: Citroën H van in any condition. Please phone Paul Jacobs on 01284 850179 or 07751 347089 or email ppjacobs@btinternet.com

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: 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: Garage Clearout - Numerous Light 15 spares. List available or specify your requirements. Phone 01442 876238

or E-mail tomscott777@AOL.com

FOR SALE:

Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a TOC member. We also balance traction wheels for free. www.longstone.com 01302 711123 sales@longstonetyres.co.uk



FOR SALE: Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, fit a modern fuel filter to 'catch the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (+p&p). Discount available for orders of 10+.

Email: Mick@popka.co.uk. Tel: 01904 701005. Next day despatch.

FOR SALE:

3 different 12V Lucas starter motors, each dismantled; armatures recut, cleaned, resprayed, tested and all work well and ready to fit.

1. No. M418A CJ7 255273 Model 410 Cable Operated (like BN/BL) solid brass nose-piece, smaller brushes than usual (pre-war?)

2. No. 418G CJ24 25502A This one has solenoid built onto end of backplate.

3. No. 418G CJ26 25531D The standard type, operating via a remote solenoid.

All reasonably priced, phone Andy on 01339886290.

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

All prices include P&P

Phone: Martin Vickerstaff 01209 821979 after 6pm

email: a.vickerstaff041@btinternet.com

PARTS FOR SALE CONTINUED

FOR SALE: 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 including P&P

Phone: Martin Vickerstaff 01209 821979 after 6pm

email: a.vickerstaff041@btinternet.com

PARTS WANTED

WANTED: Four door skins or four good doors are required urgently for a Normale

11B or Big 6. If anyone knows the whereabouts please contact Steve

Southgate on 07747633329 or email

steve@imperial-cars.co.uk.

WANTED: Camshaft for post war Perfo engine.

Please contact Steven Wright on 0753

167 6160 or by e-mail

wright.sa@dsl.pipex.com

WANTED: Speedometer for 1955 Light 15

in working order.

Contact Keith Boyes, Swanland, close to

Humber Bridge, East Yorkshire,

Tel: 01482 631088 or 07752 851161

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

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: Auto-roche 135 hand operated directional spot lamp as seen on Page 22 of the Jul/Aug 2011 edition of Floating Power.

Contact Larry Lewis.

Email: llewis5411@rogers.com

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.

MISCELLANEOUS FOR SALE

FOR SALE: Citroën 15CV TA (1938) 1/24 scale model kit (pre-painted metal body and plastic parts) by Burago (Italy) - £12.50 plus

£2.50 P&P Tel: Robin Dyke 01865 858555



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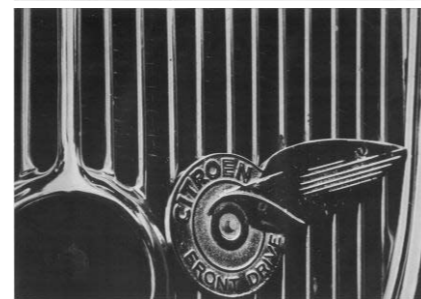
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Also for a range of clothing, models, books, signs, and gifts for the Traction enthusiasts contact Barry at the Club Shop, 22 Kings Drive, Pagham, Bognor Regis, Sussex PO21 4PY. Tel/Fax +44 (0)1243 266129 or email shop@traction-owners.co.uk













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