

Floating Powers

November/December 2011





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

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard

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Missing magazine?

Please contact John Oates
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The closing date for input
for the January/February edition
of ***Floating Power*** is Thursday 17th Nov.

welcome

Hopefully you will have received your TOC 2012 calendar with this issue. Don't forget that you can order extra copies from John Oates.

Quite a packed issue this one so there are some changes to the usual content order.

No TOCNews but instead a section dedicated to FBHVC News, the contents of which should have appeared across the last 2 issues. Also no Section Maps. The table of New Members has moved to page 13 and Correspondence is split by TOCtech in order to keep TOCtech in the middle of the magazine. In Committee is out of place page 22.

This may be the last issue with Things to Do as there have been very few members contributing answers or suggestions for the photo captions and no suggestions for future content.

When you read this the NEC show will be less than 2 weeks away and the AGM less than 3 weeks. Please come along to both.

This is the last issue before Christmas and I hope that you all get what you want in your stockings or garages and I wish you all a Merry Xmas.

Den Hewitt

2012 TOC Calendar

Extra copies of the TOC 2012 calendar can be ordered from John Oates (Membership Secretary) at £4 for UK members, £5 for European members and £6 for RoW members.

These prices include postage.

Payment must be made in GB pounds (cheque drawn on a UK bank) or by PayPal or phone him with credit card details.

COVER IMAGE:

The Tractions and the George Irat special bodied cabriolet having a well earned rest at Arques during the September 2011 Carcassonne rally.

Photograph courtesy of Pascale Sarrazin.

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President's Ponderings



Photo courtesy of Keith Norris

This time we are not long back from Carcassonne and what a fantastic weekend it was. I don't want to undermine the reports promised for the next FP so I shall simply say thanks again to Hans and Angelika for planning and hosting such a wonderful weekend and how nice it was to see so many new faces – especially ROW members - at a TOC meeting.

Back at home, arrangements for next years Annual Rally in Shropshire plus the ICCCR continue to gather pace but this year we still have both the Classic Car Show (NEC) closely followed by the AGM. Time is running out for both so if you can help with the NEC please contact Michael Simpson asap. AGM details have been circulated but, if you do intend to come but have not done anything about it yet, please let Paul de Felice know without delay.

Stop Press – We have a “volunteer” to take over as Mid Shires Area Rep. Stephen Prigmore has agreed to “give it a go” and, as he lives close to me, I hope to be on hand to ease him into the position gently. His predecessor, Nick Thorne, was recently forced to choose between Golf (the game) and Traction (the passion) and, sadly, he made the wrong choice. Nevertheless, we wish him all the best and, as Mid-shires member myself, I particularly thank him for his contribution to TOC by stepping in to manage the section.

Bernie Shaw

Hi Bernie,

Further to your piece in President's Ponderings in the Sep/Oct issue of Floating Power regarding the position of the fuel filler on Slough Roadsters, in Olivier de Serres book on coupes and cabriolets there are pictures of 1934, 1935 and 1936 coupes and cabriolets with fuel fillers on both sides. These are French cars but I expect that as Philippe says the body shells did come from France but perhaps Slough welded the English offside filler hole up.

There is some evidence to support this thought (unless they were specially made bodysHELLS for Slough) on Eric Pilon's and Lyonel Vanbergue's website that is dedicated to coupes and cabriolets <http://www.3cs.fr>.

On this site in the section with 747 unregistered cabriolets, coupes and decapotables are 22 Slough roadsters and coupes of which 11 have

a rear view showing the filler. None of them have 2 fillers. Of the 11 there are: one 1935 with a left filler, one 1936 with a right filler, one 1937 with a left filler, one 1938 with a right filler, four 1939's with right fillers, one 1940 with a right filler and two year un stated (but they look post 1937) with right fillers. I think that coupe and cabriolet bodies went to the right filler when double filling tanks were ceased and as the coupe and roadster was never a big seller in the UK Slough from that time used the right hand filler body again from France.

I think that a bit of research on this might be quite interesting.

Regarding Tim Walkers car; it is a 1939 and is therefore correct in having a right hand filler.

Regards, Den Hewitt



We are all getting older. This is a fact and is a concern when I look at us sat around the table at Committee meetings.

The Traction Owners Club has been around for 35 years and if we all want it to be here in another 35 years we need younger members to come and join the committee.

It is not too onerous a task – we usually meet 3 times a year somewhere in the Midlands area, so accessible to both north and south members, on a Sunday for around three hours. On top of that we may have one or two conference calls on a week day evening. All of the Committee would love to see new faces with new ideas to help us take the Club forward.

Why not come along to the AGM on November 20th and meet us or let me know if you would like to sit in on an actual committee meeting in the future or just telephone me for a chat if you are interested.

The Classic Car Show is on November 11-13 at the NEC in Birmingham. Would you like to help on our TOC Stand and have a free ticket to get in? If so please contact Michael Simpson as soon as possible – 01490 440481.

I have a request from Tony Malyon, our very hardworking Treasurer. If you pay for anything via PayPal could you please state in the notes field what you are paying for i.e. membership fees, club shop or spares. This helps Tony keep the various accounts separate for VAT purposes. Thank you.

I hope to meet lots of you at the NEC or the AGM this month.

If you are not planning to be at either event may I take this opportunity to wish you a Happy Christmas and Best wishes for 2012 (it feels very odd to be writing these words at the end of September!).

When you receive your new TOC calendar please remember to highlight the dates for our annual rally and the ICCCR event.

Bev Oates

New Insurance Benefits for TOC Members through Footman James

The TOC is pleased to announce that it has negotiated a deal with specialist insurance broker, Footman James, securing special insurance discounts for club members.

Footman James' motor policies include **UK and European breakdown cover** and **motor legal expenses** as well as **personal injury road rage** and **car-jacking** cover as standard.

It also offers a range of policy options, including **multi-vehicle**, **laid-up**, **agreed value** and **limited mileage** cover.

All TOC members will be entitled to discounts on their classic car insurance through Footman James, and can also take advantage of special rates on their modern everyday car, classic and modern motorcycle and home and contents cover too. In addition the TOC has a dedicated relationship manager to work with the club ongoing.

Footman James was launched over 25 years ago as one of the very first insurance brokers dedicated to serving the needs of classic vehicle enthusiasts, and is now a leading name in the industry.

During that time it has built-up a unique relationship with vehicle enthusiasts, so much so that over 190,000 customers now trust them to offer protection for over 200,000 vehicles.

Footman James works closely with classic vehicle clubs across the country, and now, of course, has partnered with the Traction owners, so has a pretty good idea what classic vehicle owners and TOC members want when it comes to insurance.

Martyn Raybould MCMl
For Footman James

Exempting early vehicles from MoT

The Department for Transport is planning a consultation on exempting some early small vehicles from the need for an MoT. Inevitably rumour and speculation has been rife both in club forums, internet chat rooms, enthusiast interest group sites and the press, often misquoting what the FBHVC originally suggested and turning opinions into fact!

Whilst the Minister, Mike Penning, has accepted the proposition in principle, the exact cut off dates will be the subject of detailed research including Risk and Impact Assessments together with discussion within the DfT and Stakeholders before the issue of the Consultation document. Nothing will be finalised until after the responses to the formal consultation are analysed and the DfT prepare advice to the Minister. These processes will take many months and could easily spill over into 2012. It has already taken three months since the topic was raised on 30 November 2010 to get this far.

One major (and legitimate) concern raised by clubs has been speculation that restriction of use will be involved or will follow. There is no way that the FBHVC would bargain with, or condone, any such restriction. On 1 March, David Hurley (FBHVC) attended an event at the House of Commons where Mike Penning gave his assurance that restrictions on use had never been considered, or mentioned, and would not be an option. Since the function was attended by three senior officers of the FBHVC, Lord Montagu, five MP/MEPs, two other Peers, plus members of FBHVC clubs and representatives of the press, the Minister would have been well aware that this concern needed to be clarified once and for all.

There are several factors (see background below) that led us to ask for this change for cars and smaller vehicles up to 31/12/1920 and PCV's up to 31/12/1940 only although the current EU Directive permits exemptions for pre-1960 vehicles in member countries. The two dates have been carefully selected to fit in with technological developments in the evolution of cars, motorcycles and commercial vehicles. A rolling exemption date has not been proposed but the exemption dates would be periodically reviewed.

The Minister and the DfT have also been approached by the press and other individuals to consider other cut off dates beyond those suggested by FBHVC, and no doubt they will be considered in the formulation of DfT advice. This would have been the case anyway, because the UK authorities have to make a case to the European Commission for their use of the exemption and would have to justify any dates chosen. They will have to satisfy the EC that they have considered all the decades right up to 1960.

Background

The MoT regime was introduced 50 years ago in the UK well before most of the EU states. From the outset the UK test regime acknowledged the variations of specification and performance of older vehicles and has continued this approach on vehicles built subsequent to 1960, many of which are now the classic cars of today.

The Role of the Commission

The first Directive introduced the concept of testing but did not contain in specific detail methods of testing or minimum test standards/values. Other EU states often

used the UK regime as a model when introducing testing (but not necessarily adopting the concept of variation for older vehicles). Recent Directives have majored on detailed procedures and minimum pass values which relate to the majority of the modern European car park i.e. incorporating testing of systems never fitted to old vehicles. Since new technology is constantly being incorporated in new cars, the testing regime has to keep pace with those changes.

In general, the age profile of the 'historic' vehicle park in EU mainland states is biased towards post-war vehicles, (two major conflicts in Europe decimated the very old vehicles) and comparatively few before 1920, (as compared with UK) so committee members may not necessarily support the UK view. DfT staff are well aware of the need for continued vigilance, but in recent years FBHVC has had to take prompt action in some areas. Like all employers, corporate memory is confined to fewer people and in practice only goes back 40 years – our vehicles go back 125!

Other factors are that the EC is keen on majority voting, has a dislike of permanent continuing exemptions, and sometimes forgets the principle of no-retrospection that was one of the first things that was agreed in principle when FBHVC was established in 1988. Since the UK old vehicle park is the largest and most varied in Europe we are more at risk.

The physical test in UK

Testing equipment has become more sophisticated and continues to be developed to eliminate use of discretion by the tester. An example is computerised headlamp equipment that uses a back screen with imbedded light sensors to measure headlamp beams. This machine is placed appropriately in front of the headlamp, the tester then presses a start button, the machine runs its course and then illuminates a green or red light. The machine makes at least two assumptions 1) there is a focussed beam; and 2) there is no scatter. It is currently being introduced /used for testing commercial vehicles and would be totally unsuitable for most vehicles right up to the eighties. Shaking plates are increasing in use to check suspension defects but it has to be said that most time served testers still rely on the bar! Over the years brake rollers have replaced the old decelerometer (Tapley meter to you and me) and there have been reports of resistance by testers to use the old method on older vehicles, despite the unsuitability of rollers for very old cars or those fitted with solid tyres, mechanical transmission braking etc. The IT system used by VOSA does not show the tester all the concessions/exemptions which are allowable for the actual vehicle tested. It was obviously designed for modern vehicles only (one size fits all!) and unfortunately some owners are less than diplomatic in the way they point these failings out to younger testers. This attitude does not make the tester sympathetic to subsequent old car owners!

Garages

One big concern is that the trend away from small independent garages will lead to loss of essential testing expertise. Small, independent operators are under pressure and this sector has diminished over the last ten years. The motor manufactures have all contracted their dealer networks and virtually abolished agencies to

concentrate on (in the main) dealer networks owned by large groups. The selling of fuel has also drifted away to larger chains and supermarkets and since the smaller outlets cannot possibly compete on price this move will have adversely affected the profitability of smaller concerns. The main dealers owned by large groups compete on price for servicing and many offer free MoT's. There is also the inevitable loss of small family owned garages due to retirement and the lack of interest by the next generation. Whereas five to ten years ago finance was available at variable cost, in recent years and into the immediate future getting finance to purchase is problematical. We also understand that on change of ownership VOSA makes it mandatory that test equipment is upgraded.

The FBHVC is aware that small garages are unhappy with the trade organisations that are supposed to represent them, which have become dominated by personnel from large groups. It is interesting to report that a few years ago, when the trade bodies were lobbying for an increase in MoT fees to cover additional test items, David Hurley cheekily suggested a reduced fee for old vehicles, since they didn't have these and other features. The trade reply was that testing of old vehicles took longer because testers were unfamiliar with exemptions and had to look them up!

For these reasons the FBHVC has launched a section on its website to collate recommendations from clubs of MoT testing stations that are happy to deal with our small section of the UK vehicle park. Like Post Offices, small garages will die if they do not receive regular custom – not just for your MoT.

It should be remembered that the MoT test only proves that a vehicle complied with Minimum Test Standards at the time of the test. We understand that it is perfectly possible to enter a vehicle for a test at any time without there being a legal requirement to do so – but if the vehicle fails it is unroadworthy and should not be used.

Fuel News

Ethanol: Corrosion, Compatibility, and Combustion

There is still a great deal of misinformation being printed about ethanol in spite of some very detailed facts being freely available on the FBHVC website. In response to FBHVC members' concerns we have distilled this information into three more easily digested paragraphs:

Corrosion, Compatibility and Combustion.

Corrosion in fuel tanks and failure of traditional materials used in fuel systems due to incompatibility with ethanol may cause fuel leaks. Because fuel leaks create a high risk of fire or explosion, these matters have been given priority in extensive articles in the newsletter since October 2008. The articles show how the problems associated with corrosion and compatibility have been identified. As a consequence the FBHVC commissioned a test programme for commercial additives designed to overcome corrosion problems. Testing began in the second week of July 2011 and will take 13 weeks to complete in order to assess how well each additive responded to ethanol which will be progressively aged over the test period. Those products that pass the test will be entitled to carry the Federation's endorsement. Some of the products are sold as corrosion inhibitors but contain

other additives as well. This endorsement will be purely for the properties limiting corrosion, there will be no endorsement for valve seat recession or octane boosting properties which will not have formed part of the test.

There are no additives which can protect against other **compatibility** issues with seals and gaskets etc - there is a compatibility chart on our website where the details of suitable ethanol-resistant products can be found. Previously applied tank sealants, unless specifically designed for use with ethanol, are also likely to cause problems. Motorcycles with fibreglass tanks must check that the type of GRP used is compatible with ethanol.

Combustion, on the other hand, affects only the driveability of a vehicle and poses no significant risk to life or limb. Ethanol has long been recognised as a fuel supplement that improves performance and the FBHVC considers it unlikely that the modest proportions of ethanol in modern fuel will have anything other than a positive effect on the combustion process. Others, who take a different view, have criticised the FBHVC for not doing more to investigate the assertion that the presence of ethanol leads to slow combustion in low-compression engines resulting in poor performance, overheating and damage to exhaust valves. The Federation continues to investigate aspects of combustion with the aid of an independent consultant and the findings will be reported as soon as available.

EU Legislation

Extract from FIVA's regular update provided by its lobbying service, EPPA.

European Parliament Historic Vehicle Group

On 7 July, the MEP Historic Vehicle Group held another very constructive meeting in Strasbourg. FIVA led discussions on:

Low Emission Zones and explained their impact on the use of historic vehicles. The Members agreed to help ensure that the European Commission is aware of the exemptions already in existence for historic vehicles for LEZs in Germany and Italy (all vehicles) and Denmark, Sweden, Hungary and the UK (HGVs) and to encourage the Commission to ensure that these positive precedents are included in the information they offer about LEZs to member states

The cultural value of motoring heritage and the need for EU decision makers to recognise the importance and value of the work of the historic vehicle movement to the preservation of European motoring and cultural heritage. The Group recognised the benefits of developing a broad understanding of the cultural value of motoring heritage and agreed to help FIVA promote the message within the EU institutions.

Further details were discussed for the planned MEP visit to a historic vehicle museum in Brussels when it is also planned to hold an exhibition of historic vehicles and FIVA outside the European Parliament.

EU consultation on vehicle registration

In May, FIVA made a submission to a European Commission consultation on the registration of motor vehicles in which FIVA explained problems encountered when attempting to register a vehicle in another member state when an owner has no original, or incomplete,

documentation of the vehicle. FIVA explained that this is not uncommon because of the passage of time and history of the vehicle since its manufacture; because it may have been restored from a barn find; or because the vehicle had never been registered because it was originally a military or similar vehicle. FIVA noted that in some cases, if a vehicle has no documentation, on importation it is treated as 'new' for registration purposes and stated that such action is not only inappropriate, but also results in practical problems and means that the vehicle does not benefit from being treated as a historic vehicle.

FIVA went on to suggest that the situation can be avoided in future by:

- National registration authorities being willing and able to answer queries from registration authorities of other EU-countries within a reasonable timeframe to allow a swift resolution for the owner to questions concerning the registration documentation of a vehicle; and/or:
- authorities referring to available documented evidence of date of manufacture or documented evidence of first purchase in order to determine the age and details of the vehicle – FIVA made clear that such action would be consistent with a recent amendment to the Annex of Commission Regulation No 183/2011 defining a new vehicle which includes a footnote stating that: 'In the absence of a registration document, the competent authority may refer to available documented evidence of date of manufacture or documented evidence of first purchase'.

DVLA Liaison

Continuous Insurance (CI)

The introduction of CI was explained in Newsletter 6-2010 and has now become a reality. If, as the registered keeper, your vehicle insurance expires (or is cancelled) whilst the vehicle is taxed, you will fall foul of the continuous insurance requirements. DVLA have now produced a fact sheet, 'Seasonal Vehicle Users'. This is either downloadable from www.fbhvc.co.uk under the Continuous Insurance tab, or if you don't have access to the internet, available from the Secretary and the DVLA.

The Motor Insurance Bureau is now sending out 'Insurance Advisory Letters' to the registered keepers of uninsured vehicles advising them to either:

- Insure the vehicle immediately.
- Contact their insurance provider if they believe that their vehicle is already insured.
- SORN the vehicle.
- Notify DVLA that they are no longer the keeper of the vehicle.

The fact sheet explains the penalties if the letter is not responded to. Essentially if the vehicle is taxed, it now also needs to be insured.

How Many Left?

There is now a website called www.howmanyleft.co.uk, which uses publicly available DVLA data. This site reveals how many vehicles of each model (e.g. Minor) are licensed in each year between 1994 and 2011. Also is revealed, amongst other things is, how many of each model (e.g. Minor), for each year of

registration, are still licensed or SORNed. What needs to be borne in mind is that the data relates to the make and model as recorded by DVLA, via their 'drop down' lists. That description might not always be the same as the physical vehicle.

Where a particular maker is missing from the DVLA dropdown list (e.g. Standard) then the maker of those vehicles is recorded as 'free text' and is displayed on the website with a maker of 'Other', followed by a country or a region e.g. 'Other British'. However the actual maker should appear on the V5C. If a model type, e.g. 8 as in 8 HP (Horse Power), is not on the DVLA 'drop down' list then the model name is coded as 'missing'.

If a specialist club is trying to establish how many vehicles exist that come into that club's area of interest, then the vehicles with model names coded as missing could be a problem. That problem could possibly be partly resolved by purchasing data which includes other information like engine capacity and body type, a subject covered in the last FBHVC newsletter.

This website is a useful resource in revealing how many historic vehicles of each model have survived over the years, based on year of registration.

Unregistered Vehicle Inspections

The vehicle inspection is an essential part of the registration process. Typically the owner-supplied photographs would have been scrutinised, supporting documentation examined, and any discrepancies that come to light resolved, prior to the club inspection taking place. Occasionally a showstopper comes to light, so it is not possible to register the vehicle.

With one case, a claim for an original number, there was impeccable documentation, but the photographs indicated that the vehicle was not substantially complete. It was explained that the examination would need to be deferred until the vehicle was actually substantially complete, although not necessarily roadworthy. The owner then revealed that he had scrapped the vehicle some time ago, but he just wanted a V5C in his name, so that the registration number could be transferred to another vehicle. That application was sent into DVLA, with a recommendation for a refusal.

With another case, this time an age-related application, it was explained to the owner of this 1920s light commercial that the vehicle needed to consist of genuine period components. Suddenly the case went all quiet. A few months later the vehicle had changed hands, and the new owner wanted to register it. It was then revealed that instead of having a sidevalve petrol engine there was a relatively modern diesel engine installed. Even if a 1920s differential could cope with the increased power from a modern diesel engine, there was no way in which this engine could be called a genuine period component. The owner was informed that a dating letter could not be produced for a vehicle in that condition.

Had the vehicle already been registered with DVLA, from a registration standpoint, there should be no difficulty in registering a change from a petrol to a diesel engine. However when registering a 'Reconstructed Classic', (i.e. an application for an age-related number) the club needs to be able to declare that the vehicle consists of genuine period components.

Vehicle condition for original number claims

DVLA will base their judgement on the information that is supplied to them. This information would typically consist of certified copies of original pre-1983 documents, overall photographs of the vehicle, legible photographs of the chassis and engine numbers, completed V765 and V55/5 forms, and a club-produced covering letter.

The vehicle needs to be substantially complete, although not necessarily roadworthy. DVLA will make an assessment on this based on the supplied photographs, which should therefore create a positive impression. In effect you are selling the justification to DVLA for them to register that vehicle.

At a meeting with the DVLA one question related to a claim for an original number that had been rejected because the vehicle was not 'complete and restored'. DVLA admitted that the phrase used was incorrect and that the policy requiring a vehicle to be 'substantially complete' has not changed. However, in this case the submitted photograph showed a vehicle partly obscured making it difficult to see if it was substantially complete.

A few minutes spent clearing around the unrestored vehicle to expose it would have created a positive impression and possibly a positive outcome for the original number claim. A photograph of a vehicle covered in a tarpaulin can give the impression that there is something to hide.

Legislation

Insurance without a registration number

A few FBHVC club members have recently reported difficulty getting laid up cover for unregistered vehicles. The reason given by the broker or insurer is that the Motor Insurance Database 'requires a registration number'. Since the MID was designed to hold information to identify insured road going vehicles (thus enabling uninsured vehicles to be identified by Automatic Number Plate Recognition) there is no necessity for insurers to notify MID about laid up cover transactions. In fact by doing so, leads to confusion. For example I have three vehicles (with registration numbers) insured for laid up cover only – all appear on the MID on-line enquiry screen of ASKMID as insured but with no make or model. It would appear that insurers are incorrectly entering laid up cases alongside legitimate RTA contracts thus creating this problem for themselves and innocent customers and, most importantly, misleading ANPR which should identify them as uninsured. Meanwhile the FBHVC will be contacting the ABI (Association of British Insurers) on the subject; especially as there are limited circumstances when an unregistered vehicle needs RTA cover.

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South West		Walford Bruen - Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD 01395 568909 kembu@btinternet.com
Contact when travelling in Spain		John Kiddell (00)34 (0) 91 300 02 22 jkiddell@jkiddell.com

Section News

Scotland

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

Unfortunately the weather was appalling; pouring rain, high winds, sodden everything. So cancellations galore. Such a shame!

CHRISTMAS LUNCH/GET-TOGETHER (NORTH EAST)

Yes, it's that time again, folks, and this year we are going to a different venue with a very good reputation for great meals at reasonable prices. Date is Sunday, 4th December and the venue is the Garlogie Inn, which is about 8 miles west of Aberdeen on the B9119 Aberdeen-Tarland road. They will be serving their special Christmas menu and we will meet up there to be ready to start our meal at 1pm.

We have provisionally booked a large table and have promised to give exact numbers beforehand, so please, please let me know if you are coming well in advance. As usual, bring your family and friends if you wish, and as always, hope to be joined by other Citroen enthusiasts from CCC etc.

Hope to see you there but remember, let me know you are coming so that I can give them numbers!

Smithy

For details of future planned activities contact:
Ian Smith

Telephone: 01224 715221

email - smithy.stoneywood@btinternet.com

North East England

Beamish Safety and Reliability Run

Fathers Day (19th June) is the traditional annual Beamish Run of 155 miles for all pre-1956 Classic Cars.

At our Wallington Hall meeting the Run organiser encouraged both James Geddes and Chris Naylor to "have a go"

So they did.

Mick Popka, I and Noel Davidson went along in our Tractions to give support with a standing display at Beamish Museum.

The Beamish Run follows some of the motor vehicle trials and test routes of the 1920's and 1930's and it is said "probably helped to develop the motor vehicle as we know it today".

It has run annually since 1971 and about 130 cars participate.

They had been told it was a demanding run but is totally a vehicle non-breaking event.

Although designed as a testing run for both car and driver a small back up force is provided to give assistance in the event of a breakdown. So they were up for it.

James and Joanne set off early but unfortunately having to come from York Chris Naylor was late and became one of the last to leave. We can report that both Tractions completed the course without mishap and returned with

happy smiling faces. Asked how it was both responded "wonderful" and said they would love to do it again.



This prompted the idea of running a similar event along the same route just for the TOC and just for tractions. The TOC Committee like the idea. Full details of the event and what is proposed can be found on page 34. This is your chance to show just how good your Traction is and test your own driving ability.

Newby Hall

This is one of the North's premier Classic Car Shows run by the NECPWA which this year was on 17th July.

We had been allocated a separate section to place the Tractions and as it threatened rain Mick Popka squeezed the Club marquee into his car which we erected by the cars.



Five tractions came along.....James & Joanne Geddes, Mick, myself, Nick Hopkinson (brought Chris Naylor), and Noel Davidson.

We gave a fine display and made new friends many of whom seem to want to buy one for themselves.

Smile, You're on Camera!!

With the ICCCR just round the corner Mick Popka and his fellow organisers asked us to go to Harrogate for a run around the town whilst filming and photographs were taken to use as publicity for the ICCCR event.

We arranged to meet at the Travellers Rest (lovely olde world pub at the back of the Yorkshire Showground. Worth going to if you are going to the ICCCR) on Sunday 21st August for a short convoy run around the town.

Three tractions, two DS's and a 2CV, a Citroen truck and other cars caused chaos in Harrogate. Watch out for the video clip which will be appearing on You Tube.



Where did you find that corner street in Harrogate Mick which we turned into a typical French street full of parked up Citroens for a coffee stop?

Future meetings:

Details of events will be emailed to all members of the section however our group seems to be widening to other Traction owners and many wanting one. If you are not on the circulation list please contact me (contact details are below) and I'll ensure you are included.

Graham Handley

email: grahamhandleyhandley@btinternet.com
Telephone: 01661 843493

Surrey, Hampshire & Sussex Borders

How lucky we were with the weather on 21st August. We had a very enjoyable drive around the Surrey Hills, more or less re tracing the route we had planned for the National rally in 2007. I like others of course had the memory of James Yeats with us. This time we started at The Fairmile and then drove to Denbies Vineyard where we had teas and coffees. There was also an exhibition of birds of prey, with a demonstration of falconry. We then made our way along the narrow winding, and hilly roads that are typical of Surrey. We aroused a great deal of interest and many questions about the cars were asked.

There is a beautiful little village but in good weather very popular, with parking always a problem, but we all met up at The White Horse where I had booked for our lunch for seventeen people and two children.

Future meetings

Fairmile - 20th November

I have booked a table for those who are not going to the AGM.

Christmas Lunch – 18th December

DON'T FORGET TO BOOK WITH ME FOR THE CHRISTMAS LUNCH - 18TH DECEMBER IN THE MALTING HOUSE AT THE BARLEY MOW, IN WEST HORSLEY, SURREY.

WE ARE LIMITED TO 50 PLACES.

2012

Our first three scheduled meetings of the year will be on January 15th, February 19th and March 18th at the Fairmile, Cobham, Surrey from 12 noon.

Contact Helen Shelley or John White

e-mail: helenshelley@msn.com

Telephone: 02083 307216 or

mobile 07790 530383

West of England

Future meetings:

Other events may evolve as the year nears to its end, but, for some reason, this year and issues of FP seem to have rushed by alarmingly quickly.

Pip pip

Jane & Terence McAuley

email: mrsjane.bear@toucansurf.com

Telephone: 01225 466939

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

We had a good number of folks at the Cromford Steam Rally in August and were able to have a picnic gathered around Barrie's Eriba.

It was a dry day but very windy - poor Edie didn't allow for the Derbyshire windy weather up on the moor above Matlock and had turned up in shorts so a blanket was soon found to keep her warm.

Future meetings:

Our next meeting will be on Sunday December 4th but I don't know where yet - if you want to be on our Peak email list for details of all events then please get in touch.

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

Telephone: 01629 582154

Eastern

Bungay Car Club Invitation and Ken Wallis

The Eastern Section was kindly invited by The Bungay Car Club to join them on a visit to the meet the legendary Ken Wallis.

He was the man that built and flew the famous Autogyro in the 007 Bond film.

Section News

He entertained us for hours by hand starting and flying one of his Rolls Royce engine Autogyros, showing us around his collection and talking about his fascinating life.



Not bad for a 95 year old!

Very interesting afternoon, I think everyone would agree.

3 Tractions attended and a few other old vehicles, no Traction pics I'm afraid as the Autogyros were far too interesting.

Tom Evans

Hedingham Castle gathering September 11th

A very chilly, windy start to the day gave way to brilliant sunshine.

A very interesting selection of cars attended the show, including Tony in his gleaming Light 15 and Clive's Light 15, fresh back from his daughters wedding in Wales, still sporting its confetti.

Bernard chose to bring one of his collection; a beautiful Humber Snipe and Peter arrived in 'sport mode' with his Caterham Special.



Much interest by the general public was shown in our Traction's (including Dixi).

Organisers' on the day were relaxed in vehicle movement so we were able to park at the base of the Norman Keep, very impressive, a lovely setting for a chat and catch up.

Next Meeting

Monday 1st January 2012

Greeting the New Year in at Barrington.

We will be repeating the New Years Day gathering at The Royal Oak, 31 West Green, Barrington, Cambridge, CB22 7RZ, 01223 870791.

This years New Years Day was very cold and blustery but, for those that attended, fun.

The picturesque village of Barrington hosts a popular meeting of vintage/classic cars each year, free entry, just turn up, there is usually 200+ cars attending in all weathers.

The Royal Oak coped very well for lunches; give them a call if you do not fancy those turkey sandwiches!

For details and suggestions of future activities contact:

Jasmin Gagen

Telephone: 01284 827039

email - jasgagen@btinternet.com

Mid-Shires

Turweston / Atherstone – September 18th

Tina and I had hoped to go to Turweston Wings and Wheels in Claude, our 1953 11Normale, it would have been the first drive since he returned from a seven month visit to the local bodyshop. But a failed MOT due to imbalanced front brakes meant that we had to use our campervan instead.

It was a warm sunny morning when we arrived, a really mixed selection of classic cars, motorcycles and aeroplanes were on show, regrettably no Tractions.

I still can't get used to seeing cars that only a few years ago were everyday transport being displayed, the Triumph Dolomite and Ford Capri for instance. This event is ideal for a Traction get together, worth an effort for next year?

We are not really into planes, so having looked at all the cars at least four times, when the air display started we thought we would go and have a look at another classic car meet we had been told about, 60 miles north in the market square at Atherstone.

What a great little event, a real eclectic mixture of vehicles, from the much loved Telecoms Morris 100 van to the sublime Bugatti type 51 grand prix car, immaculate in French racing blue. Did you know the brake drums were cast into the wheels and when worn the entire wheel has to be replaced, a snip at £2,000 each. Or that the petrol tank has to be pressurised by hand before it can start?

Brilliant day out, lots of great cars, lots of enthusiastic people,

PS. Claude's front wheels have been stripped down, cleaned up, top hats fitted to replace the eccentric cams, system bled, so fingers crossed.....

For details and suggestions of future activities contact:

Stephen Prigmore

Telephone: 07759 372242

email - stephenprigmore@hotmail.com

Rest of the World (RoW)

The Corbières-Minervois rally, the rally we've all been looking forward to for a very long time, is now past. We expected it to be a great adventure not to be missed, and that's just what it was!

25 Tractions came from Switzerland, Norway, the Netherlands, Belgium, France and the U.K. Nearly every participating car drove well over 3,000 kilometre's back and forth and, in addition, happily crossed the hills in the South of France during the weekend.

Thanks to Hans & Angelika, they did a wonderful job. We were pampered, undoubtedly to this everyone will agree.

Several teams told us they had the best Traction vacation ever.

A few teams were bitten by the organising bug and had exceptional ideas to organise rallies in the future. So, be prepared for the next few years, don't miss these continental breaks.

We'll keep you posted, as soon as we have more information.

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.

In the Rest of the World section we currently have 89 members across 20 countries.

Australia	13	New Zealand	5
Austria	2	Portugal	1
Belgium	1	South Africa	1
Canada	2	Spain	4
Channel Islands	5	Sri Lanka	1
Cyprus	1	Switzerland	2
France	26	Uganda	1
Germany	2	USA	9
Japan	3	Vietnam	1
Netherlands	8	Zimbabwe	1

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

New Members

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

- 2225 Mr. Stephen Phillips, East Sussex
- 2226 Mr. Per Lindegaard Laursen, Vietnam
- 2227 Mr. Jan Pompe, Gelderland, Netherlands
- 2228 Mr. Les Vickerman, NSW, Australia
- 2229 Mr. Ian Beale, Cyprus
- 2230 Mr. David Jones, Auckland, New Zealand
- 2231 Mr. Andrew Hedges, London
- 2232 Mr. Jonathan Dudley, East Sussex
- 2233 Dr. John Moon, Hampshire

Notable Dates

November and December

- 1st Nov 1950 Pierre-Jules Boulanger died in Broût-Vernet, Allier. (P-J ran the Citroën company from 1935)
- 16th Nov 1934 7S launched in Paris
- 20th Nov 1946 Edwin Budd died (pressed steel body pioneer)
- 3rd Dec 1934 Light 15 launched in Slough
- 21st Dec 1934 Citroën declared bankrupt
- 28th Dec 1870 Edwin Budd born in Smyrna, Delaware

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VINTAGE TYRES

Correspondence

Please send your letters and emails to:

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

The deadline for the November/December 2011 issue of Floating Power is Thursday 17th November

Hi,

I took the attached photo in November 2006 in Luang Prabang in Laos PDR.

It was parked outside a temple that I had wandered into. It is maroon/burgundy in colour.

I know it is a Citroën and doing a bit of research leads me to think it is a Traction Avant.



Any more details would be appreciated.

Many thanks,

Glynn Hammond

Glynn, I think this may be a stretched Normale. In other words a bamboo Traction (a standard saloon that has been converted).



The bottom of the rear side window should be level with the other two (which it doesn't seem to be) it looks like it slopes down and also this window looks too small.

Den

Den,

Please find attached to this email a photo taken on 22nd June, in Hanoi.



It was sent to me by my son. Nice to see they are still out there and being looked after. Judging by the wheels it is being kept up to date.

Yours, Brian Reakes

Hello from Japan,

Thanks a lot for the magazine "Floating Power" and on recommendation of Mike Popka here are some pictures of my 1949 11BL.



Best regards, Heberle Bernard

Hello all,

I thought that you might like these photos of two Reines de la Route taken on 17th July in NY State Parks and Lakes around Harriman/Bear Mountain (note the vintage trailer behind Alain Daumas' 1955 11BN)



Also I thought you'd all enjoy this photo of how one of our lab's "African-American Alzheimer's Awareness and Brain Health Initiative" Sport Water Bottles came in handy on 18th July while on a classic car tour.



My transmission was grinding and we determined it was low on fluid, but I had no funnel through which to pour the gear oil down into the very inaccessible

opening in the transmission. But I did have a few of these bottles to give as gifts and by cutting off the bottom, removing the push top and glueing on a length of hose we had a very serviceable ad hoc funnel to pour gear oil into the transmission.

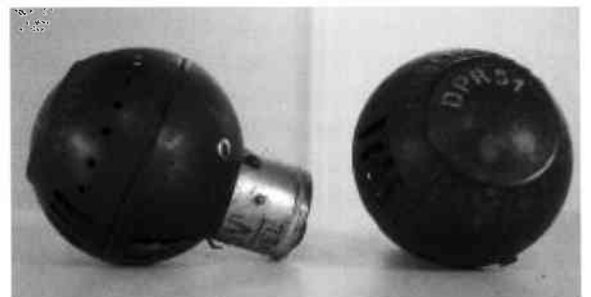
Regards, Mark Gluck

Dear Members,

In the Nov/Dec 2010 issue of FP (page 31) Bob Whittaker wrote an article about Life in 1940's France which had a piece about blackout lamps and bulbs. I then sent in a letter and some photos of a bulb case and black out bulbs that I have (see Jan/Feb 2011 page 17). Well I have just acquired a pair of black out bulbs that as well as having the black paint on them also have a cowl which when fitted lets even less light through.



A blackout bulb with the 2 halves of the cowl removed



A blackout bulb with the cowl fitted

The bulbs are yellow, which apparently were used so that the French could differentiate their vehicles from those of the Germans.

Den Hewitt

Dear Den,

Having moved to a very small village in Department 31, France in 2008 we were amazed to find in the next village a very active car club for "voitures de collection" i.e. over 30 years old. It has some 120 cars of all marques. It is very active and holds several "rallies" around the villages every year from April to October with an annual exhibition in the market square in July. Below is a typical "day out":

Correspondence

On Sunday 10th July an outing was organised for Tractions only and we attracted 1 Familiale and 6 11BL's, five French built, plus mine, a 1953 Slough built rhd, now registered in France. Our Traction, in the centre in the photo, was brought over to France in 2008 when we moved here for good and used to be 342 YHN; it now has the obligatory "plastic" plates that really do not do much for its image.



The outing commenced with breakfast organised by one member - typical of our outings - several types of pate, sausage, quiche, rillettes, cheese, bread, a rich rice pudding with orange liquor and naturally coffee, red and rose wine (0800 hrs). We left (0930 hrs) for a private visit to a collector of Military Uniforms from France and other countries. He has collected since 1956 and now aged 87 has over 500 military caps, head dresses and helmets from 1705 - 1986, including many from Napoleons time and the French Revolution, through to the First and Second World Wars.

1100 hrs the rally begins, we wind our way, with a well designed map, through sleepy villages, past farms and towns where we are enthusiastically greeted to the sound of Traction horns. The temperature slowly creeps up and by noon is 38 degrees - nothing bothers the Tractions as we drive steadily higher with fantastic views of the Pyrenees. We pass Ile en Jordain where the most enormous attic sale is underway, run parallel with the Auto route and turn inwards to arrive at Simorre for a well deserved rest (Tractions) and lunch for the drivers and families. Lunch is a modest affair - Pinot de Charente with ham quiche to act as an appetiser, smoked salmon with a rich fish and tomato filling and fresh salad with home baked bread, pork casserole with game chips cooked in goose fat and herbs, camembert, brie and local goats blue cheese and more bread with meringue and cream to finish. Well not quite, chocolate biscuits and coffee all washed down with copious amounts of red and rose wine.

At 1530 we start off again and drive to Montoussin where we are greeted by the local mayor who has just seen the end of a local cycle race and we are proudly announced over the tannoy system, more interested people pour over the cars and at 1900 we all part and wend our ways home - another successful "balade" and think of what to do next week for the next outing.

Nigel Dent

It would be quite a good idea if the TOC could keep a list of local car clubs in Europe. There are of course the Traction Universelle sections in France but other clubs could be of interest when we are visiting Europe. Please could any members send me any information they have.

Den

Hi Den,

A very nice 1937 11A seen at the Bredon Car Show, near Tewkesbury, today (29th August).



The car has had a complete rebuild by a firm in London (John Gillard??) and is owned by a gentleman currently living in Panama. It is garaged at his sister's house in Cheltenham. Very original but has a 12v Alternator fitted.

Regards, David Boyd

Hi Den,

La traction in the evening sun, now with a rebuilt engine and probably running as well as it ever did.... £100 of some serious insulation material has also had a profound impact on noise levels. Even the underside of the bonnet has been treated.



The wbp board is soaking up a very small oil leak which I guess is acceptable for a car of that age....

Regards, Martin de Little

TOCtech forum – issue 61

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.

TOCtech is compiled by:
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An Electrical Miscellany by John Ogborne

Den asked me if I could put together an article explaining some basic electrical concepts and the use of components such as relays.

I wrote a two part article on rewiring in the Feb/Mar and April/May 2002 issues of Floating Power, so I have extracted some of the material from there and added sections on relays and wiring looms.

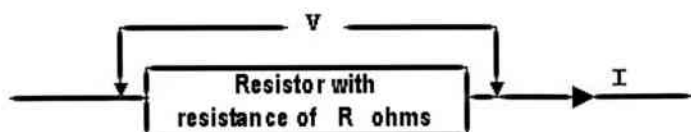
Some other electrical articles I have contributed in recent years that may be of interest are "Distributors" – Sep/Oct 2008, "Regulators" – Nov/Dec 2007, and "Coil Robbing" – Jan/Feb 2008.

Please let Den know if there are any specific electrical topics that you would find useful and I'll see if some light can be shed on them.

The Basics

Remember Ohm's Law? It states that the voltage (**V**) across a resistor (with resistance **R** ohms) is proportional to the current (**I** amps) flowing through it or:

$$V = I \times R$$



The resistor is absorbing power (and getting warmer as a result). Without going into the algebra, this power (**W** in watts) is calculated by multiplying the current (**I**) by the voltage (**V**):

$$W = V \times I$$

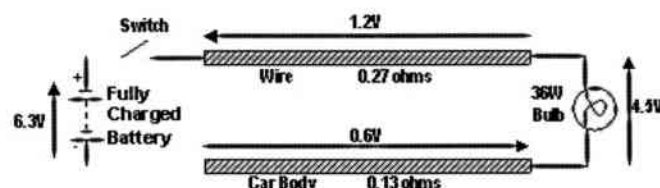
These two relationships (**V=I x R** and **W=V x I**) are all we need to understand what is going on.

For example, a headlight bulb is just an electrical element in a vacuum – the vacuum prevents the element from oxidising and fusing. When current is passed through the element, because it has electrical resistance, it absorbs power, gets hot and glows thereby providing light. The amount of power it absorbs, hence the amount of light it gives off, is called the 'wattage'.

Using **W = V x I**, in a 12 volt system a 36 watt headlamp bulb takes a current of 3 amps (12 x 3 = 36). But, in a 6 volt system, a 36 watt bulb takes a current of 6 amps (6 x 6 = 36). In other words, halving the voltage has doubled the current for the

same wattage. So in a 6 volt system the wiring has to carry twice the current in order to achieve the same light output. Here lies the problem with 6 volt systems!

Unfortunately wire has resistance as well, albeit relatively small, but big enough to consume some of the power intended for the headlamp bulb or other electrical equipment. To add insult to injury, the negative connection is via the car body, which is likely to have rust sandwiched between the panels. Rust is not the best conductor of electricity! The higher the current the greater will be the loss in the wire and car body; hence a 6 volt system is more vulnerable to these parasitic resistances. Here is a typical situation in a 6 volt Traction.



If you do the calculations, here the 36 watt bulb is actually operating as the equivalent of a 20 watt bulb – and that is without any allowance for corroded connectors and poor switches and contacts.

As someone once said – "the road ahead retains an air of mystery". If we had run the same system on 12 volts (with a 12 volt bulb), the bulb would have been operating pretty close to 36 watts. So now we can see why 6 volt systems are so vulnerable to poor quality wiring and why so many Traction owners choose to convert to 12 volts.

Wire Size

Using Ohm's Law and some wire data it is pretty straightforward to calculate the optimum wire size.

The resistance per unit length is proportional to the cross sectional area of the copper conductors; the bigger the conductor, the lower the resistance (good) and the longer it is, the higher is the resistance (bad). So short and thick (rather like me) is best.

There is of course a trade-off between size, cost and physical constraints.

The trick is to choose the shortest practical run of the thinnest wire that delivers sufficient power for the job it has to do. There is no point in using wire the size of jump leads to supply the petrol gauge any more than trying to get away with thin wire for the headlights.

For those who wish to do the calculations, I have given the wire data for the most useful sizes in the table below.

Wire Composition (no. of conductors/conductor diameter. in mm)	Cross-sectional Area (mm ²)	Ohms per Kilometre
9/0.3	0.65	29
14/0.3	1.00	19
28/0.3	2.00	9.5
44/0.3	3.00	6.3
65/0.3	4.50	4.2
84/0.3	6.00	3.2

As a rough guide for a 6V system, use 84/0.3 for the main 'arteries', 44/0.3 for most lights and 14/0.3 for instruments and low wattage bulbs.

For a 12V system – i.e. running at half the current of a 6V system - I suggest 65/0.3, 28/0.3, and 14/0.3 respectively.

Other combinations of conductor number and size are acceptable, the criterion being the total cross-sectional area.

However, avoid single strand wire as it is very stiff and, whilst ideal for house wiring, is totally unsuitable for car wiring.

Fuses and Wiring Schemes

With the exception of the indicator switch there are no fuses in the French Traction.

This probably explains why so many have ended their days in flames!

If re-wiring is carried out (and this applies equally to Slough 12V systems) it is a lost opportunity not to incorporate fuses in at least the main circuits.

However, it is not always obvious where the fuses should be placed (electrically speaking) and it is worth looking at the basic principles of fusing.

How a Fuse Works

The purpose of a fuse is to protect a circuit from too high a current.

It does so by providing a 'weak link' which will safely break the circuit when the current reaches a certain limit.

In a car, over-current is typically caused by a live wire coming into contact with the bodywork due to a loose connection or damaged insulation.

The wire, because of its low resistance (remember Ohm's Law), will take a very large current, consume a great deal of power and produce considerable heat.

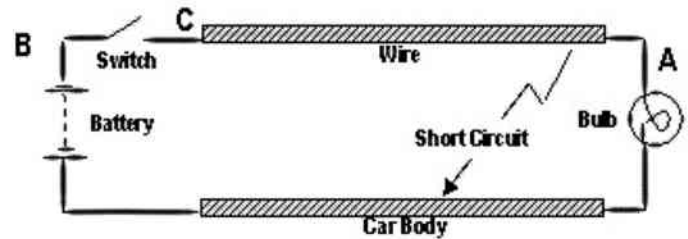
A general melt-down results.

It is rather like a very high wattage bulb without the bulb!

Positioning the Fuse

So where does the fuse go?

Consider the case of a bulb supplied from a battery via a switch and a length of wire.



If the fuse is inserted at 'A' it will protect against a fault at the bulb, but if a short circuit occurs anywhere between 'A' and the battery it will not blow and will have no effect at all. So, logically you might think that the fuse should be inserted at 'B'. For this simple circuit that is the best position but, in practice, the battery side of the switch probably supplies other circuits and a fault in one circuit would take the others out with it.

'C' is typically the best position – it is a compromise between getting as close as possible to the battery without affecting other circuits. In summary, put the fuse as close as possible to the battery but make sure that the circuits are sensibly grouped. The system I have adopted in my Normale uses eight fuses. It is only a recommendation as there are many variations, any one of which will be suitable provided that it follows the basic principles.

Fuse Number	Circuits	Rating (amps)
F1	Interior light and parking light	5
F2	Headlights	30
F3	Indicators	15
F4	Petrol gauge, brake lights and coil	15
F5	Wipers	10
F6	Tail lights and number plate	10
F7	Horn	10
F8	Front side lights	5

This scheme is based on the various electrical functions within the car. Others may prefer a left/right scheme whereby at least one side of the car remains live should a fuse blow for any reason – the choice is yours, there is no 'right' answer but plenty of wrong ones.

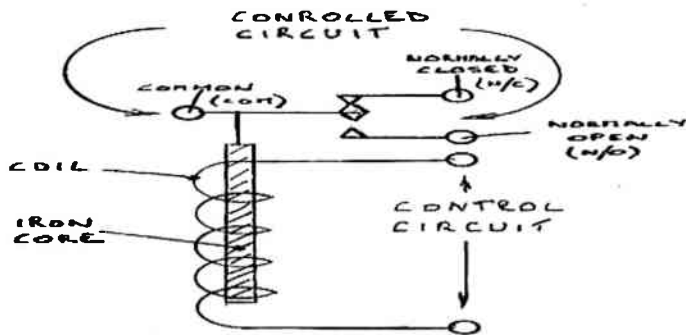
Relays

Modern cars make extensive use of relays but the Traction was manufactured with none. There are two main functions of a relay:

- To switch a large current using a small current.
- To switch a number of different circuits simultaneously using one switch.

Let's start by looking at how a relay works.

The diagram shows a simplified representation of a relay. A coil surrounds a magnetic core which is free to move and is mechanically connected to the "common" contact of the switch. The common contact is sprung such that it remains in firm contact with one of the other contacts ("normally closed" **N/C**) when the coil is not energised. When the coil is energised the core is drawn into the coil and the common contact moves over to the "normally open" – **N/O** contact. Almost all relays are of the changeover type and many will contain two or more sets of contacts operating simultaneously. A relay with two sets of contacts is called a 2 pole relay.



So why would there be a need to switch a large current with a small one?

An example is where the switch is a long way from the load being controlled.

As can be seen from the above analysis of wire sizes, it is better if heavy current circuits are kept as short as possible - less resistance, less loss.

The relay is therefore placed such that the switched ("controlled" in the diagram) circuit is close to the load – e.g. the headlights.

The current required to operate the relay coil is much lower so, not only can it be a long way from the relay, but the associated switch need only be capable of handling a small current.

Switch contacts can become burnt out if they are asked to switch too high a current, similar to the way in which contact breaker points deteriorate.

Relays are rated by the voltage required to operate the coil and the current switching capability of the contacts.

A relay with more than one set of contacts allows more than one circuit to be controlled by a single switch.

A typical application is to allow indicators to operate in hazard warning mode as illustrated below.

Modern cars contain lots of relays mainly because so many of the functions are controlled by low current switches or software and sophisticated "CANBUS" control systems.

Lighting has also become more powerful, necessitating higher current.

Traction switches are generally capable of handling the currents they are asked to control but there are some possible applications that may improve electrical performance, particularly in 6V systems.

Headlamps are an example where a relay can be positioned under the bonnet as close to the headlamps as practically possible thus shortening the wire length (and hence minimising the voltage drop) between the battery and the bulbs.

The low current relay coil circuit is then switched by the normal headlamp switch.

However, the most likely reason for a relay in a Traction is for an auxiliary circuit such as hazard warning lights or the use of tail lights as indicators.

On a practical note, relays also require some form of housing – particularly if they are mounted other than inside the cabin – and this can be the most difficult and time-consuming task; the wiring is usually the easy part.

Relays in waterproof, or at least splash-proof, housings are available from some suppliers.

A couple of example circuits may be useful – one for using brake lights as indicators and the other for a hazard warning system.

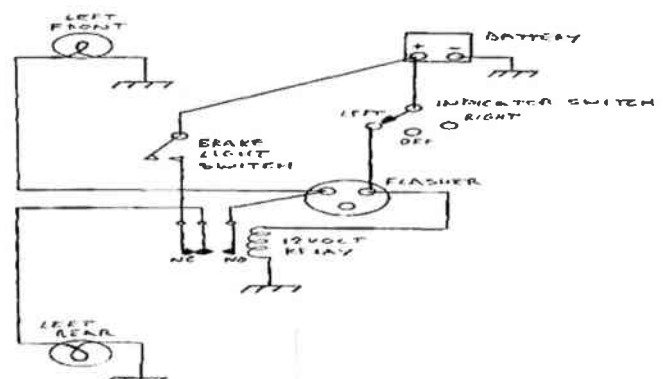
The latter will obviously not apply to Slough cars with semaphores, although the prospect of them flapping up and down together is quite amusing!

The circuit for flashing brake lights was first published in Floating Power in Oct/Nov 2002 but there was some subsequent correspondence, with which I agreed, expressing concern about the safety of such a system.

I understand the desire for originality but I believe that modern road users expect to see a flashing orange indicator not a red one.

A flashing red could be interpreted as someone dabbing the brakes or just a faulty contact. However, I believe it passes the MoT so it's a personal decision.

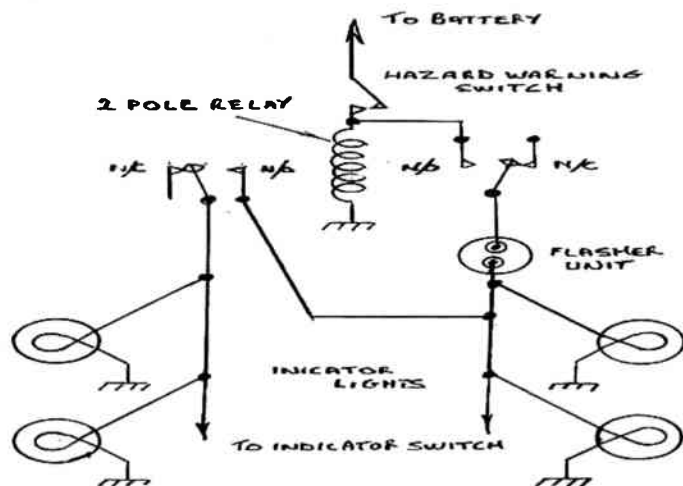
Here is the circuit diagram. It shows only the left hand side but the right hand side is a mirror image other than the brake light switch; connect together the normally closed contacts of the left and right hand relays to maintain normal brake light function.



The following circuit for hazard warning lights assumes the original wiring scheme with the mechanical timed contactor and no other intervening relays.

Of necessity there must be a separate flasher unit as the mechanical one will switch off after about 30 seconds.

12V flashers are easy to come by but 6V ones are also available possibly from motorcycle spares suppliers.



Wiring Looms

Wiring looms for French cars are available from many Traction spares specialists although I do not believe TOC Spares offers one.

I am not sure if anyone has made one for Slough cars.

Looms are useful if you are going to rewire the car in its original configuration but, if you intend to make any significant modifications, it may be more trouble than it is worth.

They can also be a bit of a three-dimensional puzzle when they arrive in a brown paper parcel!

Another concern is that ready-made looms are probably put together with the same wire gauge as the original which, in my opinion, was never adequate.

Electrical components were never André Citroën's strong point as anyone who has had a good look at the original light fittings will testify.

I am not convinced that the wire sizes in replacement wiring looms, at least the ones that I have seen, are sufficiently large for a 6V system.

However, if at the same time as rewiring you are converting to 12 Volts I would say that the wire gauges will be satisfactory (half the current, hence half the voltage drop, if you remember from above).

Of course, the looms will function on 6V but you may be disappointed to find that you are still only measuring about 5V (30% power loss) at the headlights when they are switched on.

One option would be to use a loom but add a second wire in parallel with the one in the loom to share the heavy current to components such as headlights, brake lights and flashing indicators.

For the headlights the additional wires would run between each of the headlamp terminals (dip and main beams) and the relevant switch contacts.

The wire connecting the battery to the switch would also need to be paralleled-up because it is taking the current for both left and right hand headlamps.

Remember too that a new loom will not improve the negative connection through the car body; a chunky negative wire from the component to the same part of the body to which the battery is connected will often improve things.

The second part of the article mentioned at the start gave advice on rewiring without a ready-made loom.

It is quite labour-intensive but will enable fuses, an alternator, and accessories to be fitted exactly as you wish as well as minimising any voltage drops in the wiring.

It also contained some wiring diagrams but there were a couple of errors that were subsequently pointed out.

In summary they were:

- On diagram B, the lettering of the front LH terminal block is wrong. Letters E, F, G and H should be transposed.
- On diagram A, wires 21 and 22 should be interchanged and the wire between FS6 and terminal N should have been labelled 32.

A diagram was published in FP 1991/2, (Vol. 16 Issue 4) which has a curious arrangement (bottom right) labelled "LIGHTING & IGN SW".

Oddly, the horn switch is shown as "HORN PUSH & DIPPER SWITCH" top centre near the horns themselves in a separate box.

The other thing I noticed is that, if wired according to the diagram, the electrical system would not function at all!

At the bottom left is the battery and what I take to be the solenoid; however wire 15 (which is the electrical feed to the whole car) is taken from the wrong side of the solenoid and wire 51 goes to the horn, along with another unlabelled one which takes off from the horn to the junction box and trafficator switch.

There may be other errors that I haven't spotted.

This diagram is NOT to be trusted!

John Ogborne

Why not install an oil filter?

Larry Lewis tells us how he installed an oil filter

On both of my Tractions I have an oil filter. It's not a full-flow type but it's better than the nothing that the factory installed.

A complete kit is available from the Frantz filter company in the United States (www.frantzoil.com) and this consists of the filter unit itself, instructions and all of the related lines and fittings.



Filter Unit

The element is a roll of toilet paper (bathroom roll or whatever you call it in the U.K.) which is not exactly difficult to find. The heavy, coarse, school-grade is best.

The supply line to the filter is taken off of the main oil gallery plug at the right rear of the engine. The plug can be drilled and tapped for NP threads but if you have an oil pressure light or gauge then connect the filter supply with a tee fitting.



Filter Supply

On both of my cars I had a slug of metal welded to the cast aluminium oil pan and this is drilled and tapped. The filter unit can be mounted on either side of the engine bay. Oil pressure is not affected as there is an orifice in the base of the filter unit.



Filter Return

I did this on both cars when the engines were out, but a return line could be attached to the rear of the valve cover but that's not so elegant. Both of my cars have later ID-19 blocks and in this case if you don't want to pull the engine a fitting could be welded to the plate that blanks off the mount for the hydraulic pump but care must be taken so that the oil does not touch any moving parts.

With this filter I am able to use modern oil (Castrol Syntec 5W-50) and I only need to change it once or twice a year depending on how much driving I'm doing. Here in Canada, we don't drive our cars generally from November to almost May so for me, once a year is usually OK. You will need to add about 1/2 of a quart of oil to make up the increased capacity and that's not a bad thing.

Larry Lewis

Storing your Traction for Winter

1. Clean the car thoroughly.

Clean under the wheel arches and pay close attention to areas on your car that you know are prone to rust. Clean behind the bumpers, you need to ensure these are clean and dry at the back as well as the front. Polish the car to give it an extra level of protection but make sure the car is thoroughly dry first. You may want to take out door cards etc. to make sure there is no moisture in there. I use a hairdryer which is ironic considering this is usually the only time I need to.

2. Battery

Think about either disconnecting the battery for the winter or a better option is to get a trickle charger that will keep it fully charged up at all times. These are a handy bit of kit to have all year round - especially if you only do short journeys. If you do remove the battery, keep it somewhere dry and not in the garden shed.

3. Fuel

Fuel goes off and fuel tanks do rust. Fill the car up to the max and add an additive into the mix as this will help prevent the fuel going off and will stop the top of the tank being exposed to moisture. If you want to store the car for more than just a winter then drain all the fuel as you could have problems when restarting after a year or more.

4. Greasing

Grease up ball joints, wheel bearings, suspension components and steering components.

5. Oil change

Keeping clean oil in the car over the winter will prevent anything that may be floating in your oil lodging anywhere it shouldn't which can seriously damage your engine when restarted. It's a good idea to do this prior to storing the car rather than when you want to drive it again as you will have to heat it up to drain the old oil and this is often when the damage is done.

6. Jack it up

Place jack stands under each of the jacking points and take the wheels off. This will prevent your tyres from getting misshapen and relieves the pressure on the suspension.

7. Clutch

Put something heavy on the clutch pedal and keep it down. Over the winter the clutch plates can stick together.

8. Cooling system

Drain the cooling system. Once you have drained it leave the radiator hoses disconnected and the radiator cap off so air can circulate.

9. Storage

Make sure you are storing the car in a dry place and buy a dehumidifier if you can to keep any moisture out. If you don't want to stretch that far then just place some baking soda around the car strategically as this will soak up the moisture.

10. Cover it.

Put a cover over the car. It prevents the paintwork and interior from being affected by any light that may get in and it also protects the car from dust.

In Committee

Brief notes for the committee meeting held on Sunday 25th September.

- Photographs for the calendar to be chosen soon and we hope to send it out with the November magazine rather than incur a separate mailing or leaving it until the January issue of FP.
- We have received no comments with regards the use of polywrap envelopes.
- Club Finances discussed and are ready to send to Inland Revenue once accepted at the AGM.
- Changes to Club Rules in light of Company Law – we will look at a small insert to add to members' rules books.
- Lots happening on the social side of the club – agreed an eFP needs to go out early in October to encourage members to volunteer to help at the NEC and to attend the AGM – hopefully both the meeting and the social event.

- Membership numbers remain fairly consistent yet this year we have had quite a high turnover. We need to increase postal costs for non UK members – this to be discussed at the AGM and start with renewals next year. We are also looking at how we deal with the first year of membership depending on the month of joining.
- Spares – we are in negotiation to buy spares from 2 members. There is no further news on the spares for sale in Rochester.
- Website – comments only received from one member. Agreed it does need reviewing next year.
- Preparations were made for the AGM with regards Committee members and Directors who have to stand down. Bev to yet again appeal for members to come and join the committee.

The next meeting will be on Sunday November 20th before the AGM.

Hi Den,

I received an email from Rene Dijkxhoorn. He told me of a doctors light for a Traction that was for sale on a website in the Netherlands.

Just what I have been looking for – you remember my letter is Sep/Oct FP?

It looks good; I bid for it and got it!



Now I just have to transfer the money and I'm all set. I do appreciate the help you gave me about this and I will send some photos when it's installed.

Cheers, Larry

Hi Larry,

I am really glad that you found one and I am pleased that the series of articles on lamps were of use to someone.

I know Rene. He is the guy I took the grilles and steering wheels to on the Holland trip (see report of the Holland trip in Jul/Aug FP).

Regards, Den

Hi Den,

The other month I noticed a letter about Tractions in New Zealand. I was in the South Island a few years ago and came across a great little Car Museum near Geraldine. I'm afraid I've lost the leaflet I had but do have a few pics.



The owners are really 2CV nuts but seem to have a few of everything, also a very interesting untouched original period house!

The day we left NZ we came across a very nice '37 Traction parked on the roadside at a beautiful French settlement near Christchurch called Akaroa. Unfortunately we had no time to investigate the vehicle as we had to catch a plane to San Francisco.



A couple of D's and 2cvs were seen in California but no Tractions.

All the best, Tom Evans

Hi All,

Citronnades was a Manifestation Citroën in the Mediterranean sea-side resort of Sainte-Marie-La-Mer, France, just 30 minutes north of the Spanish border in the Catalan region.

Over 100 Citroëns dating back to the 1920s (and about 250 people) attended, all (except myself) from northern Spain and southern France. Chacun a eu un temps merveilleux.



See photos on Facebook public link at <https://www.facebook.com/media/set/?set=a.2219693145904.123761.1654921881&l=28db68447e&type=1>

Regards, Mark Gluck

The Rupert Davies 15-6H

Maigret was first introduced to BBC TV as a part of their Sunday Night Theatre presentations with 'Maigret and the Lost Life' on the 6th December 1959. It was written by Giles Cooper from a 1954 novel by Georges Simenon and produced/directed by Campbell Logan. Basil Sydney played Commissioner Maigret in the 75-minute production, supported by Henry Oscar, Patrick Troughton, Mary Merrall, and Andre Van Gyseghem.

The actual series began in October 1960; the first of what would eventually become four series totalling 51 episodes of 45/55 minutes each. The BBC had acquired the rights, with Simenon's blessing, against worldwide competition, making it their most ambitious series production to that date. The casting of Rupert Davies as Maigret greatly pleased Simenon at the time; supporting players included Ewen Solon (as his assistant Lucas) and Helen Shingler (as Madame Maigret).

The 15-6H used by Maigret in the series was at that time owned by a leasing company in Paris.



Rupert Davies and the 15-6H on the set of Maigret

Rupert Davies often brought the car home to England and used it between episodes for his own personal use. This often caused a stir when he was spotted driving the vehicle during the showing of the series on TV.

When the series finished, Davies bought the car from the leasing company and used it for many years until he became ill. He died of cancer in London on the 22nd November 1976. His widow, Jessica, lived in Putney, London. The car was left there for a few years in an underground car park, was vandalised and was getting in a sorry state.

John Gillard and Fred Annells visited her often, almost begging her to sell the car. But she wouldn't, as it belonged to her sons. However at one time she did say that if John and the TOC wanted to restore the car, at their cost with the Davies' family still retaining ownership, then they would allow the car to be used for display purposes by the TOC. It was

discussed, possibly at a committee meeting, but the idea was turned down.

The 15-6H is currently owned and being restored by TOC member Jamie Maisey.

But how did this come about.

In 1987 another TOC member, Ray Andrews, had received a phone call from Tim Davies, one of Rupert Davies' sons, to say that his father's car had been stolen from a barn in Pilton, near Glastonbury, Somerset, where it had been kept in storage for many years (Tim Davies had got Ray's number from John Gillard, who had previously worked on his father Rupert's car, and also Ray's).

Tim needed photographs to show the Police, and was unable to locate any photographs of his father's car at the time, so John told him that Ray Andrews had a 1955 15-6H, also in black.

Tim asked Ray if he could send him any photos of his car so that he could give the Police a clue to what they were searching for.

Then comes a strange co-incidence. Some weeks later, Ray received a phone call from a friend, Jim Cole in the Newcastle area, who asked him if he would like to see an old 1938-40 model Citroën which his friend had purchased, ready to restore. On seeing this vehicle Ray realised that the car was actually a 1955 15-6H, as it was sitting very low at the rear. He realised then that this car was more than likely the stolen car that belonged to the Davies' family.



Ray Andrews by the car in Newcastle

A quick phone call to Tim Davies with the registration number confirmed his suspicions. Needless to say Tim was over the moon that the car had been found. Apparently it had changed hands a few times since being stolen and the person who had finally bought it had bought it in good faith. He was a policeman and could not afford to be involved with a stolen car and was happy to let it go back to the Davies' family.

If Tim Davies had had photographs of his father's car to give to the Police it may have been that the car would never have actually been identified as the

The Rupert Davies 15-6H

one used in the series and a policeman may have ended up owning a stolen car without realising it.

Jamie Maisey first found out about this car when reading a short article in the Guardian newspaper around 1986/7.

Contact between Hogey Davies and Jamie was made when Hogey approached Jamie as Jamie was working on his other 15/6 outside his flat which just happens to be around the corner from where Hogey lives. Hogey had a 50% share in his father's car of which he was very proud. Jamie said there and then that he would be interested in the car if it were available.

Neither Hogey nor his brother were then interested in selling but 10 years later Jamie took a 'phone call from him out of the blue on his mobile saying that they needed to clear the car from their friend's barn and therefore had made the decision to sell and offered him first refusal.

The car was in a very poor state of repair having been stored in the barn in Pilton near Glastonbury both prior and subsequently to its having been stolen.

Jamie was by then working overseas a lot but, a couple of months later, Andrew Galt (a TOC member and Traction Restoration specialist based near Salisbury and as it happens an old friend) and he took the trip to the barn where, well buried and rusty, lay the car.

Jamie and Hogey agreed a price, Jamie purchased the car from Rupert's sons (Hogey and Tim) and Jamie and Andrew returned in April 2005 with a trailer.

A wall of the barn needed to be removed but it didn't take too long to free off the brakes and to raise and support the rear suspension. And they were off.



Hogey Davies, Jamie, Tim Davies and Andrew

Two more photos of the sorry state of the car when found.



With Andrew's help Jamie has recently set about commencing the complete restoration of the car and hopes to see it back on the road within the next two years.

However there is one fly in the ointment, which is that at some time during its travels, probably whilst it was stolen, someone has removed the chassis plate and there are no documents with it on. The chassis number is also to be found, on French early cars, stamped into the front of the cross member that the front seats are bolted to. On the later cars it is stamped into the bulkhead (engine compartment side) normally on the French passenger side but sometimes on the driver's side. However to find this it is necessary to remove paint and possibly filler but it should be apparent if the body is dipped for paint stripping. Unfortunately in this case the area is badly corroded and the number cannot be seen.

Jamie has made enquiries of the DVLA but the records pertaining to its original UK registration, 143 GXU, were lost in a fire in the early 1980's prior to central computerisation. Any help to overcome this issue would be most welcome.

Currently the engine and gearbox are in the process of overhaul but the bodywork and other mechanicals remain to be worked on.

You don't expect such a well loved car to be found in that state but hopefully when the car is finally restored we will get the final part of the story.

Den Hewitt

with thanks to Ray Andrews, Jamie Maisey and John Gillard

Louis Garbe - 1897 to 1983

LOUIS GARBE - Chairman, Citroën Slough

As a tribute to the late Louis Garbe, who died in 1983 in his native France, a profile of the life of this incredible gentleman is reprinted from the June 1966 issue of Citroënian,

"Looking back? Yes, I think I would do it all again, I must say it does feel strange at times to think that I was selling Citroëns virtually at the beginning of the aeroplane age."

The speaker? Louis Garbe, the present Chairman at Slough and chief of that establishment for over 20 years.



I suppose really the aspect of Louis Garbe's career I found the most fascinating is his link with the twenties and the thirties. Sometimes, in the ordinary everyday pursuit of life, one has little time to reflect on the tremendous changes that have taken place in the last 40 years, so much that we take for granted today, yesterday was just the beginning of.

Sitting on the other side of Louis Garbe's desk, with a small model of a Clover Leaf in yellow perched in the middle, this is perhaps symbolic of the beginning of his career with Citroën, I was kept enthralled for several hours. With so much to tell, it is difficult to know where to begin, however, I suppose the obvious thing is to begin at the beginning.

Louis Garbe was born in Northern France, the year 1897, the British and French Empires ruled over considerable portions of the map, and the horseless carriage was just being born. His first car memories were of riding in his father's one cylinder De Dion-Bouton, the year 1908 and young Louis was 10 years old. He cannot recall many details about this period, except that Monsieur Garbe senior could not drive and so employed a chauffeur to perform this function, journeys were of short duration and it was

thought prudent not to venture too far from base.

His youth and schooldays were happy times, the period itself, Edwardian as we would call it in England, was a tranquil one. Tranquil, I suppose, compared to the hectic mid-twentieth century. Louis Garbe served in three different regiments and in 1919 found himself with the French military mission in Finland; here he met Monsieur Kegresse who had come back from what is now Soviet Russia. Kegresse had spent some considerable time in Tsarist Russia, where, amongst other things, he had constructed half tracks for the Imperial family, to be used in the hard Russian winters.

This meeting between these two men was, certainly for Louis Garbe, to determine the whole of his future career.

In 1924, on an impulse and on meeting the same Monsieur Kegresse in Paris, Louis Garbe decided to apply for the humble position of clerk in the export department of A. Citroën & Cie. To use his words "to my surprise I got the job". He was, however, not destined to stay between four walls for very long; someone was needed in an awful hurry to go to the Rhineland, at that time under French and British occupation. It seems there was to be a movement of the frontier and previous to this move French cars had been allowed duty free in the area. Herr Prinz, Citroën distributor in Cologne, was anxious to get as many cars in as possible before they moved the barriers and all those Citroëns would become liable to German duty. Anxious telephone calls to Paris, Citroën could despatch the cars but someone would have to go along, stay in Cologne and release the cars as they were paid for. What made young Garbe pocket his passport that day? Call it fate if you like, the point is, he had it on him, no-one else had, time was at a premium and so began his first of many travels for Citroën & Cie.

He stayed in Germany for one year, opening up a network of dealers. The Clover Leaf was well-made, reliable and economical, the car sold well. Also at this time, he visited virtually every country in Europe, the exception being Belgium, Holland and the U.K. Shortly after, a branch of Citroën was formed in Germany and Louis Garbe became available for other tasks.

In 1926, we find him en route to India, quite a journey in those days, you had with you cabin trunks, to hold all the clothes you required for the varying seasons you passed through on your journey. His task? To explore the possibilities of export markets and to keep in touch with existing distributors. Through India, Burma and Ceylon, then

on to Sumatra, Java, Singapore in a B12.

It all sounds like something out of a Somerset Maugham novel, in truth, I listened fascinated.

From there the journey continued by train to Siam and so to Saigon in then Indo-China, very much in the news these days. Exports to industrialised nations in the twenties was as it is today, of paramount importance. Andre Citroën, anxious as always to mass produce, to grow, realised this more than many. Few European motor cars were to be seen in the Far East, the solid large four cylinder engined American built cars had things almost their own way, the door was open and Louis Garbe was wedging his foot in. To continue, from Saigon by car, 1000 miles to Hanoi, this journey took a week, dirt roads, and wide rivers to cross. After a stay in Hanoi on to Haiphong, from there by boat to Hong Kong, thence to Shanghai, again by boat. By train on to Peking, Peking to Mukden in Manchuria and finally by car to Port Arthur, then in Japanese hands. The young clerk from the export department in Paris had certainly come a long way, filled with youthful sprit of adventure, he enjoyed every minute of it.

Port Arthur, however, was only a stopping stage to Japan, and so back to Shanghai, and then crossing the China Seas to Kobe in Japan, where he was met by the very active Citroën agents from Tokyo. I should perhaps explain at this stage that the Clover Leaf was assembled in Japan, where a four-seater body, manufactured locally, was fitted, in effect a four-leafed clover. The car it seems was ideally suited as a taxi, and many were to be seen on Japanese roads.

Louis Garbe's task in Japan was to explain the reasons why the Clover Leaf was going out of production. As we know, Andre Citroën was greatly influenced by the career of Henry Ford. The story goes that Ford told Citroën that "if you want to succeed, manufacture one model". This policy might have suited Ford with his immense potential market in the States and elsewhere, but on looking back it was not really a wise policy, coming from the position the Patron was in. In Japan, certainly, the dropping of the small car was not well received. The Clover Leaf was cheap, reliable and versatile; production had run on for nearly six years and was still selling well.

This is perhaps an apt time to bring in the story of the Nippon Citroën Club. In 1926 when Louis Garbe found himself there, he was invited to a two-day outing, or rally as we would call it today, about 50 cars taking part, Clover Leafs and B12s, mechanics, and a car full of spares. Japanese gentlemen had a horror of breaking down, hence the mechanics and spares. Our forerunner, the Nippon C.C., was founded and organised by one of the more active distributors. The journey was to a resort near Mount

Fuji, the rendezvous at a hotel, where that evening, a full scale banquet was laid on, with Louis Garbe, representative from the French firm, as guest of honour. The President spoke to the assembled diners in Japanese, Louis Garbe not speaking a word of Japanese, replied in English. It is of interest to mention at this stage that he had been decked out in full ceremonial costume. This costume was adorned with the insignia of the Nippon C.C. Louis Garbe was ably assisted by six charming Japanese ladies who, in between giggles, helped him into his robes. Louis Garbe still has the robes and the badge that was presented to him. Incidentally, as far as he knows, this forerunner of the Citroën Car Club was still in existence in 1932.

After some time in Japan Louis Garbe journeyed on across the Pacific to Vancouver.

The object of the trip was to examine the possibilities of establishing a market in Canada; the majority of cars in use in Canada were, of course, American, with their big engine top gear flexibility. The car used for demonstration was an open B14, the first one ever seen in Vancouver. The locals were not impressed, the cars requiring too much gear changing for their liking. And so across the North American continent, destination New York, and finally Paris. The whole trip having taken 10 months, by now Louis Garbe was somewhat more than a confirmed traveller.

In 1927 Andre Citroën and his advisers took a decision on policy. To increase their share of the export market, the company decided to divide the market into 20 territories and 20 representatives were to be appointed. Louis Garbe's slice was to be Japan, China and the Dutch East Indies. This was an impulsive move, typical of Andre Citroën. Louis Garbe, who had met him many times, describes him as "a dynamic, restless and dominating personality". After two years, American competition, which held 30% of the world's market proved too strong, Citroën's policy was not economic and was subsequently dropped.

Up to 1932 Louis Garbe spent very little time in France, the years being mainly taken up in Japan. On his journeys to the Far East, he found that he could cut the time considerably by entraining across Europe to Moscow, changing trains and crossing Siberia to the Manchurian border to Mukden and then to Fusan. This trip took about 14 days. From Fusan by ship to Japan and then by train to Tokyo. Louis Garbe's comment: "The ship and train were always dead on time".

A foretaste, perhaps, of present-day Japanese efficiency.

This was the "heroic" period, the times of the Croisiere Jaune (readers of this magazine will have read all about this expedition in previous issues).

Louis Garbe -1897 to1983

Haardt, the leader of the Croisiere, had instructed Louis Garbe to be in Peking, symbolically enough on July 14th (Bastille Day). On arrival on the pre-arranged date, Louis Garbe heard that there was no news of the expedition, probably they were stuck in the interior, when finally they did arrive Louis Garbe was in Shanghai. Very chagrined, he arrived two days late in Peking, to be thoroughly ticked off by Haardt. The expedition was shipped to Hong Kong by Japanese boat. In Hong Kong Haardt, who had not been well for some time, decided to stay there for a while with the official expedition doctor. He took a turn for the worse and after a few days he died there.

Audouin Dubreuil, second in command, sent a telegram to the Patron in Paris. A greatly shocked Andre Citroën decided to call off the rest of the expedition, gave instruction to sell off the surplus vehicles and ship Haardt's body back to France. To Louis Garbe fell the sad task of making these arrangements, and upon arrival in Saigon, sold most of the equipment to local planters, in Louis Garbe's words "They were first class vehicles and they went for a song". The rest of the equipment was safely shipped back to Marseilles. It is interesting to note that taking a plane at Lahore, where he found himself in late 1932, it took Louis Garbe one week to fly to Marseilles. Pioneering days indeed.

The next two years or so were spent in France, Belgium and Saarbrücken. At the last mentioned place, Citroën had a depot, dealing direct with the public. It was there that he sold his first front wheel drive 7 (12 h.p.). There were, of course, many problems with this new avant-garde car. Shortly after, there was the political plebiscite, the Nazis marched in and Louis Garbe elected to return to Paris. Not for long though, with his wide experience of the Far East, he was soon sent back to Saigon to take over a branch recently opened there. It is interesting to note that this was not a distributorship but a direct branch dealing with the public. He stayed there until 1937. Business was good and the life there very pleasant in those days.

In 1937, a telegram arrived instructing Louis Garbe to return to Paris. He had at the time no idea why and where he would be sent next. Pierre Michelin was then in charge of things, severe economical measures had been instituted after the financial crash of the company. Things were not going too well in Brussels, or Slough. Louis Garbe fully expected to be appointed to the Brussels works. He was well acquainted with Belgian conditions, not so with the factory in England, which had recently moved from Hammersmith.

He was instructed to visit both works and make the necessary recommendations. The Brussels report took much longer than anticipated, and it was not

until March 1938 that he finally found himself in Slough. A lot had to be done there, but he did find time to open up a new market in South Africa. Many Light 15's were sold and it has remained good Citroën territory up to the present day. The war broke out and in 1940, just before the fall of France, where Louis Garbe was at the time, he was requested to return to England, which apparently he just made by the skin of his teeth. The factory was under the Ministry of Production for the length of the war, producing the weapons of war. Modestly enough Louis Garbe will not talk about the period, although I feel sure there is many a tale to be told.

In 1945 car production started up again, with emphasis on exports. Many readers will remember the three years waiting list for a Light 15. Well we are almost up to the present day. In 1956 the first DS was built at Slough, a trying period for all at Slough, probably most of all for Louis Garbe who by then was Managing Director of the now Anglo-French company.

Louis Garbe has carried on in this position right up to 1966 when, due to a change of policy by the parent company, production was stopped at Slough, the cars arriving from France complete. Under the new arrangement he was appointed Chairman of the company, and today, still takes an active part in the running of affairs.

I had intended to write my own summing up to this profile, in fact I will content myself with quoting from the Windsor and Eton Express of December 4th, 1953, it is so apt, I could not better it:

"In the eyes of Monsieur Louis Garbe, Citroën Cars Managing Director at Slough, are reflected the tolerance and good humour of a man who has travelled in many lands and known many people. About him there are touches of the Orient, with its wisdom and mysticism; the West with its restlessness and love of the practical. The quiet suit and tidy office desk belong to the English businessman, the clipped phrases and swift decisions on the telephone to the American executive. But behind it all is something which remains essentially and delightfully French."

"For after more than 30 years of globe-trotting with a military, diplomatic or business purpose, Monsieur Garbe is still a French citizen. He loves England, yes, and lives in the heart of an English family. He loves travel, too, has circled the world four times, learned something of many languages and become fluent in five. But sometimes the world is forgotten and Monsieur Garbe hurries home to the land where the wine sparkles and the people seem eternally gay. To a Frenchman it is always spring in France."

Yes, the little boy from Wailly Beauchamp has come a long way.

J. JUDT

The Carcassonne Rally

Carcassonne - the Corbières and Minervois Rally 9th to 11th Sept 2011.



It was a magical evening as our small convoy of Traction (with us last – a recurrent theme) left the Hotel St Martin on the outskirts of Carcassonne to travel out to “Domaine de la Madone” Hans-Peter Dürr-Auster’s home about 8 kms away and the briefing meeting for the rally which Hans, with the help of his family ,had organised.

We had already travelled a long way, in my case from London via the ferry to Bilbao where I had picked up my wife Sabrina from the airport, then on through Biarritz and along the French side of the Pyrenees to Carcassonne by way of the Guggenheim and Toulouse-Lautrec museums.

The hotel car park had filled with Traction and we had started to meet people around the pool and with Vicky Nicholson’s promise not to leave for Hans place without us, we immediately were able to feel part of the club.

The evening was beyond all expectations and the whole weekend carried on in the same vein.

The house and grounds were beautiful, with over 20 traction of all types from a 1935 coupe to a 1956 11B. The car parking was organised by a man who may well have learnt his trade parking Harriers on the Ark Royal and a woman who seemed permanently at the top of a ladder to get the best angle to photograph those gleaming (or in our case ,thanks to Dennis Kallend and his Pirelli tyres, slightly dusty) Traction.

We were given our rally packs and glasses of Hans “L’ Attraction” wine – with a picture of a Traction on the label – which helped us all settle in and start chatting with people from all over Northern Europe. This in itself would have been enough, but it was just the beginning, a terrific meal for what must have been 60 of us, was held in an open barn while a “Gypsy Kings” style band played throughout the

evening. I even danced! Home by bus and off to bed excited about what tomorrow would bring.

Up bright and early on Saturday to catch the bus back to Hans home to pick up the cars and off we go. Being new it is easy to lack the courage of one’s convictions and assume everyone else knows best; we opted to follow a little convoy (large convoys are no longer allowed in this part of France) led by a group from the Netherlands. After a while disillusion set in, the road narrowed through vineyards and we crossed dry culverts and in one village where the road was so narrow it would not be possible to open a door we emerged onto a bigger road to see another group passing us in the other direction. Ultimately this carefully crafted route to the north east of Carcassonne led us to the fortified town of Minerve, sight of a dreadful massacre in the early 13th century.

A crusade was sent by the then Pope against the Cathars, a strict Christian sect who rejected what they saw as the excesses of the organised Church. I found it hard to understand a crusade in France against a Christian community. All over this corner of France where the Cathars were found, crusades resulted in their complete eradication by the mid 1300’s. The little town of Minerve (now with only 50 inhabitants and 200,000 visitors a year) perches on what was an island at the confluence of two rivers, the Brian and the Cesse, both of which have long ago migrated underground. It now sits in the middle of a dry gorge reached by a slim bridge and looks spectacular.

Arriving there we were carefully orchestrated into the car park while the photographer this time was in the back of a 4x4 pickup clicking away!

After a decent interval including lunch and a tour of the town we set off once more. Us “tail end charlies” saw folk in the distance but weren’t really keeping up. At one point we came upon Hans in his ’39 big six and hung on to his tail to a rest stop by the Canal du Midi.

Here the main topic was the forthcoming loss of the trees that grow along the banks; the discovery of a murderous fungus means the end of over a hundred years of shade and beauty heartbreaking.

At 5.00pm we arrived at the Chateau Cadet for wine tasting with a tour and explanation of the wine making process. Should have bought more bottles!

Finally back to the hotel to change and walk through the garden to the restaurant next door where we were all booked to eat.

The Carcassonne Rally



Fine wine



Excellent music



Our fantastic host and hostess – Hans and Angelika



Superb scenery



Wonderful company

All photos used in this article courtesy of Pascale Sarrazin

The Carcassonne Rally

There was a chance to see a slide show of the pictures from the day, top photography, with every car having a chance to solo and some lovely group pics. We sat at big round tables and had a chance to meet and make friends with others from different parts of England and the folk from Oslo all of whom were great fun. And so to bed.

Sunday had been flagged as rain though it fortunately held off - it's the South of France for goodness sake!

All of us out checking oil and peering into each others engines, I take advice about what looks to be depleted brake fluid, reassured I lower the bonnet and think no more about it!

The convoy heads off to the South of Carcassonne down to Arques and a trip to the Castle and a family photo followed by a lunch in the local café.

From here teams had chosen options with a possibility for a swim in the lake at Arques (not sure if anyone took that one) and a visit to one or another of two castles on the way back round a scenic circle.

We chose to visit the Villerouge Termenes where the very last Cathar was eventually captured prior to being put to death in 1321. The castles along our route were right on the border with Spain when they were built and served as the homes for the local bailiffs on behalf of the Archbishop of Narbonne.

By now we had lost pretty much everyone and made our way back to Carcassonne to prepare for the evening. Again up the path to the restaurant next

door for blanquette tasting (a local sparkling wine to rival champagne) those who know about these things said the second of the three lovely wines offered was the best.

Then the final meal. Again great friendliness at the table. Paul De Felice organised for all the teams to sign a copy of the Aude Pyrenees-Orientales map we had been issued with to present to Hans. Bernie Shaw gave a short but heartfelt speech expressing our gratitude to Hans, Angelika and family for the wonderful time.

Hans for his part was moved to suggest he might do it again in the future, but went a bit pale when someone shouted "How are you fixed for October?"

Of course this is not quite the end. Having said goodbye to the others, driving down to Carcassonne airport to put Sabrina on the plane home, I put the brakes on to find an alarming lack of pressure. Investigation showed a leak from a section of flexible hose on the nearside rear. I hobbled to the large Citroen dealer and camped there thinking what to do. Eventually I realised I could not resolve this myself and reluctantly called Hans. He in turn did everything he could to help. He had a contact at the garage and having established the part that was needed and arranged for M. Tilly to send it DHL to the garage. It arrived at 8.00am next morning, they put it on and I was on my way within 24 hours of the failure. I am so grateful. From there it was a trouble free gentle run to the Calais ferry and home.

2,600 kilometres and the best of times.

Tom Rees



Events Diary

2011

November

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

2012

April

22	Drive-it-Day	For details of events in your area contact your Section Co-ordinator
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May

6	Proposed First UK Citroën Traction Avant Safety and Reliability Run	Country Durham. See page 34
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26-27	La Vie en Bleu	Prescott, Gloucestershire
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June/July

29 Jun -1 July	TOC Annual Rally	Shropshire. Accommodation will be at the Buckatree Hotel in Wellington, near Telford.
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August

9-12	15th ICCCR	Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk . See update on page 35
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September

14-16	Circuit des Remparts	Angoulême, South West France – for details and videos see www.circuit-des-remparts.com
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October

12-14	Wartime Weekend	1940s weekend based around the North York Moors Railway. Details from Mick Popka
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November

11	Remembrance Sunday Parade	Elvington, Yorkshire
TBA	Classic Car Show	NEC, Birmingham
TBA	TOC Dinner & Dance	TBA
TBA	TOC AGM	TBA

2013

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

Events

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

By the time that you read this the show will be under 2 weeks away. At the time of writing, with around 7 weeks to go, we are well underway with preparations and have 4 cars to display on the stand.

Volunteers are always welcome, even at a late stage, so if you feel you can help out by offering your time setting up on Thursday and taking down on Sunday and/or manning the TOC stand on Friday to Sunday (not necessarily for all days) please contact me.

Don't forget 2 things – 1) to come along and 2) to quote the club discount codes shown on the advertisement on page 33 when buying your tickets.

See you there!

Michael Simpson - e-mail michaelangelo.ned@btinternet.com telephone number 01490 440481.

Club Exclusive Ticket Deal!

"Advance Offer" Book today- Save £'s & beat the queues!



11 12 13 NOVEMBER

www.necclassicmotorshow.com

Book online or call the Ticket Hotline 0871 230 1088

Over 1200 Amazing Classic Cars

Cars for Sale | Live Stage | Restoration Theatre | Autojumble | 100s of Trade Stands | Dream Rides
100s of fantastic classic bikes & live bike action!

The place to share your passion for cars

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



Official Partner



The First UK Citroën Traction Avant Safety and Reliability Run Sunday 6th May 2012

This is your opportunity to test and prove the Safety and Reliability of the Traction Avant and in particular your own car and your driving ability. The event will follow some of the motor vehicle trial and test routes of the 1920's and 1930's which, it is said, helped to develop the motor vehicles as we know them today.

It is based on the route of The Beamish Safety and Reliability Trial (known as The Beamish Run) which started in 1971 and is run annually for any pre-1956 Classic Car. 130 cars did the run in 2011, two were Traction Avants which completed the course and both drivers and navigators said it was a "wonderful experience". So we felt we could offer a similar style run to all Traction Owners and just for Traction Avants. It will give you the chance to test your vehicle and to demonstrate your own driving ability whilst seeing some of England's best countryside and viewpoints. The original Beamish Run event was re-introduced in 1970 and formulated by The Friends of Beamish Museum. Apparently, it didn't start until 1971 but since then has been run every year up to the present time. It is always run on the 3rd Sunday in June (Father's Day) but because of restricted numbers able to participate and clashing with other TOC events it has been decided to hold a separate independent Traction run in spring 2012.

The event takes in some of the best scenery in the country. The 155-mile route will wend its way through the charming and unspoilt County Durham countryside and forested areas to Barnard Castle, said to be the gateway to the Dales. Passing by the wonderful French chateaux style portico of the award winning 19th century Bowes Museum. Then on to the Yorkshire Dales over the Stang Forest hills to Arkengarthdale, then turning for Low Row and Gunnerside, heading on to the majestic Buttertubs Pass, via the village of Muker. The route runs through Swaledale via Hawes and onto Bainbridge for a well earned lunch stop. The afternoon session starts with a climb from Askrigg and back to Muker. The route continues via Thwaite, Keld then up Silver Hill to Tan Hill (Britain's Highest Pub - if time permits, "Time for a beer perhaps!"). We then head across Bowes Moor to enter Cumbria briefly and on to Brough and the Durham Dales. Over Hamsterly Common and into Weardale. Into Stanhope, missing out the ford crossing, up Crawleyside Bank and on To Stanhope Common. The route now heads to Lanchester along interesting old Roman roads and back to Chester-le-Street.

Please email me - grahamhandleyhandley@btinternet.com or telephone 01661 843493 giving your name and contact details to register your interest and book your hotel as soon as possible.

Applications and event payment fee will be required by the end of April and you must ensure that you have breakdown cover in place.

The Run is meant to be a testing run for both car and driver but is not a competition. It is not meant to be a vehicle breaking course but as the route takes you over open wild countryside, before embarking you should ensure your car is up to it. Occasional checkpoints will be in place to assess your knowledge of the Traction, the route and your driving ability. It is meant to be fun and adventurous. You will need a navigator/co-driver. As you can see from the North East England Section report two Traction Avants have already completed the course so it can be done and you and yours can do it as well.

So, make this your first weekend event for 2012. Drive to County Durham on the Saturday; stay over at one of the suggested hotels, do the run on the Sunday, stay over on the Sunday and head back home on Bank Holiday Monday.

Excl. accommodation and meals (a BBQ may be offered after the Run if there is demand) we expect the cost to be no more than £15 per car to cover Run plaque, achievement car badge, postage etc.

Suggested Accommodation

Hotels, which you must book, centred around the Washington Service Station on the A1(M) are:-

Campanile Inn NE37 1LE, www.campanile.com
email washington@campanile.com tele: 0191 416 5010, we have reserved 30 of the 78 rooms. Quote TOC for the special rate **but** book by December 18th to get it. B&B-£50 per room for 2 people per night. Single-£25 per room plus £10 suppl. per night. When booking details of your credit card will be required but you do not pay until the event.

Holiday Inn NE37 1LB - Only 10 rooms available and no twin bedded rooms, just doubles. B&B - £60 per room for 2 people per night. Single also £60 per night. You will be asked to prepay on reservation to get this rate but it is **cancellable and refundable only if that room is re-let before 5th April.**

Premier Inn - Usual prices depending on when booked.

NB. - all these hotels are next door to one another and in walking distance of each other.

At this stage I am looking to see what interest there might be in this event. We probably need 20 to 30 cars to make the planning worthwhile.

The 15th International Citroen Car Clubs Rally

9th – 12th August 2012, Yorkshire Event Centre, Harrogate

Let Me (or rather my associates) Entertain You at the ICCCR Rally in 2012!

I've taken on the role of Entertainments Manager for the ICCCR rally at Harrogate in August 2012. It's not a job I took on lightly but one which I'm finding interesting if somewhat demanding. For me it's a return to my roots – so as to speak. I started my involvement in the entertainment industry as a teenager providing lighting for some of our local groups. Most of them didn't come to much but one of them went on to become Dave Dee, Dozy, Beaky, Mick & Tich. (You need to be a certain age for this to mean anything.) I also remember helping a lad called Eric into our local Jazz club – later on I was to read in his autobiography that both of us were too young to be on licensed premises. Whilst at college I was an agent for folk singers including some of the greats like Alex Campbell & Martin Carthy. Fast-forwarding 30+ years in retirement I worked as a technician in my local Arts Centre for a few years so got to work with some of the current band of entertainers. I've been calling on all those years of experience to put together a great programme for this event.

My aim is to ensure that the entertainment offered represents a good cross section of musical genres etc. and to provide a really great standard of entertainment with something for everyone. I'm also keen to provide other "entertainments" so there will be things happening during the day as well. We don't have an infinite budget so you won't be seeing the likes of "Jedward" or "Westlife" (I'll leave it to you to decide whether to rejoice or weep) but we do have some "cameo" performances from Django Reinhardt & Stephan Grapelli, Vanessa Mae, Mylene Klass Eric Clapton, Lester Flatt & Earl Scruggs plus a couple of symphony Orchestra in the music for the 20 minute fireworks display on the Saturday Gala Night. Obviously they are going to be on record not "live" (It would be difficult for some of them!). We are actually very lucky in that we've managed to book the best firework company in the UK for the event.

They are squeezing us in between their other commitments to a rather more prestigious event elsewhere. If you want to see what they can do you might like to check them out at www.fantasticfireworks.co.uk/adipiscing-elit/.

They've sent me a clip of a simulation of part of our display. It's amazing!

At the moment the primary job has been to secure the major performers we want to headline each evening and there are still a few gaps to fill in. Partly this is because I just know I'm going to get some

suggestions from you out there so don't want to limit my options but we have four nights to cover, two evenings booked and "pencil" bookings on three performers we could book.

We actually have three entertainment venues. A Main Hall, a smaller venue and one venue where we have no live performers but a free CD Jukebox. When there are no live acts on in the smaller live venue there will also be a Free CD Jukebox. Both of the smaller venues will stay open late.

Currently confirmed is the Demon Barbers Roadshow for the Friday Night. For those of you who don't know them yes the basis is English Traditional Music and Dance but "It's Folk Jim but Not as WE Know It" might be the best description.

The company comprises 15 musicians, singers, dancers & even a scratch DJ. The performance includes music, song & traditional dance forms. As well as headlining at various festivals and filling various theatres recently they have appeared on "Later with Jools Holland" & won the "Live Act of the Year" award at the Folk Awards in 2009. The show is stunning & highly professional with so much going on that writing about it doesn't really do it justice.

There's lots of video of them out there but the one on www.thedemonbarbers.co.uk/videos/the-demon-barber-roadshow-promo-2010/ is probably the one which gives a good overall picture.

If you don't like folk music don't worry. We have two venues running every night so I've booked a good old Rock Band (The J B Goode) band for the second venue.

Saturday is shaping up to be "Party Time" with The Goosehorns who are Yorkshire's premier "Party Band". Getting a booking for them has been a bit of a relief as they are very much booked up and often booked for weddings. There is a little video on the web but it's mostly amateur footage. The best bet is to look at their page on their agency's website. www.yorkshireentertainment.co.uk/artists/goosehorn.s.htm. They are from the York area. I've worked with them so I can assure you there won't be a still foot in the house. This is the night of the Gala Dinner & Fireworks we'll have a suitable lively band playing outside in the afternoon to set the theme & for the kids we'll have face painting and hopefully something creative. If the budget allows we might include a balloon race (with ICCCR printed balloons) etc to further work on the party spirit. Again we have a second venue running so I'm working on something to contrast with the Goosehorns.

Events

Sunday is shaping up to be a traditional Yorkshire Sunday with the Dinnington Colliery Band. Dinnington was a mining community just outside Sheffield, which was decimated with the closure of the Colliery. Like most similar communities it had a colliery band. Although this continued after the pit closure it fell on hard times. However along came the BBC with a makeover style programme "A Band for Britain" and the band was revitalised so that it is now back to full strength & sounding good

We also have the Great Yorkshire Morris who as well as giving a demonstration have suggested the possibility of audience participation, in the afternoon & Punch & Judy for the kids.

Currently the Evening performance is awaiting a decision as to which of our pencil bookings we will take up so I can't reveal who it will be but both acts have come highly recommended by 2CVGB Members so it's a case of deciding which genre we go for.

We've consciously made sure that there is something for our younger visitors every day so as well as old favourites like "face painting" (which is available every day) & Punch and Judy we've also booked a Circus Skills drop in workshop for the Friday. We're still working on the rest of the week so watch this space.

As we have two performance venues we can accommodate smaller performances in one so for the Wednesday evening we've secured a traditional (in all of the senses of the word) seven piece Jazz band from "Spirit of New Orleans" from the higher reaches of the Pennines. These come highly recommended by our local CCC Jazz buff.

Somebody asked me for a Barn Dance and fortunately one of the committee spotted Blackbeard's Tea Party busking in York and after checking them out we have them booked for a Barn Dance with music between the dances whilst people recover. (It's usually called a Ceilidh.) They have a website with some video on it.
www.blackbeardsteaparty.com/

There much more to come so keep an eye on the ICCCR website for updates and as things come together you'll see just how good it's going to be. For those of you've already booked you will have realised by now that what you've paid in entry fees is already less than if you'd paid for just one of the days entertainments in admission charges to venues.

Chris Bowes

Things to Do

From the Sep/ Oct Issue

Caption Competition

No captions have been forthcoming so I have decided to carry the 'photo forward. If any new members who did not receive the Sep/Oct edition of Floating Power would like the photograph then please email me – editor@traction-owners.co.uk.

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?

Answer

Ask either guard this question:
"If I was to ask the other guard if your garage contains the Familiale what would he say?"
Then reverse his answer.
For example if the guard you ask is the liar and his garage contains the Familiale he will know that the other guard, who tells the truth, will say "Yes" but he will lie and answer "No". Therefore it does contain the Familiale. If it doesn't contain the Familiale he will know that the other guard will say "No" but he will lie and answer "Yes". Therefore it contains the Commerciale. The same logic applies if the guard you ask tells the truth.

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?

Answer

A Commerciale and a Coupe.

Finally the 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?

Answer

If only one of these statements is true, Gus is guilty. On the other hand if only one is false, Dave is guilty.

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

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: Light 15 1955 RHD, Black,



good bodywork, excellent engine, MOT, Pilote wheels, new Michelin radials, restored leather front seats, new spot lamps, excellent chrome. Used regularly by me last 26 yrs. Only 3 previous owners. (I have the original logbook). Extra wheels and tyres. £7,500 ono.

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

FOR SALE: 1937 Slough built RHD



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

FOR SALE: 1937 right hand drive car,



restored in the 80's. Dark Blue. Good sound car in need of further restoration. Paint beginning to blister, interior looking shabby. MOT to July 2011. Mechanically great. Being sold by Glyn Dickinson on behalf of the family of Bob Anderson, a former TOC member who died last year. Offers around £8,000 including some spares.

Caernarfon/Bangor area. Contact Glyn on 07771 522753 or email glyn.dickinson@gmail.com

CARS FOR SALE continued

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



Everything is new; paint, tyres, brakes, chrome etc. Inside original mohair in excellent condition. Photos available.



I have owned the car for 30 years. **The car can be seen near Paris Contact Thierry Grès by email tgres@noos.fr or phone +33 (0)6 14 46 28 83**

FOR SALE: 1953 11BL Big Boot. Black. First registered in UK Feb 2001. Previous owner Mark Harding. Very original car. Engine and gearbox overhauled by Mark. All bills and history. Unused last 4 years. Reluctant sale due to lack of space.



£5,200. Danbury, near Chelmsford. **Tel. Harvey Hoar on 01245 223940 or email to nightingales.charity@virgin.net**

CARS FOR SALE continued

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 355590 or email: david@unionroad.wanadoo.co.uk

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)

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

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 01339 886290.

PARTS FOR SALE CONTINUED

FOR SALE: Set of 4 Slough model wings Offers in the region of £225. Photos and details: Michael Simpson 01490 440481 e-mail michaelangelo.ned@btinternet.com

PARTS WANTED

WANTED: Camshaft for post war Perfo engine. Please contact Steven Wright on 0753 167 6160 or by e-mail wright.sa@dsl.pipex.com

ACCESSORIES FOR SALE

FOR SALE: Get ready for winter. Outdoor Carcoon; better than a garage. Protects from the elements; fully enclosed with a steady stream of fresh air to avoid condensation, and battery management. About 5p a week to run if memory serves. Size 5; 505cm x 200cm (16'7" x 6'6") Large enough for a DS so no problem for TA. Cost £500+ For Sale at £200 with spare fans. Please contact Roger Prior on 01922 452000, 07773 768890 or email: aldridgeprior@blueyonder.co.uk

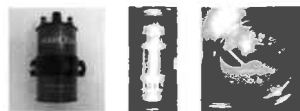
FOR SALE: Two original Lucas SFT 700S - 7" Spot / Fog-light Shells with bezels. (1950/60s era). Re-chromed; very good condition. Lucas 7316, or similar, lamp units (not included) will fit. £100 the pair. Photos available on request. Can post from Normandy, France at cost. For further details. Martin Nicholson: email vicmarnic@wanadoo.fr Tel/fax 0033 233 610 015. (Sale is also advertised elsewhere)

ACCESSORIES WANTED

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

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

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



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

MISCELLANEOUS FOR SALE

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

Tel: Robin Dyke - 01865 858555

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

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

MEMORABILIA FOR SALE

Winter sale by the TOC Club Shop of some very nice A3 size black and white posters. Some of them are shown below - there are more! £1.70 each plus postage at £1.60p for up to 6 posters.



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



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