

Floating Power

May/June 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
of the Traction Owners Club Limited.

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Missing Magazine?

Please contact John Oates
01629 582154
membership@traction-owners.co.uk

Be a part of Floating Power...

The closing date for input for the July/
August 2014 of **Floating Power** is:

Sunday 8th June.

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

Cover Image

The 3 R's Taken by The Ed,
summer 2013 in the Haute-Garonne.

Editor's Epistle

Hi everyone and welcome to another edition of Olde Bob's Almanac.

The missus borrowed the Light 15 to take part in Drive Your Classic To Work Day and you can see her in the accompanying photo, clutching her St Christopher and the phone number of the breakdown service, as she sets off. All went well and she said she got some smiles and thumbs-ups, plus a few flashes.... Well, they're a funny lot down in Wycombe.



What else has been happening these past two months? Well, now the new season is kicking off, I've been out and about and have seen quite a few members on my travels. Many have asked why I'm driving a Normale and not my Light 15....In each case I've gently pointed out that I'd written about the Normale in my last Editor's Epistle and, to a man (and woman), they said, "never really read all of the magazine..." Subtext: "Certainly not the drivel that the Editor spouts on page 2".

This admission is always followed by an embarrassing silence, as they realise that, actually, I am the Editor; then I have to fill the space by changing the subject.

So, I'm learning the reality that probably hits every FP Editor after a while – hardly anyone reads my ramblings.

Now, this leads me on to someone who does read the magazine in minute detail. Following Olivier de Serres' two letters in the last issue, I've had a letter from a UK member, echoing Olivier's comments and accusing me of supporting murdering despots (No, gov'nor; just a wife and two Tractions).

He obviously feels very strongly about this (I could see the red mist coming out of the envelope before I opened it), so I think we'll let this particular gag drop (it was getting a bit tired anyway).

But, what to use in its place for a Tools sign? I don't want to use the previous 'spanner' as we've already got the Golden Spanner award, so I called my old mate Hilly (Stephen Hill): master illustrator and cartoonist. He agreed to give us a new logo for the Tools sign and to come up with the occasional 'toon to cheer up our little mag (see page 19 for his first offering). Hopefully, this new Tools logo won't be too contentious, although I suppose I could be accused of promoting self-harm? Anyone want to write in?

CALENDAR 2015

Oh yes, oh yes, it's that time again!! Can I please ask all the photographers amongst you to get clicking while you're pootling about over the summer? Best layout is LANDSCAPE, please. We had a fabulous choice of photos last year and I'd like to say a big thanks to those of you who sent shots in. I'm hoping this year will be as good..... Look forward to receiving your works of art!!

FULL COLOUR FP!

As with many great world events, this came about by accident. His Nibs (the pres) sent in a very delightful colour photo to accompany his Pondering this issue and I couldn't consign it to the black and white wasteland. So, as we have some colour at the beginning (for the first time) and a lot of very good photos in the rest of the mag, I decided it was simpler to go for all-colour. I would really like your feedback on this. If it's too much, let me know; but if you like it, please tell me and we'll do some more in the same vein.

Until the next time



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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 Ponderings



It did finally stop raining so I have been able to play in the garage quite a lot and, now we are back to BST (Bernie's Shorts Time), it is possible to stay out a little longer every evening. As a result the 5HP is running well – albeit on a borrowed magneto – and the Traction has had several outings and is also as it should be. It has just been photographed for an article in Classic Car weekly but the preparation entailed a little more work than I had anticipated because, thanks to the wretched "Sahara Dust" and despite being garaged, it looked like a barn-find when it emerged into daylight. Bummo!

By the time you read this DiD will be gone – I trust the cars behaved and everybody enjoyed themselves. Following that start to the official season we can now look forward to lots of happy motoring to one or more of the many events planned for this summer. In addition to several meetings at home I hope to be in France for both the CTAB "Brittany Tour" in July and the Le Mans Euro-Citroën meeting in August but I still do not plan to attend the Traction's 80th anniversary at La Ferté-Vidame. It sounds as if it will be a terrific meeting but, quite simply, there is not time to do all things Citroën and still lead a (relatively) normal life.

The first weekend of April also meant the annual trip to the nether regions of mainland England for the annual Spares stocktaking exercise. The count itself went to plan thanks to the "usual suspect" volunteers aided and abetted by one new member, Nigel Bales. As always we were admirably fed and watered by Chris Treagust and Vanessa and it was especially good to see Steve Reed getting around without having to rely on his oxygen pack. Steve's weight-loss programme is still going well and he anticipates reaching his target weight soon. Please do not forget you can sponsor his weight-loss for 2 very worthwhile charities by contacting Sue or Phil Allison - sue.allison@whitewaterfinance.co.uk - if you would like to do so.

In the last issue I mentioned some of the changes planned for the TOC website. Now all posts within the TOC (including area reps) are being allocated job-specific e-mail addresses using the format Job-title@traction-owners.co.uk. As they become effective the new detail will replace any personal addresses currently published in FP and we encourage members to start using them as soon as possible for all TOC related correspondence with the relevant officers. Short term it will help by allowing recipients to filter TOC items from their own private e-mails but, as time passes and responsibilities change (as they inevitably will), the address can simply be transferred to the new incumbent and continuity will be easier for all concerned.

I guess Bob will mention it in his résumé of FBHVC news but one item that caught my eye in the latest newsletter is the confirmation that tax discs will no longer be issued after September this year. The other proposal - that historic vehicles be banned from Central London - is still causing concern but, at this stage, it is little more than a proposal.

And finally for over 30 years I have referred to the Cloverleaf as the "little car" and the Traction as the "big car" - but in light of this recent picture I think those terms might need to be reconsidered.



Happy motoring
Bernie Shaw

New Members

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

2388	Mr Peter Halton	Hants
2389	Mr Tony Mather	Northumberland
2390	Mr Brian Meadmore	Surrey
2391	Mr Kevin Beeby	New Zealand
2392	Mr Michael O'Neill	Ireland



Happy New Tax Year! You will notice that my picture has been changed. This was as a result of lobbying from the TOC PR department who felt that I should have a change of image. I submitted various photos but they have opted for the more austere one on the basis it is the only one that didn't show me holding a glass!

Moving on, the car has now been serviced and, much to my delight, is running well. This is particularly good news as over the coming months the ol' girl is featuring in two family weddings, so the pressure is on. While my niece's is local, my daughter has decided to get married in the West Country, so if any member down that way gets a panic phone call from me begging for assistance you will know why.

The annual stock take of spares in deepest Sussex has just been completed. This was the first time I have been involved in the process and personally, as someone from a non-mechanical engineering background, I found it very rewarding. The main reason for this was that it enabled me to familiarise myself with lots of Traction components and start to glean an understanding by putting names to actual artifacts. I now know what a silent bloc looks like! I am sure that at some time in the future I will have to grab the bull by the horns and fit some of them.

The stock take is particularly important as it enables us not only to keep track of what we have, but also the level of financial investment, as a Club, we have in spares. I must say I found the stock keeping check list remarkably accurate, so full marks and thanks to all those who keep this vital part of our organisation going on a daily basis. Also, many thanks to all those stalwarts who turned out early on a damp Sunday morning to work through the process.

As a Club we are constantly looking at ways in which we can improve the service provided and the spares operation is no exception. We are currently putting together a prototype for moving a significant part of the spares operation online complete with full ordering, payment and

delivery arrangements. This will not happen overnight and there is still significant progress to be made but it is actively being worked upon by the web team. Once we have a tested, viable solution this will be rolled out.

Within the next two weeks we will (at last) release the Forum, initially on a trial basis, but I expect it to be available for use by all Members in the near future. We are also creating a Club Facebook account but are currently seeking an enthusiastic volunteer to administer the account from the Club's perspective. So if anyone is up for this role please get in contact.

It is hoped that both these pieces of communication infrastructure will allow Members to keep regular contact and also assist in seeking solutions to any technical issues they may have.

The driving, rally (and cricket) season is now upon us, so the car is now in regular use. I am particularly looking forward to the Midshires Drive it Day and driving up to Yardley Hastings to meet up with many of the usual suspects. I am sure all Members will be going through a similar process, so make sure you enjoy the spring and summer and I look forward to seeing as many of you as possible at the Annual Rally in June. This is usually a cracking event, so don't miss it!

Anyway back to preparing my tax return, (I am sure HMRC must owe me some money somewhere!), even though it may not actually get filed for some time yet. At least then I can spend my time on the open road with a clear conscience.

Cheers

OBITUARY

Sad to report, courtesy of Susan his daughter, that Brian Friell, long term member from High Wycombe, has passed away. Susan advises that she will be putting his car up for sale after an appropriate interval.



TOOLS

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

SCOTLAND

Quite a few things planned for the near future. Drive-it Day will have been gone prior to this issue, but in both the north and south of our area, we will have joined up with the CCC lads locally for the day's events. As you know, due to the very few members in both Clubs up here, we tend to share social meetings and events, given the shared interest in Citroëns, while still focussing on our particular models.

On 4th May, will be attending the Forres theme day rally, and the following Sunday (11th) a good number of TOC and CCC members will be taking part in the Grampian Motor Museum Club's day at Alford. Should be a good meet! If you can join us, let us know! Many of us have also been "regulars" at the Crathes Rally (25th May) and also at the big Kildrummy Rally held at Dess in June, where the tractions have featured regularly on the prize lists.

Further south, our colleagues will be joining the Stirling Classic Car Show on 18th May, and a strong contingent have already booked places at the Moffat Classic Car Show there on 28th and 29th June.

Further on in the year, there is the Classic and Vintage Gathering on 20th July, again at Alford, and of course the large Scottish Transport Extravaganza at Glamis Castle on 12th/13th July, where there are regularly a few Citroëns on show.

The list is endless, but if you are on the lookout for a good autojumble, there are now only a very few rallies where it is to be found. There are 3 good ones in September: 14th- Farming and Vintage Rally at Scone Racecourse; 21st-Selkirk Rally at Sunderland Hall, Lindean and on 28th, the Autumn Autojumble at Grampian Motor Museum at Alford.

If you are lucky enough to own a Slough built Traction, autojumbles are about the only place you can sometimes get that elusive British part, so if you can add to that list of likely places to look, let us know, as it is now very hard to find some bits for Slough cars, particularly electrics, handles and instruments. Good luck at the rallies, good hunting for these bits and we hope to meet up with you at some of them.

Andy & Smithy

Ian Smith and Andy Burnett

For details of future planned activities contact:

Ian Smith Tel: 01224 715221

Email: smithy777@btinternet.com

WEST OF ENGLAND

Our Annual Lunch and Planning Meeting took place on the 9th March and as usual the Britannia Inn in Wells did not let us down, neither did the sun.



Redhill - John Ogborne's 2CV in the foreground



Redhill - Ian Griffiths' Light 15



West of England Annual Lunch

We have 49 members in the area, by that I mean membership numbers as some are joint memberships. 10 "members" came along and including partners we had a turnout of 16 people. As only Somerset and Wiltshire were represented this was reflected during the planning discussion in the choice of what to do and where and we agreed on a number of definite events and on a few maybe's.

On the 23rd March Ian Griffiths, Bill Thresher, Noel Hutchinson, John Osborne, Liz and I went along to the Redhill Village Hall Breakfast meet and the food, especially the full English breakfast, was well worth it. Although a small show it draws an interesting array of vehicles and it was a chance for me to meet up with some non TOC friends.

Coming planned activities are:

Sat Apr 12th, Sun Apr 13th - Rural Living Spring Show. The Racecourse, Corfe, Taunton. (Classic Car Display on Sunday).

Sun April 27th - Drive it Day. So far 5 Tractions are attending the Brimar Fundraising Vintage and Classic Run & Display for pre 1980 vehicles in aid of the Childrens Hospice South West.

Starting from Cadbury Garden Centre, Congresbury finishing at the Moat Field, Wells (next to the Bishop's Palace and easy short walk to Wells city centre and the Cathedral).

Weston super Mare scooter club are once again marshaling road junctions and the Bristol Mini Drifters car club are marshalling at the Moat Field in Wells Point's West presenter Alex Lovell will be starting the run.

May 11th - Mendip Tour - So far 3 Tractions are booked in.

June dtbd - A run to the Dorset Coast and picnic

July 5th and 6th - Bath Pageant of Motoring

July 20th - Catcott Open Gardens. This event is made unique by transport between the gardens being provided by vintage limousines.

Approx 400-500 visitors enjoy 14 varied gardens whilst enjoying a Glass of Pimms, home-made ice cream or even a cream tea along the way.

August 31st - Thornfalcon Classic Car Show

September - dtbd - Cotswold Airport

For details or suggestions for future activities contact

Den Hewitt

Tel: 01934 834274

email: denhewitt@f1550.fsnet.co.uk

NORTH EAST ENGLAND

Dates For The Diary

18th May Wallington Hall, Northumberland

26th May Whitton Castle, Bishop Auckland

15th June Beamish Museum, Co Durham
20th-22nd June TOC Annual Rally, Peterborough
5th-6th July Tour de France, Yorkshire
20th July Newby Hall, Yorkshire
13th-14th September 80th Anniversary,
..... Château de la Ferté Vidame
28th September Beamish Museum, Co. Durham
10th-12th October Pickering Wartime Weekend

If you are a member of NECPWA there are many more Classic Car Shows in the North East as well. Details of the above will be emailed nearer the time but please put these dates in your diary.

Graham Handley

For details of future planned activities contact:

Graham Handley Tel: 01661 843493

Email: grahamhandleyhandley@btinternet.com

SURREY, HAMPSHIRE & SUSSEX BORDERS

Outings / Meetings for 2014

May 18th Drive through Sussex countryside to **Rowfont House** nr. Crawley for Sunday Lunch. £19.99 p.p. for three courses, if under 12 persons booking, a bar menu would be served within the courtyard bar. So I will need to know how many wish to go on this one. This Country House is owned by the Polish community with bed and breakfast, conference, and catering facilities. There is a nursing home within the grounds. Also lakes and woodland gardens. See web site.

June 15th Father's Day trip to **Bexhill Museum**. Birth place of motor racing.

Current exhibition Bexhill in First World War. I have booked a room with tea making facilities. Take our own lunch. Convoy from the Fairmile at 10.00am.

July 20th BBQ and Tug visit.

Convoy from Fairmile 10.00am to Victoria Park where David and Phil will be arranging a BBQ. £5 p.p. take your own salad, drinks etc. We will then be driving to Southampton to see a steam tug, which was used in the Dunkirk rescue. Please book with me, so they know how much meat to buy, please advise if you wish to come but do not want the BBQ.

August 17th Meeting at the Fairmile from 12 noon.

September 21st visit to Loseley House and Park.

Meet at Fairmile, time TBC. We will be parking in front of the house. We have been offered a private tour of the house. Arriving 12p.m. House tour 2p.m. at £7.75 p.p. Please let me know if you are coming, re numbers of cars to be parked, for a group price we need 10+persons, also to advise numbers of people regarding their catering facilities.

October 19th Meeting at the Fairmile from 12 noon.

November 16th Meeting at the Fairmile

Section News

December 21st Christmas Lunch in the Malting House at The Barley Mow, West Horsley.

If you wish to come and join in the fun, please book early as we are limited to fifty persons. I will then send you the menu as normal.

Regarding any of the outings Please Contact helenshelley@msn.com Phone number 02083 307216 leave a message, if we are out, and we will come back to you as soon as we can.

Thanking you all for your supporting our area of The Traction Owners Club.

Happy motoring

Helen

Please contact Helen Shelley 02083 307216 or e-mail helenshelley@msn.com to book places. Also use this e-mail to keep you updated.

SOUTH MIDLANDS

Please see info on La Vie En Bleu elsewhere in this edition.

For details of future planned activities contact:

Simon Saint

Tel: 01905 454961

Email: janeandsimonsaint@hotmail.com

MID SHIRES

NEW A monthly classic car and bike meet, an excellent get together for all vehicle enthusiasts, I attended a number of them last year and saw a lot of great vehicles. www.classiccarmeet.co.uk. In 2014, for the fourth year running, the Classic Car and Bike Meet will be held in Earls Barton, Northamptonshire on the last Wednesday of the month - starting in April and ending in September.

Let me know you are going and I'll try and meet you there.

- Gates open from 4.30pm to 9pm
- Wide variety of cars and bikes
- Over 250 vehicles per month attended in 2013
- Easy to find venue (just off A45 Junction 10)
- Ample parking with flat ground
(for those with low exhausts and suspensions)

Don't forget to put the following dates in your diary for 2014:

28th May

25th June

30th July

27th August

24th September

More the Merrier Barbeque. Building on last year's success, date to be confirmed (early September), all members welcome.

NEW 27- 28 Sept 2014 Sywell Classic Pistons & Props
Pistons & Props celebrates classic vehicles - both on the

ground and in the air. Enjoy high octane live action, amazing aerial displays breath-taking classic vehicle displays, great family entertainment vintage and classic traders. For more information, visit www.sywellclassic.com

This was very well attended in its first year 2013, we plan to have a club stand, if you are displaying your vehicle you get free admission, which saves a considerable sum.

The mid-shires programme of events can now be seen on the club website and this may also apply to some or all of the other areas.

For details of future planned activities contact:

Stephen Prigmore & Tina O'Connor

Mobile: 07759 372242

Email: stephenprigmore@hotmail.com

EASTERN

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.

EAST ANGLIA'S AVIATION HERITAGE CENTRE JULY 20TH

We will be visiting the Norfolk & Suffolk Aviation Museum on their Family Fun Day, joining us The Eastern Section Citroen Car Club and The Suffolk Enthusiasts Club.

The Aviation Museum at Flixton exhibits 60 Historic Aircraft from the pioneer years through World Wars I and II to the present day, including RAF Bomber Command, 446th Bomb Group USAAF, Royal Observer Corps No 6 Group, RAF Air-Sea Rescue & Coastal Command plus other displays.

There is a lot to see on this eight-acre site and all displays are on one level. Picnic tables are placed around the site and you can stroll along the Adair Walk raised boardwalk to the River Waveney. Dogs are welcome but must be kept on a lead.

Adjacent for lunch bookings is The Buck Inn, for reservations call 01986 892382, also available is Bed & Breakfast next door at Ye Old Post Office, The Street, Flixton 01986 813187. The Museum opens at 10am to the public, but we are welcome to arrive from 9am, there will be a designated parking area keeping us together.

ADMISSION FREE, The Norfolk & Suffolk Aviation Museum is on the B1062, off A143 two miles west of Bungay, Buckeroo Way, The Street, Flixton, Bungay, Suffolk NR35 1NZ Tel 01986 896644

www.avationmuseum.net

email nasam.flixton@tesdo.co.net

DS Technical Weekend

Join us if you fancy on the weekend of 10th/11th May

we will be hosting a DS Technical Weekend at Little Home Farm. Adrian Pease of Peacock Engineering will be the DS guru supported by John, refreshments available throughout the weekend and for the girls nearby Lavenham to visit.

For details or suggestions for future activities contact

Jasmin Gagen

Tel: 01284 827039 jasgagen@btinternet.com

PEAK

Our next meeting is on **Sunday 1st June** and is something very different.

We will meet at the **Waterside Retail Park** in Ashbourne (DE6 1DE) – there is a M&S Simply Foods there for last minute shopping. From there we will convoy to Yaveley for a picnic and a visit to the Eddishes Collection. This is a private collection of all sorts in various farm buildings – including machinery from textile and knitting factories; printing machinery including equipment from Hampton Court; engineering machines; bicycles; farm machinery; carts and wagons; lots of old tools; old telephones and lots more.

It is a fascinating place to visit and we will be shown around by the owner Bob Clarke and his friends. All we need is sunshine!!

Everyone is welcome – just let us know if you want to come along.

Bev & John

For details of future planned activities contact:

Bev & John Oates

Tel: 01629 582154 Email: 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)

email: iacolliere@hotmail.co.uk

REST OF WORLD (ROW)

To all participants of the 80th anniversary of the **Traction in la Ferté Vidame:**

All reservations for TOC-members were made for 3 nights : arriving Friday-afternoon **Sept 12th,**

leaving Monday-morning **Sept 15th.**

Kindly let us know if you wish to book extra nights in your B&B before or after the event.

We plan to visit la **Ferté-Vidame** during the weekend of **May 23-25** and can then book the extra nights you might need.

You can contact us

by email walternoella.callens@hotmail.com

or phone 0032 476 20 15 24”

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

IRELAND

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

Richard Sheil: richardsheil@eircom.net

The TOC has a deal with P&O

5% discount off all routes.

Bookings need to be via the
Sponsored link on the
TOC Website

P&O 
Ferries

LOOKING FOR 1955 TRACTION

Hello,

I'm looking for a 1955 Traction Avant to buy my Dad as a 60th birthday present. It has to be a 1955 model, the year he was born, and registered in April would be perfect.

He can do cosmetic work but doesn't have the technical skills or equipment to do major restoration, I would like him to be able to just drive it to shows and so on straight away.

I'd like to put an ad on the TOC website, but can't see how to submit and pay. Could you let me know how to place an advert, but also if you do know of anyone looking to sell a car as above, then please do let them know I am interested.

Thanks very much,

Polly Keber

07930 542404

THE CITROËNIAN

Bob,

Andy Burnett suggested I drop you a line... As you may be aware, the TA column in the Citroënian has been a bit absent of late.

I wonder if you can think of anybody who'd be a good and willing volunteer, to help get some TA content back to the wider Citroën audience?

Clive Hamilton-Gould writes the RWD column, and had an agreement with the previous TA 'rep' to alternate between magazines. Whether that stays in place in the future, whether there's sufficient TA content for twelve columns a year, or whether the column is just an as-and-when content allows - all that's up for debate. But I'd really like to get SOMETHING back in!

Have you got any thoughts as to who to approach?

Cheers,

Adrian Chapman

Editor, Citroënian.

Any Volunteers?

DORSET BREAK

Dear Bob,

In April, Liz and I took a short break in Dorset.

Whilst there we decided to visit A La Ronde, an 18th-century 16-sided house located near Lympstone, Exmouth, which is in the ownership of the National Trust. The house was built for two spinster cousins, Jane and Mary Parminter.

We drove into the car park, parked up, and just as I was locking the Traction Sally Carr-Griffin, the Assistant Property Manager, came out of the office and hurried up to us. I wondered what was wrong with where I had parked, but she asked if I would mind parking in front of the house.

Just in case anybody is wondering we didn't get free admission, we are National Trust members anyway. It made a nice picture though. A La Ronde is worth visiting; it is a very interesting house.

Den Hewitt



A Tale of Sparks and Flashes, Blood Sweat & Tears or Repairing A Starter Mechanism! From Chris Holme

Prologue:

What follows is an epic tale of the repair of a mechanical starter switch, of inaccessible screws, bolts no spanner can reach, and the highs and lows of Traction ownership.....

The Story

Silence. That so mysterious of sounds, so often striking fear into us. **PULL !**Silence. **PULL!** ...Silence....

That awful silence followed by the feeling of dread rising inside me..... and as fellow Tractionistas you all know what this means..... bruised knuckles as we attack inaccessible parts, domestic strife as we hide in our garage tending to our steed – nothing matters until it runs again – a hunt for parts..... aah the joys of a voiture de collection!

And so it started (or more to the point it didn't!) that fateful morning when I trotted off cheerfully to take my 11BL for a spin. After the sinking feeling of “now what”..... it was down to work. First checks – battery, ignition, wiring all fine. And then I spied a little metal box on top of the starter with a cable running to the dashboard starter pull.

I mused was this the guilty part? I tugged the cable – nothing, no click nope – nothing at all.

A quick call to our friend the Most Honourable Colonel John Gillard told me it was “straightforward” to pop the box off, turn the contacts round and all would be well..... as long as it wasn't the starter motor itself of course.

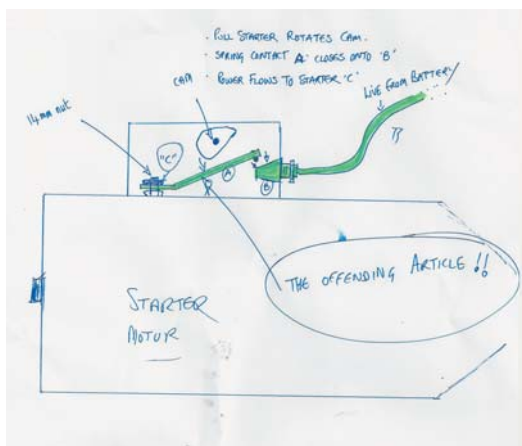
There is of course one problem – the good Colonel has well known Jedi skills with a Traction and the necessary infinite patience of Obi Wan. I am well.... challenged I think is the best way to describe it (Liz was not quite so polite as she ran for the plasters she knew we would need).

I ventured forth the good Colonel's words of encouragement in my head, screwdriver in hand. Off came the first screw – the second in typical Citroën style was almost unreachable but finally yielded.

Off comes the top – what's this all about then --- **ZAP!! OUCH** – why didn't I listen! Disconnect the battery the good Colonel had said, preferably at battery and starter box.

Me, not one for health and safety I thought “keep it live, it will keep you on your toes”. BIG mistake. Anyway sparks and smoke later and battery disconnected I found the problem lay in a 60 year old “spring contact” on the starter that is actuated by the cam when you pull the starter knob. Decayed and split it was past its best. A 14mm spanner and off it came.

SEE SKETCH



More sparks followed when I thought I would test my theory and see if the starter motor was ok, by using a piece of wire to connect the battery to the starter motor direct!!! I can hear the good Colonel berating me already!

However a part was duly ordered - the postage was double the cost of the part which measuring 1cm x about 3cm turned up packed in a huge shoebox!!

In excitement I ran off to the garage and screwed the new shiny part on... easy this is! Maybe I can become a trainee Jedi to the good Colonel?? Getting the top back on, easy too. Connect battery. Starter turns. Hooray.....! I am truly a disciple of the Force now!!!

But... I'm not pulling the knob.... and the starter is cranking away – is this the power of the Force? No more pulling the starter knob for me..... but it kept turning.....

Well at least the starter motor is strong. Here go my dreams of Jedi stardom!

Back to the drawing board – plainly good contact but something wrong underneath? An hour later bloodied and bruised I retired hurt and almost beaten --- WHY do Citroën place a part so it you can't get a screwdriver on it properly--- After a bad tempered discussion with Liz I go for a wander and come back --- Eureka.... Not being Jedi I was trying to put the bracket that holds the pull cord mechanism UNDER the casing not beside it, so the cam was pulled down making the contact.

5 minutes later good mood restored and**PULL----- START**

Moral of Story

- Listen to the words of wisdom of our friend John Gillard
- Take a photo before dismantling
- Try not to pretend to have Jedi skills!

With many thanks to John Gillard [aka the good Colonel] for his patience and advice and to CTA Service for a rapid service (and a very large box!)

FROM DAN UPRICHARD

Hi,

Sometime ago I sent in a photo of my Great Uncle Lloyd Cowdy in his 1908 Mors, in which he had completed the 1948 Circuit of Ireland Rally. Lloyd loved his cars and motor bikes. It came to light only today when my good Friend and neighbour Simon Thomas, a real Encyclopaedia on Irish motors and motor racing events, called me up and said he had found this information as I have photographed and sent as per below. Please also read the script where you will see that Lord Austin entered a car into this event.

My great Aunt Hilda Cowdy at the wheel of her MG at the 1936 Craigantlet Hillclimb, Holywood, County Down. (This is now a hillclimb in the national series). It appears she gained a third and a fourth position, very impressive, for a Lady in those days!

She managed a climb of the course in 1 minute 40 seconds averaging 38.52mph. Now, compare this with the the winner in that class, who managed 1 minute 36 seconds averaging 40.13mph. This is very impressive.

However, if I now tell you that Ronnie Adams was the class winner in an MG with the same engine as Hilda's, she had done well - even better when you now Google Ronnie Adams and discover that he later went on to win The Monte Carlo Rally. Well, my old aunt did really well!

Her MG was fitted with a 1087cc engine; not unusual, but only a young lady wanting a bit of sport in her motor would have got herself an engine that size, as most were a bit more petit, of either 847cc or something similar.

Now I never knew until today that my Great Aunt Hilda actually competed, but it makes sense; she was a go getter sort of woman. When I was 15 years old, she took my mother and me on a smart skiing holiday in St Gervais in France; she was in her late sixties by then and tackled the slopes like she probably tackled the Hillclimb in 1936.

Hilda was in the Fannys during the last war; she was, of course, a driver. She drove the Colonel around in his staff car, a Humber I believe. Well, she married the Colonel, so she must have been a good driver!

Hilda also taught my mother to drive after the war in, yes, an MG. She also encouraged me when visiting her in Guernsey where she lived, to hire a moped when I was just 17.

So I hope this gives some of the Ladies encouragement to take the wheel and do some rallies this year.

I have just had a new master brake cylinder fitted to my Traction and must commend Chris Treagust on his great service which he has repeated for such a long time. When we, the members, need a part, usually we think it is urgent because our beloved toys are rendered useless until the part arrives. Chris provides a wonderful and extremely prompt service and I thank him for that.

I am currently having a new headlining and carpets fitted. As usual the craftsman takes his time, but you can't hurry the guys for a good job.

Meanwhile my latest project is a 1933 Triumph Southern Cross, which needs much attention.

Kind regards to all.

Dan Uprichard

Comber, County Down



FROM HANS-PETER DÜRR-AUSTER

Hello Bob.

Thank you for the photos of the 1934 reveal of the Traction. Have a look at the picture of her younger sister in the attachment. She is impatiently waiting for her English sister, still with Dr Gillard for a – hopefully- final check-up.

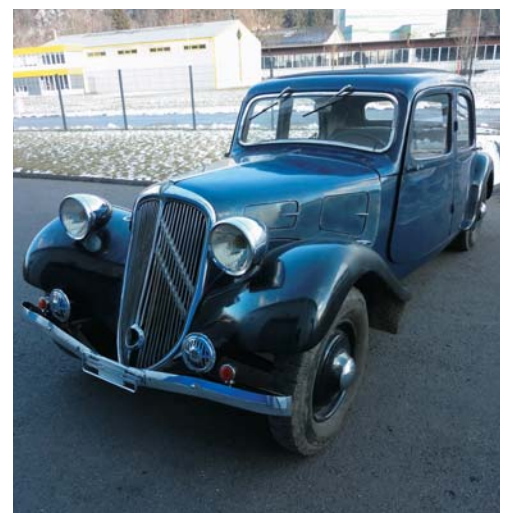
For a birthday party I could not take the blue lady out, as we have had sudden snow and frost again. So we sipped the champagne near her inside the garage. (If you are drinking in your garage, you should seek help!! ☺ Ed.) I made this picture on her registration day and successful MOT passage.

Her birth certificate: born in Citroën's Javel home, chassis number: 5814.

I will ask Robin, whether he knows her exact birthday.

Kind regards

Hans



AND ANOTHER ONE FROM DAN!

I have just returned from the 27ème Salon Champenois du Véhicule de Collection. The theme this year was vehicles from the First World War.

A huge fair as usual, but as the weather was bright, sunny and warm, the delegates were a-plenty. Last year they estimated 30,000 visitors; I can only think that they well exceeded this.

I was there around 10.30am, a full 30 minutes after the doors opened. The reason was that the traffic was immense, so I turned and parked outside Pommery Champagne and walked to the parc des expos about ten minutes away. The organisers had provided parking for patrons arriving in old/classic/vintage cars. This car park must have been crammed with over 300 cars, the vast majority post vintage, this was a small show in itself.

On arrival I joined a queue for the tickets, only realising that I had jumped in at a side shute. When I looked around I saw the snaking queue through the trees, some several hindered yards away. Oh well I'm here now! It was a football match type throng at the gates.

I had my list of items that I was looking for, as well as photos and a tape measure. My mate John and I attacked the outside stalls first. These were a vast array of joyous junk, scrap metal, worn out redundant pipes, hoses, wiring and assortments of dented, rusted and bent bumpers, lights, body panels and other pieces of indescribable automobilia. Oh manna from heaven, an old car buffs dream!

After trawling through the outside stalls for around an hour and a half, I had found two Pilote wheels for my Citroën Traction Avant. As my friend Simon Thomas continues to tell me, when you see what you are looking for then buy it; hence, I now have seven Pilote wheels! That is a story for another time. I also bought some new tools which would suit both my metric and imperial cars and some heat shrink insulation for the electrics.

The crowded avenues were getting even more jammed, so after we visited the militaria who were using their 1940's field kitchen to sell soup to the punters, we went inside for a well-deserved coupe de Champagne.

Of the three internal halls, one was a further stalled market for pieces, parts and paraphernalia, many new rather than old; the other two having stands from motor clubs with cars immaculately displayed. But also there were displays on the theme of vehicles from the First World War. Here there were taxis, trucks, lorries, ambulances and a French Tank. Interesting and informative, the historical significance was compelling.

John and I visited my club stand the Les amis de Geux, this is a club that aims to preserve and restore the old racing circuit in Reims which for very many years hosted the French Grand Prix, as well as the 12 hour race.

Before our feet gave up we managed a few purchases, including a pair of simple but clever brackets for door mounting mirrors for the Traction (see photo). They fit between the door handle fitting and the door.

Just enough time then to catch the second half of the rugby in Reims and see Ireland beat Italy (**and by such a whopping margin they knocked England into second place! Ed.**) with a well-deserved aperitif!

Dan Uprichard, County Down



HELP IN BRITTANY

Hello

I am a French member of TOC and I live in Brittany near the north coast (30 km from Roscoff)

In 2012 I came to the ICCCR with some friends and before going to the Rally we did a trip around Scotland and ... on the Isle of Skye my gearbox broke!

We knew how to repair it, but were missing some parts. Ian Smith and Andy Burnett came all the way to our hotel three days later, with various bits. When we left France I had a four-speed gearbox, but now I had a three-speed! Still, apart from a different use of the gear selector we were able to finish our trip, make it to the ICCCR and then get all the way home.

So, thank you Andy and Smithy. If any UK member has a problem in Brittany, I can help.

My French cellular phone is 06 76 29 04 74

I am sorry but unfortunately I speak very bad English!!!! (You should hear our French, J-P. Ed.)

Jean-Paul QUEFFELEC

PRIGMORE'S PROGRESS

Dear Mr. Street,

In the January issue of the F.P. Mr Prigmore asked a question about some tiny holes on some French Traction dashboards; he thinks it was a place for an insurance plate.

It is not the case. Actually the small plate was put there to show your identity: name and address. I am not sure if it was an obligation; better to say a recommendation from a long time ago, until the mid-Fifties at least. Those identity plates were often engraved with a Saint Christopher image on one side. I enclose two pictures as examples.

Best Regards.

Olivier de SERRES

I passed this on to Stephen Prigmore who replied:

Hi Olivier

Thank you very much for taking the trouble to respond to my question in FP; it is much appreciated.

I did in fact find out about these small plates when Bernie Shaw and I visited the recent Retromobile in Paris. A number of the stands were selling un-engraved plates, but I bought one that belonged to the 'Vittles' family, from the Somme, who owned a boulangerie.

I have fitted it using the holes in the glovebox,

I know it can be argued that this is not original, but I like it and it looks right!

Thanks again

Stephen



HELP

Briefly, the white metal bearings on my traction (4cyl) disintegrated. So stripped engine down, and had the white metal bearings re done by an engineering company in Doncaster.

Stuck the engine back together (with lots of help from wise people who know much more than me). Traction was up and running beautifully for about a thousand miles (maybe less) and wham they've gone again, big engine knocking. Engine out and sump off and sump is full of flakes of white metal again.

Naturally my faith in white metal bearings has taken a big knock (lots of money time and effort up in smoke!)

Where do I go from here? Is there some better big end bearings which are more robust and how do I go about fitting them? Are there any articles about this subject, I've had a look in 'back issues' but can't find anything on the subject.

Any advice would be very gratefully received.

Many thanks

Paddy Rowley

WEDDING CARS

Hi Bob

I've just had the latest edition of FP and noted quite a number of wedding car pictures. It made me think about our wedding car use nearly four years ago and I thought fellow members might enjoy this. My son and daughter-in-law decided they wanted to have their wedding in France, for all sorts of reasons, but actually had two ceremonies (not for the price of one I can tell you!) So they got married in Chelsea Register office on a lovely Tuesday morning in May 4 years ago, after which bride, groom and respective parents (only witnesses) adjourned to lunch at Bibendum - the historic Michelin house - hence the picture - and very appropriate.

We then all headed off to The Gers (by car for the parents, Eurostar etc. for the newly married couple). I had been put in charge of finding the wedding car for the French (and major) part of the ceremonies and, having had my first Light 15 over 40 years ago, had been looking to hire one (not as easy as I thought it might be), but by complete coincidence had come across a Slough built 1952 model for sale not too far away a few weeks earlier while house-hunting in the area. I couldn't resist buying it (as I had secretly been thinking of getting another for a while) and so, funds having changed hands, I arranged for its delivery (taking no risks with driving it, unknown, just before the 'big day').

On the Sunday, I carefully decked it out for the day's duties:-

Duly driven by my son-in-law, who had insisted in getting lots of practice for the couple of days before the ceremony, it ferried bridesmaids, mother of the bride and others to the local church and then after their second wedding ceremony in a week (by the anglican vicar of Pau) provided the carriage for the bride and groom back to the chateau we had taken over for a few days for the wedding and reception proper.

The small town of Montréal was simply agog at a load of (mainly) Brits turning up for a typical English wedding with a right-hand drive Citroën (and London bus and all - for transporting guests), in their small town square and even now, when we go over there people still ask about the car.

We brought it safely back to the UK a week or so after the wedding and managed to get its original UK number plates back onto it. Since then it's also been used at my godson's wedding - this time driven by its proud owner, but with its UK number plates back on!

No more wedding plans, but now just enjoying tinkering with it and recalling many incidents with the first one!

Best wishes
Mike Brunner



FROM TIM WATERS IN TASMANIA

Good morning Bob,

"Floating Power" arrived yesterday. Thank you. It is an impressive magazine, made all the more so by that incredible article on fitting PAS to the Traction!!!! It was a pleasure to send it over. I hope your members and readers enjoy it and take encouragement from it. If they have any questions, just ask. There are some beautiful Tractions pictured in FP. Would love to see them up close - perhaps one day!!

Very best wishes to you and your members.

Tim.

FROM TONY HODGEKISS

Dear TOC Members,

From the minutes of the last AGM, you may know that I received Life Membership of the TOC at that meeting. Unfortunately, I was not there to receive it personally and respond to this presentation, but I understand that it was awarded as I have been a committee member since the club started in 1976.

For me, this is a very special award and something that I will appreciate and value. So, my thanks to the members for this honour.

In 1976 the world was a very different place; Citroën ownership and particularly life with old cars were viewed as something for people who were a bit different, maybe even strange. If you wanted a new Citroën there was a good choice of models, such as the Dyane, Ami and GS which all had styling or technical features offered only by Citroën. The CX had recently superseded the DS and Citroën vans were rarely seen. Owning a Traction was for real enthusiasts, as there was little support available. The Citroën Car Club was thriving, thanks to the popularity of current models, but could do little in practical ways for Traction owners.

We knew of a big Traction club in Holland and Depanoto in France who could supply some parts, but they were of limited help for Slough-built cars. I knew there was a Traction specialist called Fred in London, but he was not easily contactable and John Gillard had not yet started his business, so it was risky being a Traction owner then.

If you got the chance of some decent used bits you grabbed them for your personal stockpile and if you wanted to buy a car or parts your best bet was the monthly Motor Sport magazine or the weekly Exchange and Mart. [I have not seen that for ages, so assume it's become a victim of the internet?]. There were a few local autojumbles which were handy, but nationally the Beaulieu Autojumble was the place to find treasures. National club display and restoration events like the current NEC Classic Motor shows weren't available and members may be interested to know that the first public event that the TOC took part in as a club was the Yeovil Festival of Transport in August 1977. This would be the equivalent of our NEC stand now.

My wife, Maria and I hired a stall there on behalf of the TOC, mainly so that we could start to establish the club in the growing classic car movement. It cost £12, as we took a covered stall, whereas the open ones were only £6.00, so even then the TOC was ambitious! We did not take our Traction and I don't recall any others on show, but we displayed a few interesting Traction technical bits, such as a gearbox, driveshaft, gearchange linkage and literature; things that were different to most other old cars. We sold a few miscellaneous bits and pieces on behalf of the TOC and some stock which had been obtained from the Citroën Car Club. I recall that one of the best-sellers were hefty strips of rubber that I had acquired from an agricultural repairer, which were actually spares for sugar-beet harvesting machines.

Alec Bilney's good description of the birth of the TOC in 1976 and its initial life alongside the CCC was published in FP in 2006. The early TOC was mainly a south-east UK centred club, as that is where the founders lived and this area held the greatest concentration of surviving tractions. The committee base was the Rising Sun pub, Charlwood, near Gatwick airport and of course all communication with members was by letter post or telephone. I don't know how we found the time for all that typing and posting now!

The format for FP was set with the first issue in March 1976 and its heritage would be easily recognisable today. From the first issue, FP was compiled and distributed regularly by the founders, John Dodson and Reg Winstone and the club grew from there. The first AGM was held on July 23rd 1977 at the Aladdin Sports and Social Club, near Greenford, off the A40 in west London because this is where John Gillard was working at the time and he could use the facilities. We had the usual reports on activities and in addition, there had been a competition to design a club grille badge, which was won by David Shepherd, the treasurer at the time. I assume that is still the badge we have now.

It was only by chance that I got my first Traction. It was 1971 and I had a Morris Minor van, which was good, but I fancied something with more of a technical challenge. My landlord at the time was a Citroën enthusiast, running a DS and previously Tractions, for which he had a repair manual in his garage. He promised to let me have this if I fulfilled my increasing interest in replacing the Morris with a Traction. I finally bought a car from Leicester and still have the landlord's repair manual, which has since become more ragged and oil covered. Members may know that I recently revised the area toolkits held by the club and that same repair manual was well used to complete this and write the new user instructions. At present, my role on the TOC committee is shown a 'non-designated member' which suits me fine, but I am pleased to be able to help with the upkeep of the tool sets and help Chris Treagust, a neighbouring member, with the spares and stocktaking.

It might be my name on the club membership card, but I also regard the Life Membership as a joint award to my wife, Maria, who has been just as much a part of my Traction and TOC life. After we first met at Tooting town hall in 1974, I gave her a lift home in my car and she quickly became used to Tractions and Citroëns, from other models we owned over the years. When the TOC was formed, she was there too and for several years served as the Club Secretary, so I feel that this is definitely a joint award. Even now, I think she feels a responsibility to the TOC, by providing me with substantial packed lunches to take to the committee meetings, such that other members have commented that I am "the one to stick close to if we are shipwrecked"!

From its inception, I think the TOC has developed steadily in a way that provides what its members want. We have become an integral and prizewinning part of the classic car movement, with worldwide membership, always had a first class magazine, good events and provide spares and service for members.

I think the present TOC has certainly met the vision of those who started it in 1976 and probably exceeded it in ways we did not imagine then. It is a car club that present members should be proud of.

So, thanks again for the award of the Life Membership. If nothing else, it will ensure that I am no longer guilty of late-paid subs!

Best Wishes and Happy Tractioning to you all.

Tony [and Maria] Hodgekiss [Member No.5]

FROM STEVE REED

The report in a previous FP by Bernie Shaw detailed that to be even eligible to be considered for a lung transplant, I had to lose 10Kg in weight.

Julie and I decided that we were not going to go on any crash diet, but would simply try to eat less, be a little more selective on what we ate and try to avoid snacking.

We have both been able to achieve these criteria and we have both managed to lose weight slowly. Julie has been able to lose a greater percentage of body weight than myself, because of the amount of cycling she does daily, whilst mine is taking a little longer because of my physical restraints.

It has now become uncomfortable to try to eat as much as I used to; in fact it causes me breathing difficulties if I eat too much.

I have lost to date between 9.0 – 9.5 Kg: not quite there yet and I must admit I am finding that last ½ Kg very difficult to lose. But I am not prepared to celebrate the loss of 10Kg until I am consistently under that level.

As a post script, I am regularly seen at the Royal Brompton in London, who have, over the last year or so, been monitoring my condition and have succeeded in making small improvements to my breathing, to a point where they feel a lung transplant is no longer necessary. Whilst that may now be the case, I shall continue to try to lose weight; I have new goals that I have set myself, so be assured, I am confident that I shall manage to lose the 10Kg!

Can I take this opportunity to thank all those who have sponsored me, although it may yet take a few months more, but don't forget the lettuce season is almost upon us, you will have to honour your pledge and your money is still going to go to the Lung Transplant unit at Papworth Hospital and the Cystic Fibrosis Trust.

Thank you all once again for your generosity.

FROM TOM EVANS

Hi Bob

A friend of mine has just returned from NZ and forwarded this interesting pic taken at Churchward car museum, near Palmerston North Island.

Note the top hinges roof line and door shape! Most odd.

Anyone know about this Car?

Regards

Tom



CARTOONS WITH CHARACTER

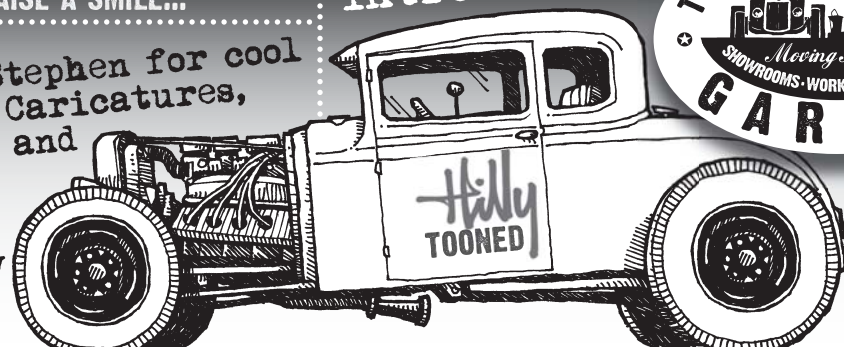
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TRACTION-AVANT RALLY ON THE TRACES OF THE PERIGORD HISTORY AND GASTROMONY 7 – 10 May 2015

As indicated in the last edition of Floating Power we are preparing a rally in the Perigord (département Dordogne) from Thursday May 7th – Sunday May 10th (4 nights). The period coincides with the commemoration of the end of WW II.

Provisional programme: visits, wine tasting, sampling typical Périgord products like foie gras, tracing the history of the inland waterway shipping, driving on small roads to enjoy the beautiful landscape and woods of the PérigordLots of fun and not too much driving!

You are staying in « gîtes » of Domaine de la Vitrolle, 24510 Limeuil (close to the intersection of the Vézère and Dordogne river),

Domaine de la Vitrolle was the Command Post Allied forces Lot – Corrèze – Dordogne in May and June 1944.

The « gîtes » are for one couple each (if desired additional couples/persons can be accommodated in a

larger« gîte » with separate bedrooms). Cleaning service is included during your stay. Meals include: 4 breakfasts, 4 dinners including the gala dinner; apéritif, wines and coffee. All meals served at the Vitrolle restaurant.

Provisional budget: between 600 and 650 euros; includes your stay (see above), visits and welcome kit (Road book, rally plate, tourist information etc.). After the rally, the final expenses will be calculated; a possible surplus will be refunded.

The Domaine de la Vitrolle has reserved 25 gîtes/rooms to be confirmed by mid-2014.

If you are interested and would like to take part in this fantastic rally, please get in touch with Paul de Felice, Tel: 01992 890975 or e-mail him - events@traction-owners.co.uk

The Dordogne TOC team: Ronald and Hélène Knoth / Michael and Mary Bromley

A £4 Billion Hobby – FBHVC Report December 2011

On March 1st John & I attended a Club Expo event at the Heritage Motor Centre. I was disappointed with the event as it was several unconnected short seminars – including the history of tyres! There was little support or advice being offered to support clubs such as the TOC.

However the Keynote address was given by Carl Carter, the Director of Trade & Skills for the FBHVC, and was very interesting.

The Federation realised that accurate information regarding the number of skilled workers required over the next 5 years to meet increased demand and retirements was critical. Research was carried out and the full report can be read on the FBHVC website.

The good news is that the Federation has now engaged The Institute of the Motor Industry to develop an apprentice framework in Vehicle Restoration which is hoped will be accredited in May and will be available in a number of colleges this September.

Data for the research came from Specialist traders, FBHVC subscriber clubs, Museums and individual enthusiasts.

A number of facts and figures were shared which were intriguing and so I thought I would share them with you:-

- The historic vehicle movement generates business worth £4.3 billion a year in the UK.
- Nearly £1 billion of this comes from abroad.
- Over 28,000 people earn some or all of their living serving the historic vehicle movement.

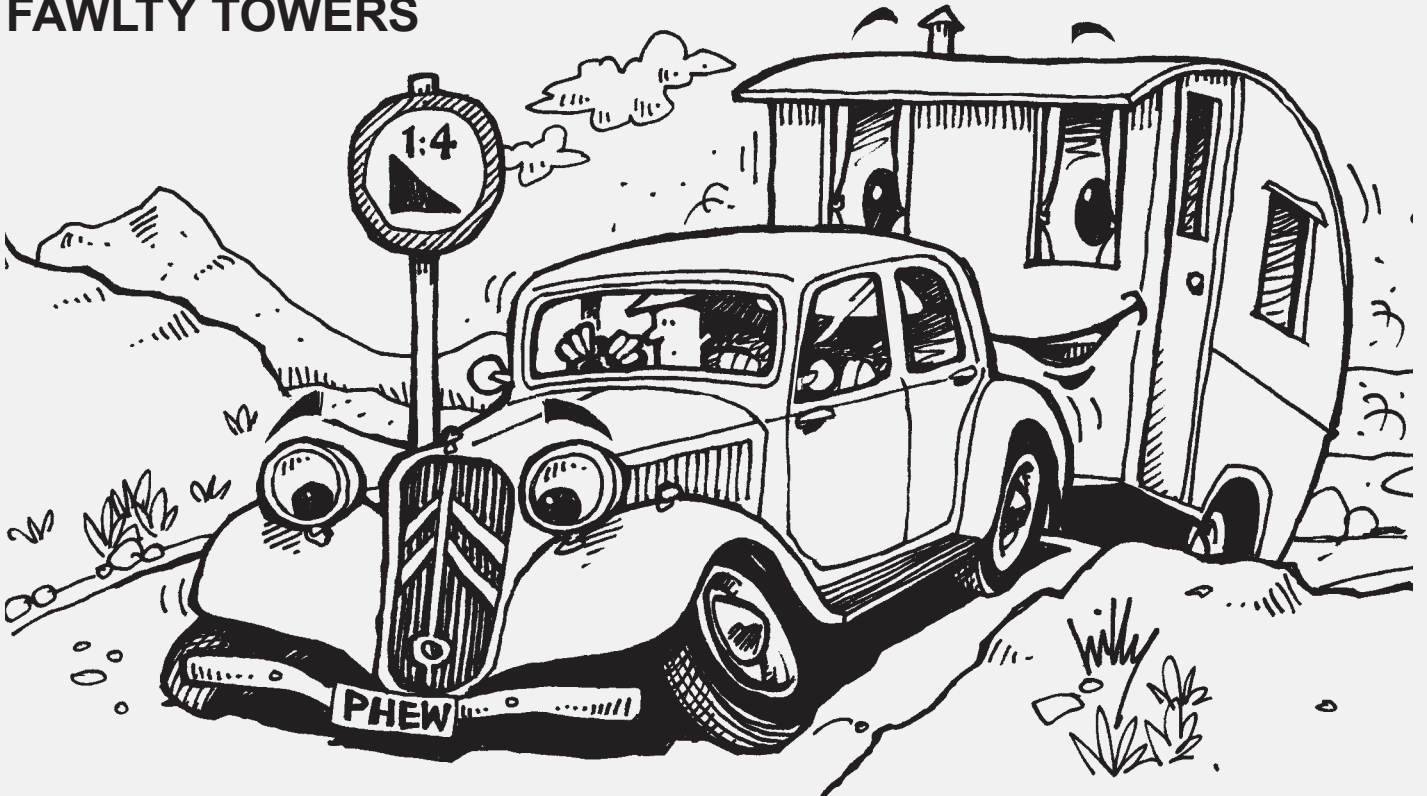
- 57% of businesses surveyed have been trading for more than 20 years.
- 57% of people working in the specialist trade are below 45 years of age
- The average historic vehicle owner spends £2,900 per year on their hobby.
- Over 850,000 vehicles made before 1981 survive – 66% are cars.
- 82% of these are used no more than twice a month.
- 50% of historic vehicles cover fewer than 500 miles a year.
- Historic vehicles are responsible for no more than 0.24% of overall vehicle mileage.
- 31% of historic vehicle owners have a household income of less than £25,000.
- 68% of historic vehicles are valued at less than £10,000.

Clubs

- 32% of FBHVC clubs expect their membership to grow over the next 5 years. Most clubs were positive about the future but nearly half expect their membership to become older (sounds familiar??), suggesting they don't expect much turnover of membership, but 10% of clubs are expecting their membership to become younger. Those clubs that expect their membership to become younger had one thing in common – a busy programme of activity.

Bev Oates

FAULTY TOWERS



This article has been trying to find a home since late last year, but has always gone to the back of the queue due to too many current news items. Now that summer is nearly upon us, many (well, one or two) will be thinking about taking their caravans on trips this year and there may be some who are wondering about rigging-up their tractions with tow bars. So, for those of you who are interested, here's the low-down on what you need to think about if you're going down that path.

Sometime last August an innocuous little email came in from Martin Littlejohn, as follows:

Do any owners know of a tow bar suitable for a Slough built big boot light fifteen? Also any details on towing weights, nose weight etc? Regards, Martin

I passed the query on to a selection of our members and it produced a huge number of responses, including several drawings. Here is an edited version of all the responses that came in.

Respondent A: I know that (Respondent E) and XX both tow caravans. They may know. Regards

Respondent B: There was an article in an early Floating Power and I have a drawing, from (XX) I think, as I was going to fit one in the good old days but never got round to it. You know the feeling. Attached PDF.

Respondent C: I have a light 15 small boot tow bar that can easily be adapted to fit a big boot car.

It's been in my garage for over 10 years and I've been thinking about advertising it in FP for ages.

I think I may have some drawings as well, I'll try and find the paperwork. Be in touch.

Respondent D: A drawing in the next FP would be good. I wouldn't mind one on my car.

Respondent E: Bob, I bought my tow bar from CTA and back in 2004 it cost about 100 euros. Fairly easy to fit, just a few holes need to be drilled into the boot floor. The only hard bit was the fixed swan neck. After marking exactly where I wanted it to fit I had to drill a hole in the swan neck bar (30mm of steel). I have access to a drill stand so not too difficult if you have the right equipment (I might be wrong but I believe since then it does come pre-drilled) and the electrics were very simple to connect up. You need to buy a standard 7 pin plug from Halfords

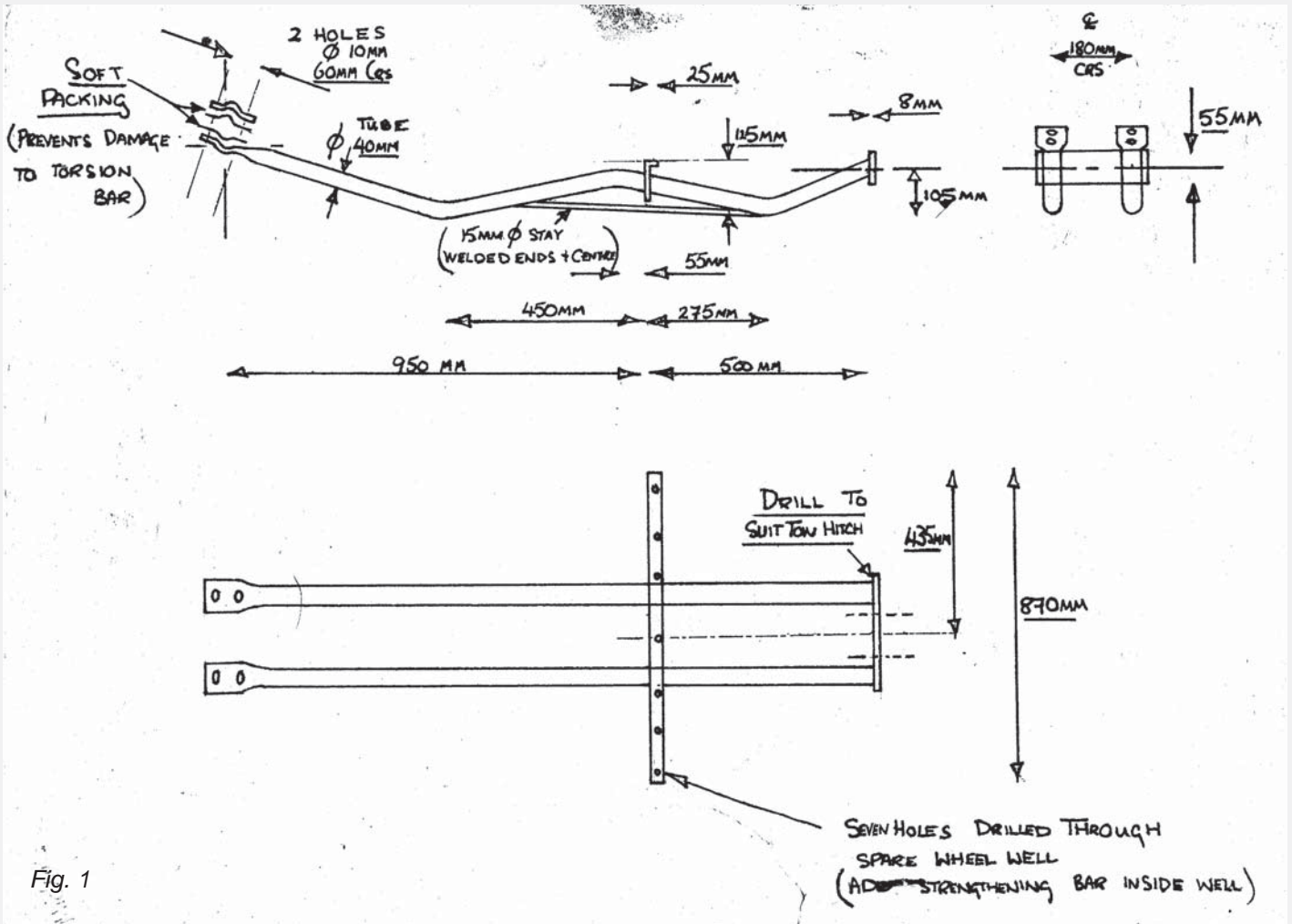


Fig. 1

and splice into the right cables! Although sometimes mentioned in caravan DIY books I didn't need a booster for the indicators.

I first towed a trailer tent of about 500kg and my caravan is 700kgs but with the usual equipment it must be a lot more. I was told the max towable weight was 1000kgs and I use a nose weight of 50kg. Seems to work OK.

As to towing, the biggest issue will be if you have to stop on a hill. Pulling away could be tricky. Also very steep hills can mean changing down to 1st gear on the move. The motorways in France normally have a max gradient of 7% and on my first run to France I spent a lot of time in 2nd gear but then I did have 3 passengers (all female) and their luggage too!!!. We went all the way down to La Rochelle and never got stuck once although once or twice we did have some stressful moments on steep hills.

Since then I've been to seven countries in Europe plus Cornwall, Derbyshire, Yorkshire and the Scottish

Highlands for holidays mostly using a standard 9/31 gearbox but currently have an 8/31 installed to try out but it does max out at 50 mph!

There are some drawings available showing you how to make one up issued by Citroën in Slough back in the 1940/50's. I'm sure if I checked I could find a copy. Let me know. All the best.

Respondent F: I have attached a jpg of a tow bar drawing published in Issue 5 Nov 1980-81 FP (Same as fig 1 above. Ed)

The unladen weights and front/rear weight distributions of big boot Tractions are:

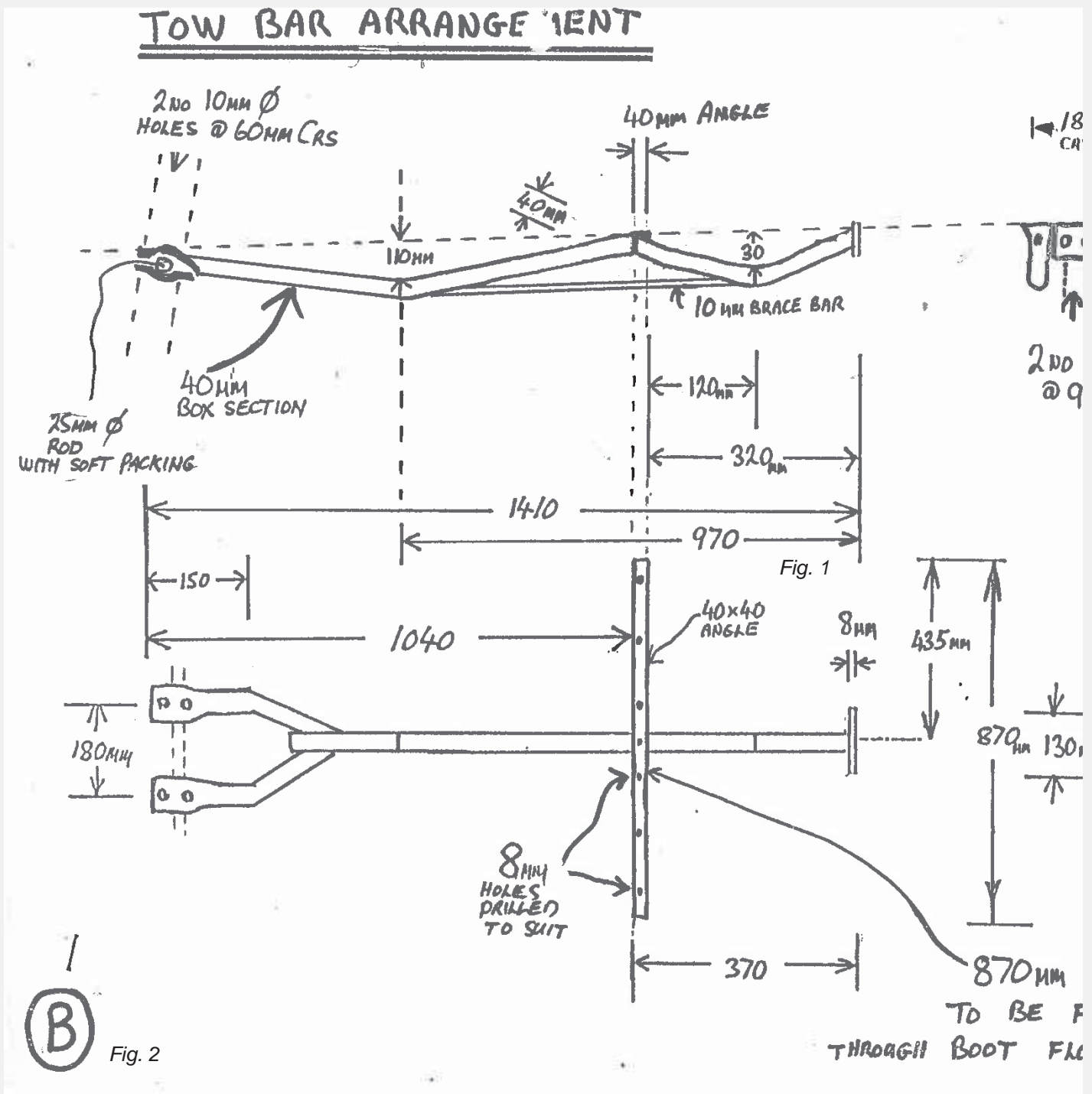
Light 15	2427 lbs ---- 55/45
Big 15	2464 lbs ---- 55/45
Big 6	2968 lbs ---- 60/40

Respondent G: Anyone that clamps the tow bar to their torsion bar, in my opinion, is mad. The larger support tube that connects to the inner sills is the thing to clamp to - more difficult but the correct solution.

Respondent H: Be careful - this is the drawing of the bracket for a Big Boot Normale/Big15 - I know because I drew it! The small Boot Light 15/Légère bracket differs slightly - I know because I had to obtain a different one when I changed cars and the one I had taken off the Normale (and drawn) did not fit. I managed to swap it for a correct item but, unfortunately, I never re-drew the new one!

Respondent C: I had a tow bar made from your drawing some 15 years ago and modified it to fit my small boot light 15. I then did a new drawing which shortens the overall length by 50mm to 1410mm overall instead of 1460mm. It worked fine for me attached to the torsion bars; I didn't like the Citroën design fixing it to the bodywork at the back. Sketch attached

Respondent F: Use [fig 2] Bob as the request was for a Light 15.



Respondent H (to respondent G): This was a design supplied as original equipment in France. Of course I respect your opinion - but if I have to choose between your expertise and that of Citroën you will forgive me for putting my faith in the latter.

In fact the structure is not clamped to, but around, the torsion bars. The brackets are designed to minimise play but still allow the bar to rotate within the eye with the bolts fully tightened. A soft packing is supplied to prevent wear damage to the bars which simply act as stabilisers in a vertical plane and counter the downward load at the ball.

I have removed my tow bracket on several occasions and can confirm the paint on the torsion bars remains unmarked. (Yes, I know Citroën did not originally paint the torsion bars either - but the bloke who sold me this car did!).

Respondent G (in reply): Was this actually a Citroën design or was it someone else making it as an after-market accessory? From your description of its operation it does not use the torsion bars to pull on - this is a good thing - so it begs the question if the 'pull' is from the other anchor point i.e. the floor of the boot? Is this adequate? Just because it is original equipment does not mean it is correct - even if Citroën did it themselves. Just look at the bearing area for 2nd gear on the three speed gearbox - if the bush is big enough to go over the splines for the 1st/rev gear then there is too much clearance as the bearing area is only 29.90/29.92 and the splines are 30.00. The centre of the double hooke's joint is way off the pivot point for the front driveshafts which makes the inner part of the driveshaft and inner cardan move as the steering operates. There are other examples.....

Respondent H (in reply): When I bought the Normale the previous owner was very proud of it and told me that the tow bar in question (together with a number of other accessories including a full set of Robri trim, seat and door panel covers and front and rear mats) had been fitted to the car by the Citroën dealer when he bought the car NEW.

I accept, technically, that does not prove it to be "Citroën design" but it does indicate it is likely to have been approved for a Citroën dealer to have supplied and fitted it to a new vehicle. More recently I have observed that this is by far the most popular design of all the Traction tow bars I have seen - and I have seen a lot!

As far as the anchor points go, the fixing position is close to the front of the boot well and thus near to the panel that rises behind the fuel tank giving additional strength to the corrugated floor panel. I have towed a variety of trailers thousands of miles (including a caravan weighing in excess of 1 tonne around Scotland) and although I have never taken a micrometer to the panel in question I have not observed any obvious distortion/damage to the floor pan on the occasions I have removed/replaced the assembly.

So, readers, you have a lot of information, if you are planning to go down the towing route. If anyone wants to write in with comments and questions, feel free – that's what we're here for. (And thanks to all the respondents – and those who don't feature in this edited version – for their input).

TOC MUGS
Steve Reed has come up with some excellent new mugs with the club logo. Price is **£3.50 + P&P**





CITROËN HERITAGE

LA CITROËN TRACTION AVANT : UNE HISTOIRE DE CHIFFRES

**THE CITROËN TRACTION AVANT:
A HISTORY IN FIGURES**

80 ANNIVERSAIRE
BIRTHDAY
80TH

18 AVRIL 1934 ◀
**PRÉSENTATION À LA PRESSE
DE LA 7A EN BERLINE**

Mai 1934 ◀
*Apparition des roadsters
et des faux cabriolets sur la 7A.*

Juin 1934 ◀
*La 7B, plus puissante, remplace la 7A
avec dès le départ les versions berline,
roadster et faux cabriolet.*



APRIL 18, 1934 ▶
**PRESENTATION TO THE PRESS
OF THE 7A SALOON**

May 1934 ▶
*Arrival of 7A roadsters
and faux cabriolets.*

June 1934 ▶
*The more powerful 7B replaces the 7A
with the launch of saloon, roadster
and faux cabriolet models.*

*Introduction d'une ver-
sion plus puissante,
la 7B, avec dès le départ
les versions berline,
roadster et faux cabriolet.*

*Apparition de la
version la plus longue de 20 cm
que la version 7S.
Les versions berline, roadster, faux
cabriolet.*

La 7S prend

Dear ACI Board and dear ACI Members,

In order to celebrate 80 years TRACTION AVANT, Citroën Heritage has created 6 panels presenting the history of the vehicle. I wish you nice events if your Clubs organize operations around the 80 years TRACTION AVANT CITROËN (April 1934 / April 2014). With my very best regards,
Marc-André BIEHLER

These six panels can be seen in detail on the club web site. The one on this page is a sample. Ed.

*La 7A devient 7B et
la 11A devient 11B.*

Avril 1938 ◀
*Apparition de la 11C,
une version utilitaire de la 11B.*

Juin 1938 ◀
*Lancement de la 15-Six G en berline.
Elle atteint les 140 km/h.*

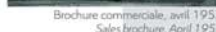
Mars 1939 ◀
*Apparition des 15-Six familiales
et limousines.*

Septembre 1947 ◀
La 15-Six D remplace la 15-Six G.

Octobre 1953 ◀
*Réapparition de la 11 familiale dont la
production était interrompue depuis 1940
et de la 15-Six familiale.*

Avril 1954 ◀
*Lancement de la 15-Six H. Cette version
dispose pour la 1^{ère} fois de la suspension
hydropneumatique qui préfigure
celle de la future DS.*

Juillet 1957 ◀
*Sortie de la dernière 11,
une familiale, livrée le 25 juillet 1957.*



*The 7A becomes the 7B
and the 11A becomes the 11B.*

April 1938 ▶
*Launch of the 11C,
a utility version of the 11B.*

June 1938 ▶
*Launch of the 15-Six G as a saloon.
It reaches speeds of 140 km/h.*

March 1939 ▶
*Launch of the 15-Six familiales
and limousines.*

September 1947 ▶
The 15-Six D replaces the 15-Six G.

October 1953 ▶
*Re-issue of the 11 familiale, the production
of which had been halted in 1940,
and of the 15-Six familiale.*

April 1954 ▶
*Launch of the 15-Six H. This is the first model
equipped with hydropneumatic suspension,
pre-dating the DS.*

July 1957 ▶
*The last 11, a Familiale, is produced.
It is delivered on July 25, 1957.*

POWER ASSISTED STEERING

I was most interested to read the article in the last FP regarding Power Assisted Steering for the Traction, as I had just booked my Light 15 into a specialist garage to have the work done.

Over the years I have found the steering heavier and heavier; or I am I just getting old? Despite running all tyres at 25psi and Pete Simper's valiant efforts, a couple of years ago, when he overhauled the rack, which improved things a little; I have had bad shoulder problems when driving the car. Actually it's not driving so much as parking! The local Citroën garage, with some knowledge of Traction even suggested running the fronts at 35psi; I found that positively dangerous!

To cut a long story short after having spoken to Tony Stokoe (Big 6) and Robin Dyke (Light 15) I checked out EZ Power Steering, which seems to be the most popular. Their information sent to me was extremely thorough and they

recommended a specialist in Rennes; not too far away as I live in south-west Normandy.

I did check out one of the other makes but their info was a bit on the brief side and when I checked out their supposed local expert, all I could find was a few derelict barns, way out in the country, all closed up, but with an old stagecoach outside. I took that to mean something?

The EZ PS specialist, on the outskirts of Rennes (very useful for our friends in the CTAB; Brittany Traction Owners Club, too) is "Auto-Passion Nostalgie" and when I visited them prior to placing the order, I was very impressed with their immaculate workshops and also the range of very fine classics, Ferraris, Jags etc they were working on; restoration work, that is not just power steering. The owner confessed that he had not fitted PAS to a Traction before, let alone a RHD version; but he had to other makes.

Picture 1



Having agreed a price, which was fairly close to what friends in the UK had paid. I delivered the car to him a couple of weeks later. He wanted a clear 2 days to do the work, just in case of any problems he said. In fact there was a small problem; EZ PAS had omitted to send one part; so it took 3 days.

I picked the car up last week and he insisted I took it round the block for a test drive. Just switching on the ignition allows you to turn the steering wheel with just one finger!! Of course the tendency when first driving is to “oversteer”, because the steering is now so light! I have to say that I was extremely impressed with both the unit and the installation. The electric motor is positioned well under the dashboard, well out of the way of your legs and the handbrake; and you can’t even see it from the driving position. [Picture 1]

There is a small rheostat control which the garage had fitted on the lower edge of the hardwood dash, LHS, but actually fixed to the metalwork behind. This allows you to vary the

amount of “assistance” required. I have to say that so far I’ve left it alone as you quickly get used to the new steering. [Picture 2]

On the way back home we called in at our bank, which is in a narrow street. There was one parking space opposite. Normally I wouldn’t even have attempted it, now it was a piece of cake slotting the car in.

Overall, extremely pleased! OK, it cost a lot of money, but will certainly encourage me to use the car more, particularly local trips. My “old” friend Dennis Kallend reminded me that...”money, you can’t take it with you!”

And, as Tony Stokoe, commented: “saves you money at your Chiropractors!”

Regards to all.....and see you on the Brittany Tour; Le Mans in August and Le Ferté Vidame in September!

MARTIN NICHOLSON

Picture 2



2014 TOC AGM weekend at Cheltenham plus a saunter through the Cotswolds Friday 31st October to Sunday 2nd November 2014

Due to the TOC visit to La Ferté Vidame in late September we have decided to push the AGM back to the end of October to give everybody a breather after our visit to France.

We are staying at the Cheltenham Chase Hotel, part of the Q Hotel Group, whose hotels we have used before and this is a fantastically located four star hotel for exploring both the spa town of Cheltenham and the chic town of Gloucester. The hotel itself boasts a stylish and contemporary interior, appealing to those looking for a leisure break in Gloucestershire and the Cotswolds. With its close proximity to the M5, airports and not forgetting Cheltenham racecourse, the hotel provides the ideal base.

The hotel has 122 spacious bedrooms, all tastefully decorated in rich, warm colours. They offer everything



you need for a great stay, including a safe, fridge and Wi-Fi. Hardy's Restaurant provides a great dining experience and has the perfect ambience as well as stunning views over the Cotswold Hills.

You can visit the hotel's Website on www.qhotels.co.uk/our-locations/the-cheltenham-chase-hotel

We are planning the normal Friday night get-together in the hotel and on the Saturday we will have a car tour around the Cotswold villages as detailed below:



Saturday tour on 'The Romantic Road'

We have a special route, weaving its way through the most beautiful parts of this 'area of outstanding natural beauty'. It will guide you through wide upland landscapes and hidden honey-coloured stone hamlets, revealing the fascinating contrasts of peaceful, timeless villages and bustling market towns (*sorry Paul, FP is a cliché-free zone. Ed.*) complete with ancient manor houses, churches and stopping for refreshment at traditional pubs.

In an area rich in history and natural beauty like the Cotswolds, it is sometimes difficult for visitors, even those who have been before, to find the most scenic country roads and the most picturesque villages. The route to the Romantic Road provides a touring route which is easy to follow and traces the tales of the many artists, writers and craftspeople who have drawn inspiration from the Cotswold landscape.

The route is designed to be completed in a single day, at a leisurely pace, allowing time to enjoy the towns, villages and scenery en-route. It will introduce you to some of the places which have proved so popular with generations of visitors to the Cotswolds and also to some of our less well-known favourites. For visitors with time, there are many suggestions for places along the route in which to linger. On the Romantic Road you will never be far from your starting and finishing point in Cheltenham and people wishing to go shopping or sightseeing in Cheltenham can leave the trip whenever they wish.

Any queries or questions contact Paul De Felice



In the January issue of Floating Power Daniel Eberli advertised his series of courses. I hummed and haa'd about going for some days until she who must be obeyed said, "Go on, you never do anything!" So, having spent several thousand pounds on getting my Normale into shape (all it needs now is a re-spray) I opted to attend Daniel's beginners' course for Tractionists in late March in Benken, Switzerland.

Getting to Benken (there are two Benkens in northern Switzerland: choose the right one!) is actually quite easy. I chose to fly and found the rail/tube/Docklands Light Railway to London City Airport seamless. I chose London City only because it was the cheapest flight at the time of booking. The joy of London City is that a passenger is through security etc in about five minutes. Travelling in Switzerland is as easy. Pre book your train tickets and you don't have to speak to anyone, let alone thumb through the phrase book. Zurich railway station is underneath the airport.

Benken is a small village, about 800 souls, about 5 miles south of the German border. It is about 2 kilometres from the nearest station (Marthalen). Everything is on time and your train ticket covers your bus fare as well. Daniel and Agi live about 100 metres away from the bus stop in a comfortable old house whose wine press has been converted into a garage workshop.

The course lasts two days. There were only three students this year, not enough, as part of the fun is swapping 'Problèmes Traction'. Our experience was varied from Rob, who has had a Normale for about ten years, probably rebuilt it twice, to myself, who has done a top overhaul on a Riley 1.5 as recently as 1965 but have since forgotten even what I had remembered, to David, who loved the sight of a Légère, which ran well enough when he bought it, it has never run since and for whom the words 'four stroke cycle' meant nothing on joining and little more on leaving. Lesson one: this is advertised as a beginners' course for Citroen owners. It is not. It is a revision course for petrol heads who have recently acquired a Traction, or for those who want to refine their already wide knowledge. Anyone who owns a car but takes it to a garage to have an oil change is not going to get much out of this particular course.

The first day is wholly theory. It is held in a local pub, where the food and the coffee is really good. The day starts at about 9 a.m. and finishes at about 7p.m., after which one needs a drink. Daniel caters for this by taking guests a couple of hundred metres to a local vintner, whose wine and cheese are both delicious but be prepared to spend at least £20 (Swiss francs 30) for the evening. A note of caution. Switzerland is not cheap. We

discussed the thought of lengthening the course to three days but decided nobody would come as it would cost too much.

The second day is spent in Daniel's well equipped workshop. There is always a Traction to work on, your own if you drive there, but a local customer's if not. Here the theory of day one slots nicely into the practical. Before attending this course I thought that I would never attempt to deal with the front brakes on my Normale. Now it all seems comparatively simple. Also the written word in Daniel's workshop manual comes to life with a day's hands-on experience.

Do I recommend the course? Without hesitation! We can never stop learning about our automotive mistresses (actually mine with a VRN of CSV, 'Charles sans vitesse', is a male). Daniel Eberli is the only person I know who has identified the need and has the knowledge, the expertise and the enthusiasm to carry it off. Both he and Agi are kind, jolly and hospitable. And I had a run in his 1929 C4 taxi. So eat your hearts out you lot and put your names down for the 2015 course!



LA VIE EN BLEU

24th/25th May, 2014

This is an annual event organised by the Bugatti Owners Club at the famous Prescott Hill Climb near Cheltenham and is a celebration of the French Automobile.

This year the CCC, 2CVGB and the Traction Owners Club have again got together to organise a joint Citroën presence at the event.

We will have our own designated display area and Citroën UK have again kindly agreed to supply us with one of their mobile exhibition units and plus possibly a current model for display.

There will be a French market, catering and a licensed bar and the Bugatti Trust Museum will be open to visitors.

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb, including a demonstration of the Bugatti

Veyron. Over the weekend you will also be able to register to take your car up the hill climb in a non-competitive convoy.

It is an event I can thoroughly recommend to any motoring enthusiast.

The site is about 3.5 kilometres due East off the A435 between Evesham and Cheltenham via the village of Gothington. OS Map ref. 987297. Post Code GL52 9RD.

At the present time we anticipate being able to put around twelve TOC cars on display. If you are interested in putting your car on display on either or both days please contact me on 01905 454961 or at janeandsimonsaint@hotmail.com.

Entry fees are per person and apply whether you are displaying your car in the club area or not.

On the gate Saturday **£18** Advance purchase Ticket **£15**

On the gate Sunday **£18** Advance purchase Ticket **£15**

Weekend Ticket **£30** Advance purchase Ticket **£25**

In addition there is a charge of £5.00 per person per day for camping with a 50% reduction for children.

You can purchase advance tickets over the phone on 01242 673136

Email: club@bugatti.co.uk

Camping for exhibitors will be available on site from the Friday afternoon.

Simon Saint

TOC Annual Rally Friday 20th – Sunday 22nd June at Peterborough

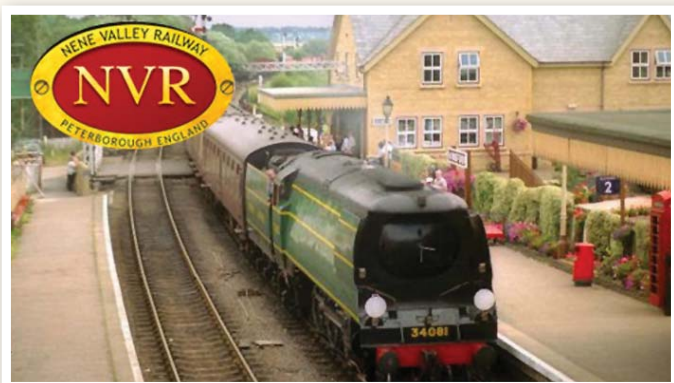
This year's rally is being organised by Barry Annells and is taking place in Leicestershire.

We will be staying at the Quality Inn Hotel in Thorpe Meadows which is very close to Peterborough. This Hotel, previously the Ramada Hotel, overlooks a serene lake which is home to Peterborough's International Rowing Course and is the ideal setting for our TOC rally.

For those who prefer to camp just a few miles away there is a Caravan Club site at Ferry Meadows – www.neneparktrust.org or telephone 01733 233526 to make your booking direct.

On the Friday night there will be a BBQ at the Hotel so a chance to eat, drink and catch up with friends old and new.

On Saturday, when all our Tractions are polished and ready to go, we will set off on a drive around the area, have lunch and then spend the afternoon at the Nene Railway. We have a reserved carriage on the 15.00 steam train for a 1.5 hour journey along the Nene Valley.



"Nene Valley Railway is a heritage railway that offers a family day out but is no mere manufactured visitor attraction as the preserved railway uses part of the original London and North Western line from Northamptonshire into the Cathedral city of Peterborough, encompassing the stations of Yarwell, Wansford, Ferry Meadows (Nene Park) and Orton Mere. We run a regular steam train service but the railway enthusiast with a penchant for Diesel is not forgotten either." (Taken from the NVR website).

We will then drive the short journey back to the Hotel to relax and prepare for a three course meal in the evening and the rather special film show celebrating 80 years of the Traction Avant produced by Barry Annells.

We hope on Sunday the sun is shining as we drive to Burghley House, one of the largest and grandest houses of the first Elizabethan Age.



"Burghley House was built and mostly designed by William Cecil, Lord High Treasurer to Queen Elizabeth I, between 1555 and 1587. The main part of the House has 35 major rooms on the ground and first floors.

There are more than 80 lesser rooms and numerous halls, corridors, bathrooms and service areas. The lead roof extends to three quarters of an acre, restoration and rebuilding of which began in 1983 and took nearly ten years to complete.

Visitor facilities include the Orangery restaurant, gift shop, gardens and beautiful walks around the historic parkland laid out by Capability Brown and still occupied by a herd of fallow deer". (taken from Burghley House website).

We will spend the day at Burghley so plenty of time to visit the house and gardens plus look at all the Tractions and vote for your favourite cars.

Burghley House has allocated us a reserved area to park and a special offer of "2 for 1" for anyone wishing to visit the House.

Members of the 2CVGB and Citroen Car Club will be joining us on Sunday so we should have an excellent display of Citroen models for us and the general public to admire.

It is going to a first class weekend so don't miss out please complete the booking form and send it to Paul De Felice by post or email (please do not email credit card details – telephone instead) as soon as possible – the Hotel has reserved 30 rooms for us so "first come, first gets a bed" – or something like that!

If you cannot make the whole weekend why not just turn up and join us at Burghley House on the Sunday.

Bev Oates

Booking Form – TOC 2014 Annual Rally

20th – 22nd June – Peterborough/Nene Valley & Burleigh House

NOTE: Please complete the following in Block Capitals

Driver Name:

Address:

City/Town: Post Code:

Tel Home: Mobile: Email:

Number of Passengers: Passenger Names:

Vehicle Details: Reg. No: Model: Year: LHD/RHD:

Hotel Rooms are £65 per room inc Breakfast*	No of Rooms: - Double: - Twin:	£65 per room	£ .
Friday Night BBQ	No of Adults:.....	£20	£ .
Saturday Day Trip on Nene Valley Railway	No of Seniors:..... No of Adults:.....	Senior - £11.50 Adult - £15.00	£ .
Saturday Evening 3 Course Meal at Quality Hotel	No of Adults :.....	£20	£ .
Sunday – Rally Fee**	Per Vehicle	£7.50	£ .
		Total Cost	£ .
Paying by PayPal?	Please add 3% of Total Cost	PayPal Fee =	£ .
		Total Amount	£ .

Please Note that “Total Amount” does not include the following:

- Lunch on Saturday or Sunday
- Drinks on Friday and Saturday Evening
- Any other refreshments
- Entry to Burleigh House**

Payment

You can pay in the following ways:

- By Sterling Cheque. Cheques to be payable to “Traction Owners Club”
- By BACS Transfer Sort Code: 20-20-62 Account Number: 40617679
- By EuroZone Transfer (contact Barry for details)
- Cash – in person to Barry Annells or any of the Officers of the TOC
- **PayPal, please add 3% to the Total cost and “send money” for the Total Amount to Paypal@traction-owner.co.uk**

*Rooms have been reserved at the Quality Hotel, Peterborough, at the special rate of £65.00 (per room, per night) and will be reserved in your name when you book. If you decide to cancel or change your booking then it is **your responsibility to inform the Hotel**.

** The normal £13.00 entry is available as a “2 adults for the price of 1” special concession for entry to Burleigh House

Please complete and post to: TOC Rally, Bourne Citroen, PE10 9JY or scan and email to: bournecitroen@tesco.net
31/01/2014 21:35

The FBHVC now has more clubs affiliated than ever before.

Tax discs will be finishing from 1st October this year. But, you will still need to re-register your pre-1957 vehicle each year, even though you do not have to pay any money. There will be a slight complication for our 'tax free' vehicles: anyone who sells their car with unused tax outstanding will have to reclaim it from DVLA and the new owner will have to register for tax of the vehicle. All this, despite the fact that no money is actually paid. Apparently, this is to prevent fraud.

London Ultra Low Emissions Zone is still a long way off and the FBHVC are trying to influence the final legislation to include an exclusion for 'historic vehicles'.

The European Roadworthiness Testing Directive is now in its final form and being studied by FBHVC

FIVA are trying to find out more about the planned EU REACH Regulations, which could effectively outlaw the chroming process.

The FBHVC reminds everyone to check the age of their tyres. Here is information on how to do that.

All tyres should be stamped on one side or the other with a date code. Tyres manufactured in the 21st century will have four digits in the format 5212, where the first two digits are the week and the last two the year (so the last week of 2012, in my example). Tyres manufactured in the 1990s will have three digits and a triangle (where 017 is the first week of 1997) where tyres manufactured in the 1980s and prior will just have three digits (017 could mean first week of 1987 or first week of 1977). If a tyre doesn't have a code, or it has worn away to the extent it is illegible, then err on the side of common sense and caution. How old tyres ought to be before replacement will depend on many factors, including a detailed appraisal of the tyre off the rim, as well as an understanding of the typical use that the vehicle is put to. Clubs may wish to tailor this advice based on their specific knowledge. On its website Bridgestone says: 'many tyre companies, including Bridgestone, warrant their tyres against manufacturing and material defects for five years from the date of manufacture. Based on their understanding a number of vehicle manufacturers are now advising against the use of tyres that are more than six years old due to the effects of ageing'. Continental says: 'Continental recommends that all tyres (including spare tyres) that were manufactured more than ten (10) years previous be replaced with new tyres, even when tyres appear to be usable from their external appearance and if the tread depth may have not reached the minimum wear out depth.' Also bear in mind that recommendations from manufacturers (whether of tyres or of cars) may apply to current production rather than historic vehicles.

It is also worth noting that tyres on a vehicle used rarely may actually deteriorate faster, particularly in terms of sidewall cracks, than those on a car that is daily transport. Naturally, the spare tyre on any car, modern daily transport included, is also caught by this. The British Tyre Manufacturers Association states 'Tyres that are used infrequently (e.g. caravans) and/or in coastal areas will age more quickly'.

Full information can be found at <http://www.fbhvc.co.uk/member-benefits/newsletter-archive>

Traction Avant Danmark summermeeting 2014

Bornholm

22. - 24. august 2014



Traction Avant
80 år - 1934 - 2014

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 car 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

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.

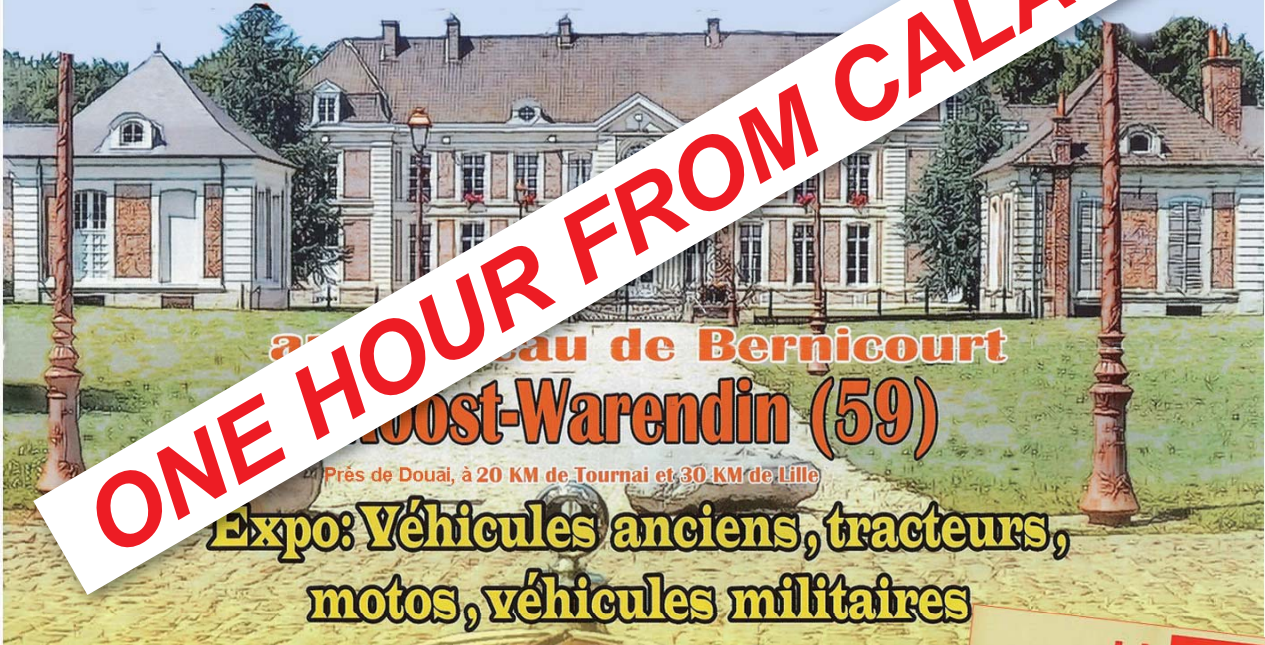
The clocks will cost £ 8.75 + postage (£ 2.60 within UK, £ 4.80 Rest of the World) + VAT.

80 ANS DE LA TRACTION CITROËN

1934 - 2014

Samedi 31 mai et Dimanche 1er juin

ONE HOUR FROM CALAIS



à la Chateau de Bernicourt

Roost-Warendin (59)

Près de Douai, à 20 KM de Tournai et 30 KM de Lille

Expo: Véhicules anciens, tracteurs, motos, véhicules militaires

pour la **CONCENTRATION DE TRACTION**
promenades, visites
musée de la Traction
bourse d'échanges

Renseignements : **CITROSCOPE**
295 rue Marcel Sembat
59184 Sainghin-en-Weppes
tél : 06 81 39 84 12



Les Anciennes du Ch'ti - La Traction Universelle section nord
Citro Mania Club - Les Amateurs de Citroën Anciennes

Inscription 10 € à envoyer à : **Les Anciennes du Ch'ti**
(par voiture et 2 adultes) 157 rue Edouard Vaillant 59286 ROOST-WARENDIN

Nom..... Prénom.....
Adresse.....
Tél : Mail :
Modèle de Traction Année Carrosserie

Possibilité de réserver à l'inscription un repas le samedi soir à 25 €/pers (limité à 200 places)

Contact : simca.poirier@wanadoo.fr -- 06 87 03 16 14

IPNS

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

CARS FOR SALE

FOR SALE: 1949 Slough Light 15. White. Attention needed to carburettor, speedo, brakes and tyres. Tidy inside. Would need trailer transport. Location, Scotland. Offers around **£3,500**. Contact Roger on 07712 080906 or j.m.feeney@btinternet.com



FOR SALE: 1952 Small Boot Lt15. Cavalry Blue with red leather interior. Recently featured in the TOC Calendar. Sunroof, splined CV drives, period radio. **£10,750**



FOR SALE: Big Boot Lt15. Old English White with red interior. South African import. Rebuilt engine, suspension, CV drives. **£12,000**



FOR SALE: 1952 Small Boot 11B. Black. Changeover model with low wipers and late striped cloth. Rebuilt suspension, 10x31 gearbox, CV drives. **£13,500**



FOR SALE: Big Boot Lt15. Black with red leather interior, South African import. Currently being put back on the road after long lay-up. **£9,750**

FOR SALE: 1955 Big Boot 11C. Blue Green with black wings. 11D engine, 12 volts, CV drives, stainless exhaust, seatbelts, heater, tow bar. **£10,250**



FOR SALE: 1955 11C. Sound but scruffy. Technical work done, bodywork about to be done. **£5,000**



FOR SALE: Big Boot BL. Black. Rebuilt engine & gearbox. Stainless bumpers, 12 volts, seatbelts, CV drives. **£10,500**
Tel John Gillard: 0207 358 9969 (24 hours)

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**

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: 1948 small boot slough built light fifteen in red, reg BSK 311. New Zealand import, restored in 1987. Body and interior are in good condition. Fitted with high ratio diff. Both engine and brakes have been rebuilt. The car has been regularly used over the past 12 years. MOT 1000 miles ago with no advisories. **£11500 ono. Contact Brian Reakes on 01789 268114 email brianandlizreakes@googlemail.com**

PARTS FOR SALE

FOR SALE: TOC member Julian Taylor, who lives on the Somerset Levels, was flooded to a depth of 1 metre. I am selling the following second-hand parts on his behalf: Oil pump - part no. 453130 (to Dec 1954) incomplete, Steel sump (dented) with supports, Timing chain cover, Timing chain Gearbox - part number 515703B. Stripped down but completeness unknown. Housing good. Perfo rocker cover (needs repairing) Slough gear knob, 4 off Light 15/Legere driveshafts (one without UJ), Solex 32PBIC carb (copy marked P16H), 2 off 12volt coils Light15 rear light lenses (OK for spares) Perfo crankshaft needs regrind, Perfo flywheel. **Offers please - all proceeds to charity.**
Contact Den Hewitt on 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: "Short" Perfo engine. Dismantled, checked and rebuilt. Sound block, good big ends and main bearings on excellent crankshaft journals. Good pistons and liners, camshaft, followers, etc. with original flywheel all ready to fit. £350. Also, cylinder head if needed complete with valves, rocker gear, pushrods and cover at £75. Delivery possible. **Contact Andy on 01339 886290 or email to sheilandyb@btinternet.com**

FOR SALE: Toutes les Citroën" – written by René Bellu and edited by Jean-Pierre Delville. It covers all models up to 1987. It is in excellent condition. £30 plus postage – which will depend on Country being posted to.
Contact John Oates 01629 582154 or john.oates@gmx.com

FOR SALE: Marchal TP 345 headlamp lens (fitted to 1936-1938 7C and 11BL) - **£30 plus p&p**
 Cibié TP 348 headlamp lens (fitted to 1936-1938 11AL (until Feb 1937), 11A then 11B, 11C and 15 Six from 1938 - **£30 plus p&p**
 Pair of Robris type 216 for 7, 9 and 11CV Légère 16/6/1937 to 15/1/1938 - **£60 plus p&p**
Located near Bristol. Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: 6V Alternator for 11CV. Bought from CTA Service and used for a short while but now surplus to requirements due to 12V conversion. Includes original fitting instructions, bracket and voltage regulator. Easy to fit. Cost around £200, will sell for **£75 plus shipping cost. Pat Ware, 01953 451929 (Norwich area).**

FOR SALE: Instruction Book for 10, 12, 20 RWD 1934 **£12**
 Lucas Parts List Illustrated for Lt15 1950 (copy) **£1.50**
 F.P. issues for '92, '93, '94 ten in all **£25**
 Traction W/shop manual (factory) 1938 on **£16**
 Traction W/shop manual (photocopy) 1938 on **£10**
 Traction Fuel Pumps AC Type "T" **£15**
 Traction Fuel Pumps A. Guiot Type "H" **£15**
 Factory Parts Books for ID 19, ID 19 Safari, DS19 **£16 for all three**
Postage included in these prices.
Phone for details: 01209 821979 Martin Vickerstaff (Cornwall)

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
Tel: 01904 701005. Next day despatch.



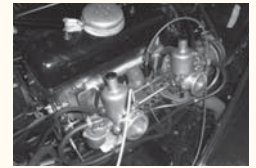
FOR SALE: Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars. 130/140X40 and 150/160X40 Michelin SCSS for early cars. Official Michelin Distributors for the UK. Mention you are a **TOC** member. We also balance Traction wheels for free. **www.longstone.com**
Tel: 01302 711123
Email: sales@longstonetyres.co.uk

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: one excellent rim (Rubery Owen, 1948/49 only), **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: Clutch thrust bearing carrier (490886), cover (18325) and gearbox interlock (490856, 490889) for 11CV clutch".
Contact Steven Wright on 07531 676160

WANTED: for my Light-15/1948: complete sliding roof mechanism and a complete "Rear luggage compartment door". I'm also looking for an accessory luggage rack (small boot, preferably: "EYREM" or "SUPLESS").
Offers please send to: herman.struve@amswood.com or call +31 621 246991

WANTED: 1 good condition Slough TA road wheel. **Contact Den Hewitt on 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

WANTED: Old 12 volt Traction starter motors and gearboxes. Also early "D" (1911cc) engines, gearboxes and 12v starters. Condition immaterial, whole or incomplete, bits missing or just boxes of bits, as all to be used as a source of spares. Buyer can collect anywhere and pay cash.
Email Andy on sheilandyb@btinternet.com or telephone 01339-886290

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: 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

continued

Classified Adverts and Events

WANTED: 11D flywheel in original form.
Please contact Steve Hedinger 07961 556538 email hedihog@tiscali.co.uk

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

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.

BRITTANY RALLY - LATEST FROM MARTIN NICHOLSON



Hello All

Latest info from Dominic, see below.

There is no news regarding camping/hotels, so I don't know whether we will be in one place (I think unlikely) or be moving around. No info on this expected until April, when the camp sites open. But at least this gives enough info to sort out Car Ferries and a region in which to stop prior to the start. I'll come back as soon as more info is available.

Rally will start 11 July and finish on the 14. All in the Cote d'Amor region of Central Northern Brittany.

Start will be at Quintin on the 11th

12th.... we'll be heading for the Island of Brehat

13th... to Island of Batz or the Steam Train Line at Trieux

14th... finish at Jugon les Lacs

Check out the websites Dominic has given, below

<http://club-tractionsavantdebretagne.jimdo.com/>

<https://www.youtube.com/watch?v=SrAeYn9D6sg>

Cheers for now....

Martin & Vicki

PS Any questions??? Especially for first timers... let me know?

EVENTS DIARY

For up to date information on events, please check out the Events Page on the TOC web site.

www.traction-owners.co.uk

2014 May

3rd - 4th CitroMobile
24th - 25th La Vie En Bleu, Prescott, Glos
28th - 1st June 50 Years of TAN, Netherlands
31st - June 1st Citroscope, 80 years of the Traction

Amsterdam. <http://www.citromobile.nl/>
<http://www.prescott-hillclimb.com/may2011.aspx>
Bookings through Walter & Noëlla
N France (1 hour Calais) www.citroscope.fr

June

7th - 9th Retromoteur et Véhicules de Prestige
14th - 15th (tbc) 12th Festival des Belles Mécaniques
20th - 22nd TOC Annual Rally
27th - 29th All Ireland Rally (Tipperary this year)

Ciney, Belgium <http://www.cineyexpo.be/agenda/evenement.php?id=248>
Roubaix, Paris. <http://www.ideale-ds.eu/v10/>
Peterborough. Details on TOC site or in FP
John O'Sullivan (0)21 4652447 josds21@eircom.net

July

11th - 14th CTAB Brittany Rally

Cote d'Amor this year (see above).

August

8th - 10th EuroCitro 80 Year of the Traction Avant
Dates tbc Wervik 14th Intern'l Classic Car Meet
22nd - 24th Summermeeting TA Denmark

Le Mans www.eurocitro.org/index_bon_anglais
Wervik, Belgium. Details to follow
Bornholm, Denmark www.traction.dk

September

13th - 14th 80th Anniversary of the TA
19th - 21st Circuit des Remparts

Château de La Ferté Vidame, West of Paris
Angoulême, France.

October

31st - Nov 2nd TOC AGM Weekend

Cheltenham Chase Hotel (details in this edition).

November

14th - 16th NEC Classic Motor Show

contact Steve Wright.

2015 May

7th - 10th TA RALLY On the traces of...

Perigord History & Gastronomy (see page 18).

IN COMMITTEE

FROM BEV OATES

Brief details of the Committee meeting held in Newport Pagnell on 13th April.

- Floating Power will appear in the "Members Only" section of the TOC website 10 days after its publication. Classified adverts in the open area will still be held back for 2 months.
- Facebook – we are looking for a young person to run our Facebook page.
- Finance – the Committee have agreed on what expenses can be claimed and when.
- Club shop – Steve Reed has found a new supplier who will produce TOC branded clothing and sell direct to members so no need for us to hold stock. New mugs now available.
- Spares – sales are still up. It is proposed to have an Open Day later in the year.
- Website – we are now trialling the TOC forum with Committee members and will then 'invite' Section Reps to trial before 'going live'. Section Reps are now able to update their social events on the website.
- Membership – agreed to hold fee at £33 for this year but an increase is likely next year due to postage costs.
- Social – Section Reps to be contacted to ask if they would like a TOC banner available for their use at local events. BJO to obtain quotes and order following feedback.

Next meeting 29th June in Steventon Village Hall.



Longstone
CLASSIC TYRES

Marie-Claire loved Michelin X tyres so much she went out and bought the perfect accompaniment - a Traction Avant

www.longstone.com Tel: +44(0)1302 711123

UFF 393

MICHELIN

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 50th celebrations.

The kit contains all you need to help keep your car or motorcycle tyres in top condition; a traditional analogue gauge calibrated from 0 to 100 psi, together with a tread depth gauge, valve cleaner and chrome valve caps, all neatly fitting inside a period tin that would grace the glove box or tool kit of your pride and joy!

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.vintage tyres.com or call 01590 612261



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 authentic tyres from the ultimate tyre authority
 t: 01590 612261 vintagetyres.com
 f: 01590 612722 sales@vintagetyres.com

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 extra special offers
 for Club Members

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Citroen Classics
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We only use non-toxic, highly efficient and long lasting premixed **PROPYLENE GLYCOL COOLANT** in our workshop.
 Call now or visit our website to buy yours!

www.citroenclassics.co.uk
 Unit 8, Tims Boatyard, Timsway, Staines, Middlesex, TW18 3JY

CLASSIC RESTORATIONS 35TH ANNIVERSARY

Celebrating 35 years of restoring and servicing Tractions, we're now proud to offer an even greater range of services – from the storage and maintenance of classic Citroëns, to self-restoration on our premises with expert supervision. Find out more by contacting John Gillard.

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 020 7358 9969
citroenclassicrostorations@btconnect.com



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Privately owned for almost 50 years, we like to believe we know a thing or two about classic car insurance. We understand what you want as an enthusiast – and what you don't want – from your cover.

Exclusive benefits available to car club members:

- Up to 15% discount for club members
- Automatic cover for club members whilst on a race circuit at a non competitive club organised track day
- Automatic cover for club members during club organised hill climbs, sprints or average speed road rallies
- Automatic cover, on an agreed value basis, whilst your vehicle is in the custody of a motor trader

Specialist policy options for your specialist car:

Agreed Value: Agree the value of your classic at the start of your insurance policy to avoid any dispute in the event of a claim

Limited Mileage: If you drive less than 1,500, 3,000 or 5,000 miles per year let us know and you'll enjoy a lower annual premium

Multi-car Insurance: The perfect way to insure your collection of cars or your family's fleet. One account manager, one renewal date and one annual premium.

UP TO 15% DISCOUNT FOR CLUB MEMBERS

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 180 High Street, Kelvedon, Colchester, Essex CO5 9JD
 Authorised and Regulated by the Financial Conduct Authority

**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



CITROËN
ROSALE 10 L
FAMILIALE
1933

29 ZP 31

Alan
65
CLUB DES VEUX OLANTS DU OMMINGES