

# *Floating Power*

January/February 2014



## Honorary Life Members of the Traction Owners Club

Fred Annells  
Dave Shepherd  
Peter Riggs  
John Gillard  
Tony Hodgekiss

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**Floating Power** is the official magazine  
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## Missing Magazine?

Please contact John Oates  
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membership@traction-owners.co.uk

## Be a part of Floating Power...

The closing date for input for the Mar/Apr 2014 edition of *Floating Power* is:

**Sunday 2nd February.**

To submit your articles, photos and letters to the editor, email  
**Bob Street** on:  
editor@traction-owners.co.uk

### Cover Image

Peter Fereday's 1955 Normale outside the Glasgow Museum of Transport. (See report page 9)  
Photo copyright Richard Woods.

# Editor's Epistle

Hello everyone and Happy New Year!

I thought I'd use my byline photo this issue to show you your editor at the AGM dinner wearing a very common-looking rugby shirt in black and white (the usual Saturday evening theme). If anyone thinks the AGM dinner is too posh, here's evidence that you don't actually have to wear a penguin suit; everyone will make you very welcome no matter what you're dressed in. (Mind you, just after this was taken, the bouncers came for me and pointed out that the invitation said "No Riff-Raff", so I spent the rest of the evening watching the dinner through the plate glass windows – but it was a mild night and I was warmed by the fact that one or two members came out later to tell me they applauded my audacity) 😊.



Talking of doing odd things, I must give a huge thank-you to **James Geddes** who laid down his Saturday morning that I might take part in the Wartime Weekend in Yorkshire. With a blowing exhaust that got worse as I left the M1 on the Friday afternoon, James arranged to meet me next morning at a well-known Exhaust and Tyre centre (that claims there's no one quicker than one of its fitters) in York and spent a couple of hours getting me back on the road; only to just meet the deadline for getting himself and **Joanna** out of their nearby hotel before they started billing him for another twenty four hours. Phew!! Thanks James.

We had good fun (traction-speak for multiple disasters) at the Wartime Weekend and my trusty steed ended up being the only completely functioning traction for the two days. Still, it was very "interesting", what with the torrential rain, mud and fallen leaves.... And did you know that York is twinned with The Matterhorn???

### MORE THANK-YOUS

As this is the first edition of the New Year (and my sixth edition, making it the end of my first year in the job) I'd like to say a big thank you to Steve Wright and Martin de Little who have acted as "staff photographers" during this period. Responses have been positive to the increasing use of colour in the magazine (thank you, readers), but the heroes have been Steve and Martin who have provided such vivid photos to back up a lot of the club activity articles. So, thanks guys – much appreciated.

Big thanks also to Bev and Bernie, who held my hand (quite tightly at first!) for the first few editions, until I'd got my feet under the table.

Final **BIG THANK YOU** goes to you, the members. Sorry if this sounds like one of those Oscars acceptance speeches, but I've been overwhelmed by your support, in the shape of articles, letters and photos over the past year. Like many of you, I also think the magazine is looking good these days, but it would be a very dull affair if I didn't keep receiving your material each month. So, please give yourselves a round of applause (and keep the letters and articles coming).

Bonne Année et Bonne Santé!!



**P.S. Due to reasons of space (AGM minutes and committee meeting minutes) there's no TOCtech in this issue. However, I can promise you all an eight page TOCtech special in the next edition.**

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## Committee

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

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# President's Pondering



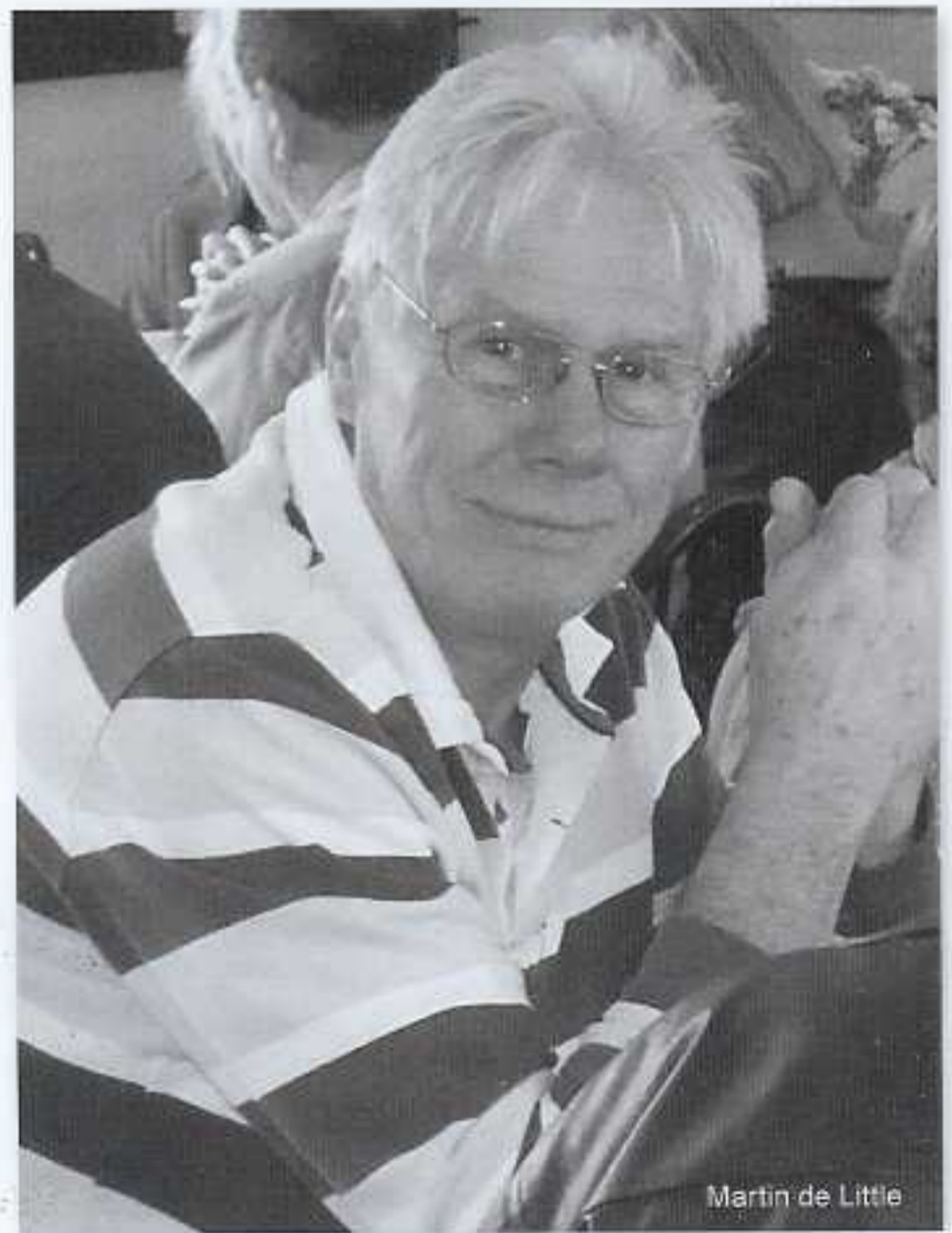
**Let's start with the good news – the Cloverleaf lives! Well, I think it is good news and, having got that off my chest, I'll move on .....**

It is very easy for an organisation like ours to settle into a comfortable way of operating and not consider alternatives. That is not a criticism of any past or present people or practices but a simple fact of life. New faces in the Club administration can therefore bring a fresh approach to identifying weaknesses and solving problems (some of which we may not even have been aware existed). For that reason I am very pleased to see Cleve has wasted no time in settling into his stint as Chairman. He has a number of interesting ideas and I look forward to working with him as he guides the TOC into the next era.

Mick and Moira Holmes again gathered a fine selection of vehicles to use the space we had been allocated at this year's NEC Classic Car Show but I thought the show, overall, was a bit disappointing. Unfortunately, our stand was not in the same hall as the other Citroën clubs (apparently due to a change of organisers) and the TOC found itself in a sort of No-Man's-Land between motorcycles, Nissans and The British Heritage Museum. I felt the lack of organisational continuity led to the whole show being rather "bitty" and I hope the layout will be reconsidered for the future. We have known for some time that this was to be M&M's NEC swansong and I am relieved to confirm we do have a volunteer to pick up the reins. Next year will be a big year with the 80th

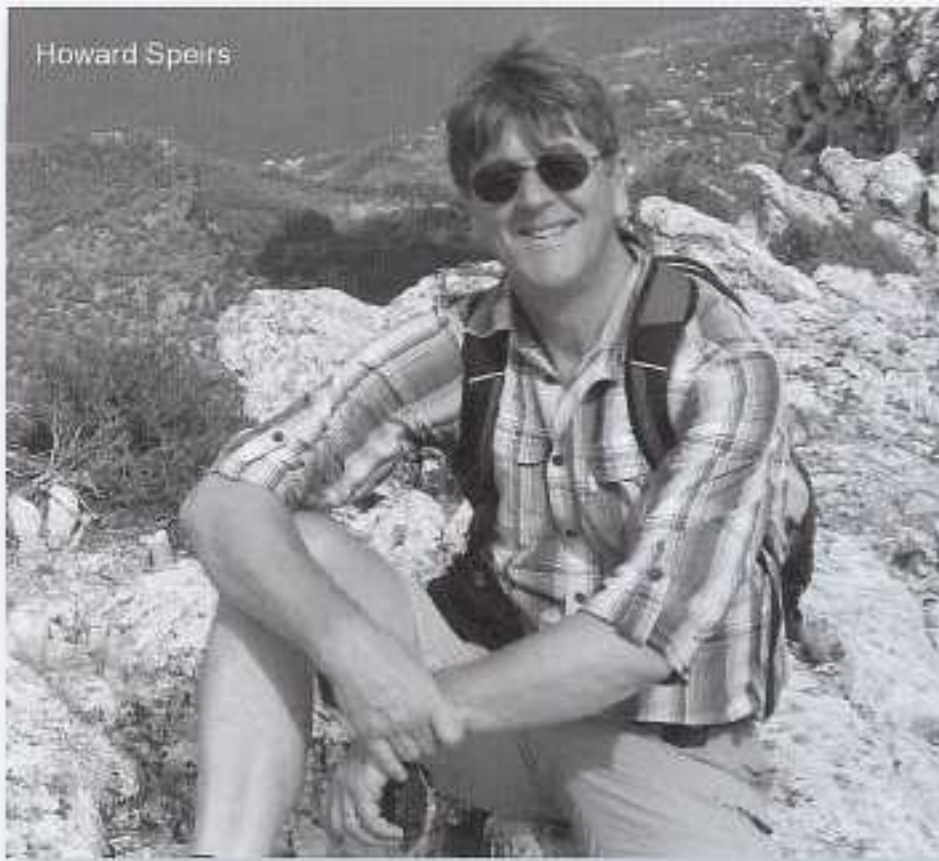
anniversary of the Traction so our new "Showman", Steve Wright, is likely to be thoroughly tested at his first attempt. Please stand by to help with cars, ideas or whatever else might be needed when Steve is looking for assistance to action the Club's plans for 2014.

Talking of change, Martin de Little recently announced he had joined the increasing circle of RWD owners, having purchased a rather splendid 1927 12/24. I shall say no more about his acquisition because, while he was still on a high and very vulnerable, he agreed to become FP's RWD columnist. You can therefore read more in his first article in this issue. Like any FP contributor, there is only so much Martin can produce on his own and so, if the RWD column is to be anything more than a very occasional feature, he will rely on input – articles, pictures, anecdotes, etc. - from others. You don't have to own a RWD car to have thoughts about them so please support him!



Martin de Little

Another "new(ish) face" to emerge is that of Howard Speirs who has kindly agreed to take up the mantle of Area Rep. for the Southwest. Thanks Howard – and thanks also to Walford Bruen who has hitherto held the post. Presumably Walford will now be able to spend even more time on his growing fleet.



Howard Speirs

Further afield, Walter & Noëlla Callens have been doing a sterling job assisting members wishing to attend next year's La Ferté-Vidame meeting by finding and booking accommodation on their behalf. However, please be aware that, with immediate effect, W&N will continue to help locate accommodation but the actual booking must now be the responsibility of individual members. Of course they will still be handling TOC Members' event registration, details of which appear on page details of which appear on page 33.

**News from Citroën:** After 40 years of production at Aulnay-sous-Bois the last car, a C3 destined for the Conservatoire Heritage Centre, rolled off the assembly line on 25th October. Over the years, the plant has produced a total of 8,568,391 Citroën and Peugeot vehicles (including H vans). The site will continue to produce spare parts but C3 assembly is now fully transferred to the Poissy plant. No plans have been



announced regarding the location of the Conservatoire but, on 27 November Citroën opened "DS World Paris" a new showcase dedicated exclusively to the new DS. It is at 33 rue François 1er in the middle of the city's famed "Golden Triangle" and, as part of the heritage story, there is also a "real" DS on display.

And finally, I would like to draw your attention to the Amicale Citroën Internationale (ACI). This organisation has been in existence for many years now with the aim of "Bringing together the Citroën Clubs of the world". One major task is to select a single event per year to receive Citroën sponsorship of at least €30k - as did the Harrogate ICCCR. Next year's event, Euro Citroën 2014, will be held on 8-10th August in Le Mans. Aimed at all Citroën models it is in the hands of a very experienced team so it should be an extremely interesting meeting for all. For more information please visit the website: <http://www.eurocitro.org/>

The 2015 event has also been selected and is due to take place in Torun, Poland. Although this is ostensibly a 2CV World meeting the organisers are promising an event to appeal to all Citroën owners so this could be an ideal opportunity to visit somewhere different before the 2016 ICCCR in Holland for which the precise dates and venue are yet to be confirmed.

In the meantime, the ACI is currently running a brief (I promise) survey regarding Citroën innovations and if you would like to take part please visit the following webpage: <http://ask.cforum.no/>

**Bernie Shaw**

## New Members

Welcome to our new members who have recently joined the TOC.

2370	Mr Peter Clark	Derbyshire
2371	Mr Kyle Hudson	USA
2372	Mr Frank Breen	Merseyside
2373	Mr David Wheeler	France
2374	Mr Edwin Veltman	Netherlands
2375	Mr Chris Moore	Pembrokeshire
2376	Mr Knut Larsen	Norway
2377	Mr Steven Littler	Essex
2378	Mr Lyndon Hughes	Wales
2379	Mr Garry Sherman	Merseyside
2380	Mr Gerard Byrne	Ireland

# Chairman's Chat



Dear All,

Yes, I did miss the AGM to attend the last day of the Munich Beer Festival! And, yes, I am wearing the full local regalia, even down to the correct style of shoe and sock!! Interestingly, there are some things you have to be particularly careful with. For the ladies, it's where you tie the knot of your apron, as this determines whether you are indicating you are "available", "not available" or "might be, if the right offer comes along"! Similar for guys except its where your neckerchief is tied! So I will leave you decide what message I was indicating! Fortunately, having been to my first Munich Oktoberfest in 1955, I have had a number of years to pick up on these subtleties.

Moving on, I must say it is a privilege to be appointed as Chairman for such an august Club as the TOC and

am deeply conscious of the depth of knowledge and commitment that exists relating to the cherished vehicles we conserve and enjoy.

Inevitably, there will be challenges. We know we have an aging membership. Each of us probably has some nostalgic or familial link with our cars. The next potential generation of members will not have any nostalgic link with our cars as they will have little or no recollection of the vehicles actually running on the roads. Such awareness they may have will be from old films and not much else. Consequently, we will need to devise ways of making our vehicles appealing to a new generation, who will "dare to be different" and buy a Traction. The question is how to do this and what image do we wish to create?

What's the alternative? Potentially falling vehicle values or more horrifically, vehicles being scrapped or customised for other uses?

This was graphically brought home to me when working on the TOC stand at the NEC. I found myself speaking in a mixture of franglais to a middle aged French gentleman who was explaining his deep affection for all things traction and possibly going into a little too much detail of the happy memories of his youth canoodling in the back seat with young ladies when he closed the conversation by saying that his son was also very interested in old cars but, with a gallic shrug said: "All he's interested in is le Mini!" followed by what can only be described as a gesture of disgust!

We need to continue to work to become even slicker and more professional in the way we operate, appealing to the internet generation. So if any one has any printable views on how to make our treasured vehicles attractive and dare I say it "sexy" for a new generation, please let me have your ideas.

Sincere thanks to Mick, Moira and the rest of the team who provided vehicles for, worked on or helped store, assemble or transport goods for the NEC stand. As you know, after many years of devoted work, Mick & Moira are standing down and Steve Wright has kindly put his hand up to take on the mantle. As 2014 is the 80th year of le Traction I would propose that we really go to town on the NEC, our biggest single public interface, where we will have the opportunity to launch whatever strategy we can come up with, for the car "to be seen with", the car that "turns heads" .... The Traction Avant!

Cheers



## TOOLS

The tools sign indicates which sections hold specialist tools. A deposit is required.

### SCOTLAND

First of all, a belated "Merry Christmas" to all and best wishes for many happy Traction events in 2014 and beyond!

Some Traction news to pass on to you. **Roy Bayne**, Alyth, - DS engine and HYDRAULIC gearbox - has sold his car. Bought by none other than our editor, **Bob Street**, who drove it home all the way from Scotland! This is a car worth a lot of examining: an engineering masterpiece; and expect Bob to have many years of happy motoring and proud ownership with it.

I had an e-mail from our Northern Section colleagues, asking if we had any background on a car which one of the members was looking at buying - HST 870!! Yes, we were able to give its full history - it was the last Traction to be sold by the then Citroën agent in Inverness in 1955, and able to give a total history of the car and its condition. We thought it was still owned by **Duncan Macpherson**, Dollar, but having spoken with Duncan, he finished the bodywork and sold it on to a dealer in the north of England. It has now been bought by **Michael Broadbent**, in Co. Durham, with a totally genuine mileage of only 34000!!!

Other good news, we have two new members: **Michael Simpson** in Thurso, Caithness (BL) and **Raymond Albesson**, Edinburgh (BN). Michael is having some work done at the moment, and Raymond is having the roof resprayed, and sounds like he will be needing some help with some mechanical problems shortly. Welcome to you both. The other Traction owner we had heard of is **Brian Garden**, who stays near Inverurie, and has just bought a 1951 Light 15. Not yet a member, but----! **John Whyte**, Glenrothes tells me he is about to take the engine out of his BN to overhaul it over the winter. Power to your elbow, John!!

At the time of writing we have been phoning round some local members to join us at the annual, CCC/TOC Christmas lunch at Banchory, - more on that next month.

That's about it for the moment. Keep in touch, and if either of us can be of assistance, just holler!!

Smithy/ Andy B

**Ian Smith and Andy Burnett**

For details of future planned activities contact: **Ian Smith**  
Tel: 01224 715221 Email: [smithy777@btinternet.com](mailto:smithy777@btinternet.com)

### WEST OF ENGLAND

No planned events at the moment but do make contact if you have a suggestion. I will be in touch with everyone by email.

For details or suggestions for future activities contact

**Den Hewitt**

Tel: 01934 834274

email: [denhewitt@f1550.fsnet.co.uk](mailto:denhewitt@f1550.fsnet.co.uk)

### NORTH EAST ENGLAND

Well done Bob Street. After all the hype about Pickering's war time weekend, only one traction was able to make it to Pickering and that was his. So congratulations and thank you for coming all that

way. One other limped there but the "knocking noise" was worrying. Those who made it still enjoyed the weekend, dressed appropriately but in their everyday cars. It is a tremendous weekend and even though the tractions didn't behave themselves the sights of Yorkshire turning back the clock to the 1940s was just as enjoyable.....and the Sir Nigel Gresley steamed through Goathland for us. (See page 18 for a report with pictures. Ed.)

In 2014 we look forward to some promising events in addition to our usual get togethers...in particular the Tour de France in Yorkshire and the 80th Anniversary Celebrations at La Ferté-Vidame.

Graham Handley

For details of future planned activities contact:

**Graham Handley Tel: 01661 843493**

Email: [grahamhandleyhandley@btinternet.com](mailto:grahamhandleyhandley@btinternet.com)

### SURREY, HAMPSHIRE & SUSSEX BORDERS

For the New Year we will, as usual, for the early months - 19th January, 16th February and 16th March - be at The Fairmile, Old Portsmouth Road, Cobham, Surrey from 12 noon. We will be in the Meeting room; ask at the bar and they will point you in the right direction.

All members, relatives and friends are welcome to come to these informal gatherings. Lunches are available or just come for a drink and natter.

Please contact Helen: Tel **02083 307216** and leave a message. Or, if you are not already on my e-mailing list, e-mail [helenshelley@msn.com](mailto:helenshelley@msn.com) and I will keep you updated on plans for outings in the summer months. If you are not getting information, it may be that I have the wrong e-mail address.

We wish all members a Happy New Year and carefree driving for 2014 and look forward to seeing you whenever you wish to come along to one of our gatherings.

Helen and John

Tel Helen 0208 3307216 or e-mail [helenshelley@msn.com](mailto:helenshelley@msn.com).

Family and friends always welcome.

### SOUTH MIDLANDS

For details of future planned activities contact:

**Simon Saint**

Tel: 01905 454961

Email: [janeandsimonsaint@hotmail.com](mailto:janeandsimonsaint@hotmail.com)

### MID SHIRES

For details of future planned activities contact:

**Stephen Prigmore & Tina O'Connor**

Mobile: 07759 372242

Email: [stephenprigmore@hotmail.com](mailto:stephenprigmore@hotmail.com)

# Section News

## EASTERN

### Drive it Day 27th April

Do keep this date free. There will be a visit to the **Ipswich Transport Museum**, to include a ride out in a historic bus for lunch. Our cars will have designated parking so other visitors to the museum that day can enjoy the display. We will be joined by the local 2CV and CCC members.

The **ITM** has the largest collection of transport items in Britain, devoted to just one town. Everything was either made or used in and around Ipswich. The museum has around 100 major exhibits and many small items connected with Ipswich. So do join us at the museum's Sunbeam Tearoom for coffee and catch up from 10am, or simply for lunch returning to the museum for a wander and afternoon cuppa.

Full details will be in the next edition of **FP**. This event will require booking for lunch and bus ride to avoid disappointment.

### ESP (Eastern Section Pop up Meeting)

Reminder: please feel free to contact me if you have an event you would like advertised to other members via **ESP**. Also, please update me if you have changed your email address.

All the very best

Jasmin

For details or suggestions for future activities contact **Jasmin Gagen**

Tel: 01284 827039 [jasgagen@btinternet.com](mailto:jasgagen@btinternet.com)

## PEAK

Our December meeting took place on the first Sunday. We ventured into a new pub which was a challenge for all members to find as the White Hart is in a tiny hamlet called Moorwood Moor near Alfreton.

I was so pleased that we had 28 members turn up and all enjoyed a good Sunday lunch. We were in a beautiful large dining room so there was plenty of chance to mingle and chat after the meal.

Not many Tractions were in evidence but we did see Richard Carlin's new acquisition – a 2CV Van, formerly owned by John Barnes and bought in Gibraltar from a confectioner.

Our next meeting is on Sunday February 2nd at a venue easier to find – just in case of snow!

Bev & John

For details of future planned activities contact:

Bev & John Oates

Tel: 01629 582154 Email: [bev.oates@gmx.co.uk](mailto:bev.oates@gmx.co.uk)





## 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).

**Peter & Sue Simper**

**Tel: 0208 560 3267 (days) / 0208 891 1093 (evenings)**

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## REST OF WORLD (ROW)

See information regarding the 2014 80th Anniversary celebrations elsewhere in this issue.

Kind regards,

**Walter & Noëlla Callens**

**TOC-representatives section REST of the WORLD**

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

**Email: rest-of-the-world@traction-owners.co.uk**

**Tel: 0011 (00)32 50 425 836 Fax: 0011 (00)32 33 255 214**

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## IRELAND

For details of future plans in Ireland (north and south) contact.

**Richard Sheil: richardsheil@eircom.net**

## SCOTLAND (GLASGOW AREA)

*Well, your new editor (one year now) has turned out to be completely useless. Peter Fereday (who runs the Provisional Wing of the Scottish Section down around Glasgow) sent this report at the beginning of October, but the editor managed to lose it somewhere in the rubbish that permanently covers his desk! So, having missed the last edition, here it is in all its glory.*

Building on the success last year of 7 DS's displaying outside the Riverside Museum - Glasgow's futuristic new Museum of Transport - we were asked this year if we would extend the display and open it to all Classic Citroëns. In the event, on the 29th September, under a cloudless sky (yes really), a total of 11 cars from Traction to XM V6 and Xantia Activa assembled outside the entrance and proved hugely popular with visitors. Citroën Glasgow also provided 3 new DS's as a modern counterpoint to the classics on show. (See cover shot of Peter's '55 Normale in front of the museum. Ed).

## Monthly Gathering

As there are only a few TOC members in the Glasgow area, we join with members of the Citroën Car Club - Scottish Section and 2CV Ecosse for the usual noggin and natter at The Stables, Kirkintilloch, just north of Glasgow on the last Thursday of every month. It works very well and all are welcome.

Kind Regards,

Peter Fereday



© Richard Woods, Scottish Section CCC

## Friends Reunited (Trevor West)

Two years ago, I decided to trace the history of my 1954 11BN, XSV 441, which was imported from Brittany in 1990.

One of the previous owners, Paul Diver, had owned the car from 1996 until September 1998 when he lived in North Wales. Paul has since moved to Rutland, not far away from my home in Leicester and he contacted me earlier this year to suggest we meet up so that he could be reacquainted with his old car, which had been a favourite with his family.

The reunion took place in May and Paul was delighted to see that his old car was in fine condition, having been restored by John Gillard in 2008. He also asked if I could make the car available for his daughter Sophie's wedding in Bakewell on July 27th.

The arrangements were carried out in secrecy, as only Paul's son was aware of the plans.



You can imagine the surprise of everyone on learning that albeit now blue rather than black, it was indeed the same car. Fortunately the weather stayed fine, as the wedding reception was held in a tepee situated in a field five miles from Bakewell. On the second trip out, I made Paul's day by letting him drive with his wife and the bridesmaids on board. He did a great job, but did manage to beat the synchro a couple of times on second! Paul also showed me a photo of his children, in gangster outfits, taken in the car some 15 years ago, which was then recreated using his grandchildren.

The car behaved impeccably as usual, providing a lovely talking point for the day along with many memories and creating a lot of interest. A bonus for me was that the car was reunited with its original number plate, 345 BD 29, which had been sitting in Paul's garage for many years, but which he felt belonged with the car.

XSV 441 is used regularly and earns its keep as a wedding car. It has eleven engagements this year but this one really was a bit special.



On emerging from the hotel and seeing the car on the day, Sophie exclaimed "It's a Citroën, just like the one we had!"

## FAREWELL

Dear Bob and all members of the TOC,

Just to say that I am no longer able to drive my Traction, following an unsuccessful hand operation after the great Chateau visit in May... So the great Andrew Galt, who has tirelessly worked on the car and kept it mechanically outstanding - not one blip in thousands of French kilometres! - is now the proud owner, and I hope you will see him join your events in due course.

Belinda and I would like to thank all the members and officials for their welcomes and friendliness through the years, and for those who set up the wonderful events we so enjoyed: Arras, Carcassonne, Harrogate, and the Chateau in May, to name but a few.

We wish all members a long future of success, and happy motoring!

I should like to pay tribute to John Gillard, who found me my car, and has been a tower of strength to me, and so many: and who also does a great bash party-wise!

Richard Heffer & Belinda Rushjansen.

*Very sad to see you go, Richard & Belinda. Best wishes for your future plans. Ed.*





Luc's Tractor



Luc's caravan



Huberts Tractor

**Bob**

Following on from hosting a French couple at home in May, Mary and I visited Lanvallay in Brittany in June to see them. Hubert Adam arranged for me to have a ride in his friend's Tractor. He tows a rather interesting caravan behind it (see photos).

Hubert used to own a Tractor himself but sold it in about 1995 to an English couple (see photo). The French registration was 905 HX 22. He lives near St Malo, so I think it likely it came back to England. I would be interested to know if this is currently owned by a TOC member under a British registration.

Meanwhile Mary and I are just back for the AGM weekend and I would like to say how much we enjoyed it. Congratulations to Paul de Felice and all involved. One memorable moment was being forcibly dragged to the dance floor by someone I hadn't met before who turned out to be the FP editor's wife! (Yeah, I was hiding under a table, so she picked on you! Ed)

It was great to see so many Tractors present, no doubt due to the earlier date, good weather and the fact that a Run had been organised for the Saturday morning. Last year the only Tractor apart from mine was Bernie's.

Regards

Roger Gullen



**Hello Bob,**

when I returned my 15-6G to its garage in Enney/CH this morning, I met a farmer family returning their cows from the alpine pasture – about 20 animals. The tradition demands a beautiful decoration of all cows, the whole family and their personnel, dressed in their local costume, walk with all their equipment and principal household for hours from the heights (1400 to 1800m) back to the main farm in a village near-by.

One of these cows was rather interested in my 15-6G Berline, 1939 and I had by chance a camera near on the passenger's seat to fix a moment of this colourful scene. It's autumn in the Alps – Tractors will have their annual rest soon. Perhaps others will awake next year after a long rest(oration) in Old Kent Road.

Kind regards

Hans P. Dürr-Auster

**Hi Bob,**

I received the November/December edition of Floating Power yesterday. Thank you. It is a pleasure to read it and to look at the pictures. The article regarding the brakes looks very good, and I like your comments.

There is one point however that I need to tell you: The person on page 23 is the mechanic. Father Christmas looks COMPLETELY different! See attached picture, where he was caught together with his assistant Rupprecht...

Thanks again and best regards

Daniel Eberli



# NEC 2013 – The End of an Era



*Yes folks, this is the final year that Mick and Moira will be managing the TOC stand. A big round of applause from all of us for their sterling work and welcome to Steve Wright, who takes over this important job from next year. Here's Mick and Moira's final report from the show.*

**We were fortunate to have been allocated a large stand this year in Hall 6, although we only knew of its size seven days before the Show opening.**

Ten cars were displayed as follows:

<b>Bernie Shaw</b>	<b>1925</b>	<b>Clover Leaf</b>
<b>Manuel Lopez</b>	<b>1934</b>	<b>Rosalie Commerciale RWD</b>
<b>Philippe Allison</b>	<b>1939</b>	<b>Light 15 Roadster</b>
<b>Cleve Belcher</b>	<b>1951</b>	<b>Light 15</b>
<b>Peter Simper</b>	<b>1951</b>	<b>Normale</b>
<b>Dave Gardner</b>	<b>1951</b>	<b>Light 15</b>
<b>Bob Street</b>	<b>1954</b>	<b>Light 15</b>
<b>Steve Wright</b>	<b>1957</b>	<b>Big 6H</b>
<b>Peter Marley</b>	<b>1954</b>	<b>Light 15</b>
<b>Jim Lee</b>	<b>1954</b>	<b>Big 15</b>

All the cars had been beautifully prepared, and the whole stand looked really good. We used some of our old backdrops, which were placed around the pillar on our stand.

The helpers on the stand all wore matching black sweat shirts with the TOC logo in gold which gave the Club a good image.

There was a good attendance at the Show, and a lot of interest in our cars. We signed up 4 new members, and gave out several applications forms to interested people for completion hopefully at some later date.

We would like to thank everyone who brought their cars to the Show for display, and also the other helpers on the stand. Special thanks go to Steve Southgate, for storing the stand material, and bring it to and from the Show.

Moira and I regretfully are standing down as Show Organisers after some 16 years, but would like to thank all the TOC members for their encouragement and support over these years.

Steve Wright has volunteered to take over for next year, and we hope that he will receive as much support from members as we have had.

Kind regards

Moira and Mick

**Bob**

**Just a note re magazine and calendar: the magazine is bloody brilliant - best yet - and the calendar, which seemed to have lost its way in both quality and composition has excelled this year. I have nearly forgotten that the magazine used to be in black and white only (probably something to do with the war).**

Your obedient servant (probably a long time, since you had that ending),

Michael Simpson

The North Coast - that's Scotland about ten miles east of Tongue.

*You, gentle reader, might have thought me in danger of getting a rather large head, after reading the letter on the left. However, by the same 'post' came this, which brought me back to earth with a might thump!*

**Hi Bob.**

**Great calendar and mag, unfortunately it seems as if I won't be celebrating my Birthday next year as it appears that the 9th July is missing. However, anyone with a Birthday on the 7th July will be getting extra cards as it appears twice!**

Thanks for putting article in the mag for me. As it has got colder I have stopped unbuttoning and will leave that to Allan Reece.

Regards,

Peter Simper (Hannibal)

*Dear Peter, terribly sorry about that! Next year, I'll try to make a 'reverse cock-up', so you get two birthdays. Ed.*

**Dear Bob,**

**I have recently moved to the Kent/Sussex border from the Welsh Marches and would like to get in touch with fellow Traction owners in the area. This seems to be a white spot on the map of local sections and I wonder whether there would be any appetite to create one for West Kent/East Sussex. If anyone else is interested please contact me on [adriangphillips@gmail.com](mailto:adriangphillips@gmail.com) or 07771 512 486. The next step would be to get everyone together to talk through ideas. I am based in Tunbridge Wells so anywhere in the area between Sevenoaks, Ashford, Hastings and Crawley would suit as a venue.**

Kind Regards, Adrian Phillips

**I hope TOC members will see this and know just how much it meant to me when so many of you came to Alec's funeral. He would have been so surprised, and flattered.**

Many of you made long journeys, but no matter how far you travelled I want you to know how much it was appreciated.

With affectionate regards to you all,  
Carol Bilney

**Hi Bob.**

On the dashboard of French cars there are often a couple of tiny holes, about 35 - 40mm apart. These, I'm told, are where the insurance plate was fixed. Does anyone have a good resolution picture of one from which I may be able to get one made or, better still, a real one they could sell me?

Stephen Prigmore - Mobile 07759 372242, [stephenprigmore@hotmail.com](mailto:stephenprigmore@hotmail.com)

## WHY DOES ANYONE BUY A TRACTION?

*Dave Gardner, an esteemed ex-editor of this august organ, was clearly having one of his bi-polar moments when he wrote this piece!! ☺ But seriously, it's a point that I've heard raised in discussion over a pint and it's nice that someone's put it into print. I have to declare an interest here: having got used to the pas fitted to my Light 15, I recently bought a Normale with no pas and all I can say is "I'm a big girl's blouse when it comes to modern embellishments". Over to Dave to give us his take on keeping things original.....*

**I am sat here on a cold, wet November afternoon refreshed having had a satisfactory lunch and thought that I would make a contribution to 'Floating Power', it may be seen as slightly controversial or a load of old tosh.**

I bought my current Traction as a challenge.

Previously many years ago a work colleague who was emigrating to South Africa had an old Citroën [Maigret style] for sale for £10; I bought it and had it towed to a rented space under a railway arch [sounds vaguely familiar]. Got the engine running only to notice that the radiator was beating in and out in time with the firing of the engine. This was resolved by despatching parents down to Slough for a set of wet liner gaskets. Engine rebuilt, started and was running well until a trail of oil spread across the floor, luckily an earthen floor. The previous owner had decided that the sump gaskets were too long and cut off the end which goes under the main bearing cap. Now this presented a

*continued page 14*

# Why does anyone buy a Traction?

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problem, I had been using the block and tackle from the scrap merchant in the next arch to get the engine in and out. Unfortunately he had broken it while pulling apart a Canberra jet on the local RAF base. Result – sell Traction for £5 and see it towed away by a Big 6. Last seen LBH 628 was rusting away gently in a field not too far away from where I now live.

That is all history, after many years circumstances dictated that I could have another go at resurrecting a Traction. Looking through the 'Exchange and Mart' [a paper version of e-bay] I saw some Traction for sale and bought one off a pile of bricks in North London. Gearbox was half full of water, the engine was in pieces and the wiring harness was burnt out in various places. Those with more intelligence than I had viewed this vehicle and walked away to find something a bit more economical to restore.

Restoration was successful; I will not bother with all the details as I think that we all have the same set of restoration photographs, and the car has given me getting on for 30 years satisfactory service.

Now this is where the controversy starts. I have a car built and designed in the 1930s/50s. I accept that it does not perform to modern day standards but have been all around the UK and Europe for holidays ICCCRs etc., all without the need for modifications with the exception of flashing indicators for sake of safety and modern CV drive shafts for durability.

If I had been intelligent enough during the initial rebuild I might have fitted an ID/DS engine with a shell bearing bottom end. It apparently looks the same as a Traction engine but is cheaper to repair. It would have saved me money as I have 'blown' two engines with a white metal bottom ends – expensive.

However I do not understand the need for a four speed box, the engineering sometimes seems to be a bit hit and miss. I know that people will say that it transforms the car and as I have not driven a 4 speed then I do not know what I am on about. Then there is the option of a high ratio diff, again a go faster goody. Having just returned from a trip around the Alpine passes of France and Switzerland I am glad that I have stuck with the standard ratio.

To cope with the extra speed you could fit a remote vacuum servo. This will reduce the amount of human strength required to stop the car, but has anyone checked whether the brake system hoses etc can withstand the additional pressures possible with a brake servo. The Traction only has a single line brake system [all modern cars have dual line ABS brake systems] once a joint or hose breaks – no brakes! Will the brake shoes withstand the higher braking forces or will they fade more quickly? Will the brake drums distort more?

Similarly one can now fit electric power steering for those unable to turn corners. It may be useful in the city for parallel parking but that is something that I can hardly spell let alone carry out. Pump up the tyre pressures [front wheels] I find that that usually helps. If the track rod ends suffer stress cracking due to the additional forces exerted by the power steering and fail will the owner blame the component or the power steering?

How about fitting seat belts? These will keep you safe and secure with all this new found speed and agility [power steering]. Or will they? Having worked in the motor industry for decades and seen the amount of strengthening that goes into a body shell to support seat belts I have my doubts. I know people who have fitted them and have been in the unfortunate situation where they have been used and now swear by them. To me they give a false sense of security - 'I have fitted seat belts and I will be OK'. I prefer to drive in a fashion of self preservation. There is a one inch column of steel which comes from the front cross member to within 12 inches of the driver's chest – a seat belt will not stop this moving towards the driver in the event of a serious frontal impact.

If the owner cannot negotiate the car without these labour saving devices should they not perhaps buy a modern car where they are all present and designed for purpose, [now that I guess is controversial].

The other optional extra available is the alternator. I remember that the alternator was introduced when the dynamo was failing to keep up with the electrical demand of heated rear windows, heater and demisters. This was becoming a problem in the winter when motorists were stuck in commuter queues with lights and accessories all sucking power out of the battery and the dynamo could not cope. I do not think that any of the above applies to most Traction but alternators are very popular. It is possible to adjust the dynamo output via the voltage regulator or so a Lucas [where are they now?] employee told me.

At the end of the day the enthusiast is entitled to do whatever he/she wants to their car but it may lead to a confused new enthusiast who is looking for a 1950s car to return to the glory days of relaxed motoring to take in the countryside and do not want to do 70-80mph everywhere. The journey is part of the experience and holiday.

I know I have dribbled [a problem of age] on long enough but I cannot resist an example of how to confuse a new enthusiast with an advert I saw in 'Floating Power' – Paris 11BL, RHD, 12 volt electrics, 4 speed box and to cap it all an hydraulic clutch!!

I sit back and await the vitriol and abuse.

David Gardner



and its English name is "Citroën 12/24". There was an amazing choice of body types available; this car we would call a "Roadster" but in 1927 it was known as a "Torpedo", a name applied to any open topped car of the period where the top of the scuttle segued into the door tops. As I understand it, the Type 12/24 was the first model to come off Citroën's Slough production line. The identical car made in Paris is known as a "B14f".

It's my own fault. For ages I had been looking for a vintage Citroën that was as original as possible and big enough to accommodate my lanky frame. When finally I found one I excitedly told friends and colleagues of my acquisition. Soon afterwards, the gentle pressure to resurrect the RWD section within our magazine began.

Why, I wondered, would the readers of Floating Power ever be interested in the RWD predecessors to their Tractions? Upon reflection, the answer it seems is in two parts. Firstly the aims and objects of the club are quite clear...

#### *'OBJECTIVES OF THE TRACTION OWNERS CLUB*

*The objectives of the Club are to promote interest in pre-1957 water-cooled Citroën cars and to promote and foster fellowship between the owners of such cars. These objectives to be achieved by the publication of a magazine and the organising of events for the mutual advantage of members'.*

Secondly, the rapid development of Citroën's RWD cars led directly to the development and arrival of the Traction Avant in 1934; all the more relevant given that this is the year of the Traction's 80th birthday.

This then is the first occasional article to appear in FP about RWD Citroën's for some time. Should club members be unhappy about such a theme, I am sure you will let your editor and president know, for it was he who actually did most of the arm-twisting - ouch! If I may, I shall begin with a brief tour of the 12/24, and in future articles develop some of the ideas raised here.

### **The Citroën 12/24 (aka B14f)**

This particular automobile was made in Slough in 1927



If you are reading this in 2014, the car is 87 years old – a mere 7 years older than the first Traction. Just look at the difference between them....

Citroën began making cars in Slough in 1926 because the then Chancellor of the Exchequer, Reginald McKenna in Asquith's coalition government, introduced in September 1915 a 33.3% levy on luxury imports. These levies were known as the McKenna Duties and lasted for 41 years until 1956 (1).

What little is known about the history of this car is as follows... It was brought from Chicago to England by the previous owner in 2011. When the car was landed here it had a 1980 UK tax disc still in the holder that matched the hand painted (standard practice for the time) Bristol number plate. With that information and "formal identification" by leading authority on Vintage cars (Mike Worthington Williams) the DVLA was able to proceed. The car was probably first sold by a Bristol dealership; Messrs "Flook & Hall Ltd" of Whiteladies Rd, their plate is still on the passenger door cap.



Such evidence as there is would suggest that the car was very lightly sprayed and rewired sometime before 1980 with a generous application of underseal to the chassis. Otherwise and so far as I can tell, the car is pretty much as it left the showroom. A few pleasing examples of its originality:

# TOC RWD Drive Section



- The rubber "diver's helmet" rear lights (no brake or indicator lights of course).



- The Marchal headlamps (with bulbs facing back into the bowl) and sidelights built in. The sidelights on the wings (Lucas) had to be added to comply with the English regulations of the day. Like the French Tractions, the sidelights go off when the headlights come on.



- The car has fittings for the factory fitted French made rear screen, but has an "Auster" rear screen instead; apparently a rare period after market accessory, only ever available in England and usually seen only on really expensive cars.
- The "labelled" bronze handed wheel nuts "Droit" et "Gauche".

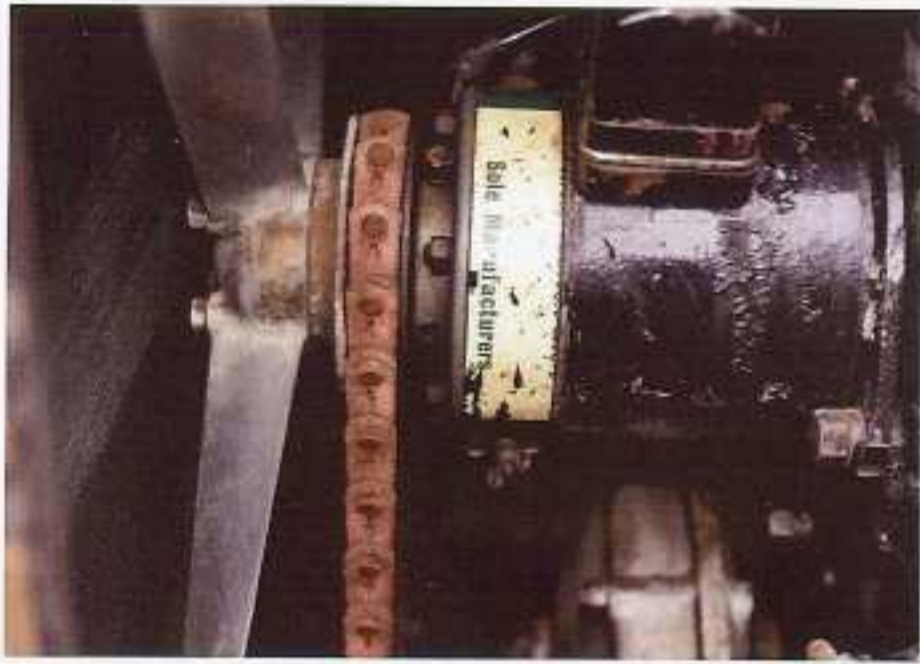


- The nickel "hub caps", the calorimeter on the radiator, the 4 wheel brake warning triangle on the rear.

The engine is a 2 bearing crank 4 cylinder 1539 cc side valve. Ignition is via a magneto (the weak 6v batteries of the day would rob a coil ignition system of current when using the electric starter) the carburettor is bronze with one enormous jet, one very small jet (for idling) and a butterfly. The clutch is a remarkably light single dry plate.







The gears are straight cut with no synchromesh, so double de clutching up and down is vital. The 3 speed gearbox has an "H" configuration that is identical to that of the Traction but unlike the Traction, 3rd is an even bigger stretch from 2nd. You do not attempt to change up to 3rd if the road ahead is anything other than flat or downhill; "pull" the engine does not! As the good lady observed on her first run out in the car; "there are no cars in front of us but there are a fair number behind". The weight of the car is about the same as a Normale, the engine roughly a 3rd the power of an 11D.

The windscreen wiper is driven by vacuum (manifold depression); least effective with the throttle open and most effective when the throttle is closed. The lower half of the screen is fixed, and the upper half is intended to swing forwards and open. Apparently, the idea was that when the rain was particularly heavy and the wiper could not cope, the upper part of the screen would be opened to allow the driver to see the road directly. However, and you may well be ahead of me here, every drop of rain striking the upper part of the screen runs (with a certain inevitability) to the bottom and is then promptly blown straight onto the lap(s) of the unfortunate driver and passenger. I suspect that this split screen was probably conceived by the same fellow who worked on the Traction's ventilator! His final triumph of auto engineering being almost certainly the Traction's heater, which as we all know is 100% effective in summer and rather less so for the rest of the year.

The brakes on preceding Citroëns like the 5HP (aka Cloverleaf 1926) were through a single brake drum mounted on the tail end of the gearbox braking the rear wheels. The handbrake had cables to the

drums on the rear wheels. The immediate predecessor to this car the 12/24 was the B12 (1925-1927). It too had rear wheel braking through a single drum mounted on the gearbox, and in addition, front wheel drum braking using cables. It was only made in Paris and production ended in 1927, as production of the B14 began. The B14 went a stage further and via cables the foot pedal operated drums on all four wheels. In the mid twenties, so unusual was it to have 4 wheel braking, that a small warning triangle was positioned on the back of the car.



The French successor to the B14 was the B14f and as has been established, the 12/24 was an identical car just coming off the Slough production line. In 1927 yet another technical advance for Citroën was the introduction of servo assisted brakes. The servo of choice for Citroën was a Westinghouse product, made under licence from the same American company that was famous for railway braking systems. A brake servo on European cars was rare in those days, and some advertising of the day claims that it was actually a first for Citroën. With the servo, braking on the 12/24 is almost as effective as that on a "modern", it will bring a tonne of car to a halt very quickly indeed. Stop lights though had still to be invented!!



\*Thanks to Julian Marsh of "Citroënēt" for permission to use some of his material.

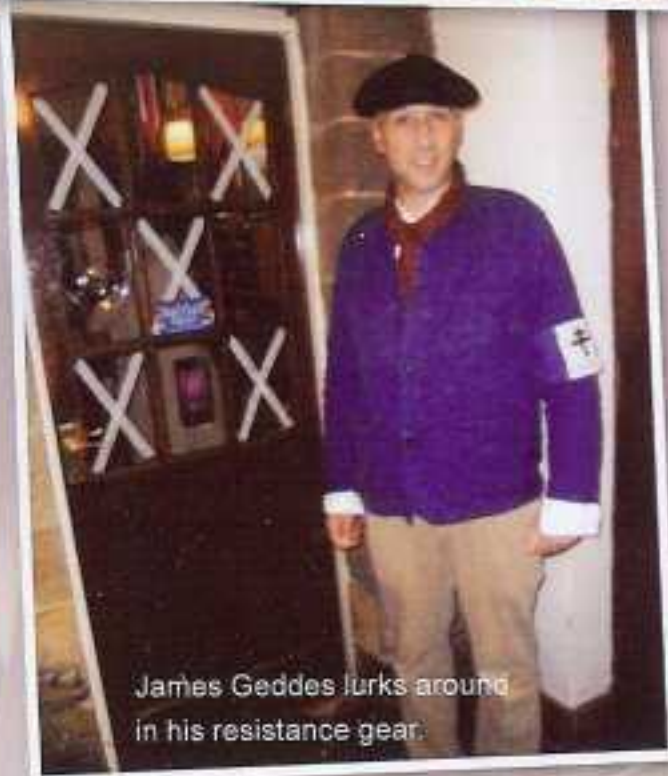
## Pickering to Whitby October 2013

As Graham Handley mentions elsewhere, we had a good(?) time at the Wartime Weekend. Many a Traction fell by the wayside (War is Hell!), but one little Light 15 struggled on and managed to take lots of our troops up lots of very steep hills. As I said earlier in this edition, I have to thank James Geddes, who very kindly came to my aid by giving up his Saturday morning to fix my failing exhaust. Ironic then, that his own Traction started making very funny noises and we decided we'd better leave it tucked away down a side street in Pickering.

Big thanks to Mick and Graham who got the party started.... After that it was every man (and woman) for themselves ☺

I enjoyed it immensely and plan to attend next year. Just need to fit a new clutch and gearbox in the meantime!

Ed.



(Photos Graham Handley)



**Minutes of the Annual General Meeting of the  
Traction Owners Club at the  
Barnsdale Hall Hotel, Rutland LE15 8AB  
at 11.00 on 6 October 2013**

## Attendance

Ian Harvey	Bob Street	David Gardner	Pam Craig
Mick Popka	Trisha Street	Jasmin Gagen	Martin de Little
Bev Oates	Walter Callens	John Gagen	Annette de Little
John Oates	Noëlla Van Schil	Mike Wilcock	Steve Kemp
Bernie Shaw	Steve Reed	Verna Wilcock	Tim Walker
Tony Malyon	Adrian Church	Lois Hague	Barry Annells
Mick Holmes	Peter Marley	Roger Gullen	Teresa Ferry
Moira Holmes	Sheila Marley	Dave Hackett	Phillippe Allison
John Ogborne	Peter Simper	Jackie Hackett	B C Bowitz
Lynda Ogborne	Sue Simper	Laurence Acher	Elizabeth Bowitz
Andrew York	Peter Riggs	Allan Reece	John Cliffe
Paul de Felice	Steve Southgate	Janet Reece	Stephen Prigmore
Pat de Felice	Jim Lee	Brian Connolly	Tina O'Connor

## Apologies for Absence

Cleve Belcher, Tony Hodgekiss, Den Hewitt, Chris Treagust, Vanessa Plumpton, Colin Gosling, Graham Handley, Terence McCauley, Martin Nicholson

## Welcome

Bev Oates welcomed everyone to the 2013 Annual General Meeting and thanked Paul and Pat De Felice for organising the weekend and choosing such a good venue, Paul Holmes for the Saturday night music and Stephen Prigmore for the Rutland run during the day.

Also 3 distinguished members have passed away recently:

Graham Pitcher – a former colleague of John Gillard (obituary in current FP)

Charles Daniel – from Sevenoaks who still owned the TA he bought in 1951 for £710-0-0 and will now be for sale

Alec Bilney – TOC director and a dear friend to many and a member since the beginning

In tribute a minute silence was observed in their honour.

Bev then made reference to Club member no. 5, Tony Hodgekiss, who has been on the committee since the start of the club in 1976. She thanked him in his absence for his many years of service, including his recent re-organising of the tool sets that members find so useful. In view of this it was proposed that Tony be made a Life Member, and this was unanimously approved and duly applauded.

## Acceptance of the Minutes of the 2012 AGM

There were no matters arising from the minutes of the 2012 AGM which had been published in the January/February edition of Floating Power. It was proposed by Bernie Shaw and seconded by Mick Holmes that the minutes be accepted as a true record of the 2012 AGM. All present were in favour of acceptance.

## Items for Consideration under “Any Other Business”

There were no items proposed from the floor at this time.

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## Treasurer’s Report

Tony Malyon began by high-lighting a query from David de Saxe concerning incurred expenses for the current year, and it was apparent that tool kit costs totalling £1,600 should have been entered in the figures for the previous year and this has now been corrected. Copies of the current accounts were handed out and indicated the club was £41,000 in credit. The approval of the accounts was proposed by Bernie Shaw and seconded by Andrew York and all present voted in favour of acceptance.

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## Nominations and Election of Directors

In accordance with the rules, two Directors (Steve Reed and Andrew York) had stepped down and were offering themselves for re-election. All present voted in favour of re-election.

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## Chairman’s Report

Bev began her last report as Chairman by highlighting a few of the year’s memorable events and thanking the respective organisers: The TOC stand arranged by Steve Wright at the Classic Show in Manchester at which Mike McDonald won an award. The various Drive-it-Day events arranged by the Sections had been particularly successful. The Chateau du Ludaix weekend had been enjoyable and the annual rally at Bury St Edmunds was a great success introducing us to another part of the country with which many were unfamiliar. Particular thanks to Jasmin Gagen for arranging such a diverse and interesting event in a wonderful town setting. This year’s Brittany Rally had been one of the best ever and was well attended by TOC members, and the NEC show was still to come. Mick and Moira Holmes were thanked for their hard work in the organisation for it, with a reminder that help to man the stand would be required.

Bev thanked Chris Treagust and Vanessa Plumpton in their absence for their hard work organising and running the spares service, for which all members were very appreciative. The level of business has been particularly high of late and despite the lack of a working computer at present, Chris is managing to deal with orders with Vanessa despatching them.

It was also good to see Steve Reed at the meeting and looking so much better, and he was thanked for his continuing work on the club shop. In order to further the health improvements and increase his chances of being eligible for a much needed transplant, he has been advised to lose weight, and members were invited to sponsor him for this by visiting contacting Sue Allison (sue.allison@whitewaterfinance.co.uk) and the money raised being donated to Papworth Hospital and the Cystic Fibrosis Society.

Bev also thanked Bob Street for his excellent job as Floating Power Editor, and also for the 2014 calendar which was now in full colour and will be sent out with the November FP, but a batch had been brought to the meeting and extra copies could be purchased for £4.00 each.

Bev then thanked Tony Malyon for his dedicated work as treasurer to warm applause from the meeting, and for agreeing to continue for another year, with help from Mike McDonald.

Thanks also were due to Cleve Belcher, Mick Popka and John Ogborne for the development and running of the new improved website. Ian Harvey was thanked for his efforts as General Secretary, John Oates for his dedicated work as Membership Secretary and Mick and Moira Holmes for their continuing work for the NEC show. Mick & Moira will not be available to organize the 2014 event so they will now stand down and volunteers are now sought to take over this important role.

Finally, Bev confirmed that this was her last AGM as Chairman as she was stepping down from the post after 4 most enjoyable years. She reminded the club that active participation was the key to a successful and proficient club, and above all, feedback and comments from members was an essential ingredient. She particularly thanked Bob Street and John Oates for their help and support and confirmed that Cleve Belcher would be taking over as Chair with immediate effect – he came well qualified as he had previously chaired a women’s gymnastic group, and she wished him good luck.

Having thanked the Club as a whole for their support for her as Chairman, she confirmed she would continue as a committee member and then Bernie offered her profound thanks on behalf of the Club and presented her with a large bouquet of flowers to rapturous applause.

## General Secretary's Report

Ian Harvey had nothing specific to report.

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## Editor's Report

Bob informed the meeting that he had by now produced 4 FP editions, and the 5th was ready for distribution following the AGM. He also reported that he had produced a guide to the processes involved in the production of the magazine, so that any future handover of editorship could be as smooth as possible, and this guide would be held in the Club archives.

More articles and material for the TOCtech section were required, and one thought would be to refer to the archives and reprint earlier articles which newer members may not have seen first time round, thus further suggestions for content were invited. He had had a good reaction to the new style of the magazine, and was always receptive to comments and suggestions in this respect. As far as material and content were concerned, the 40 available pages were being filled, usually with an excess for inclusion in future editions. In particular he had cut down on general FBVC material and was adding new topics, for example: a RWD Citroën section which Bernie agreed should be resurrected and appealed for somebody to oversee it.

The use of colour for 12 pages of the magazine had been positively received and gave an improved feel to the magazine and Bob would like to be able to increase the colour content, and asked the meeting to consider colour for up to 16 pages. This was put to the vote and agreed, but when asked if there was an appetite for the cover to be in colour, a number of people felt that the black and white photograph was iconic for the FP, and it was agreed that the cover would be retained in B&W.

With reference to the Club calendar, Bob asked why we have a calendar at all and do we really need a printed one when many people these days use electronic and mobile applications to keep track of the date, given that each printed calendar costs the Club £3 each or £2000 per year. General discussion followed with a suggestion that the membership fee could be increased to cover the calendar production cost, or the calendar could be stored and made available in pdf format from the website and printed by individual members if they wanted a hard copy. It was also suggested that perhaps a lower print run and charging a nominal amount for each one would reduce costs sufficiently. However, the majority felt it should stay as it is, and the topic would be discussed more fully at a subsequent committee meeting before a final decision was made.

Finally Bob thanked Bev Oates, Bernie Shaw and the Committee for their support and assistance, Steve Wright and Martin de Little, the "staff photographers", and the TOC members who contributed photographs, articles and content generally.

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## Spares

Steve Reed was acting as deputy for Chris Treagust, and reported that the spares service had been very busy with an average turnover of over £3,000.00 per month. Chris was still planning to work on the illustrated parts list project, but the workload was such that this would be likely to take 2 years to be ready. He was also planning to have catalogued all of the stock of second-hand parts by the time of the 2014 stock-take, and it was decided that the date of this would be decided at the next committee meeting. Furthermore, the stores were currently being re-organised which would allow for improved efficiency in the storage and identification of parts.

Chris was thanked by the Club for his dedication and would continue to be encouraged as much as possible.

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## Club Shop

Steve Reed was continuing the quest to find new stock, and said how much he had enjoyed the AGM weekend and also thanked everyone for their support and greetings.

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## Social Secretary

Paul started by saying how good it was to see both new faces and old friends at this weekend, all enjoying the Club's activities, with more to come, namely the NEC Classic show and next year the 2014 Annual Rally which Barry Annells had now finalised. It will be based at the Quality Inn at Thorpe Meadows in Peterborough between 20 -22 June 2014 with a buffet or bbq on the Friday evening, a treasure hunt and the opportunity of a ride on the Nene Valley Railway on the Saturday with a 3-course meal in the evening, and a full day at Burghley House on the Sunday, with a raffle and prize giving. Invitations to join us on the Sunday would be extended to CCC and 2CVGB members and camping will be available at the nearby Ferry Meadows.

There also would be the Brittany Rally to look forward to, hopefully with fewer disasters than this year, and in September to celebrate the 80th anniversary of the Traction Avant, there would be a gathering at La Ferté-Vidame, and Walter and Noëlla Callens were arranging

## General Secretary's Report

Ian Harvey had nothing specific to report.

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## Editor's Report

Bob informed the meeting that he had by now produced 4 FP editions, and the 5th was ready for distribution following the AGM. He also reported that he had produced a guide to the processes involved in the production of the magazine, so that any future handover of editorship could be as smooth as possible, and this guide would be held in the Club archives.

More articles and material for the TOCtech section were required, and one thought would be to refer to the archives and reprint earlier articles which newer members may not have seen first time round, thus further suggestions for content were invited. He had had a good reaction to the new style of the magazine, and was always receptive to comments and suggestions in this respect. As far as material and content were concerned, the 40 available pages were being filled, usually with an excess for inclusion in future editions. In particular he had cut down on general FBVC material and was adding new topics, for example: a RWD Citroën section which Bernie agreed should be resurrected and appealed for somebody to oversee it.

The use of colour for 12 pages of the magazine had been positively received and gave an improved feel to the magazine and Bob would like to be able to increase the colour content, and asked the meeting to consider colour for up to 16 pages. This was put to the vote and agreed, but when asked if there was an appetite for the cover to be in colour, a number of people felt that the black and white photograph was iconic for the FP, and it was agreed that the cover would be retained in B&W.

With reference to the Club calendar, Bob asked why we have a calendar at all and do we really need a printed one when many people these days use electronic and mobile applications to keep track of the date, given that each printed calendar costs the Club £3 each or £2000 per year. General discussion followed with a suggestion that the membership fee could be increased to cover the calendar production cost, or the calendar could be stored and made available in pdf format from the website and printed by individual members if they wanted a hard copy. It was also suggested that perhaps a lower print run and charging a nominal amount for each one would reduce costs sufficiently. However, the majority felt it should stay as it is, and the topic would be discussed more fully at a subsequent committee meeting before a final decision was made.

Finally Bob thanked Bev Oates, Bernie Shaw and the Committee for their support and assistance, Steve Wright and Martin de Little, the "staff photographers", and the TOC members who contributed photographs, articles and content generally.

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## Spares

Steve Reed was acting as deputy for Chris Treagust, and reported that the spares service had been very busy with an average turnover of over £3,000.00 per month. Chris was still planning to work on the illustrated parts list project, but the workload was such that this would be likely to take 2 years to be ready. He was also planning to have catalogued all of the stock of second-hand parts by the time of the 2014 stock-take, and it was decided that the date of this would be decided at the next committee meeting. Furthermore, the stores were currently being re-organised which would allow for improved efficiency in the storage and identification of parts.

Chris was thanked by the Club for his dedication and would continue to be encouraged as much as possible.

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## Club Shop

Steve Reed was continuing the quest to find new stock, and said how much he had enjoyed the AGM weekend and also thanked everyone for their support and greetings.

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## Social Secretary

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accommodation for TOC members. Walter explained that the Traction Universelle French Club had invited TOC to participate in the event they were staging at the Chateau as this was the very place that Citroën unveiled the model 7A to the press in 1934. The gathering would include spares and accessory stalls as well as a variety of food outlets, and the plan would be to meet up somewhere near Chartres (about 200km from Calais). 78 people had pre-booked already and Walter invited members to email him as soon as possible to enrol as b&b accommodation was filling up very quickly and so suitable places were having to be further and further away from the venue. There are camp sites in the area, but bookings cannot be made until January 2014, but the plan would be for Walter to book those planning to stay in a b&b and also arrange for TOC participants to have a meal together at some point during the event. Mick Popka offered to check if he could negotiate a bulk booking on the Hull - Zeebrugge ferry crossing for those planning to use that route.

Paul indicated that more events are always considered, and anyone knowing of one that would welcome our participation, or anyone who would like to arrange one themselves, should contact him as he was keen to encourage new events, and also ideas for the 2015 Annual Rally were invited.

Finally, he would like to start planning for the 2014 AGM, and suggestions for a suitable venue were invited, perhaps towards the west so as to be further away from the 2014 Rally in Peterborough. Also further ahead, there Ronald Knoth is preparing a rally for May 2015 in the Dordogne area.

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## Membership

John Oates reported that there are currently 600 members compared with 590 at the 2012 AGM, and numbers are rising steadily each year.

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## Helpline

Mick Holmes reported that he receives a mixture of technical and general queries from all over the world and that help is offered to members and non-members by referral to an appropriate member. There had been no problems or complaints about the service.

## Web Site

Mick Popka reported that the new site was proving very popular, with the hit count at well over 1 million. He had received no criticisms of the site, in fact no feedback at all, and he was taking this as a good sign. Future plans that are being worked on include the Forum, with the view that the questions that this should generate will form a useful database of Traction knowledge.

He also reported that all the FP's from 1976 up to Jan 2013 are now available to view in pdf format on the site, and he was currently working on a members-only area search facility. Originally a CD had been produced containing TOCtech articles with a manual search facility. Den Hewitt had updated this to a DVD format, and it is proposed that this will be available soon through the Club Shop with appropriate search facility software.

Mick also invited members to send him photographs of their cars in order to showcase Tractions on the site, and promote Tractions more widely, and any one interested in considering an additional social media presence should talk to him to see how best to achieve it.

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## Election of Committee Members

The committee must have between 8 and 18 elected members and it currently stands at 16 excluding the ex-officio members of President, Secretary and Treasurer. One third of the committee (excluding the ex-officio members) must stand down and, being the longest serving members, they were Paul de Felice, Mick and Moira Holmes, John and Bev Oates and were all willing to stand again; it was proposed by Bernie Shaw and seconded by Bob Street that they be re-elected and all present voted in favour.

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## Any Other Business

Mick Popka wanted to remind members that the 2012 ICCCR book and DVD were available for sale after the meeting. An opportunity was given for further discussion but there were no additional topics to discuss, nor any questions or comments and Bev Oates closed the meeting at 13.00 and thanked everyone for their attendance and their assistance during her tenure as Chairman.

Ian Harvey

October 2013

# TOC AGM 2013

As usual, the weekend was great fun for all who attended. I've been tasked with choosing "some" photos from the 124 that Martin de Little took – an impossible task. So, here's a very small selection of the gamut, and if you want to see the rest, then go to <https://www.dropbox.com/sh/kif3x1d2ye1xuaw/95vD02SGcH#/> (Or Martin can send you the link direct).

Ed.



Continued on page 26



Back in the March/April edition last year (my first, as editor) we published a letter from Richard Boudrias in Montreal who said:

Here are some pictures of a Traction Anglaise purchased by Pierre Wattecamps, a former owner of my 15/6H, who is very active, hence participated in many Raids organized by Tractions Sans Frontières such as the Raid des Andes, Raid Taïe and the Raid des Caribous which took place in Quebec. You will notice that it is a left hand drive specifically ordered by a French Druggist from Casablanca. For your information, Pierre owns a superb Hotel and one star Michelin restaurant in Noirmoutier in Brittany (Actually it's technically part of the Vendée. Ed)

Well, in September Pierre Wattecamps – the owner in question – sent me a lovely piece detailing the history of the car and how he came to be the owner. Here's the story in his own words.

**Bonjour Bob,**

**I am a just newly member (N° 2357 on 2nd of August).**

I am refurbishing a Light 15 of 1951 very rare LHD! N° 135 186.

In the FP March/April issue page 16, my Montreal friend Richard Boudrias wrote some lines about my Traction anglaise LHD.

I can tell you now the history of this car. In 1951 the French druggist of the "Pharmacie Internationale" of Casablanca, Pierre SABBAH wants a Citroën Traction but not the too



common black French model. As a result, he orders the Slough made "de Luxe" Light 15, with red leather trim, wooden dash, sliding sunroof in light metallic grey and ... Left hand drive of course!



Few LHD Light 15s were made. According to Olivier de Serre, 304 in total: 68 in 1949;

110 in 1950; 97 in 1951. Serial numbers 135179 to 135275 (mine is 135186). Only 15 in 1952;

7 in 1953 - 1954.

Twenty-five years later, in 1976, Pierre SABBAH retires in Strasbourg and brings back the car to Alsace. In the 90's his son, Bernard Sabbah, inherits the car and drops it in Perpignan.

But unfortunately Bernard died young. For years the Light 15 sleeps in the far end of a shed.



The car becomes the property of his sister Erika who decides to sell it in an auction in Perpignan on the 20th of November 2003. The son of Philippe LASSON (Tractions Sans Frontières),

Emmanuel, purchases the car. But, too busy in his job, the car will stay 10 more years sleeping in a garage. In 2012, Emmanuel Lasson has to leave Perpignan for Athens. The Traction anglaise is transported to Collonges-la Rouge in Corrèze. In June 2012 I visit Philippe and Nana Lasson, and we go and see that car! And I bought it!



Why? - An old dream remained in me: in 1973 when living in Northern France near Lille, I purchased my first traction, an 11B 1951, from a very old farmer just by my wife's village.

Two weeks later we go to Waterloo near Brussels to meet the Belgian ACA members. There

I discover for the first time in my life a so pretty red Traction! Someone tells me it is a Traction

"anglaise" with RHD of course! At that time I didn't know that there were Tractions made in GB! I took several

pictures and they have remained in my mind for 40 years! – The proof that old dreams can become reality!

The car is now being totally refurbished: the engine and gearbox for the moment, then this winter the bodywork, paint, trim... I hope it will be ready (?) for spring 2014 and the 80th Anniversary meetings.



Otherwise, I'm a happy Citroën enthusiast, as I have owned a 15H now in the hands of Richard Boudrias in Montréal. I have in my garage a DS21 cabriolet 68, a 2cv AZ long Hood 56, and an 11B 56 "baroudeuse" with which I travelled with "Tractions sans Frontières" as far away as Malaysia and Thailand in the summer of 2010. Also, Argentina and Bolivia on the Altiplano in winter 2012.

Cordiales Salutations

A french enthusiast ☺

**Pierre WATTECAMPS**

Fleur de Sel

10 rue des saulniers

F - 85330 NOIRMOUTIER (an island on Atlantic coast in Western Loire 60 mi. south of Nantes)



# TOC AGM 2013





**Minutes of Committee Meeting of the  
Traction Owners Club at the  
Barnsdale Hall Hotel, Rutland LE15 8AB  
at 9.30 on 6 October 2013**

## Present:

BO, IH, JO, BS, BSt, TM, SR, PR, AY, PdF, MP, MH & MoH, JG

## Apologies:

CT and VP, CB, CG, TH

## Actions from last meeting:

PR to arrange scanning of early FP covers

SR to contact BW

CT to carry on with preparing illustrated spares list.

However spares computer no longer works so all orders are being processed manually which is particularly time consuming.

It was agreed that the Club should purchase a new computer and JO to specify the appropriate model.

Also SR to encourage CT to make regular memory stick back-ups of the new system.

## AOB:

AY had located head gasket cutting tools for 4 and 6 cylinder engines and it was agreed that these should be moved to the spares store. SR to liaise with CT to facilitate.

## Floating Power:

BSt reported that all was going well with the magazine and he had an excess of material for future editions, the 12 colour pages were proving popular and he would like to add more. Also he has prepared a Guide to the process of editing FP to be kept in the Archive in case anything happened to him or any future editor, including 6 unused cover photographs.

## Finance:

TM presented the current financial report and also his thoughts on methods of payments to the club which would reduce or eliminate banking charges. Direct transfers or cheques are preferred as unless PayPal transactions are processed through the "Friends & Family" option charges of 3% are incurred. Also we need to look at how payments to and from euro-based accounts are dealt with to avoid unnecessary costs.

TM also raised the question of whether we should renew our membership of the MSA and it was agreed not to as the only benefit would be the formal registering of public road-based competitive events, but none are planned for the foreseeable future.

## Chairman:

BO confirmed she was stepping down and that CB had agreed to take over, wishing him good luck.

## Club Shop:

SR presented another version of the TOC clock based with a CD-sized face, and it was suggested to market it at £6.00 ex VAT, with UK delivery £2.20 and RoW £4.75.

The web-based e-shop was currently taking 4/5 orders per month, and it was decided to discuss the promotion of this at a future meeting.

## Spares:

SR represented CT and reiterated that the orders were being handled manually, but once a new computer was available the system would be working properly and would be backed-up daily to a memory stick.

Speedo transfers for Slough-built cars were soon to be available.

Crown wheels and pinion sets had been in very short supply, but a UK based company which had made 150 in the 1980's had been located and would be able to produce more now for £726.00 ex VAT each, with a minimum order of 20 sets. It was agreed that CT should check this out.

It was reported that Steve Southgate had some 1200 hub caps for Paris-built cars, but it was suggested that this may not be correct – perhaps they were for Slough-built cars or the 1200 was really the cost (£12.00 ?) This would be clarified.

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## Social:

BO thanked Pdf for organising the AGM weekend at such a good venue.

Pdf indicated he was already looking at suitable places for 2014, further to the west and south of the Rutland area.

WC reported an unprecedented demand for places on the 80th anniversary event at La Ferte Vidame in Set 2014. The plan was for the TOC to hold a dinner one evening and book B&B accommodation, but such has been the interest that all the local accommodation was rapidly filling and already the nearest was over 15km from the event site, so immediate booking was recommended.

Barry Annals reported that the 2014 Annual Rally would be based at the Quality Inn, Peterborough on 20-22 June (rooms £65.00 per night B&B). There would be an evening buffet or bbq on the Friday evening, a treasure hunt and ride on the Nene Valley Railway on the Saturday with a 3-course meal in the evening and the Sunday spent at Burghley House for the rally, to which all CCC and 2CVGB members would be invited as well.

MH reported that the NEC show had a "Classics Revisited" theme, and that we had an 18m x 7.5m stand in Hall 6, and that there was a full complement of 8 cars. He also requested volunteers to help man the stand for the 3 days, and also repeated his request for someone else to come forward as the organiser of the event for 2014.

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## Membership:

JO reported that the club had 600 members, and although 70 had left since last year, the total was 10 up on 2012.

## Website:

MP reported that the redesigned of the site was complete and there had been no negative feedback, and the site seemed to be working fine.

The Forum was the next development, and MP and CB were working on it together.

It was suggested that Dennis Hewitt's Techtalk was made available in the 'Members only' section so that it could be downloaded to DVD, or alternatively made available through the Club Shop.

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## AOB:

MP reported that he had found a supplier of sail-type promotion banners for use at shows and rallies which would cost £50.00 ex VAT each, and it was agreed that we should buy 3 (including 1 for use in Western Section) initially and if other Sections required them, further orders could be placed.

IH apologised for missing WC from the invitation to the previous conference call meeting in August, and it was agreed that JO would prepare an up-to-date directory of contact details and forward to IH.

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## Next Meeting:

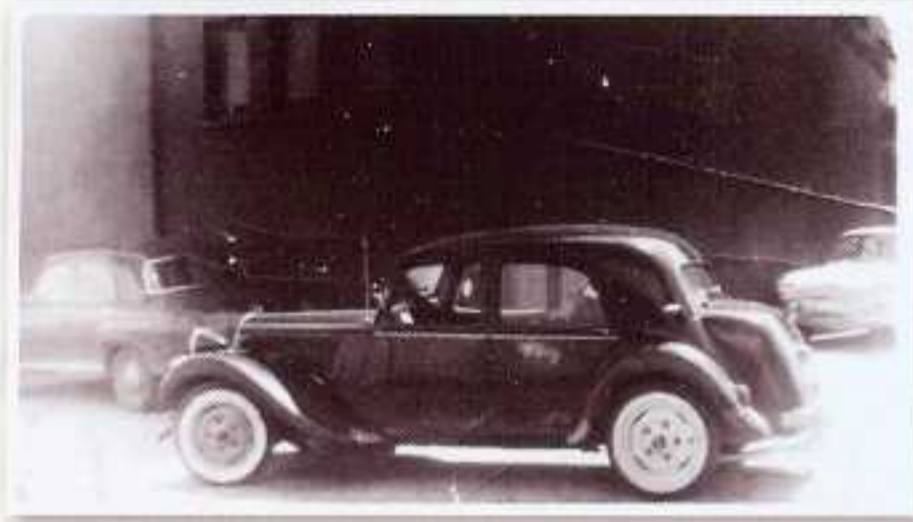
Planned for mid-Jan at Steventon, CB to chair. IH to confirm once booked



**TRACTION  
OWNERS  
CLUB**

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## My Traction Story - 47 Years in the Making (At Age 81 years old)



During my 1953 tour with the US Army in France, I had occasion to use a French taxi, it was a Citroen Traction Avant. Then, during my second tour with the US Air Force at Bitburg Air Base, Germany in 1965, I saw an ad on the mailroom bulletin board for a 1953 Traction Avant for sale for \$50.00. At this price I could not pass it up.

It was not in perfect condition. The clutch was replaced, the old one had "Ford" stamped on the pressure plate. New exhaust, rear bumper added and it passed inspection. Later a new paint job was applied.

It seemed to be mechanically sound as I toured many cities in Germany, France, Luxemburg and Belgium. The bugs were ironed out and after 8 months, I decided to take it home when my tour was over. This required me to drive it to Antwerp, Belgium for shipment to the US at my own expense (Military would not cover shipping cost). My next duty station was Charleston AFB, SC, so the car was shipped to that port.



The dash was covered with Teak veneer; a clock was added to the glove box, temperature and oil pressure gauges and a removable 6-volt radio.



The Trailer was towed from Charleston, SC to Binghamton, New York, (July 1968), and from Binghamton NY to Ft Smith Arkansas en-route to Clovis, New Mexico. The Transmission cast cracked open due to ring and pinion gear spacing out of adjustment (fair wear and tear ?) at Ft Smith Arkansas (December 1968). The transmission was replaced in Clovis, New Mexico with a used one from Challenger Motors, Los Angeles, California.



Citroen was towed with this 1965 International pickup from Clovis, New Mexico to Spanaway, Washington, July 1969

Vehicle was sold 5 August 1970 to Tom Summers of Golden Era Motors, Seattle, Wa. (One of my worst days, new location, new job, new house, 4 teenagers in high school)



While stationed at Charleston AFB, my children thought that being taken to school in the Citroen was a thrill and all their friends thought it was a "COOL" car. Every chance they could they wanted me to take them to the movies and shopping so they could ride in the CITROEN.

# My Traction Story

The first automobile I drove was my Dad's 1934 Ford, seeing the Traction was like a step back in my younger days. A special bonus was the Front wheel engineering and its solid footing due to low Center of Gravity. As I grew older and retired I often wished I had my beloved Traction, with the advent of the internet I would look for Traction for sale and visit the many Citroen events held in Europe. I collected many of these events and later compiled some DVD's for remembrance. In Fact anything TRACTION I would collect and save. Books, photos and videos.

With all the use and care that I got from this GREAT automobile, I had many regrets about selling it. I was so attracted by the Body style and the design of the front wheel drive concept. I hate to admit it but I even had a few dreams about being the custodian of the CITROEN for the new owner but couldn't drive it because the registration had expired.

I often thought if I could only locate my Beloved Traction I might be able to buy it back, but due to my age and physical limitations this became a non reality. I discovered the NWCOC and thought that would be a great place to look.

The following ad was placed in the Pacific Citroen News, June 2009

Wanted: Seeking the Owner/Location of my former 1953 11BL Traction, can be identified by a TEAK DASH and a CLOCK installed in the glove box.  
Last Known Owner: Stan Murray  
If anyone knows or has seen this great Traction, PLEASE Contact John Chestnut, e-mail [jmar52@comcast.net](mailto:jmar52@comcast.net) or at 253-531-7671



In January 2010, I received my first email and photo from Jane Souzon of Port Townsend, WA

Contents below:



"Hi, I just saw your ad in the NWCOC newsletter looking for your old 53 Traction 11 BL--you identified it by a teak dash

and clock in the glove box. Mine has a clock in the glove

box door, but no teak dash, unless someone painted it black, which I can't imagine anyone doing. I always assumed the clock in the glove box was standard -- its not? Anyway, I bought it from Greg Hall in Woodinville WA about 5 years ago. Jane Souzon Port Townsend, WA"

## Part 2 – Citroen visit 40 years later



Jane and I exchanged several more emails, trying to figure out if this was the same car. I did not have the VIN number, and I live about 2 hours from Port Townsend, so at first we just traded pictures and descriptions. There were many things that weren't the same. Not only was her dash black, not teak, but I had thought the clock said "Chevrolet", and hers didn't. The pictures she sent showed several after-market gauges similar to mine, but they were in different locations on the dash. It was looking dubious, but before giving up, Jane emailed Greg Hall with some questions, and Greg's answers explained a lot—maybe this was my car! Finally she asked if I could think of one thing that ONLY my car would have. I said there should be a brace welded up under the rear bumper, which I had put there for towing. She replied that there was some sort of 'thing' under there, but wasn't sure if it was what I was talking about. At this point I decided to make the drive to Port Townsend to check it out. As soon as I saw it I knew—there were the plastic rings I had made for the headlights; there was the sidewall carpeting with pockets that my wife had made; there were the same cracks in the steering wheel [looks like it could be that old.] We went for a ride—it was February 14, and what a valentine, to be reunited with my car!

## Part 3 – Buy Back 42 years later

It was May 17, 2012 when I received an email from Jane Souzon with an offer of first refusal to purchase the beloved Citroen.

After much thought and several emails that brought me up to date on the mechanical work that had been done recently, I decided that even at 81 years old, why not give it a try since my daughter had offered to get involved and help with any restoration work that may be required.



Early morning of July 5, 2012, my daughter and I set out to retrieve the TRACTION which has been relocated when Jane moved to Eugene Oregon. With the help of a friend Bob Aires we departed at 5:00 am for Eugene.



Arrived at Jane's house 11:15 am, owner for the last 7 years



TRACTION loaded and ready for transport, Jane bids farewell and Safe journey back to its Spanaway home; we depart 12:55 pm



After Lunch and a rest stop, arrived at Spanaway 6:45 PM. Off loading being supervised by Larry.



Having been sold in August 1970, it is back home in Spanaway 42 years later, ready for checkout and spruce up a bit

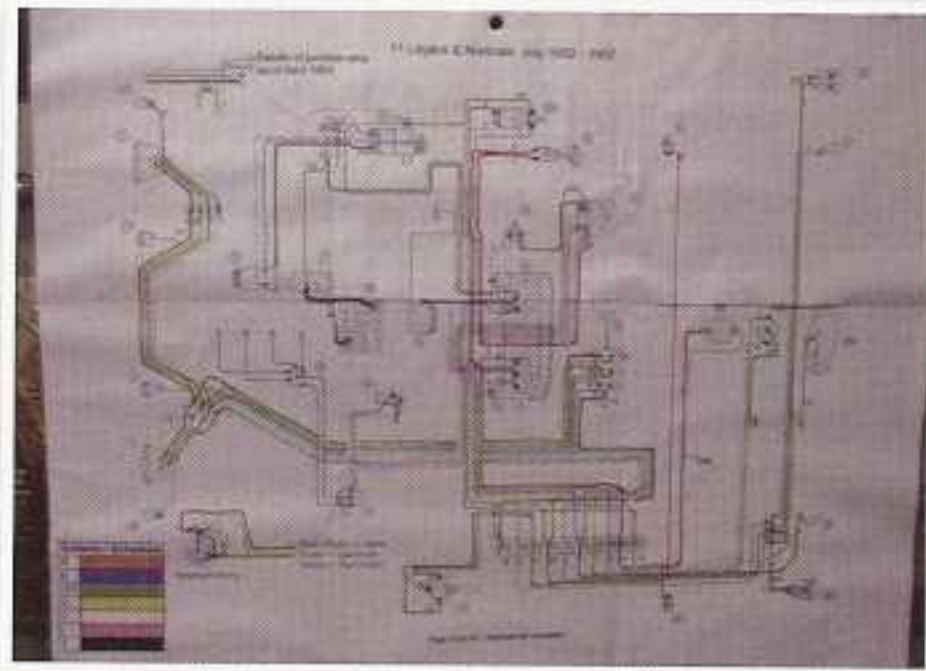
## Part 4 – Refurbish Begins 6 July 2012

Not sure why, but first item was to clean up the unique grille





# My Traction Story



Next to insure that all electrical items were functioning. Major items was getting wiring up to safety standards. A 6 volt alternator was installed instead of converting to 12 volts (?)The entire windshield wiper system required overhaul.



Well one thing leads to another then another and so on.



The fenders, hood, trunk lid and other small parts repaired, primed and ready for paint shop.



The main body work was more intense. Body returned from paint shop, ready for reassemble.



One year later, 5 July 2013, reassembled and test driven.



The test drive brought to light a problem with rust in the 60 year old tank which was removed, cleaned and recoated inside. NO MORE IDLE PROBLEMS.

My Daughter done all of the interior,

final paint was done Professionally. All other refurbish work done buy the undersigned

I had wanted the FIRST test drive to be on MAY 22, my 82d birth day, however the final body paint required more time than anticipated.

*John Chestnutt*  
16802 15th Avenue East  
Spanaway, WA, 98387



**The main Celebration of the 80th Anniversary of the Traction Avant is organised by Traction Universelle,**

2014 September 13-14, on the Domain of the Chateau de La Ferté-Vidame, near the testcircuit of PSA-Citroën.

Per Nov. 30, 51 TOC-Tractions/112 people are registered.

All participants are booked in for 3 nights : from Sept. 12-Sept 15.

All further bookings are responsibility of the participant.

We are still prepared to help find accommodation but we regret we can no longer book on your behalf.

Campsite can now be booked via website <http://france.huttopia.com/en/destination/camp/huttopia-senonches/site>

Any booking for hotel, B&B or gîte can be made via "l'Office du Tourisme de La Ferté Vidame" [www.oreeduperche.com](http://www.oreeduperche.com)

Nevertheless, please keep us posted if you want to participate, so we can take care of your registration for the event itself and the TOC-dinner (tbc) on Friday-evening.

You can send us an email: [walternoella.callens@hotmail.com](mailto:walternoella.callens@hotmail.com) for any further information.

We will keep Paul de Felice posted at all times.

Kind request to pay to TOC by bank transfer or cheque only.

Regards,

Walter & Noëlla Callens

Repr. RoW

FROM THE ORGANISERS

## 80 years of Traction 13 & 14 September 2014

Parc du Château \* La Ferté-Vidame \* Eure & Loir

### Useful Information

The access to the Castle Parc of La Ferté Vidame is exclusively reserved to Citroën Traction vehicles all types from 1934 to 1957. The organizing committee reserve the right to refuse vehicles not meeting standards of authenticity.

One registration form is valid for one Traction and passengers. Fees cover 2 days admission, shorter stays do not incur any rebate. Setup fees are free for admission arriving before 31/03/2014. Admissions are closed definitely on 30/06/2014.

The Saturday night rural dinner is free for all participants registered before 30/06/2014, it cannot be bought on the site. The son et lumière show will be free for all registered participants.

The visit of the Peugeot-Citroën testing centre of La Ferté Vidame is free for all participants registered before 31/03/2014 and for only 2 peoples per vehicle. It will be done by bus, and subject to availability and under the authority of PSA. Visitors must respect the day and hour of visit subscribers on the total outlay.

Registered cars must be insured for participation in this type of event. The organizers disclaim all liability in the event of an accident.

Your entering will only be registered once total payment has been received. You will then be sent a confirmation of your reservation.

Reservations for any accommodation must be arranged directly through the Tourist Office of La Ferté Vidame. See information on [www.oreeduperche.com](http://www.oreeduperche.com).

Registration forms to be returned together with payment only by cheque drawn on a French Bank to the order of:

La Traction Universelle – 80 Ans

1 Avenue Marthe, 95100 Argenteuil, France.

You can subscribe and pay on line on our web site:

[www.la-traction-universelle.org](http://www.la-traction-universelle.org).



Since more than 25 years I am leading maintenance and repair courses in German for Tractionists in Benken ZH near the Rhine Falls. Two years ago I started with courses in English. Since then I had participants coming not only from England, but from as far as Japan and Australia. Last year I organized two advanced courses, again in German and assisted by Karel Beukema from Holland and Helge Torgersen from Austria.

Reports in German from earlier courses can be found on the CTAC website [www.tractionavant.ch](http://www.tractionavant.ch). A report from last year's English course was printed in the magazine of the Australian Citroën Club. The text file is available on request by email to [eberlid@swissonline.ch](mailto:eberlid@swissonline.ch).

The Maintenance and Repair Course for Tractionists in English will take place on March 28/29 with the following main focuses:

- The basics of a combustion engine including carburettor, ignition, clutch, gearbox and the brakes.
- Details of the functions and the peculiarities of the different components of the Traction
- Recognize malfunctions, causes and consequences thereof
- Carry out simple maintenance tasks and know the importance of regular care and maintenance
- Prevent excessive wear when driving, changing gears and braking
- Further topics: Tools, electrics, body work, improving safety and comfort of your Traction.
- Dozens of useful hints
- Ownership is not required: You'll get advice for buying a Traction
- A common evening in a local wine cellar is possible
- The manual "Citroën Traction Avant 11 and 15 CV for beginners" is not included in the course costs, but it is highly recommended.

See: <http://www.tractionavant.ch/Shop/RepbrochureE/RepbookE.php>

See [www.tractionavant.ch](http://www.tractionavant.ch) for the inscription form and detailed information to the courses in German or ask by mail. If you understand German reasonably well you are invited to participate in the other courses as well.

Daniel Eberli

March 21 Friday	<b>Advanced course: The brakes (German)</b> • Disassemble, inspect, reassemble, adjust and check the brake system of a Traction. Theory and practice. • <b>Course costs: CHF 150.-</b>
March 22 Saturday	<b>Eventually a 2nd advanced course will take place in German.</b> Topic to be defined. If a course will take place, it will be published on <a href="http://www.tractionavant.ch">www.tractionavant.ch</a> . Persons who are interested may send a mail to <a href="mailto:eberlid@swissonline.ch">eberlid@swissonline.ch</a> and will be informed. • Remark: March 22/23 the Classic car and parts market in Fribourg will take place.
March 28/29 Friday and Saturday	<b>Maintenance and repair course for Tractionists (Course language: English)</b> • Course costs: CHF 200.- (About \$ 220.-, £ 135.-, € 160.-) • Support for accommodation is granted, but food and accommodation is not included in the course costs.
April 11/12 Friday and Saturday	<b>Maintenance and repair course for Tractionists (Course language: German).</b> • Same program as on March 28/29 • <b>Course costs: CHF 200.-</b>
Mai 2/3 Friday Saturday	<b>Same as April 11/12</b>
Mai 17. Saturday	<b>Course for Traction drivers who do not want to work on their car</b> • <b>Course costs CHF 150.-</b>

Since the number of participants is limited, early registration is recommended. The application must be made not later than two weeks before the course. At very high demand, additional courses may be considered.

Please copy and send by mail or fax or fill in the form on [www.tractionavant.ch](http://www.tractionavant.ch).

Daniel Eberli, Im Chellhof 3, CH-8463 Benken.\*/Fax XX41 (0) 52 319 25 17

E-Mail: [eberlid@swissonline.ch](mailto:eberlid@swissonline.ch)

[www.oldtimer-taxi.ch](http://www.oldtimer-taxi.ch)

## Application form for the courses of spring 2014

March 21 Advanced course	Name: .....	First name: .....
March 22 Interested to participate	Street: .....	Zip-Code: .....
March 28/29 Course in English	Tel: .....	Town: .....
April 11/12 Course in German	I need a suggestion for accommodation <input type="checkbox"/>	E-Mail: .....
May 2/3 Course in German	I'll participate with my own Traction <input type="checkbox"/>	
May 17 Course for drivers		

## March 2014

8th – 9th	27th Salon Champenois du Véhicule de Collection	Reims, France. <a href="http://www.retrocollection.fr/evenement.jsp?eventid=218">http://www.retrocollection.fr/evenement.jsp?eventid=218</a>
22nd – 23rd	Oldtimer & Teilemarkt (Switzerland)	Fribourg, Switzerland. <a href="http://www.oldtimer-teilemarkt.com/">http://www.oldtimer-teilemarkt.com/</a>
26th – 30th	Techno Classica	Essen, Germany <a href="http://www.siha.de/tce_uk.php?m=3&amp;ms=1">http://www.siha.de/tce_uk.php?m=3&amp;ms=1</a>

## April 2014

12th – 13th	Restoration Show NEC	Google
27th	Drive It Day	

## May 2014

3rd - 4th	CitroMobile	Amsterdam. <a href="http://www.citromobile.nl/">http://www.citromobile.nl/</a>
24th – 25th	La Vie En Bleu	Prescott, Glos. <a href="http://www.prescott-hillclimb.com/may2011.aspx">http://www.prescott-hillclimb.com/may2011.aspx</a>
28th – 1st June	50 Years of TAN, Netherlands	Details to follow

## June 2014

7th – 9th	Retromoteur et Véhicules de Prestige	Ciney, Belgium <a href="http://www.cineyexpo.be/agenda/evenement.php?id=248">http://www.cineyexpo.be/agenda/evenement.php?id=248</a>
14th – 15th (tbc)	12th Festival des Belles Mécaniques	Roubaix, Paris. <a href="http://www.ideale-ds.eu/v10/">http://www.ideale-ds.eu/v10/</a>
20th – 21st	TOC Annual Rally	Peterborough. Details on TOC site or in FP

## July 2014

11th – 14th (tbc)	CTAB Brittany Rally	
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## August 2014

8th – 10th	EuroCitro 80 Year of the Traction Avant	Le Mans <a href="http://www.eurocitro.org/index_bon_anglais">www.eurocitro.org/index_bon_anglais</a>
Dates tbc	Wervik 14th International Classic Car Meeting	Wervik, Belgium. Details to follow

## September 2014

13th – 14th	80th Anniversary of the TA	Château de La Ferté Vidame, West of Paris (See page 33 for details)
20th – 21st	Circuit des Remparts	Angoulême, France.

**For up to date information on events, please check out the Events Page on the TOC web site.  
[www.traction-owners.co.uk](http://www.traction-owners.co.uk)**

## FBHVC News



Here are the highlights of the latest two FBHVC News Bulletins 5 & 6 2013. Full information can be found at <http://www.fbhvc.co.uk/member-benefits/newsletter-archive/>

### • Historic Vehicle Status

Discussions are still going on in Brussels about what constitutes an historic vehicle (and whether they would need testing and whether the test would be the current UK modified type or whether it would be a test based on current rules – including emissions - for modern cars). The FBHVC are unhappy at some aspects of how the process is proceeding, particularly as it will now be a regulation, not a directive (which would allow member states to make their own interpretation). The FBHVC points out that the UK has a lot more classic vehicles on the road than many other EU states, but this is not being taken into consideration as part of the legislative planning. Editor's opinion after reading through the whole thing twice: *this could be much ado about nothing, or could see all classic cars that have been upgraded in any way forced off the road: or something in between these two extremes. This still*

*has a long way to run, but the track record of these Brussels regulations, where uniformity is the objective, is that there is often an unintended consequence. We shall see.*

### • Importing Vehicles

The Nova system (which I've discovered stands for Notification of Vehicle Arrivals) for importing cars is now in place. I've checked it out online and you can now use this link to HMRC for further details. (Or just Google "Nova Car Import" like I did). <http://www.hmrc.gov.uk/vat/managing/international/imports/nova.htm>

### • Chroming to be banned by Brussels

As reported two issues ago, Brussels is still working on banning chroming processes. Although some parties are pleading for an exemption for older vehicles, where chroming of original parts is necessary, the current cut-off date for any chroming services is 2017. Book now to avoid disappointment!

### • Continuous Insurance

A reminder from the FBHVC that if your car is left for long periods with a restorer, it must nevertheless be kept insured, or you risk a fine. They suggest you either SORN it, or agree a very low mileage arrangement with your insurer when it comes time to renew.

## 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'**.

## Please Note

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:  
**Bob Street, TOC Adverts, Uplands, Shootacre Lane, Princes Risborough, Buckinghamshire, HP27 9EH**  
Email: [editor@traction-owners.co.uk](mailto:editor@traction-owners.co.uk)

## CARS FOR SALE

**FOR SALE:** 1954 Paris 11 BL Beige with black wings. Good running order. Updates include: I.D. Block. 4 speed gear box. Hydraulic diaphragm clutch. 12 volt electrics with alternator. RHD with Slough type dashboard. Heater/demister plus more. For sale due to ill health. Offers around **£7,500**. Full details from **Geoff on 01209 829354 email gbrooks123@btinternet.com or Vic on 01209 821979. email a.vickerstaff041@btinternet.com**

**FOR SALE:** 1953 big boot 11B. Black. Perfo engine. Import from USA, some paint crazing from the California sun. Tidy interior. Runs well. New tyres, brakes, shock absorbers. Rechromed bumpers. **£6,500**. Tel: **John Gillard 0207 358 9969 (24 hrs)**

**FOR SALE:** 1955 big boot 11B. Black. 11D engine. Dry stored for 16 years. New brakes, shock absorbers. Repainted and engine overhauled prior to layup. Engine runs well. Door bottoms now rusty (can be re-skinned if required). **£5,750**. Tel: **John Gillard 0207 358 9969 (24 hrs)**

**FOR SALE:** 1947 Light 15. Restoration project. Bodywork in sound, rust free, condition. Good running engine. Interior stripped. Wiring needs attention. Offered with original number plate. Located W Wales. **£3,995**. Contact **Dai Williams on 01239 841803 or 01239 613179**

## PARTS FOR SALE

**FOR SALE:** selection of small traction parts for sale inc. Headlamp lenses, door handles, switches, silencers, etc. **Phone / Email for details: Tel: +33 (0) 545 83 40 80 bobwhittaker251@hotmail.com**

## 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](mailto:mick@popka.co.uk)  
Tel: **01904 701005**. Next day despatch.  
**FOR SALE:** Chrome radiator grille for Light 15, or would fit 11BL if desired. Outstanding condition, unblemished. **£200**. **Wilts./ West Berks. area. Buyer collects. Tel: David De Saxe, 01672 520975 or e-mail desaxe@btinternet.com**



**FOR SALE:** Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a **TOC** member. We also balance Traction wheels for free. [www.longstone.com](http://www.longstone.com)  
Tel: **01302 711123**  
Email: [sales@longstonetyres.co.uk](mailto:sales@longstonetyres.co.uk)

**FOR SALE:** New 11B, C or F 50 litre fuel tank for cars before July 52 with the large filler neck. This is unused and complete with fuel inlet pipe, banjo and copper washers, drain plug with strainer and copper washer, inner and outer filler pipe rubber seals and flexible filler extension for 11C or 11F. **£200**. Located near Bristol. Tel: **Den Hewitt 01934 834274**

## FOR SALE:

Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and telltale lenses. 235mm diameter. Will convert Marchal TP436 headlamps to the type of lens and reflector bar seen on 15CVs. Very rare item. **£300 plus postage**. Located near Bristol. Tel: **Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**



## FOR SALE:

Volant Quillery steering wheel. Has some cracking. Offers please. Also unused master cylinder, **£40**. 2006 -2011 editions of Floating Power, offers please. **Phone Simon Saint, 01905 454961**



**FOR SALE:** one excellent rim (Rubery Owen, 1948/49 only), original Quillery steering wheel in good condition for French TA's. Offer please send to: **herman.struve@amswood.com or call +31 621 246991**.

## FOR SALE:

A pair of SU carburetors 1" 1/4. Late 1960's recently rebuilt. Jetted on a rolling road to suit the Traction. Includes inlet manifold and linkages. Price **£470**. Contact **James on 07783 259874. james.geddes62@tiscali.co.uk**



## PARTS WANTED

**WANTED:** Solex 30AA or 30 PAAI carburettor for Big6/15CV. Telephone Dave Hackett on 01225 810569  
davejackie@hackett7.plus.com

**WANTED:** Steering rack for post '52 Légère.  
Tel: Bill on 01934 824475  
Email: bill.h@rookeynook.plus.com

**WANTED:** 1D flywheel in original form.  
Please contact Steve Hedinger 07961 556538 email hedihog@tiscali.co.uk

**WANTED:** Gearbox and bell-housing preferably in good condition.  
For a 1939 L.H.D. Paris built 11 B.L.  
Contact:- Brian Follain (Jersey)  
Tel :- 01534 484136  
E-Mail. brianfollain@gmail.com

**WANTED:** Wanted for my Light-15/1948: complete sliding roof for a Light-15, Quillery accessory steering wheel around 1948/49 (3 x 5 spokes), accessory luggage rack (small boot), original wiring harness (must be in good and complete condition).  
herman.struve@amswood.com  
or call +31 621 246991.

**WANTED:** Wanted: for B11 Normale 1953, French built LHD

• Pillar parking light switch (situated top left of the steering wheel) - Citroën part number not found

• Operating arm for the dashboard-mounted indicator switch topmost RH switch - Citroën part number not found  
• 2 x Marchal headlamp rims 210mm, glass, reflectors Citroën part number 70366Z  
Ken Jones 01798 874050 email: kjones@starline.org

## ACCESSORIES WANTED

**WANTED:** Boot luggage rack for a 1949 Light 15. Contact Steven Wright on 07531 676160.

## MISCELLANEOUS FOR SALE

**OUT OF STOCK**  
**FOR SALE:**  
Stainless Steel Watch with Traction Grille Emblem. These have been specially commissioned and are available in a limited supply. The watch face is 31mm diameter and has a nice "chunky" feel to it and weighs 73gm. It features a second hand and minute scale on the inside of the bezel. The watch is complemented by a Stainless steel locking strap which is adjustable. Price, inc P&P to UK addresses is £20. Contact Mick Popka for Overseas Postage.  
Email: mick.popka@gmail.com



## TO RENT

Two Charming Gîtes (Holiday Cottages) to rent in the lovely Loire Valley in a historic, wine producing village not far from Saumur. Le Clos de la Rose is an excellent base for touring and exploring the surrounding region in your Traction, visiting the famous Loire Valley châteaux or for wine tasting, walking, cycling, canoeing or flying. Our gîtes are lovingly restored to provide you with comfort, style and character. They look out onto a large courtyard, offering our guests secure, covered parking which is ideal for your classic car. There is a secret garden, which is perfect for relaxing in, or enjoying a glass of wine as you watch the sun set over the vineyards beyond. The village bakery just a minute's walk away, for your fresh morning croissants and baguettes. The Loire Valley is a very special area of France and one of the UNESCO World Heritage Sites, with a rich culture, famous for its enchanting châteaux, imposing river, great wildlife, and gastronomic food and wine.  
**For more information and details of how to book please look at our website: www.leclosdelarose.com or ring fellow TOC members Letsie or Bill Tilley on 02380 693954.**

## TRACTION CLOCKS FROM THE CLUB SHOP

**CUSTOM TRACTION CLOCKS**  
Unique designs of your own car made from your photos



Complete with: Silent (non-ticking) movement, wall bracket, desk top stand, battery & presentation box. Label on the back for our details



Made to order & delivered to your door. Size 130mm x 130mm x 30mm  
\*Ordering tip: when choosing the photo bear in mind the position of the clock movement in the centre and that the image will become round cutting off the corners

Ordering details  
Price including postage

Steve Reed has been beavering away on a new project. As you'll see from the rough photos attached, the idea is to offer clocks, either with the TOC logo or using your own photo.

Steve says:  
*I've found that they are not silent, but are very quiet.*

*We have available a TOC clock as illustrated. If however members would like a clock with their favourite Traction picture, as illustrated with our car, then if they email me their picture, I will check whether it is suitable.*

The clocks will cost £ 8.75 + postage (£ 2.60 within UK, £ 4.80 Rest of the World) + VAT.

## TOC SPARES HOTLINE

# 01243 511378

**Chris Treagust, 98 First Avenue, Batchmere,  
Chichester, W Sussex, PO20 7LQ.  
Email: chris.treagust@tesco.net**

## TOC CLUB SHOP

For a complete range of club merchandise for the Traction enthusiast contact

**Steve Reed**

1 Terwick Cottage, Rogate, near Petersfield, Hampshire, GU31 5EG  
tel : 01730 821792 email : shop@traction-owners.co.uk

## TYRE SERVICE KIT

*"A serviced tyre is a happy tyre!"*

As the only contact a car has with the road, tyres are perhaps the most critical factor in road safety and they are also a big investment, so it is worthwhile getting the most from them. With this in mind, Vintage Tyres have created this unique tyre service kit as part of their 50<sup>th</sup> celebrations.

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These beautifully presented classic tyre service kits are available exclusively from Vintage Tyres for £15 each which includes post and packaging.

For further information visit [www.vintagetyres.com](http://www.vintagetyres.com) or call 01590 612261



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[citroenclassicrestorations@btconnect.com](mailto:citroenclassicrestorations@btconnect.com)

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- Automatic cover, on an agreed value basis, whilst your vehicle is in the custody of a motor trader

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