



Floating Power

december/january | 2004

toccontact



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Club Tools are available in these areas:



Approximate position

For details of area meetings, please
contact your local organiser

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Editorial

First, I must apologise for the delay in this latest issue of Floating Power. This is entirely down to me contracting flu and laying me very low for several weeks. The spirit was willing but the body was extremely weak! I hope most of you managed to avoid any ill health over the winter.

I have now to report on the latest Citroën/Maserati partnership. My 11BL is stored over winter in a barn on a small rural industrial estate and as work was due to take place inside the barn, I called over in the morning to take it outside to avoid any damage. Of course during the day, heavy snow fell, thawed, froze and fell again so the surface beneath the snow was treacherous. But wanting to eliminate any possible chance of a frozen block, even though there is anti-freeze in the engine, I went back to the barn in the evening to tuck the Traction up – in my Maserati. Now this was not a good idea. Wide road-roller tyres, automatic transmission and 3.2 litres of throbbing V8 twin turbo power combined with ice and snow is not a good mix. I was well and truly stuck. And there was no-one else around. I could get out with the wheels still turning and just stand and stare at it! I tried all sorts; sacks under the wheels, full revs with the traction control off (loads of smoke but no movement) and after running the tank nearly dry (not difficult in a Maser!) I phoned home. It was now about 9.30 and Blanka reported that our village was cut off from my direction with cars sliding all over the place. It was then that the dim 6 volt light in my head glowed into life. I could go home in the Traction! So no tax disc (kept at home) no bumpers (away being re-chromed) and no front number plate. Well it was dark and virtually no other traffic was moving. Off to the barn to liberate the 11BL. Big diameter narrow Michelins driving the front wheels as we know are brilliant in the snow. Sailing past everything through a moonlit snowy landscape in a dim yellow glow I was home in no time. Citroen rescues Maserati - again. A mini adventure.

Hope to see you all on one or more of the many events in this 70th year of the Traction Avant.

Copy date for next issue March 10

Front Cover



She looks very shiny. In the black mudguard left you can see the sky with clouds in it, in the one on the right you can see the house opposite the street. In the door (right) you see my neighbours car, a black 15-six... when this picture was taken, it was 4 months since she was cleaned...

What you need is: 1 bucket Belgian (soft) rain-water and some drops soft washing-up soap (Dreft) in it.

After washing, make it shine with a clean soft towel. that's all...

Walter Callens' 1934 Traction 7B Isabelle

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Chairman's Note

Dec/Jan 2004

Paul De Felice

Hello and welcome to the first Floating Power issue of 2004.

I do hope over the winter you are all out there in your cold, damp garages, as I am, fettling with your traction, doing those jobs on the cars that you meant to do in the warmer weather but somehow never managed to find the time.

We all need to get our cars ready for the array of events on the calendar for the forthcoming year and we certainly seem to be spoilt for choice this year.

We start off with the Irish Rally on the 30th of April which certainly seems to have wetted a lot of appetites and will be a new experience for many of us to enjoy the pleasures of the Emerald Isle where the hospitality and warmth of its folk is legendary.

We also have the Dunkirk Event in mid June being organised by "Club Traction Universelle" of France who are hoping for an attendance of 1000 Tractions to celebrate 70 years of The Traction Avant.

So if any of you are thinking of going to these events book early to avoid disappointment.

Happy new year to you all and enjoy the magazine

Paul De Felice

New Members

A warm welcome is extended to all new members of the club.

1840 H and A. Thompson, Lower Halstow, Kent

1841 C.R.Wilson, Scampton, Lincoln

1842 K and J. Childs, Stratford-upon-Avon

1843 C. Drew, Bursledon, Southampton

1844 H. Macrae, Coupar, Angus

Obituary

Michael Wheals 1934 - 2003

Roger Dyer writes; we are sorry to report the sad death of Mike Wheals on Monday 22nd December at 16.00hrs in hospital at Flers. He is survived by his two sons Tim and Nick.

I first met Mike at a committee meeting of the Traction Owners Club, soon after he became responsible for the social side of the club, a post which was quite fitting for those who knew him.

Mike a resident of the Newbury area, soon relocated to Whitchurch where he set up local meetings of the TOC in the White Hart pub on one Sunday per month.

Links were forged with Clubs overseas at that time, and on one occasion we were contacted by a club in Brittany (Club des Tractions Ile et Villain) based in Rennes. We organised a weekend trip to Winchester, Wells, and the Cheddar gorge etc, this led us to join them on their round Brittany tours, which started in 1984, and this year will be the 20th, and are still well supported by TOC members today.

Other events were of course the ICCCR's in Germany and Clermont Ferrand, the highly successful tours of Belgium, and Le Touquet, among many more. Mike also organised his own tour of England for a whole month! It was very popular with various members joining and leaving at different sections. Mike's two sons Tim and Nick used to accompany him on these events especially Nick who was the youngest.

After spending many years restoring houses of various types, Mike decided to set up as a restorer of Tractions and later the H vans both of which he had a particular passion for. He had links with suppliers in France and imported H vans when required.

About 6 years ago Mike discovered Normandy via his old friend Andre Auvray, and purchased a small very old, almost derelict cottage in St Cornier des Landes. In a way it was going back to his roots as he started to restore it, to his own design, having only running water, no electricity or mains drainage. He spent much time in making it as self sufficient as possible. Rain water was collected off the roof in 1000 litre bulk containers, batteries were to be charged by wind power and solar heating was to be used where ever and when ever possible.

Sadly, although the basic structure of the house was complete and viable, he was not to see his dream come true, however I am sure Mike much enjoyed his five years in Normandy and greatly appreciated the many visits from family and friends over these years, all enjoying his often impromptu hospitality which he gave with so much ease. After cremation he was put to rest in the cemetery of Saint Cornier des Landes, the ceremony was attended by more than 50 persons.

tocspares hotline

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From Tandem To Traction

John Ogborne writes

Ted was a young man in his early twenties when he first showed signs of being a stylish traveller. The signs that were eventually to lead him to becoming one of the longest serving members of that élite group - the Traction owner. For, in 1931, it was on the back of a tandem shared with his brother-in-law that he rode the 25 miles of tortuous hairpin bends to the top of the 7,000ft high Grimsel Pass in Switzerland.

But Ted's love affair with Citroën had been sparked in 1926 during the General Strike when he was driven through the West End of London in his boss's open-top "Type A". It wasn't until 1949 that he was able to afford to buy his first Traction - a Light 15. Seven years later, with his expanding clothes manufacturing business demanding a bigger car, Ted bought the Big 6 that was to stay with him for the next 47 years. He remembers buying it from a young man who had had a big win on the football pools and he also remembers painting it the unique green colour that it remains today!

Ted no longer drives the Big 6 that has grown old so gracefully beside him and now wants to reclaim the 16ft of garage space that it is occupying. Well maintained, fully serviced and driven regularly until very recently, UPA 992 needs a new home. So someone, somewhere with a leaning towards stylish travel will find inspiration in Ted's big green Traction and - who knows? - may equal Ted's record and keep it on the road for another 47 years!

Contact John Ogborne for more details at:
jogborne@onetel.net.uk

 At press date, the car has now been sold. Ed



tocdiary

2004

MAY 1ST - 3RD IRISH TOUR

Get together on the Friday evening (30th April). Saturday start at Cashel, then drive via Tipperary and Adare to Killarney (food, drink & singsong). Sunday begins with a visit to Mucross House, then a tour round the Dingle peninsular (as far west as possible), and in the evening "bia ceol agus craic" in Dingle. Monday drive through the Connor Pass and Tralee, visit the Foynes Flying Boat museum, ferry across Shannon estuary and finally a medieval banquet in Bunratty Castle. Total mileage 290 miles (465 kms), Rosslare to Cashel is about 100 miles, Bunratty to Rosslare about 150 miles. Leslie Scott is organising the tour. Tel: 00 353 8 7259 2447 Email: lesliescott@eircom.net

JUNE 11TH - 13TH TRACTION 70TH ANNIVERSARY

The French organisers hope to get 1000 Tractions at the seaside. Book in from 3pm on the Friday at the Kursaal exhibition hall. There is a reception and dinner that evening. On Saturday morning the Kursaal is open, there is a reception of Tractions, an organised visit to Dunquerque, photos, at the seaside, a reception at the Town Hall and a Gala dinner. The Kursaal is open on Sunday, there is a picnic in the Park, back to the beach and it all ends at 6pm. We have a flexible offer from NorfolkLine (Dover - Dunkerque) for the whole of June - £89 return for a standard car & 2 passengers if booked before 15 March. Robln Dyke will coordinate Tel: 01865 858555 Email: robIndyke@btopenworld.com

JULY 14TH - 17TH BRITTANY RALLY

This event is organised by the local French Club. A limited number from the TOC can attend as guests. It is usually over a weekend, stretched to include Bastille Day (14th July). Further details from Martin Nicholson who will co-ordinate the UK participants. E-mail: vicmarnic@aol.com

AUGUST 13 - 15TH 13TH ICCCR - INTERLAKEN

This a vast rally for all models of Citroëns. There is a Citroën Village with restaurants, bars, club tents and stalls. Site opens at noon on Thursday 12th August. Early Bird welcome Apéro. Official reception on Friday and evening attractions and music. Saturday Concours d'Elégance and the winners parade through town. Gala dinner in evening. Lazy Sunday brunch. Restaurants stay open so you can stay until Monday. Details and booking form on www.icccr.org. Dougie Lawson will coordinate and advise on travel Tel: 01256 329042 Email: dougie.lawson@ukonline.co.uk

SEPTEMBER 3 - 5TH TOC ANNUAL RALLY - NEW FOREST

Friday get together at camp site near Romsey. Saturday touring around the New Forest with a meal in the evening. Sunday visit Breamore House. Richard and Pam Hutton are organising the event. Tel: 023 8046 3265 Email: prp@heatherdown.freemove.co.uk

Whilst the dates and the venues are current at the time of going to press, we recommend you confirm the details with the event, prior to setting off on your day out.

FBHVC news

Abandoned Vehicles

We responded strongly to DEFRA - some extracts are shown below. The full response is available from the secretary on request.

'... we have received a large number of letters, faxes and e-mails all expressing concern. Our response encapsulates these views which, we have to say, were often expressed in most robust terms.

Many vehicles owned by enthusiasts are temporarily stored in the open or in open sided buildings. Vehicles acquired for spares or awaiting restoration and kept in the open on private premises pending action are already at risk of confiscation under existing regulations if the owner of the land on which they are stored fails to object to a local authority's notice of intent to remove the vehicle within 15 days... Many people take a fortnight's holiday; many old vehicle enthusiasts are retired and are away for much longer.

It is our contention that unless the owner of property on which a vehicle is present has reported the vehicle to have been abandoned then that vehicle should not be removable by anyone without the landowner's specific consent unless the vehicle is posing a danger or is leaking fluid. To that extent, we believe the existing regulations to be excessive: it should not be possible for a local authority to remove any item of legitimately owned property, that is posing no danger to the community, from private land without either the landowner's specific consent or a court order. The onus should not be for a property owner to prove his vehicle is not abandoned within however many days of a notice being served, but for a local authority to ensure that it is by obtaining the landowner's specific consent to its removal, however long that may take... Whilst we support measures to deal with vehicles abandoned by the roadside, we believe the proposals relating to private property are draconian. What is worse, they are unnecessary as there is no clear benefit to the public at large associated with speeding up the ability of local authorities to remove vehicles that have been abandoned on private land in those few cases where a landowner fails to respond to the relevant notice... We object to 'the proposal in the strongest possible terms.'

Tyre Dating

The Daily Telegraph recently carried a piece in the 'Honest John' column suggesting that tyre age was to become a testable item in the Mot test. We immediately contacted the Vehicle Standards and Engineering Division at the Department for Transport and were advised that although most tyres already carry dates of manufacture in their side-walls, there are no plans to implement regulations to check such dates at the annual Mot test. DfT would, of course, change their mind if tyre failure due to age became a significant cause of accidents.

The British Rubber Manufacturers Association suggests that if a tyre is six years old and remains unused it should not be put into service. It also suggests that in ideal conditions tyres may have a life expectancy of 10 years. Clearly, if DfT did decide to implement tyre date testing, there would be considerable implications for owners of older vehicles and we would certainly be making appropriate representations.

DVLA

Penalties for not renewing a licence or not declaring SORN will be enforced but, in contrast to the tone adopted in the press release last May, there will not be an automatic penalty the moment the old licence expires. Keepers will have one month to take the relevant action and an £80 penalty notice will not be issued until after this period. If paid within that month the fee will be reduced to £40; very substantial penalties await persistent defaulters.

Since February 2003 it has not been possible to obtain a new licence at a Post Office without either a valid renewal document (V11) or a formal application (V10) supported by a logbook (V5) or counterpart if the vehicle is recently acquired. If an address has recently changed and/or the vehicle was in use at January 1998 then the taxation class is likely to show 'Historic Vehicle' as a matter of course. If the vehicle has been a project for some time then it may show 'PLG', '25 year exempt' or some other category and you will not be able to licence at a Post Office without paying the appropriate fee (if applicable) for the class shown. Only a Vehicle Licensing Office can change the category (they will refund the balance of any fee paid to a PO) so please remember this when your project is ready for the road and factor in a visit to your local VLO.

Some of you will have noticed that new licence discs have now returned to showing the last day of the month in which they expire, returning to a long established practice last dropped about 10 years ago. They also have a barcode space which facilitate data transfer from the issuing office to DVLA and is part of a modernising process that will include similar data transfer when MoT testing procedures become fully computerised some time late next year.

Rally news

Leslie Scott is expecting 25 cars on the Irish Tour (30 April - 3 May).

Robin Dyke reports already 22 cars booked for the "70 Years of Traction Avant" weekend in **Dunkerque** (11 - 13 June), at least another 20 have already promised that they are going.

Anniversaries

 200 years ago on 21st February 1804, George Trevithick demonstrated the first steam locomotive to run on rails.

 100 years ago on 12th March 1904, the first mainline electric train service started between Liverpool and Southport.

 There are at least 83 Tractions in England, Scotland, Wales and Ireland which will be 50 years old sometime during 2004.

Just over half of these are left-hand drive: also just over half are painted black.

toccuttings

Brittany reporting

Bernie Shaw writes:

I have received a letter from the Roland & Martine Robert, President and (new) Secretary of the Brittany Club respectively.

They confirm next year's Brittany Tour will be from 14th to 17th July, Starting at Bain sur Oust (which is where the 2003 tour finished) and will cover Finistere. We are invited and they also hope to join us at one or more TOC functions next year.

DES BRETONS CHEZ LES CHOUANS

Du 11 au 14 juillet 2003, la 19^e sortie annuelle du club des Traction Avant de Bretagne s'est déroulée sur le thème du Puy du Fou. 17 Traction françaises dont un équipage roumain, 15 Traction anglaises dont un équipage Irlandais et un autre de Jersey sont partis de Blain en Loire-Atlantique. Encadré par 5 sympathiques équipages en moto, ce cortège sous un soleil de plomb que tous ces tractionnistes sont allés à la découverte du pays des Chouans. Après 3 journées bien animées, le tour s'est achevé à Bain-sur-Oust où la municipalité a réservé aux participants un accueil chaleureux. Tous se sont promis de se retrouver à nouveau l'an prochain pour la 20^e édition du tour qui aura lieu du 10 au 14 juillet 2004. Robert Roland - Courriel : robert-roland@wanadoo.fr

En Vendée

Traction au Puy-du-Fou



Du 11 au 14 juillet, la 19^e sortie annuelle du club des Traction Avant de Bretagne s'est déroulée sur le thème du Puy du Fou. Plus de trente Traction et cinq équipages en moto étaient de la fête.

En Vendée, Les tractionnistes sont allés à la découverte du "pays des Chouans". Après trois journées bien animées, le tour s'est achevé à Bain-sur-Oust où la municipalité a réservé aux participants un accueil chaleureux.

Les jours du camping avec le club des Traction Avant de Bretagne

En détail, dix-sept Traction française dont un équipage roumain, quinze Traction anglaises dont un équipage irlandais et un autre de Jersey sont partis de Blain en Loire-Atlantique. Le cortège s'est acheminé jusqu'aux Epesses.

Tous se sont promis de se retrouver à nouveau l'an prochain pour la 20^e édition du tour qui aura lieu du 10 au 14 juillet 2004. Communiqué par Roland Robert, tél. 02 99 64 05 23 ou 06 23 15 78 83 ou Thierry Roullier, tél. 06 89 30 68 14.

SAINT-JEAN DE BOISEAU

19^e rallye annuel de Traction avant Une voiture de légende

En route vers le Puy du Fou, les passionnés de Traction Avant, venus de Bretagne, de Grande-Bretagne, de l'Irlande, ont traversé la Loire par le bac, au Pellerin. Pour leur 19^e rallye annuel, le club des Traction Avant de Bretagne a décidé de faire découvrir à ses adhérents et invités le Sud Loire. Accueilli par l'association "Nostalgie des vieux volants", dont le siège est à Saint-Jean de Boiseau, le cortège de belles anciennes s'est rendu au garage Joubert, le garage d'une petite pause. Roland Robert, nouveau président du club des Traction Avant de Bretagne, a présenté chacun des modèles existant de cette voiture de légende. Sortie des usines Citroën entre 1934



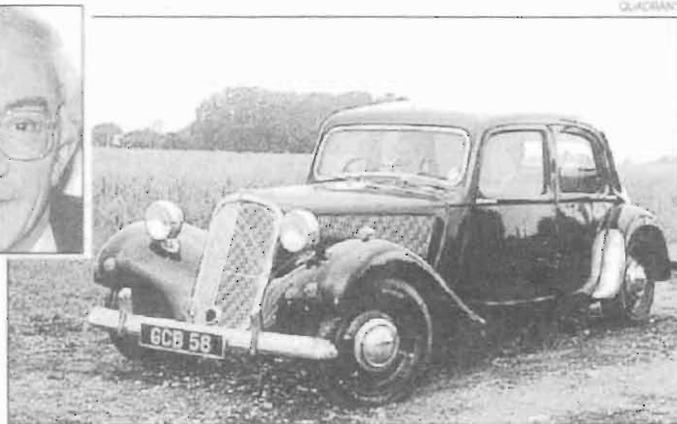
Trente-deux Traction Avant ont traversé le bœuf du Pellerin jusqu'au garage Joubert et 1937, la Traction en 5, 9, 11 et 15 CV. Après cette courte halte, le cortège a repris la route vers la cave du château de Loriaire, à Brains, puis vers les Epesses et le Puy du Fou, en Vendée.

JOHN STALKER: THE CAR I WISH I'D KEPT

JOHN STALKER is the former senior Manchester policeman at the centre of controversy when he was dismissed from heading an inquiry into the alleged shoot-to-kill policy in Northern Ireland. He has spent his time since then fighting to clear his name.



I wish I'd kept my 1947 Citroën Light 15. It was a real Maigret car, the car of my dreams. It was \$227 when I bought it as a young, single policeman in 1959. I had it parked outside Manchester police station when an emergency call came in about a burglary. We had no police car avail-



able, so about seven of us careered off in it. The burglars were coming out of the back of a shoe shop. I caught their faces in the car head-

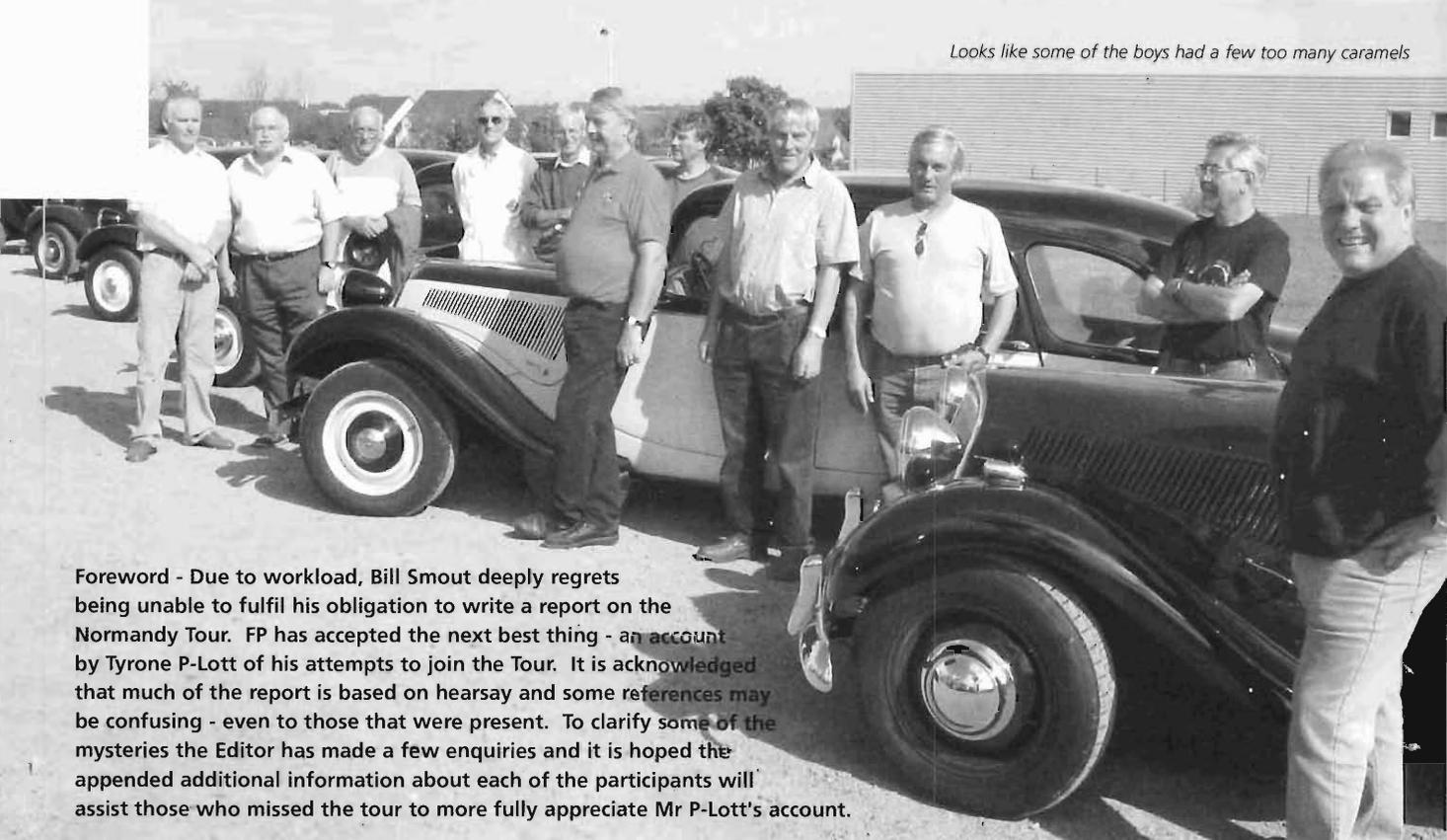
lights. You could see their relief when they thought it wasn't a police car... then all these policemen got out!

Walford Bruen sends in this interesting cutting

I happened upon the enclosed cutting whilst sorting out old papers over the festive season. I must have cut it out of a newspaper years ago. Clearly the car is not the actual one which Mr. Stalker owned but it does belong to one of our club members - you can see the TOC badge on the windscreen!

Regards

Walford Bruen



Foreword - Due to workload, Bill Smout deeply regrets being unable to fulfil his obligation to write a report on the Normandy Tour. FP has accepted the next best thing - an account by Tyrone P-Lott of his attempts to join the Tour. It is acknowledged that much of the report is based on hearsay and some references may be confusing - even to those that were present. To clarify some of the mysteries the Editor has made a few enquiries and it is hoped the appended additional information about each of the participants will assist those who missed the tour to more fully appreciate Mr P-Lott's account.

2003 Tour de Basse Normandie

article by Tyrone P-Lott

Thursday 25th Sept Cherbourg - Disaster.

I arrived at the designated meeting point in very good time and found myself alone. Eventually I checked my diary and, to my extreme embarrassment, discovered I had the wrong day. I returned to Cherbourg centre where earlier that morning I had noticed a tatty Traction for sale in the market and the stall-holder seemed very keen to get rid of it. It reminded me of the car driven by Barney when we met on the A1 to Perth and, if the ticket on the screen saying it was 11Euros was correct, it seemed quite reasonable for a left hand drive, pre-war model. Well somebody must have thought it was good value because it was gone when I returned but I did manage to get a 5 litre can of Bostik and a roll of thin rubber which would be ideal for mending punctures should I run out of real patches. (I replaced all the inner tubes after the valves ripped off and now the puncture problem I had on the way to Perth had returned). I spent the rest of the day wandering the streets of Cherbourg before rounding off with a wonderful example of the mouth-watering French cuisine that one normally only reads of in tourist guides, "All Day English Breakfast" in the central Hypermarket.

Friday 26th Sept, Cherbourg (still) then Ile Tatihou & Ste. Mère Eglise.

I planned an early start. I also forgot to set my alarm to French time so when I did wake there was no time for breakfast. I rapidly packed the car and jumped in, only to discover Disaster No 2 - I had left the lights on and there was not a spark of life

left in the battery. The hotel was most helpful and telephoned for assistance and a mechanic duly arrived bearing a new 6 volt battery. No amount of words and gestures would persuade him that this was not suitable for a 12 volt, Slough built Light 15. When the message did get through and he got the car started I dashed off to the meeting place at the ferry terminal - but alas, too late. As on the previous day there were no Tractors other than mine but I was soon hailed from one of the parked campers. The occupant told me his family had been disturbed by a very noisy gathering of cars like mine and pointed towards two rows of oil slicks, proof if ever proof were needed. He said there were even two French plated cars, and he particularly noticed the nicely polished two-tone one. On arrival it circumnavigated the roundabout at least six times then veered into the terminal for a few laps before locating the entrance to the car park. As he said, "The dodderly old chap couldn't even see over the dashboard. Had he not been accompanied by his daughter, he may well have ended up on a ferry to Ireland"! Another notably tidy vehicle was a white car driven by a chap who was "posing as a Dick Emery look-alike". He seemed to be celebrating something because he talked about a "Pat on the Back" at home in England but his hopes of the fancy-dress prize were soon dashed by the arrival of a "Bee-Gee impersonator" in a much bigger black car. There was great hilarity because a second big car, driven by a "tall windswept character", was having difficulty

negotiating all but the most gentle of bends. His new steering wheel - fitted purely for cosmetic reasons - had snapped and was now testament to the many ingenious uses of the jubilee clip. My informant confided that if he owned a car in that condition he would "resurrect the original steering wheel and replace the rest of the car". Shortly after 10 o'clock the convoy of 20 Tractors moved off in an easterly direction, accompanied by a blue "sports job" which I assumed was one of those Lo-Maz kit things that uses the engine, gearbox and chassis of the Light 15 with a cheap plastic body. It was midday when I set off in hot pursuit along the coast road but progress was slower than planned and not entirely due to the puncture stops. By mid-afternoon I reached the port of Vaast-la-Hogue where I was threatened by a gang of irate workmen who were replacing the temporary surface of the port car park after a fleet of Tractors had passed through. The group had taken the amphibious ferry to the Ile Tatihou where they visited the maritime museum before settling down to a picnic in the sun. The ferry captain/driver told me that during the crossing he held a very interesting nodding and grunting session with one chap who did not appear at all impressed by the versatility of his craft. In fact he had the air of someone that travels in amphibious vehicles on a daily basis and appeared more interested in the necessity of a second, and apparently unused, steering wheel than in the unique abilities of the vessel. On the Island the museum staff were confident their visitors had

benefited from the exhibition although one little old man was overheard criticising the displays on shipbuilding. In search of refreshment I tried the restaurant which was remote but small and cosy. The staff laboured happily, cleaning wine stains off plastic tables and stacking them neatly against the wall. They talked of a recent party that had failed to patronise the restaurant and then "commandeered" all the tables and chairs to consume their own food and I felt compelled to agree that group leaders really should be held responsible in cases like that. One young lady said she thought they ought to phone the café in Ste. Mère Eglise to say the Tractions were coming and I had my vital clue to their next destination.

Ste Mère Eglise was the first French town to be liberated by the allies in WW2 and is probably best famous for the image of the US paratrooper caught on the church spire. Today a parachute still hangs there and the stained glass church window features the D-Day landings with paratroops filling the sky. The "Road to Liberty" starts outside the Town Hall and stretches down the Cotentin Peninsula punctuated by Dalek-like kilometre markers inscribed with details of the liberating troops and the date each point was liberated. But that's enough of the tour guide stuff because it was nearly 6.00 p.m. and the convoy had dispersed long since. I stopped for a beer and to see if any of the locals could tell me what the Tour's next destination was. The proprietor of the Army Surplus Store said he had sold some "crickets" to an Englishman who pocketed them and then cleverly extracted half of the cost from a lady companion on the grounds that they would serve to enliven the evening meal in Villedieu Les Poêles. I was back on the trail.

Villedieu was very quiet with just a couple of parked Tractions and no sign of the

main party so I decided to call it a day and get a good night's sleep to be ready to join them the following morning. The town's hotels were fully booked but I was recommended to "a nice Gîte" run by an English couple in St. Maur-des-Bois, about 8 km to the north. It was a bit far and quite late (and they were probably sitting quietly at home with their feet up) so I chose to find a hotel with vacancies and set off on the N175. I was eventually lucky and can heartily recommend the Hotel du Commerce in the centre of Avranches.

Saturday 27th Sept, Clécy & Pont-Erambourg

Calculating they would leave Villedieu by 9 o'clock, I had a bright start and headed back up the N175. I am not sure exactly when it becomes the A84 but it does, and it must be new because it is not on the map in my diary! Then disaster no 3 occurred. While I was looking at the map I missed the Villedieu turning. The weather in Caen was pleasant and I was back in Villedieu shortly after 11 o'clock but the cars had gone. In the town centre I was greeted by a local who had spoken to them and he told me they were going to meet others at "Le Manoir de L'Acherie". His directions were excellent and the drive took less than 45 minutes. The receptionist confirmed the cars had met there that morning and then regaled me with the story of the previous evening. (This was the place where they had eaten!). The noise level had been incredible but fortunately this was not the first time the organiser, M. Nicholson, had taken friends there so the manager had cleverly seated them in a building remote from other diners. Most of them ate all the apple pie they were served so the meal must have been appreciated but one or two did drink more than they should. The biggest culprit was an otherwise



"Did they say no overtaking?"

pleasant gentleman, one of the two couples staying at the hotel, but she surmised this was probably typical behaviour. His wife obviously knew the symptoms and when she thought all the others had gone she deftly erected a wheel chair to whisk him to their room. This morning Mr Nicholson had arrived with a replacement steering wheel for one participant but the recipient was unconvinced of its suitability and kept saying "too small" and "wrong fitting". People don't realise size isn't everything and I know from my experience that, with ingenuity, it would have fitted because I have an Allegro wheel on my Lt 15 to complement the rectangular instruments. Despite the previous night's excesses they set off pretty well on time and, to my delight, the reception had the itinerary and gave me a photocopy.

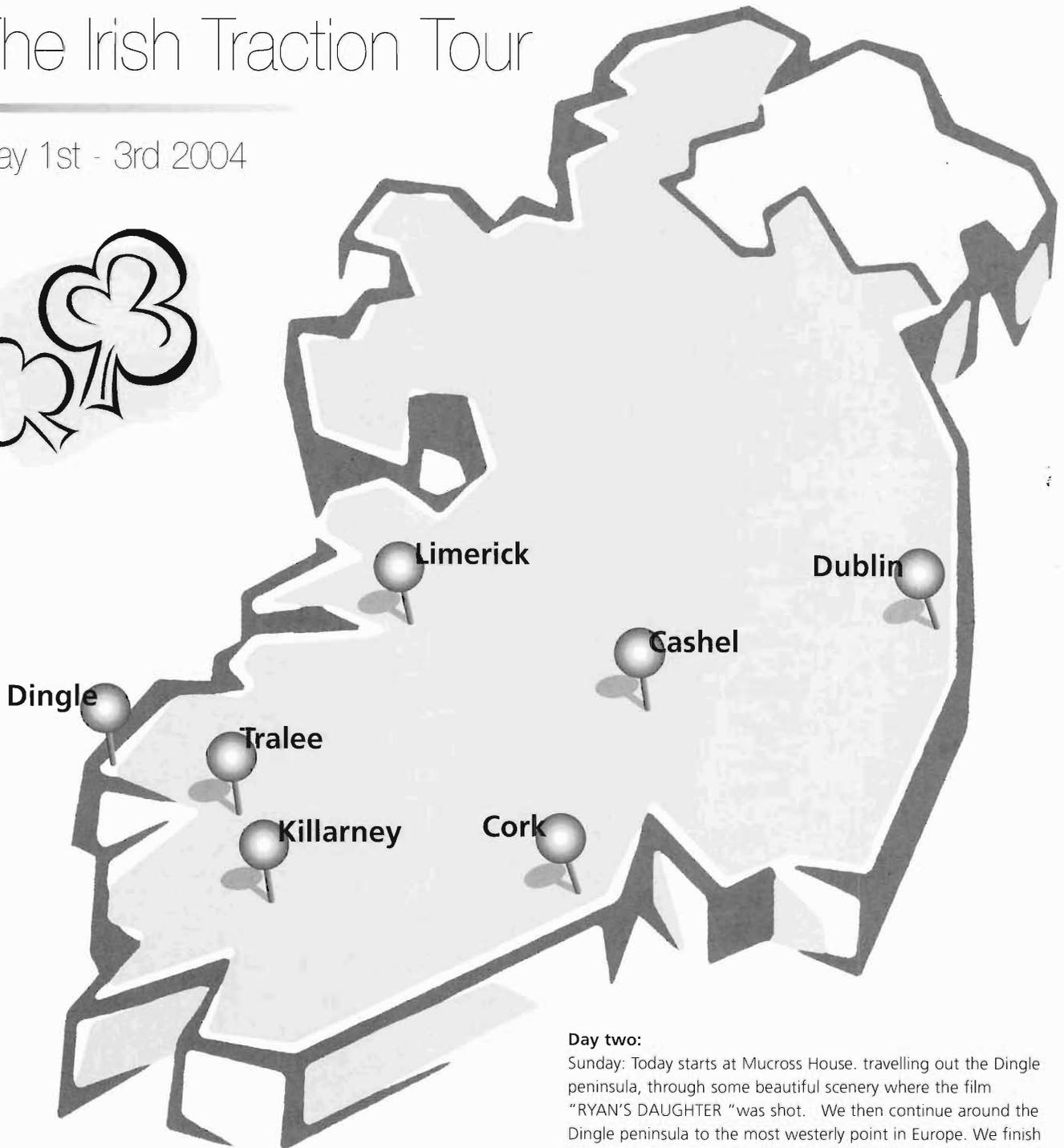
The first stop was a model railway museum at Clécy. The Tour had already departed but I visited the model railway (there is no point in attending an organised tour and not joining in with the activities). It was spectacular. Built over a period of 37 years by a farmer, it is now run by his son who clearly remembered that morning's visitors especially Sophie, the charming French girl with an incongruous Scots accent. (The poor girl was a neighbour of the organisers and had been press-ganged into translating for them). There are more than 260 locomotives, 400 assorted wagons, over 1000 trucks and countless cars and figures on the stunning 310m2 layout with its numerous scenes of town and village life - all in perspective. Many of the scenes are animated, including an ice rink, a fairground, a factory and even a group of "Pompier" dousing the smoking remains of a house. With all this to choose from, when asked for questions the group managed "How many Tractions are there?" and "Is planning permission necessary if further buildings are to be added?" I sometimes despair of the English abroad. After a flying visit to the adjoining cider "cave" (actually a disused lime kiln) they enjoyed a lunch of crêpes washed down with the house cider before redeeming themselves by buying copious amounts of the brew to take home and



toc tours

The Irish Traction Tour

May 1st - 3rd 2004



Early arrivals.

Friday evening, we will meet up and get acquainted.

Day one:

Saturday: The Tour starts in the Munster town of Cashel, (seat of the Kings of Munster) which is in the centre of the "Golden Vale". We shall pass through the town of Tipperary, (it is not a long long way) and then travel on to the beautiful town of Adare, in county Limerick, finishing the first day in "Beauties home", Killarney county Kerry, with an evening of food and drink and singsong!

Day two:

Sunday: Today starts at Mucross House, travelling out the Dingle peninsula, through some beautiful scenery where the film "RYAN'S DAUGHTER" was shot. We then continue around the Dingle peninsula to the most westerly point in Europe. We finish day two in 'FUNGI'S' hometown Dingle, with bia ceol agus craic.

Day three:

Monday: A Pier side start leads on by the panoramic Connor Pass via Tralee, synonymous world wide with the "Rose of Tralee Festival". Lunch stop at the Foynes Flying Boat Museum, and travel by ferry across the Shannon estuary to a Medieval Banquet in Bunratty Castle.

The mileage of the rally will be 290 Miles / 465Km.

Come TRACTIONING in IRELAND.

Leslie Scott is organising the tour. Tel: 00 353 8 7259 2447
or Email: lesliescott@eircom.net

CITROËN

toctech



volume 1

Maintenance **16**

● **ENGINE**

- **Overhaul, Part 2**
- **Fuel Proofing Your Traction**

● **BRAKES**

- **Bringing your shoes to heel**
- **Half shoes explained**

Engine Overhaul - Part 2

This is Part 2 of the article that Julian Taylor of Bridgwater unearthed from a 1950's book called 'Automobile Repairs', edited by E Molloy and published by George Newnes who we gratefully acknowledge.

Part 2 deals with the cylinder head and bottom end. As before, no attempt has been made to change the text, which does not represent the best of English grammar, but the meaning remains clear! The final part will appear in the next issue.

OVERHAULING THE CITROËN "LIGHT FIFTEEN"

Reassembling Rocker Shaft and Cylinder Head

The inside of the rocker shaft must be clean and the oil-holes clear. New expanding washers must be fitted at the shaft ends and made oil-tight with jointing compound. Seal the washers by flattening with a punch. After lubricating shaft, assemble items from the front end in the order noted during dismantling. Check that the shaft key-way and bracket with oil-way are at the rear end. The shaft oil-holes should face downwards and the slots in the brackets should be on the spark-plug side of engine.

Fit the valve guides in the cylinder head with their conical portions towards combustion chamber, ensuring that the guides stand 19mm proud of the valve-spring bases. Ream guides to 9; $+0.015/-0.100$ mm. Grind valve seats to 120° included angle to give a seating width between 0.9 and 1.5 mm. Should the seating width be too great, remove the upper part with a 150° grinding wheel and the lower part with a 60° wheel. Reface the valves and then grind them in. To fit a new valve seat, heat the defective seat with a blowpipe at one point until it begins to melt; allow it to cool and prise it out. Fit the new seat with the aid of a mandrel after contracting the part in liquid nitrogen for about 15 minutes.

Fit the rocker shaft and manifold studs. Mount the rocker-shaft assembly with paper gaskets under the brackets and tighten the nuts (1.2kgm). Fit the valves and springs after checking that the latter conform to the following data.

Outer Spring: free length - 46.5mm; length under load of 30; ± 2 kg - 29mm.

Inner Spring: free length - 43mm; length under load of 16; ± 1 kg - 27mm.

If necessary reset spark-plug housings to prevent oil leaks.

Rebuilding Oil Pump

Press in tubular column bush and idler-gear spindle. Fit idler gear. Check that, when in position, the fixed gear is not more than 0.05 mm. below the housing faces. Fit the fixed gear key on the shaft, slide it past the groove, fit the split ring and return the fixed gear to position it over the ring. Engage the assembled shaft with the pump casting, fit the tubular column, tighten locking nut (2.5kgm) and fit the split pin.

Fit the driving pinion at the top of the shaft and press in the dowels. Ensure free rotation of the shaft and that maximum end play is 0.5 mm. Fit the gasket to the main casting, followed by the metal plate, gasket and pump base. Tighten the screws (1.3kgm) and lock the counter-sunk screw by spreading metal into the screwdriver slot. At the inlet orifice fit the cork gasket, top piece, two brackets, filters and the distance piece. Tighten the nut (9.625lb-ft) and fit the split pin. Replace the release valve parts. The pump should be tested on a bench with oil at $60+5/-0^\circ\text{C}$ and the pressure adjusted to 4.0 bar at 1.000 rpm. With a 2.8mm jet.

Rebuilding the Water Pump

Press in the bush and ream to 15.02; $+0.025/-0.005$ mm, ensuring concentricity

with the ball-race housing. Cut the face of the bush on the impeller side to give a distance of 19.7 ± 0.3 mm between the face of the bush and the pump casting joint face. Fit the gland packing with the aid of a mandrel. Fit the gland, followed by the nut, tightened by hand to avoid crushing the packing. With the shaft previously greased, engage it with the bush and place the lock-ring halves and retaining washer in position.

After pushing the shaft into position, fit the ball-race (packed with grease) and slotted ring nut and tighten to 3kgm. Secure the nut with the split pin. Tighten the gland nut (2kgm) and screw in the lock screw to rest on the bottom of the slot in the gland nut. Lock the screw with the nut (0.5kgm). Assemble the fan with its concave side towards the rear of the engine and fit and tighten the screws (1.5kgm).

Changing the Starter Gear Ring

The old starter gear ring is removed by means of a hammer and punch. If the new ring has a punch mark, fit it with this mark in alignment with the offset bolt hole on flywheel. Rings with no marking can be fitted without regard for circumferential location. New rings are "shrunk on" after heating to approximately 250°C .

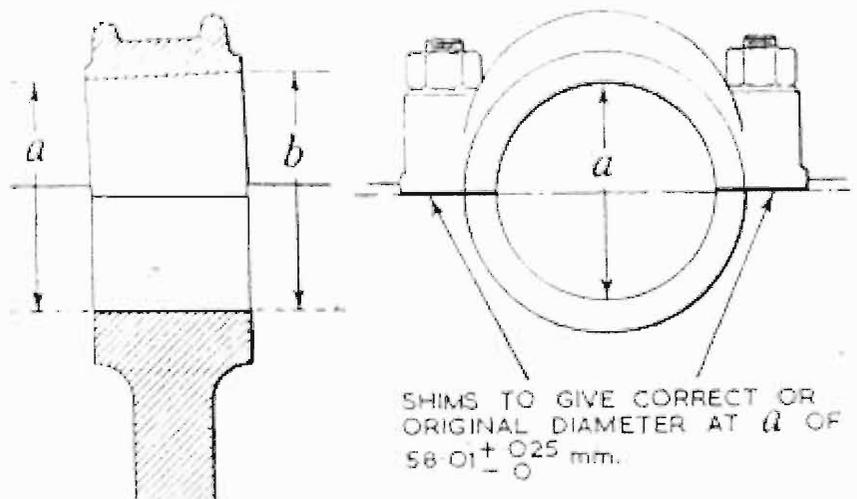


FIG. 2.—FITTING MAIN BEARINGS BY MEANS OF SHIMS

Fitting Main Bearings

The diametrical clearance of the main bearings is 0.041 to 0.080mm and of the big-end bearings 0.044 to 0.061mm. New or reconditioned connecting rods must not be fitted unless the main bearings are in perfect condition. Fit the main bearing caps to the crankcase and tighten the nuts (7kgm). Check that the diameters at 'a' and 'b' in Figure 2 are identical. If the diameters are not the same, file the joint faces to give this condition. After filing, the cap must be refitted and the diameter re-measured. Any difference between the measured figure and the nominal size of 58.01; +0.025/-0mm gives the thickness of shims to be fitted between joint faces. Shims must be parallel to within 0.01 mm.

Oil Baffles

Two kinds of bearing oil baffles will be encountered, the first type with an oil groove and the second with an insert. When reconditioning, always use new baffles and replace the first type by the second. After fitting, ream the baffles concentrically to 50; +0.1/-0mm diameter. Press the inserts into the baffles and cut off the surplus ends, leaving the insert 0.5mm proud. Fit the baffles to crankcase by tightening the screws alternately and gradually (1.5kgm). Coat the centre screw holding the oil baffle to the bearing cap with jointing compound. Press in the connecting rod small end bushes and ream to 20; +0.015/-0.020mm.

Fitting Pistons and Connecting Rods

The gudgeon pin is a taper fit in the piston. The larger bore of the piston is marked blue and the greater diameter on the pin is marked black. Assemble the pistons to the connecting rods with the former heated to about 60°C. Fit the gudgeon pins and circlips. It should be remembered that gudgeon pins and pistons are paired by weight. Fit the connecting rods to the crankshaft with the split skirt of pistons on the camshaft side. Make sure that the locking plates on the big end caps are fitted correctly to prevent the nuts loosening.

Fuel Proofing Your Traction

Having got fed up with priming the fuel pump and puzzled about the mechanism whereby fuel mysteriously disappears from the carburettor, I ordered one of David Boyd's non-return valves. David kindly sent the following note explaining the various phenomena at play.

Theoretically, fall-back of fuel from the carburettor feed pipe should not occur because of the non-return valve in the fuel pump. However, it does: particularly on AC pumps. Evaporation can also take place in the fuel pipe when it gets hot after a long run, particularly as the pipe normally runs above the water pump.

Poor starting when hot is a design problem caused by the inlet manifold sitting directly over the exhaust manifold. When the engine is hot, syphoning takes place within the carburettor - and Solex carburettors are particularly noted for this - leading to fuel starvation when the engine is next started. The engine then has to turn over a good few times to replenish the lost fuel. Fall-back in the fuel pipe adds to the problem.

The non-return valve is best placed directly on the outlet from the fuel pump to minimise fall-back. A clear plastic in-line fuel filter following the valve is a useful addition to keep an eye on fuel delivery as well as giving additional protection from particles in the fuel finding their way to the carburettor.

Bringing your shoes to heel

Bernie Shaw, ever inventive, describes a method for centring brake shoes without the need for the special tool that few of us have access to. It certainly beats the trial and error method involving several hundred iterations of fitting and removing the hub and adjusting the eccentric bushes!

Before I obtained an original tool for checking the shoes, I devised the following fairly simple method.

- Set all adjusters and eccentrics to ensure that the drum rotates freely without contacting the linings.
- Replace the drum. (But do not overtighten unless you enjoy using the extractor).
- Using the adjusters, wind out the shoes until they just make contact. One shoe is enough but doing both will give a double check.
- Remove the drum.
- Run the hub-nut about three-quarters of the way onto its thread.
- Take a length of fairly stiff wire - I always use a long bicycle spoke. The head of the spoke is already bent at 90 degrees to the shaft, with a nice radius on it, and the material bends well but is not so soft that it may be easily deformed by accident. If you are not using a spoke, put in a 90 degree bend a short distance from one end - say about 5mm - although the distance is not critical.

- Offer it up with the spoke-head/short-length perpendicular to and roughly central on a lining surface and with the long length perpendicular to the back plate.
- Make a second right angle bend so that the wire returns in line with, and towards, the hub nut.
- Clamp the wire to the hub nut with molegrips or similar. (It does not need to pass through the centre line of the nut so fixing it along a flat is OK).
- Turn nut/wire assembly and "adjust" the bends in the wire to achieve contact at highest point(s) only.
- Use this "setting" of the wire to centre and adjust shoes.

I still use this method sometimes - usually when I don't remember that I have loaned the tool to somebody until after I have started to reassemble the shoes!

New Forest Attraction

Annual Rally, Hampshire, 3/5 September 04

2004's Annual Rally takes place in Hampshire's New Forest, now recognised as one of the most unique and important wilderness areas in Western Europe. It comprises 140 sq.miles of a diverse range of landscapes - heaths, bogs, pine forests, moorland, and of course the ancient and ornamental beech and oak woodlands for which it is famous. There is no other area in lowland Britain that contains such a mix, and many of these habitats are increasingly rare. Our routes around the Forest will take you through many of these including the special highlight of the wild ponies and assorted animals owned by New Forest families practising their ancient Rights of Pasture by turning out their animals to graze freely in the open forest. The New Forest is a national reserve, soon to become a National Park.

We are basing the Rally at Hill Farm Caravan Park, Sherfield English, east of Romsey, on the edge of the Forest affording easy access from all major road systems into the area. This is an English Tourism Council 4-star site with well stocked shop and excellent modern facilities. For non-campers there is plenty of local alternative accommodation for which we are compiling a list for your use. As this weekend is just within the summer period early booking is considered essential to ensure your best choice.

Friday, 3rd September

We would like to welcome all to a barbecue at Hill Farm from 6.00pm.

Saturday, 4th September

An early start from the Caravan Park will take us through the forest to a yet to be determined attraction on our way to an afternoon at Bucklers Hard on the Beaulieu River. Bucklers Hard is an 18th century shipbuilding village where Nelson's favourite ship "Agamemnon" was built and latterly this was the home port of Sir Francis Chichester for his round the world trip on Gypsy Moth and many transatlantic races.

We have been allowed pride of place parking at the head of the Hard for assembling our cars before lunch, an amble around the village museum crammed full of facts and interest of times past and the opportunity to enjoy a short cruise down the Beaulieu River. For those who enjoy a walk it is possible from this point to take the riverside walk towards Beaulieu.

We return to our accommodation from here in plenty of time to prepare for our evening at Dunsford Manor Golf Club for hot buffet and entertainment.

Sunday, 5th September

A more leisurely start to the day with driving tests 'with a twist' for everyone at Hill Farm Caravan Park. The site will be our departure point for another venture into the Forest via historic Fordingbridge to Breamore House. This is an Elizabethan manor house lived in by generations of the ill-fated Doddington family. Guided tours of the house have been scheduled into our day and there is plenty of interest for all in the very impressive Countryside Museum and not forgetting the little 18th century church alongside the Manor House. There is a café/tea room where light lunches/cream teas are available throughout the afternoon. Concours judging and prize-giving will round off the afternoon.

We hope we have whetted your appetite for a trip to the South sufficient to reach for your diaries to ensure you keep these dates free. Please register and book your accommodation now to avoid disappointment.

Your contacts: Pam & Richard Hutton
Email: prp@heatherdown.freeserve.co.uk
Tel: 02380 463265



New Forest Attraction

Name: _____

Address: _____

Postcode: _____

Telephone: _____

E-mail: _____

Vehicle:

Model: _____ Colour: _____

Reg. No.: _____ Year: _____

Accommodation:

B&B _____

Accommodation List _____

Camping _____

Rally Cost

Adult Fri/Sat/Sun £34 _____

Child Fri/Sat/Sun £15 _____

Adult Sunday Only £10 _____

Child Sunday Only £4 _____

Camping £15 / pitch / night _____

[Children: 5 - 15] Dogs welcome on campsite

Total / Amount Enclosed £ _____

Please make cheques payable to "Traction Owners Club"

Vegetarian

Please return your completed application and cheque as soon as possible to:

Mrs P Hutton,
44 Douglas Crescent,
Bitterne,
Southampton, SO19 5JQ

September is still peak time in the New Forest for accommodation and camping.

EARLY BOOKING IS ESSENTIAL!

2003 Tour de Basse Normandie Continued...

inflict on unsuspecting victims. So I now had to make my way to the railway station at Pont-Erambourg and something the itinerary called "Vélos-Rail". I was behind schedule (again) but happy as I sped cross-country along narrow picturesque roads. I pulled into the station and could clearly see the imprint of Michelin X's all over the dusty car park. I had missed them again but still had time to see the museum before the planned evening meal. Housed in an old mail-sorting rail coach is a display of artefacts and photographs relating to the history of the railway both locally and further afield. The curator, himself a car enthusiast, owns two 50's American cars and despite having overdosed on the earlier visit he was pleased to see me. He showed me the "Vélos-Rail", a dozen four-wheeled rail "chariots" not dissimilar to the carts John Wayne furiously pumped a handle on in order to flee from pursuing Native Americans - but these were each powered by two sets of bicycle pedals with additional seating for a couple of passengers. I had been unaware of any Greek members in the Traction party but this gentleman had distinctly overheard somebody telling "Diogenes" to be especially careful as they all pedalled madly into the distance along the stretch of single-track railway. After 6.2km they came to a turntable at which point they turned the machines around, some swapped machines and then they all pedalled (less furiously) the 6.2km back to Pont-Erambourg. There was also a turntable at the station and he had been astounded as all the adults arrived, dismounted and then forced a small child to turn the carts around for them. One elderly gentleman who had declined to go shuffled around the yard with a stick - probably the heavy drinker from the night before suffering from gout. The whole thing looked a bit like hard work to me but the Curator said they had made their own fun by attempting to overtake one-another and devising various methods of harnessing the power of the machine in front. There was one incident when a chariot powered by a lady "obviously a cyclist, head down and pedalling as if she had never driven a car in her life" jumped the compulsory STOP sign at one of the level crossings. No harm was done but this action was heavily frowned upon. But that had been hours ago so where were they now because the itinerary said "supper at Pete & Sue's". I was too tired to face a channel crossing and the drive to Twickenham so, cutting my losses, I headed back to my hotel. Whatever else happened I was now armed with a copy of the itinerary from the Manoir and nothing could stop me meeting them

there in the morning. In Vire I saw a maroon Traction abandoned in a supermarket car park and stopped to see if the distributor was any better than my own. It was not so I put it back and made a note of the location in case I met somebody desperately in need of any other parts. (The steering wheel looked good).

Sunday 28th Sept, Chaumont-L'Eventé & Balleroy

Can anybody explain how to obtain petrol on a Sunday morning in France? Everything is closed except automatic pumps that only accept French credit cards. My early start was again thwarted but I was saved by a kind Frenchman who used his card and took my Euros. Nevertheless I was much too late for the start at the Manoir and headed directly for the first destination, Souterroscope at Chaumont-L'Eventé. Apparently it is a worked-out slate mine with 400 metres of galleries and 4 immense underground "cathedrals" containing an exhibition of geodes and explanations of how slate was extracted. I say apparently because it is impossible to follow a "Route marked in GREEN" when it is one of several dark streaks on a black and white copy. By the time I arrived the group had left so I had lunch in the café where some of the Traction party had earlier opted to enjoy the facilities rather than spend an hour in dark, damp underground tunnels. As they sipped their drinks they reminisced on the events of the previous evening when Pete & Sue had hosted a wonderful spread under canvas in their garden at Langeard. (Why didn't the itinerary say they had a home in France?). There was a game of hunt the white wine - which nobody won - while the red, selected by "Little Dennis", flowed freely (much of it over a chap called "Big Dennis"). If what I heard was true, Dennis may have grounds to sue the organisers for the uneven tables and "Barney" (him again?) for tilting the table even further in his direction. They laughed as they remembered the various sights, Big Dennis's wine-soaked trousers, "Pearl" pointing at Little Dennis whilst leading a chorus of "Ha-ha-ha, he-he-he, I'm the Laughing Gnome of the TOC" and "John" sitting bolt upright, eyes closed, oblivious to everything. Amid all this various ladies scurried around trying to persuade everybody to have a fifth helping of paté. (The Nicholson's have a mole working on the deli counter of the local Intermarché and the food was both plentiful as well as excellent thanks to Martine). However it was unanimously agreed that the highlight of the evening had been "Brenda". First she accused the Gnome of sole responsibility for the

multiple spillages and then collapsed into an uncontrollable fit of the cackles at Pearl's song. She eventually had to be forcibly subdued to prevent disturbing the neighbours for miles around. But I digress, back to today's events. Many had brought picnics with them and the café served lunch to several others although the young lady admitted having been unable to cope with the numbers and a few had been forced to seek alternative facilities. Fed and watered I set off for Balleroy Château and Balloon Museum. The Château itself is magnificent and well worth a visit. The unsupported stone staircase is an architectural masterpiece and several rooms still have original floors, ceilings, furniture and fittings. Many of the paintings are also original to the house and my guide had been surprised to hear a young lad in the party say the picture of a medieval hospital scene reminded him of life at home. Once the site of some of the earliest balloon flights, the property is now pied-à-terre to an American ballooning enthusiast who himself established several world records. This is all recorded in the stables (the horses have been removed) where there is a museum tracing the history of man's ballooning exploits. One Tractionist was observed to show an almost professional interest in a display representing the inaugural meeting of the Société des Prêteurs Ballonistes. They were also allowed to line up all the cars in front of the Château for a photo shoot which must have been a magnificent sight and one I was sorry to have missed. But all was not lost as I still had an hour to locate the Moulin de Jean restaurant for the evening's group dinner. I was well on my way when I saw a convoy of Tractions crossing the road at a junction ahead of me. They were some distance away but in the fading light I knew I was not mistaken. They had their lights on and only a 6 volt Traction has headlights dimmer than the sidelights of any other road user. I thought they should have been travelling in the opposite direction but they could not all be wrong and I set off after them. Somewhere they must have taken another turning because I never saw them again as I drove on getting more and more lost on the unlit country roads.

Monday 29th Sept, Isigny sur-Mer

I was cold and damp when I woke but the farmer trying to get into the field with his harvester waited patiently as I extracted the car from his crop and sought directions back to civilisation. Incredibly I had travelled less than a mile when I saw the Moulin de Jean and stopped to ask if they served breakfast. When they saw my car the staff could not wait to tell me

about the evening I had missed! It got off to a slow start because a "M. Reelonde" had insisted he knew the way from Villedieu and, despite the protests of a Frenchman in the party, proceeded to lead his convoy a merry dance through the local scenery finally arriving about an hour late. (Was this the group I had tried to follow on the previous evening?). I was shown a copy of the wonderful menu - salmon, beef and then banana and nuts. The dessert sounded lovely but it was still a shame the kitchen had mislaid the bread pudding which the English would probably have preferred. Even the guests who sent their beef back to be cooked "properly" appreciated the food because the Chef was dragged from the kitchen to receive a standing ovation from the group. The evening was rounded off with a few speeches and presentations and the staff even managed to recall the relevant names.

Despite a great deal of last minute cheating elsewhere in the room, the treasure hunt was convincingly won by "Patrice et Nicole Crusson" and the joint effort of "Les Ridds, Teem Wocker and Zoozy" earned them second place. "Chrétien-Brulé Bovis" from Norway was recognised as having travelled furthest from home (in my diary North Wales looks further than Norway but I am sure they checked their facts) and "Maitre Théo Smoot" was acclaimed "Best Boy" and duly rewarded. "Bare-Knee Show" came a close second to Théo and as a consolation prize was allowed to nominate somebody to write a report. Bitter at having lost to Théo, he did not hesitate to thrust the task upon "Beal Smoot". I went without saying that "Martan et Veekey Nisholson" and "Pierre et Zoo Samper", were thanked and then forced to accept

gifts in appreciation of their organisation of "the best Normandy Tour this year". I was so engrossed that I had forgotten the time and suddenly realised I still had to go to Avranches to collect my belongings before joining the last day of the Tour. I was well on my way when disaster struck. (I've lost count. Was that number 6 or 7?). I suddenly became aware the pedal rubbers were attached to my shoes and the car was full of very potent fumes. The can of Bostik in the passenger foot well had fallen over and there was a half-inch deep pool of thick, sticky brown liquid around my feet. There was nothing for it but to stop and clean up. It was a mammoth task and wrecked any remaining chance I had of getting to the rendezvous at Isigny no matter how quickly I could buy new shoes in Percy. The smell in the car was overpowering when I reached Isigny and a stiff drink was called for.

I was savouring a large Pastis when a friendly gentleman approached me. When "The Traction" arrived earlier he had followed them to a quiet picnic area along the river. There the group had laughed heartily at the fate of one "Bill Smout" who was already on his way home with a piece of his carburettor stuck in one of the cylinders. They then settled down to drink themselves into a stupor and eat what looked like the remains of a two day old cold buffet (despite his otherwise impeccable English he pronounced it bewfay) before they jumped into their cars to visit the local Caramel factory. Suitably refreshed myself, I located the factory where the proprietor was most understanding and gave me a personal tour explaining how, with only 18 employees, he produces about 700 sweets per minute. I panicked



"Is that a light at the end of the tunnel or an oncoming train?"

at the sight of the house speciality being poured from a large vat into a cooling tray. It was a creamy butter rich caramel and, unable to dispel the image of being trapped waist-deep in a huge bath of Bostik, I passed out. When I recovered I thanked him and asked where the group had gone from there. With a Gallic shrug he indicated the four corners of the known universe adding "they all hugged and kissed one another madly before driving off in every possible direction singing the praises of the four organisers and threatening to return in two years time".

That was it. The tour was over and I had missed it all. Nevertheless, as I meandered gently back to Avranches to rescue my pyjamas and toothbrush I had a warm glow inside and the strangest feeling that, in spirit at least, I had been with them all the way.

Tyrone

FOOTNOTE:

- Bell** - Apologies should go to Frank & Nadine. Their vehicle was actually a Mazda - but it is an easy mistake to make!
 - Bilney** - Depanoto kindly arranged a courier to supply a replacement steering wheel to Alec. Carol demonstrated their gratitude to all the friends who had helped in any way by lavishing gifts upon them.
 - Bowitz** - Bernt Christian now understands how Traction can (should?) be driven but remains convinced Norway ought to be given immediate responsibility for world sanity.
 - de Felice** - Pat, far from being flat on her back at home recovering from an operation, had a wonderful break while Paul bumbled around France. Paul does not think he looks like Dick Emery.
 - Crusson** - Patrice was able to relax and enjoy not having the responsibility of fronting the tour. Nicole applied herself diligently (and profitably) to the treasure hunt.
 - Dyke** - Robin denies AA membership (both organisations) and swears the wheelchair is for a medical condition. Sue was not available for comment.
 - Hackett** - Dave was disappointed there were no opportunities to strip to his underwear. Jackie was relieved.
 - Holmes** - Mick's dodgy knees (and back) underwent a miraculous recovery at the Vêlos-Rail experience showing Moira's fears to have been unfounded.
 - Kallend** - Dennis is adamant that he can see over the dashboard from the driver's seat (which is not a toadstool). Brenda was most flattered by the comment at Cherbourg and is looking for a source of cackle-proof underwear.
 - Latchford** - Tony's stomach was nominated for a prize in the press photo line up at the caramel factory but was soon disqualified when Janet let slip that he was not trying and could extend it even further if he wished.
 - Marley** - Peter's distributor was effectively bodged after an overnight pit stop in a supermarket car park (by Pete Simper of course). He and Sheila finished the tour without further mishap.
 - Nicholson** - Martin & Vicky jointly say "This could be the last time..." with apologies to the Rolling Stones.
 - Reece** - The bodge to Alan's dynamo (during the previous Normandy tour) held up and he & Jan sailed through this one without touching the sides.
 - Reed** - Steve and Julie have agreed to sign an affidavit stating their team did not cheat in the quiz.
 - Ryland** - Dennis's trousers remain stiff but have dried out. Maureen is still wondering how she was conned into paying 5 Euros for "crickets".
 - Shaw** - Bernie collected a ticket for parking in Cherbourg's market place overnight prior to market day. Pearl would have accepted 11 Euros for the car if she had realised somebody was interested.
 - Simper** - Sue's apology for ignoring the stop sign was accepted. Pete is still apologising to his neighbour's Scottish husband who was deeply embarrassed by the stupid questions his wife was asked to translate at the model railway.
 - Smout** - Bill's engine got him back to England and is now being discarded in favour of a D block and four-speed gearbox. Sarah insists they lead a normal healthy life and Theo must be watching too much television.
 - Southgate** - Steve really believes he is a Bee-Gee. Joy is happy to let him do so as long as she can go along for the ride.
 - Walker** - Tim's car was the oldest and his relationship (with Suzie) the newest. Both survived the Tour.
 - White** - John vaguely remembers a meal at Pete & Sue's. Helen has nightmares involving the distribution of mountains of pâté in a tent.
 - York** - Andy & Karen still prefer chocolate to caramel.
- And finally:
P-Lott - Tyrone never wants to see a tin of Bostik or a caramel for as long as he lives.

Dunkerque

1934 -2004 70 years of Traction Avant

Le Traction Universelle and Club Dunkerque en Torpedo are organising the 70th Anniversary Meeting at Dunkerque, Malo-les-Bains 11 -13 June 2004. They are supported in this by all the European Traction clubs, including the TOC. The final program has not yet been published, but I have seen a draft in the form of a Flemish translation of the original French. So my best understanding is that you book in from 3 pm on the Friday at the Kursaal, and there is a reception and get together meal that evening. On the Saturday there is a "reception" of Tractions, an organised visit to Dunkerque, photos on the beach, a reception at the Town Hall and a Gala dinner. The main focus centre for the weekend will be the Kursaal, an exhibition complex in Dunkerque. It will be open throughout the weekend, and there will be a 1934 exhibition and an autojumble. On the Sunday there will be a picnic in the park and more on the beach. It all ends at 6 pm.

You can register to attend this event either directly with the Club Dunkerque en Torpedo for 25€ per car before 15 May 2004 (30€ after) or through the TOC for £18.50 before 15 May 2004 (£22 after). The TOC will send your entry details directly to the organisers, and transfer the fees in batches (thereby reducing the banking charges). Your entry fee pays for the organisation and administration and gives you entry to the Kursaal. You get a rally plate and other goodies. There will of course be other charges for optional events such as the dinners.

The TOC have arranged a special price with NorfolkLine Ferries who run several ferries a day between Dover and Dunkerque: the crossing takes 2 hours. If booked and paid for before 15 March 2004 the cost is £89 return for a car and 2 people, and you can choose any sailing dates and duration in the whole of the month of June. The offer is subject to availability (so book soon), and there are conditions such as £20 for extra passengers, £10 for amending details, extra for a trailer, etc. You just telephone NorfolkLine on 01870 870 10 20 and ask for the Traction Owners Club offer. There are lots of ways across the channel, and you may have your own preferences and know of better deals.

There are lots of hotels, guesthouses and B&Bs available in Dunkerque and De Panne (just over the border in Belgium and very nice). If you have AutoRoute it shows hotels. The French have promised to send me a list of accommodation and restaurants offering special rates, but it has not arrived yet. If you browse the internet and ask Google for hotels in Dunkerque, De Panne, Calais, etc., you will find lots. But be warned the hotels are filling up fast - if we reach the target of 1000 Tractions, that will mean 2000 people. There may be a special rate at - Camping municipal de "La Licorne" 1005 boulevard de l'Europe, 52940 Dunkerque Tel: 00 33 3 28 69 26 68 Fax: 00 33 3 28 69 56 21 Email: campingdelalicorne@ott-dunkerque.fr

Please contact Robin Dyke for further information

Tel: 01865 858555 Email: robindyke@btopenworld.com

1934-2004 : 70 ANS DE TRACTION AVANT CITROËN

11, 12 et 13 juin 2004

DUNKERQUE - MALO-LES-BAINS
DUNES DE FLANDRE



ORGANISATION :
LA TRACTION UNIVERSELLE LES AMATEURS DE CITROËN ANCIENNES DUNKERQUE EN TORPEDO

Concentration de Tractions avant Citroën - Salon de l'auto 1934
Musée de la Traction - Bourse d'échanges
Visite des musées de Dunkerque - Promenades en groupes ...et en plus la mer !

Nos partenaires : CLUB TRACTION AVANT NEDERLAND - CLUB BELGE DES ANCIENNES CITROËN - R.C.C.F. - AMICALE CITROËN - CITROËN MANIA CLUB - AUTOMOBILE CLUB ANGLE CITROËN - BELGISCHE OUDER CITROËN CLUB - TRACTION OWNERS CLUB - LES CHEVROUX DE L'ARBITRE

Registration Form

70 Years of Tractions - Dunkerque - 11-13 June 2004

Surname :

Forename :

Address :

Town :

Postcode :

Country : England / Scotland / Wales / Ireland

Tel :

Fax :

Mobile :

Email :

Car Type : 7A / 11A / 11B / 11BL / 11CL / 15-Six

Car Model : Light 15 / Légère / Normale

Body : Saloon / Coupé / Roadster / Comm / Fam

Year :

Registration No :

Colour :

Passengers :

Please tick

Attending - Fri 11 Sat 12 Sun 13

Staying in - Hotel B&B Camping

I enclose a cheque for £18.50 Before 15 Feb 2004

I enclose a cheque for £22.00 After 15 Feb 2004

Please make cheques payable to

The Traction Owners Club Ltd.

And post with this form asap to Robin Dyke

18 Henfield View, Warborough OX10 7DB

toc correspondence

MIKE WHEELS REMEMBERED

I'm not a Citroën owner myself (I drive an RM Riley) but I have spent very many enjoyable hours in the company of Traction drivers, all due to a keen, ginger-bearded Big Fifteen owner, Mike Wheels who lived near me in Newbury. Mike followed his interest in things French by emigrating there in the Nineties but I know he kept up with Citroën Traction affairs. Sadly Mike passed away just before Christmas after a short illness, and I know his jovial and kindly manner will be missed by many.

Yours faithfully

Glenn Crawford

TOC CASE STUDY 1342

The UK Traction Research Centre receives each week a large and varied postbag. Floating Power readers may be interested in this particular item.

Kind Gentleman,

I am owner Traction 11 horses since two year now. My trouble is with sparking. I last week buyed new wire for pluggers but am still have deep confuse about who goes to which places. My friend where I am work laughing and say me "Of all people I should knowing best" but I have not the comprehension of their meaning. You will advice me please to which correct order of explosions? For this information I gratefully thank you in future from the lowest area of my heart.

Best salutes,

Juan Trifortu



TRIPLE CHEVRON

The following may be of interest to your readers:

I met Dr Galperin in Colonia in Uruguay shown in the photo. He was driving this car which appeared to have 3 chevrons. This third chevron was a standard local addition to protect the radiator. Apparently there are many tractions in Uruguay and Argentina with this addition.

Yours sincerely,

Graham Taylor

TRACTION AVANT 7A RESEARCH

Dear friends

At the end of the first nine months for this website, I wish to send you the updated situation of the search of the Traction 7A still existing in the world.

As you know, this website has been created to search the existing Traction 7A and the previous Report 1, dated 21.10.2003 reported 22 7A discovered; at present the total number of 7A found is 38. Among them, 12 are restored cars, 6 under restoration or to be restored, for the others, so far, we do not have information. For some 7A, owner names are still unknown, for others the name is known, but the owner is still not yet known to me.

Other 7A cars not yet included in the web are arriving.

The updated list is indicated here below:

Belgium: 2 found
Denmark: 3 found and existing
England: 1 found
France: 16 found plus 9 probably
Italy: 1 found and existing
Nederland: 5 found
Norway: none existing
Sweden: 1 found and existing
Switzerland: 1 found
Australia: none existing
Other countries: people not yet contacted

My intention would be to meet all the 7A owners at the next meeting in Dunkerque in June 2004 and, if possible, with their own 7A in order to celebrate the 70 years with the biggest meeting of 7A all together!

I thank everybody for the collaboration given me in searching the 7A and in particular Mr Le-Corre, Mr Koffijberg and Mr Peter for their great help, and the website <http://tractionavant1934.site.voila.fr/index.html> through which, many of you have known my web.

Happy new year

Pietro Turchi



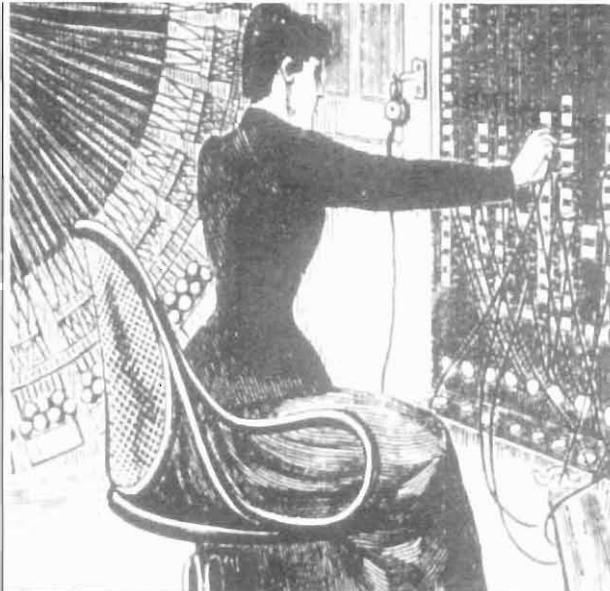
Correspondence continued...

CAMELOT TWINNED

Both Nadine and I wear two hats on some occasions. This is because not only are we members of the TOC but also members of our town's twinning group. Godalming in S.W.Surrey is twinned with Joiny, a very attractive medieval town about 120 miles S.E. of Paris. It's great when these interest groups overlap. Several times we have turned out with the Traction for a parade/celebration through the centre of Godalming promoting the twinning association and of course the TOC. Last December after our Traction's hydraulic aestivation we turned up for a parade. Wearing two hats and flying two flags with our usual modest approach I hope we added a bit of style to the day's event. You judge from the photographs. Now one of the photographs I took appeared to show a camel in the foreground but check out the feet. However, it does illustrate the good humour the event attracted.

The camel made me think a little. Nadine and I have been to Tunisia within the last year. I know that Tunisia was a French colony for many years so when we were there I did keep an eye out for Tractions. I didn't see any, so here is a challenge. Can anybody produce a photograph of a Traction in Tunisia or a photograph of a Traction and a 'real' camel in the same picture?

Francis Bell



tochepline

0870 012 2002

from abroad

0044 115 911 0960

email: toc.help@ntlworld.com



The CLASSIC CITROËN INSURANCE

Our Policy includes FREE Club Track Day cover, Green Card European cover and legal expenses insurance, and can be extended to include Historic Rallies and Wedding hire.

- Classic and Modern High Performance Vehicles
- Agreed value on vehicles over 10 years old
- Discount for Limited Mileage
- Valuation not normally required
- Discount for Club Members
- Discount for Collections
- Full UK and European, Breakdown and Recovery Service

Immediate cover is available by telephone.
Classic Car Specialists established 1965
www.heritage-quote.co.uk

0121 246 6060

tocsection scene

Surrey, Hampshire & Sussex Borders

Contrary to weather reports, the morning of the Surrey, Hampshire & Sussex Borders Christmas lunch dawned bright and sunny with just sufficient chill in the air to encourage the appetites. 41 people were in attendance and subsequently enjoyed a fine meal and service thanks to the staff of The Barley Mow. A splendid raffle took place and thanks are due to the generous donations of our friends in the club. Proceedings were enlivened to a considerable extent by the supplier of the balloons which flew around the malting house sounding suitably flatulent. We had also enjoyed a trip to the Hollycombe Steam Museum in September where adults can relive their childhood by enjoying the gentler rides of yester year. The year 2003 has seen a majority of events well attended and we hope to continue this success in the coming year. The Barbeque in June and the Christmas lunch must be pre-booked and you are welcome to just come along.

John & Helen, Tel: 020 8330 7216

South Midlands

May 8th 2004

We are meeting in South Oxfordshire just north of Reading to visit Mapledurham House and Estate. Mapledurham is a beautiful village on the north bank of the River Thames. It has featured in many films and TV series, the most notable being "The Eagle Has Landed" with shots of the church and the watermill. The house and grounds are open from 2 pm and there is an entrance fee. Lunch can be taken at the Pack Horse Inn at nearby Chazey Heath. This is about 2 miles north of Caversham (Reading) on the A4074 (Woodcote Road). Do not be confused by the smaller Pack Saddle Inn (1 mile north of Caversham on the same road) - both pubs are part of the Mapledurham Estate. The Pack Horse Inn has an excellent menu and plenty of space to eat inside or outside, and the cars will look fine lined up outside the pub. The landlord flew in the RAF with the brother of Rupert Davies who played Inspector Mairgret in the films. Please let me know if you are coming.

Robin Dyke Tel: 01865 858555

Email: robindyke@btopenworld.com

Scottish Section

March 27th 2004

CCC Scottish Section Dinner Dance/Weekend Break organised by Andy Burnett.

TOC members are welcome, as usual, to attend this annual gathering at the Jarvis Hotel, Perth (01738 628281)

It takes place on 26/27/28 March 2004.

Costs are:

- Sat 27 dinner dance only - £17.50 per person
- Dinner dance, bed & breakfast - £70 per couple
- Weekender Fri - Sun B&B, inc dinner dance - £105 per couple

To book - phone Karen Graham at the hotel quoting Citroën Car Club Special deal.

We look forward to seeing as many of you as possible back in Perth.

Kenny Cocker

West of England

As usual we will be kicking off the 2004 Tractioning year with our planning meeting at what seems to have become our spiritual home - the Tunnel House near Cirencester. This rather quaint establishment at the eastern end of the Thames to Severn Canal tunnel has been renovated during 2003 and we are looking forward to seeing it in its new form. Reports so far have been complimentary with the assurance that it has lost none of its character.

The programme will be decided at the meeting and will be published in the next issue of Floating Power. It is likely that there will be three major meetings in 2004, with each one including a visit to a place of interest in addition to the usual Sunday lunch. We will also do our best to ensure that there are no clashes with major national and international Traction functions.

John Ogborne

jogborne@onetel.net.uk



tocspares hotline

01243
511378

Chris Treagust, 98 First Avenue,
Batchmere, Chichester,
W. Sussex, PO20 7LQ.

Email: chris.treagust@tesco.net

London Section

Regular meetings on the last Tuesday of each month at the following locations:

Even months: From 8 pm at "Ye Old Cherry Tree, 22 The Green, Southgate, London, N14 (Tel 020 8447 8022)

Odd months: From 8 pm at Café Dysart, Petersham Road, Richmond, London, TW10 (Tel 020 8940 8005)

If you need any further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

tocclassifieds

NOTICE CONCERNING ADVERTISING

RATE CARD

Charges for advertising in *Floating Power*

TOC members advertising Traction or other Citroën related items: no charge.

Non-members and traders doing the same, £12 per issue. Ads such as holiday lets, £6 to members, £12 to non members per issue. For display advertisements there is a sliding scale based on a full page @£240, other sizes @£5 per single column centimetre.

Advertisements are accepted in good faith but no representations are made as to the truth or accuracy of the same. Readers should satisfy themselves as to the suitability of goods and/or services offered.

No recommendation of any goods or services should be inferred from their inclusion herein. All advertisers are reminded of the provisions of the Trade Descriptions Act.

Please send all adverts to the Editor (address on page 3). Automatically included for two issues, unless you instruct otherwise.

CARS FOR SALE

1952 11B Normale, big boot, LHD, black, new grey cloth interior, exhaust, tyres, rewired 12v alternator, conversion, H4 lights, stainless bumpers, new chrome, excellent all round condition, £5500. Call Steve Thompson on 01964 533 433/535 287 (Yorkshire)

1955 11BL Legere, big boot, LHD, black, recent mechanical overhaul c/o Classic Restorations otherwise original, unrestored, new m.o.t., £3000. Call Steve Thompson on 01964 533 433/535 287 (Yorkshire)

Must clear as valuable space being taken up. The remains of an abandoned Prefect. Two Slough Light 15 cars (not in the best of condition). For sale or to break for spares. Prices very negotiable. For further information Call Colin Archibald on 01422 363 774 (Halifax)

Citroën C6F 1929 RHD, Very good condition for year. Car been garaged for last two years due to other commitments hence its time to say goodbye. Black & Maroon with Maroon leather upholstery front & back and personalised number plate. Bills for work completed by Classic Restoration, Offers Please. Call Steve on 020 8244 2374 (after 6.00pm)(London)

1934 Rosalie 10, RHD Slough built, body off restoration 95% finished. New paint and leather. Just needs electrics finishing and door trims fitting. A chance to buy a rare Citroën, £6495. Call Roger Waters on 01276 26645 mob 07831 173 861



1952 Citroën 11BL Small Boot, Needs respray and some trim, £4000. Call Robert Harness on 01205 350 847 evenings and weekends.

1956 Light 15, Slough built, big boot, towbar, black, MOT Aug 2004, Tax free, £3000. Call Professor Derry Jeffares on 01333 450 898 Crail, nr St. Andrews

1951 Paris built 11BL, small boot, dipped bumpers, twin spots, new tyres, carb, distributor 1500km ago. Waxoyled, new headlining, dry used, £6500. Call Martin Day on day 01580 713 219, eves 01580 291 231, Kent

1953 Light 15 Slough RHD, Black, Ivory pилote, brown leather, complete body and mechanical restoration 1993-98. Excellent original car. MOT June 04, spares, manuals, £7750. Call Arthur Bailey on 0208 642 7808 (Surrey)



PARTS FOR SALE

Breaking for Spares - 1953 "Normale", most parts less engine, full list/prices etc from Vick on 01209 821 979 phone & fax, Cornwall

Garage clearance - Loads of spares, many going FREE! to a good home - space needed. Callers welcome. David Boyd Tel: 01527 894599 4/4

Miscellaneous

Difficult starting after standing or when hot? Our simple addition to the fuel system overcomes these problems and saves bonnet up pump priming in the rain! Easy to fit and many satisfied customers. Send £15 (includes P&P) to: David Boyd, 'Tanglewood', 114 The Ridgeway, Astwood Bank, Redditch, Worcs, B96 6NA. Tel: 01527 894599 4/4

WANTED

Wanted - QUILLERY steering wheel for my 1938 Legere. Call Mark Cooper on 07889 750 336

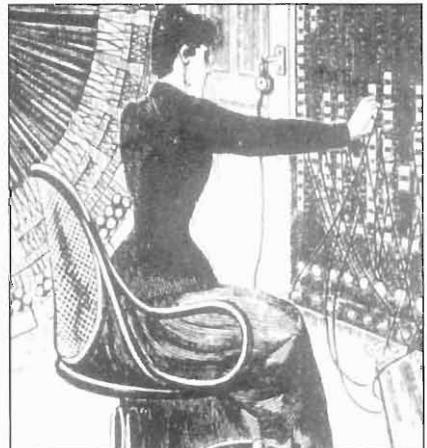
Wanted - Another gearbox and final drive for my 1939 TA, following the loud and extensive disintegration of the existing incumbent. Call Mike Tebbett 01684 563 315

Wanted - Familiale with sound bodysell and repairable panels. Mechanical and interior condition immaterial as not really needed. Can collect with transporter anywhere. Call Andy on 013398 86290

tocspares hotline

01243
511378

Chris Treagust, 98 First Avenue, Batchmere,
Chichester W. Sussex, PO20 7LQ
Email: chris.treagust@btopenworld.com



tochelpine

0870 012 2002

from abroad

0044 115 911 0960

email: toc.help@ntlworld.com

1000 TRACTIONS AT THE SEASIDE

It will depend on your support

Le Traction Universelle
& Club Dunkerque en Torpedo
are planning an event to celebrate the

70th Anniversary

of the Citroën Traction Avant
(1934/2004)

at Dunkerque, Malo-les-Bains
11th, 12th & 13th June 2004

It is most likely that the UK contingent will cross from Dover to Calais by Ferry or by the Tunnel and will form a series of mini-convoys for the 30 mile trip to Dunkerque.

Please let Robin Dyke know as soon as possible if you are mildly or seriously interested or committed and how and when you would plan to travel and where you would hope to stay.

Tel: 01865 858555

Email: robindyke@btopenworld.com



toc annual general meeting

Notice is hereby given of the

**Annual General Meeting of the Traction Owners Club Limited,
to be held at Steventon Village Hall, Steventon Oxfordshire.**

On Sunday 21st November 2004, commencing at 2pm.

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, and to elect the Directors and Committee members. There are at present no resolutions for consideration. If any are received, they will be circulated to members in November, with a formal agenda.

Proposals for subjects to be discussed should be received by the General Secretary by 21st October 2004

The Club at present has five directors. The Articles of Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two qualified people to stand for election. The following longest serving directors are standing down, both of whom are eligible and are offering themselves for re-election: Steve Reed and Alec Bilney. Nominations must be in writing, be from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 21st October 2004

The Committee may consist of up to eighteen members. The rules of the Club require that one third of the committee be elected at each AGM. Nominations are accordingly invited for up to six people who are willing to stand for election. The following longest-serving committee members are standing down: Keith Feazey, Robin Dyke and Tony Latchford, Tony Latchford is offering himself for re-election. Again, any nominations for new committee members must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 21st October 2004.

Nominations are invited for the post of General Secretary and the post of Treasurer. Tony Malyon, Treasurer, is offering himself for re-election and nominations are required for the post of General Secretary. Again, nominations must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 21st October 2004

A notice of all nominations received will be circulated in early November. Any member requiring a postal vote must make a claim, in writing, to the General Secretary, before 21st October 2004

By order of the Company Secretary

traction owners club limited

income and expenditure account - year ended 31st march 2004

	Note	£	2004 £	£	2003 £
Turnover	1,6		26,922		31,625
Cost of sales			14,502		21,552
GROSS PROFIT			12,420		10,073
Other operating income			15,084		16,265
			27,504		26,338
Distribution costs and administrative expenses		17,244		18,589	
Other operating charges		1,986	19,230	2,171	20,760
SURPLUS OF INCOME OVER EXPENDITURE BEFORE TAX			8,274		5,578
Tax on ordinary activities	8		-44		33
SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX			8,318		5,545
General fund brought forward			73,005		67,460
Adjustment for Corporation Tax Creditor overstated 2001					-
GENERAL FUND CARRIED FORWARD			81,323		73,005

There were no recognised gains and losses for 2004 and 2003 other than those included in the income and expenditure account. None of the Club's activities were acquired or discontinued during the year to 31st March 2004 and previous periods shown. The notes on pages 6-8 form part of these accounts.

balance sheet - 31st march 2004

	Note	£	2004 £	£	2003 £
Tangible Fixed Assets	11		2,937		3,051
Investments	12		2,000		2,000
CURRENT ASSETS					
Stock	13	60,454		48,939	
Debtors	14	1,303		2,407	
Cash at bank and in hand		16,395		18,952	
			78,152	70,298	
CURRENT LIABILITIES					
Creditors falling due within one year	15	1,766		2,344	
Net current assets			76,386		67,954
NET ASSETS			81,323		73,005
CAPITAL AND RESERVES					
General fund	-		81,323		73,005

In preparing these modified accounts:-

- We have relied upon the exemptions for individual accounts under Sections 247 to 249 of the Companies Act 1985.
- We have done so on the grounds that the company is entitled to the benefit of those exemptions as a small company.

The financial statements were approved by the board on: _____
and signed on its behalf.

Director _____

Director _____

The notes on pages 6-8 form part of these accounts