



GARAGE

Floating Power

January/February 2006

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toc contact



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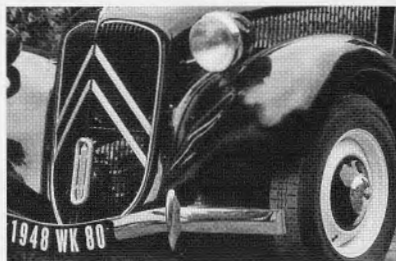
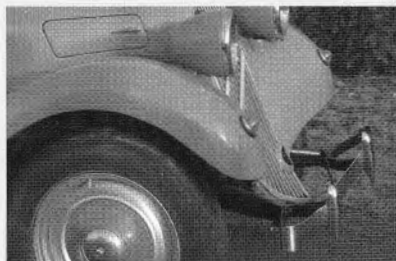
Club Tools are available in these areas



Approximate position

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Editorial

Happy new year to you all and welcome to the first issue of Floating Power for 2006.

As you will see we have a new Chairman, Bernie Shaw, who has taken over from John Ogborne. I'd just like to say what a fantastic job John has done over the past year as Chairman. His hard work and enthusiasm made it a pleasure to be part of the TOC and I'd like to personally thank John for all his support in my first year as Editor. Its lovely to see Bernie taking over and I know he'll be just as enthusiastic and supportive and John has been.

I thought I wouldn't have a great deal to put in this issue, with everybody being busy in the run up to Christmas, but I was wrong! Thanks to all of you who have taken the time to send in articles and correspondence and I hope you all enjoy the first magazine of 2006.

Pat De Felice

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Chairman's Message

I should like to start by thanking John for his achievements as Chairman over the past 12 months. I know a lot of his efforts will not be obvious - or even noticeable - to the majority of members but, under his leadership, your committee has been given positive direction and, as a Club, we are now in a far healthier position than we have been for some time. This is not the first time I have stepped into this position but, thanks to John, it is the first time I have done so without reservations. I also want to thank Tony Malyon for his many years service as Secretary but he has not entirely escaped, having kindly agreed to continue as Treasurer, another post he has managed for some time.

So, now to the new year, and if the events of the last few weeks are anything to go by it looks as if 2006 is going to be "The Year of The Moveable Feast". Yes, the annual in York has been re-scheduled but there was, literally, no choice. However, not only has Mick Popka managed to rescue the event - despite the best efforts of The Jockey Club - but the new date will offer positive advantages in terms of availability of some attractions he had hoped to include. (In case there is any concern, I have been assured Bastille Day will still be July 14th this year so there is little chance of a change to the Brittany Tour date).

As you will read in this issue of FP we already have an excellent and busy social calendar and I have no doubt it will be enhanced as the year progresses. I therefore wish you a belated Happy New Year and look forward to making new acquaintances (as well as renewing old ones) at one or more of the many events in the coming 12 months.

Front Cover



Cover:

Courtesy of Paul de Felice
Light 15 now owned by Bill Smout

4 AGM Minutes

Minutes of the Annual General Meeting of the Traction Owners Club, held at Steventon Village Hall at 14.00 on 20th November 2005

Attendance

Tony Malyon	James Yeates	Chris Hodgson	Sheila Marley	Bernie Shaw
Tim Walker	Sue Dyke	Peter Marley	Peter Simper	John Oates
Robin Dyke	Hazel Shinebroom	John Ogborne	Bev Oates	Janet Latchford
Jennie Piper	Lynda Ogborne	Pat De Felice	Jonathan Howard	Tony Piper
Tony Latchford	Colin Gosling	Jackie Hackett	Paul De Felice	Andrew York
David Gardner	Dave Hackett	Mick Popka	Mick Holmes	Derek Fisher
Tom Scott	Colin Berry	Moira Holmes	Steve Reed	Steve Shinebroom
Peter Riggs	David de Saxe	Keith Childs		

Apologies for Absence

Alec Bilney, Julian Taylor, Steve Southgate, Alan & Jan Reece, Fred Annells, Barry Annells, Chris Treagust

Annual General Meeting of the Traction Owners Club Limited

The chairman, John Ogborne, opened the meeting by welcoming everyone and explaining that the first part of the AGM is the formal business of the TOC Ltd. The second part is the AGM of the members where officers' reports are given, the directors and committee are elected and where there is an open forum for discussion.

Treasurer's Report

Tony Malyon distributed copies of the audited accounts for the year ending 31-03-05. Pre-audit accounts were published in the September/October issue of Floating Power. There had been no material changes as a result of the audit. The points highlighted by Tony were that the club no longer pays corporation tax (TOC profit is less than £10,000); the reduced profit (£2,731 compared with £8,318) was due to increased spares stock; the club shop had broken even.

David de Saxe asked why the gross margin on spares sales was down from 46% in 2003/4 to 22% in 2004/5. It was explained that the 2003/4 figure was inflated because it included sales of South African spares where margins had been much higher. David rightly pointed out that the additional spares stock would not affect margins because it was valued at cost. Tony also clarified for David that the tax was on interest received.

It was proposed by Tony Latchford and seconded by Peter Simper that the accounts be accepted. The motion was carried with all in favour and no abstentions.

Appointment of Auditors and Fixing of Audit Fees

The treasurer had no problems with the auditors and they are willing to act for the TOC in the future at the same fee as 2004/05. It was proposed by Bernie Shaw and seconded by Mick Holmes to accept the treasurer's recommendation to remain with the current auditors for the coming year. All present were in favour with no abstentions.

Consideration for Nominations for Directors

The TOC must have between 3 and 7 directors; we currently have 5 of which a third must step down, being Colin Gosling and Andrew York. There were no other nominations and Colin and Andrew offered themselves for re-election and were accepted unopposed.

Any Other Business

There were no items raised and the AGM of the TOC Limited was closed at 14.20.

Annual General Meeting of the Traction Owners Club Members

Copies of the minutes of the AGM held on 21st November 2004 were circulated; they were also published in the January/February 2005 issue of Floating Power. There were no matters arising. It was proposed by Bev Oates and seconded by James Yeates that the minutes be accepted as a true record of the 2004 AGM. All present were in favour of acceptance with no abstentions.

Chairman's Report

The chairman, John Ogborne, gave a brief summary of the year's activities. The committee met 5 times during the year; the financial position of the club was sound; membership was holding up well; the club shop has many new items; the magazine was better than ever with major savings in production cost. It was a busy year on the social scene; the TOC was awarded the trophy for the best themed club stand at the NEC show; the spares service continues to thrive under Chris Treagust, ably supported by Tony Hodgekiss, Steve Reed and Andrew York. We had suffered some sad losses during the year with particular mention of William Tremayne, Helen Brixton and Edna Annells.

John said that he had enjoyed his year as chairman and, although he will be sad to relinquish the post, he feels that it is important for there to be an annual change to encourage others to take on the job for a pre-determined period only. He thanked the committee for their efforts and co-operation during the year, Lynda Ogborne as minutes secretary and those unsung heroes, the area representatives.

John announced that the incoming chairman is chosen by the committee and that Bernie Shaw had been selected. The handover was to take place at the conclusion of the meeting.

General Secretary's Report

Tony Malyon thanked all those who had helped him during the year. Copies of the FIVA survey were issued to all present with encouragement from Tony to complete and return them.

Social Secretary

Tony Latchford gave a summary of the social activities during the preceding year – Belgium, Black Country Rally, Brittany, Tractionnades. Forthcoming events include Retromobile in February, Alexandra Palace in March, Citromobile (Utrecht) in May, Gordon Bennett Irish Rally in June, Le Mans Classique and Brittany in July, Norway in August, Béthune, Goodwood Revival and the York Rally in September.

Tony introduced Mick Holmes who gave a report on the NEC Show. Mick explained the theme of the stand (Liberation of Paris/FFI plus 'Allo 'Allo) and that there had been a huge amount of interest culminating in the award for the best themed stand and an honorary mention for the magazine. This will be reported in the forthcoming issues of all the major classic car magazines. The chairman thanked Mick and Moira Holmes and all others who had made this such a success.

Mick Popka gave a summary of plans for the 2006 rally in York. It will be based at Chestnut Farm Camp Site just south of York and activities will include a trip to and from York on the water taxi and a "ghost walk" around the city. Saturday will comprise a 90 mile convoy drive to Castle Howard, Helmsley, lunch at Blakey Ridge, Eden Camp reconstructed PoW camp and an evening meal at an Art Nouveau restaurant in 1940's style. Sunday will offer an option

AGM Minutes

for a visit to the National Rail Museum or to walk the city walls in the morning and, after lunch, the event will culminate at the Air Museum. Mick distributed a number of CDs containing a presentation on the rally and further details can be obtained from him at mick@popka.co.uk.

Membership

Peter Riggs reported that there were currently 544 paid up members, 34 lapsed since April 05 (lower than the usual 50 – 60), 15 cancelled (sold car, bereavement etc.) and 30 new members so far (15 in the last few months). The new member trend is still downward; 50 in 02/03, 45 in 03/04, 36 in 04/05, but this year is so far showing a rising trend. Peter highlighted that the increase in subscriptions had not had a detrimental effect.

Mick Popka asked whether new members could sign up on-line. It was explained that the application form is available on-line but that the complications of accepting payments would not be cost-effective. In the past the attempt to use direct debits for subscription renewals had been abandoned for similar reasons. Mick also asked whether, as 2006 is the 30th anniversary of the TOC, any special celebrations had been arranged. The chairman said that nothing had been planned so far but that it would be considered by the committee.

Spares

Andrew York explained that Chris Treagust was on holiday and had not left a detailed report; Tony Hodgekiss's failed PC had also prevented his report from being available. However, as a member of the technical committee, Andrew outlined the way in which the sub-committee supports Chris in deciding the club's spares needs and priorities. The service is performing well with turn-over in line with budget, a low level of debtors and a comprehensive stock of parts. Negotiations are in progress for a second batch of South African spares which, in response to a question from Mick Popka, are primarily for 12 volt Slough cars. This year has seen the availability of exchange brake shoes and clutch assemblies.

An updated spares price list is being prepared and the pictorial spares list, based on the original Citroën list, will be available in 2006. This will solve the problem raised by Mick Popka of the cross reference between Citroën part numbers and TOC stock numbers. There had been a problem with the main telephone exchange serving the spares hotline and apologies were offered to those who had experienced difficulties.

Steve Reed asked the meeting if there were any refurbished items that members would like to be made available; currently there are water pumps, dynamos, starters, clutches, brake shoes and oil pumps. Tony Latchford pointed out that 12V starters are available from a number of sources, with 6V being more scarce although VW parts may be suitable.

Editor

Pat De Felice explained that she has enjoyed being editor for the past year. Floating Power is now being issued on a regular bi-monthly basis. The initial increase in production cost has been accommodated by an increase in subscriptions and a change of printers that gave savings of around £2,000. Pat is pleased with all the material that is being sent to her for publication but she can always use more, in particular, old photographs. Colin Berry and David de Saxe both praised the magazine and said that it is the best they had seen from any club. The meeting discussed the idea of having some colour in Floating Power but it was generally agreed that black and white is the most appropriate format for the TOC.

Club Shop

Steve Shinebroom described the new items that are available – bodywarmers, shirts, CDs of the repair manual and John Presnell's new book. Steve emphasised that the shop was not there to make a large profit but as a service to members. Many shop items were available at the AGM and members took advantage of the opportunity to avoid postage costs. Mick Popka said that he could source reproduction Citroën enamel wall signs at £70 each and that he was concerned that once CDs are sold they could be reproduced without any payment to the club. Paul De Felice said that they were for sale on eBay at the same price (£10) as the club shop and that illicit copying did not seem to be a major problem.

Helpline

Mick Holmes reported that he receives queries from all over the world and that help is offered to members and non-members. Contact details are often picked up from the web site, often leading to new members joining up.

Election of President, General Secretary and Treasurer

The chairman stated that there had only ever been one president – Stan Barker – and that there have been no nominations. The post remains open.

Tim Walker was the only candidate for secretary and was unanimously accepted with no abstentions.

Tony Malyon agreed to continue as treasurer and there were no other nominations.

The committee must have between 8 and 18 members and it currently stands at 15 including Pat De Felice who had been co-opted in accordance with the rules at the preceding committee meeting. One third of the committee must stand down and, being the longest serving members, they were Tony Hodgekiss, Mick Holmes, Colin Gosling, Peter Riggs and Bernie Shaw. All agreed to stand again and, there being no other nominations, they were unanimously re-elected en bloc with no abstentions.

Any Other Business

A new member, Chris Hodgson, was welcomed. Chris, who runs an internet service company and would be happy to help, suggested that the TOC should have its own domain name with generic e-mail addresses such as secretary@toc.co.uk. This would ensure continuity when post holders changed and further enhance the club's professionalism. Any member could also opt to have a TOC address if they wished. Robin Dyke, from his experience with a French club, was concerned that this may result in increased spam and viruses and that we may be safer with a larger organisation. Chris assured the meeting that the site would be well protected with virus scanning and would be as safe as any large company such as BT. The idea was enthusiastically received by the meeting and it was agreed that the committee would pursue it with Chris, possibly contacting 2CVGB who have a similar scheme to see what problems may arise.

The chairman then formally handed over to Bernie Shaw who thanked John for the past year saying that he looked forward to the coming year and that the TOC will continue to serve its members well.

John thanked all those present for coming and closed the meeting at 15.18.





an Odyssey

How I went to the UK to be introduced to Beatrice but ended up living in Spain with Celeste.

Having gone as far as I could with my circa 1984 2CV, there being no further tinkering to do, and with the thought of polishing her yet once again not getting me suitably enthusiastic, the time had come to look around for an addition to the family. I yearned for a classic car on which I could indulge myself and to enable me to disappear into my garage to fiddle and generally fanny around for hours on end with spanners, screwdrivers and oily rags as is the want of classic car buyers.

So there I was at home one evening in my villa in Spain in late December last year. Legs up on the couch, TV on in the background while I was thumbing through the pages of my regular Practical Classics magazine. I really had decided that I would like a Traction as there was something so evocative about them. A true classic design and ??? in every way, so French you can almost smell the Gauloise ten metres away. So you can imagine my delight when I spotted a private advert with a photo offering for sale a black big boot, left hand drive Traction 118L, Paris built 1955. Good bodywork and excellent mechanics and priced at £4750. Now I thought that can't really be bad for a fifty year old car, after all it's a piece of history on four wheels. I had already decided that living in Spain, my next car would need to be a left hander, so I was definitely interested.

Unfortunately, I don't get my copy of Practical Classics down here until the middle of the month on account of the advanced year of the Postman's donkey which is now suffering from acute arthritis in its back legs! It just can't manage the hills like it used to! I wondered however that perhaps the demand for left hand drive cars in the UK may not be that great and that is could still be available. I decided there and then to phone up the advertiser but he wasn't at home. I left a message on his answerphone saying I was interested in the car and would be obliged if he would phone me back if it was still for sale.

The next morning the owner of the car, James Holland, phoned me back. Yes, the car was still available. Several people had already looked at it and he had received one or two offers which he had declined. He didn't really want to sell the car for less than the asking price. James told me that he had owned the car for some nine years and had driven it regularly. Not in concours condition, but he reckoned it was pretty fair. I told him that I was keen to have a look at the car and would try to get a flight to the UK, probably with my wife Ingi, as soon as possible but what with Christmas being only a couple of weeks away tickets could be a problem. Nearest airports to where James lived, which was a village close to Salisbury, were Southampton and Bristol and after chatting it over we decided to go for the latter. As for the price of the car, I told him that it seemed fair to me, and that after going to all the trouble and expense of flying to the UK, I wasn't going to haggle over a few hundred pounds if I liked it. In the scheme of things it wasn't of any great consequence and I stuck to my word as it turned out in the end.

Ingi said she would indeed like to come for the ride, so next day which was Saturday without any problems we booked a couple of seats on Easy Jet flying out from Alicante on Monday morning and due to return a couple of days later. Having talked things over during the weekend we decided that if we liked the car we would leave a deposit and then arrange, of necessity, to have it brought down on a transporter because it was quite ludicrous to even contemplate the

possibility of driving a fifty year old car half way across Spain from the UK wasn't it? Anyone giving such an idea any credence would need to be completely of their trolley!!

After an eventful flight we arrived at Bristol at about 1.00 in the afternoon. Bitter cold, just wasn't used to it after living in Spain for three years and we got frozen through walking across the car park to collect the hire car. Formalities done, we drove off, putting the heater on max as soon as possible. James had reckoned it would take us a couple of hours to reach him after leaving Bristol. It was a grey, cold, miserable day and we took ages getting out of the city due to heavy traffic and roadworks. James had given me rough directions over the phone. "Take the Bath road out of town etc, etc." The drive down to Broad Chalke got better after we left Bristol and to roads cleared. Time was moving on but at one roundabout we turned left instead of straight ahead and ended up in Tesco's car park! I bought a map at a garage but Broad Chalke wasn't even marked on it. We made another error en route and probably clocked up an extra twenty miles or so.

Eventually after seeking directions from several friendly garages we ended up within striking distance but still couldn't find the village and the light was starting to fade. In a country lane I came across a guy in a delivery van who kindly drew me a map and after some more driving around Wiltshire country lanes, arrived on the edge of the village. A quick call on the mobile to James and we arranged to meet him at the farm at the top of the lane where he lived. Five minutes later we all met up. Handshakes all round and he jumped into the back of our car to direct us to where he lived, just a few hundred yards away, a thatched cottage in the middle of nowhere and surrounded by watercress beds. On a bright sunny day I imagine it really would have been a biscuit tin scene.

Then I got my first glimpse of her parked on the gravel by the side of the cottage. There she was, Andre Citroën's creation. A big black French classic car standing rather splendidly in the middle of the English countryside, looking just as I had seen her on the photo in the magazine. A quick introduction to Sarah, his wife, and his young son Ned and after a quick cup of tea and biscuits we strolled out to have a look at the car and take her out for a drive. The light was now fading rapidly. The car looked to be in good shape. I'm not an engineer by any means but I noticed almost immediately that all of the wheels were in their allotted places in each of the corners, can't be bad. As James had said, not concours, but I hadn't expected that James offered me to drive but I was pretty tired by now and so declined, preferring to do it next day. So James drove us around. The engine fired up first time and sounded nice and solid. The car seemed to go particularly well and it was obvious how attached he had become to her over the years. We covered quite a few miles along narrow country lanes and by the time we got back it was pitch black.

We needed to stay somewhere for the night and James suggested the Queens Head in the village about a mile or so up the road. We agreed to come back at 10.00 next day so that I could have a proper look at the car and take her through her paces. We duly said our goodbyes and as we walked past that big black car I gave her a knowing wink and I can swear that her indicators flashed briefly!

The Queens Head is your archetypal English village pub complete with crackling log fire, and by the time we got there several of the locals had already taken up their allotted positions at the bar. We were given accommodation in a cottage at the rear which most important of all was centrally heated as the temperature had dropped rapidly. A slap up turkey dinner with all the trimmings and then back to our room to bed but not before relaxing in a steaming bath for a ridiculously long time. Such pleasures are a rarity for us in Spain as showering is the norm to save water. We had already told the Landlord that we would like to stay for another night.

Next morning, a full cholesterol-packed English breakfast with plenty of coffee set us up for the day and as arranged we pitched up at James' place at 10.00. The Traction was where I'd seen her last and she was looking as splendid as ever. James greeted us and took us into his office which was an extension on the side of the cottage. It transpired that he is an author who has written several novels on the Second World War. He pulled out his latest from his desk drawer entitled "The Blue Yonder" and signed it for Ingi and me together with an impromptu message. I read the book as soon as I got back home to Spain and found it difficult to put down – Buy it!!

Over dinner in the pub I had put the possibility to Ingi of driving the car back to Spain if we decided to buy it. Was there any point of having it taken back on a transporter and incurring the additional expense? Anyway, we were over here, and also I didn't feel happy about leaving her standing out in the cold and rain over Christmas or for how long it would all take to arrange. Ingi said "Why not" but she obviously had no idea of the huge risk involved, but to me, the car had seemed to run so well that this could be a distinct consideration provided I took it easy, and didn't push her too hard en route.

After bidding Sarah and Ned goodbye we walked over to the car and James handed me the keys of the Traction. Wow! Here goes. I had never driven one before, so different from my little 2 CV. Firstly, the car seemed so large with a huge steering wheel and an enormous bonnet with two massive bowls stuck on the end which turned out to be the headlights. The gear lever was also in the dashboard like my 2CV but as the Traction only has three speeds, the gears were all in different positions. James told me to change gear in a slow and deliberate manner, but without any synchro on first and reverse it took a little time to get used to it and for some while unusual grating noises disturbed the peace of this quaint Wiltshire village.

I settled myself in the driver's seat, turned on the ignition and pulled the starter. Almost immediately the engine burst into life and away we went shooting along those narrow country lanes. I shuddered to think what would happen if we met something large heading in our direction. I suppose we were out for about two hours and I couldn't really fault the car apart from the brakes which needed quite a lot more pressure than I was used to, but I put this down to the fact that there are drums all round and that it's a heavy car. It wasn't until I got back to Spain that I found that the front shoes were down to the rivets! The Traction was also quite a bit slower than modern cars but once the speed built up she was fine. Eventually we returned to the cottage safely and turned off the engine. I was well pleased with the experience.

In we all stroll for a cup of tea and sitting around the kitchen table chatting I told James that I was happy with the car and would take it at the asking price. He almost fell off his chair when I added that we would like to drive her back to Spain as soon as possible! Good God, isn't that abroad?

Easily said but could it be done? All our travel plans would now need to be altered as we were already booked to return on Easy Jet. It was now near 1.00 in the afternoon. James and I got our heads together to work out whether it could all work. The first question was the date of a ferry crossing back to Spain. Obviously the shortest drive back home was favourite and so it had to be Bilbao or Santander from where we could drive diagonally across Spain in a south eastern direction. Pull out the good old Yellow Pages. First call the Brittany Ferries fell on stony ground as the Santander service wasn't running at this time of year. Next call to P&O for the Portsmouth-Bilbao run. Yes, we have plenty of availability. Two sailings a week, one at 8.00 this evening and the other at 8.00 on Saturday evening. What to do? Well, the Queens Head was working out at around £100 a night with the cost of an evening meal, and the thought of hanging around Salisbury for another four days in the depths of winter wasn't very appealing. Could we possibly catch the ferry this evening? We would need Broad Chalke by 6.00 at the latest to reach Portsmouth which was about an hour's drive away. Told P&O's girl that we would need to phone back but she said not to panic as the ferry was nowhere near full at this time of year. OK – we could book the ferry but there were several other matters to be dealt with.



We got our heads together again. How about payment? James obviously wasn't happy at releasing the car on a cheque, so it had to be cash. I bank with Barclays, is there a branch in Salisbury? Yes. A call to my branch in London, told them what I wanted. Couple of questions to verify who I was, a long pause and then "yes sir, there will be no problem to have the funds at our Salisbury centre branch for you to collect this afternoon, please take your passport with you for identification". Shout across to James "money sorted". There was now the question of what to do about the hire car. If we had to return it back to Bristol airport we would be snookered. James reckoned they had a depot in Salisbury, if so we were still in with a chance. Then I remembered that the Traction wasn't insured for me to drive it back to Spain. James gave me his broker's telephone number while he had the phone tucked under his chin as he was speaking to the car hire company.

It was now 2.00 in the afternoon. Four hours to go if this was to work, cutting it too fine surely? James' broker couldn't arrange short term cover for me to drive the car back to Spain but gave me the number of another broker up in Manchester who he said may be able to help. This was starting to get complicated and messy! The second firm also were unable to arrange such short term cover which deflated me, but suggested that if I took out insurance for a whole year it would enable me to drive the car abroad for sixty days. Once I got back to Spain I could cancel the policy. There would be a penalty to pay for early termination but it seemed good to me. Clever these Chinese! I went through the proposal form with the broker, no problems. The insurance was there if we wanted it. OK I'll phone you back. Another shout across to James "Insurance sorted". James came off his mobile, "Great news, they have a depot in Salisbury and I know where it is. Then I had a thought, I couldn't really drive the car all the way back to Spain without changing the engine and gearbox oils. James said "no problem" and got onto his usual garage but unfortunately it turned out that the owner was retiring in a couple of days and had so much work to finish off that he just couldn't fit it in. James then phoned another garage who had been servicing the car, sighs of relief all round as they agreed to take it in. Heads together again. Yes all the building blocks were in place but it was all balanced on a huge edge because of the ridiculously tight time scales involved. James knew how long it would take to drive into Salisbury to collect the money and drop off the hire car. I had to put my trust in him. What do you reckon James? I will need to leave here by 6.00 at the latest to reach Portsmouth in time. A few moments of contemplation and he said "I reckon its do-able – just". OK lets get for it!

On the phone again to P&O to book the car on the ferry for the 8.00 sailing. "Quote the reference number we have given you on arrival at the docks, be there no later than 7.00". Back on the phone to Barclays to confirm transfer of the funds to Salisbury branch. Phone back the insurance brokers, "Yes I'll take up your insurance". Credit card details given and that's that sorted. This could just work. Plan of action, drive into Salisbury with James leading the way in the Traction. Collect money from the bank, drop off hire car and all return together in the Traction to Broad Chalke where James would drop us off at the Queens Head while he shot off to have it serviced. OK and what about the Queens Head? We had booked in for a further night, must let them know. So on the phone again to advise them that our travel plans had changed and they were very nice about it, Crikey! Nearly forgot, what about Easy Jet as we still had our return ticket which we wouldn't be needing. Any chance of a refund? Too bad, there was just no more valuable time to be wasted on the phone. We would have to let them go. In for a penny, in for a pound! It was now 3.00 in the afternoon and we had lots to do, lets get the show on the road.

So off we set for Salisbury following James in the Traction along what on a normal day were pretty country lanes but now I was too stressed out to appreciate the scenery. Here we were following this large black car not knowing where we were going at what seemed breakneck speed. It was surreal. James was really giving the old girl some whelly. Must he drive her so fast? I couldn't ever be so hard on her, hope he doesn't do her a mischief! Whatever he was doing to her, up hill and down dale, not a whiff of blue smoke from the exhaust, can't be bad. Eventually hit the suburbs of Salisbury and we followed James into the city centre where he indicated to a vacant parking space while

he disappeared around the corner to find one for himself. He returned shortly and we all trundled along to the bank. A short wait in the queue which seemed to last for hours. The second hand on the clock on the wall jogged round relentlessly and I was getting decidedly twitchy. Then at last I was at the cashier's window, told him who I was, handed across my passport and within no time at all he handed me the cash in a brown envelope. First part of the plan achieved. I offered the money to James but he declined saying that we could do the business back at the cottage. Fair enough.

All set for stage two, back into our cars and we follow James to the car hire depot. Unfortunately we nearly came to grief here as he thought he knew where it was but got it all wrong. We had to double back on our tracks and as fate would have it we got caught up in some heavy traffic due to road works. We lost a lot of precious time and I could feel the tension building up. I could see that James in front was also under the cosh. Eventually we got through the traffic and after asking a couple of pedestrians the way we found the depot on an industrial estate. Luckily no other customers and the car was checked in at double quick speed. This could still work but the odds seemed to be shortening rapidly as it was now 4.00. This mishap may have been crucial. OK we all bundle into the Traction and belt out of Salisbury with indecent haste. I was beginning to lose the plot but Ingi seemed to be thoroughly enjoying herself with all the rushing about and visiting all the interesting places.

Eventually we got back to the queens Head where James drops us off and disappears rather rapidly to get the car serviced with a parting shout of "back in about forty five minutes". It was now 4.30. Back up to our room, packed our bags and then down to the bar to settle our bill. We ordered a couple of coffees to settle our nerves. Forty five minutes passed, then an hour and with no sign of James. I was getting nervous, what could have happened to him? Telephone call from his wife Sarah. He had been delayed, it was all taking longer than usual but don't worry he'll be along shortly. Another half hour and still no James. I was regretting that I had asked for the car to be serviced. What an irony that the very thing I had asked for to ensure that the car made it safely back to Spain may in the end have prevented it from happening! We should have been well on our way to Portsmouth by now. We had just run out of time. Another call to the pub from Sarah to say that James was on his way. It was now 6.00 and I am almost out of it with stress. While we were waiting in the car the local radio station announces that there's been a nine car pile up on the M27 and that traffic is backing up for miles. Motorists were advised to seek an alternative route into Portsmouth. A quick chat with the stalwarts at the bar and they all nod their heads in agreement that there really is no other way into Portsmouth from here. That's that then, our heroic efforts dashed to pieces on the rocks. It was 6.00 and we had to be in Portsmouth by 7.00, an hour's drive away and with no means of getting there and with the only route blocked. The empty feeling of failure can over me, couldn't do any more, we'll miss the ferry and will need to sort out this mess. It was now pitch black outside and I felt the same inside!

And then James came bursting into the bar "Sorry Melvyn it took such a long time but when I told the garage I had sold the Traction and that you were driving her down to Spain she absolutely insisted as well as changing her oils, on a full grease up, new fan belt, cleaning the plus and points etc". I was just about all in but suddenly that last fading ember of home momentarily glowed brightly. Don't give up yet, all is not lost.

I told James about the M27 pile up but he wasn't phased, reckoned it would have been cleared up by the time we went through. Bundle into his wife's car with our cases and two minutes later we are back at the cottage. A quick goodbye to Sarah and Ned. Suitcases thrown into the boot of the Traction. Sarah bends down sobbing uncontrollably muttering something about life never being the same again. James hands me the keys. Follow me into Salisbury, we'll fill her up and then you can head off to Portsmouth. I looked anxiously at my watch; "Don't worry you'll make it in time". Ned jumps into the Toyota with Dad, he's not going to miss out on this! James starts his engine up and then walks back to me "Oh by the way Melvyn, don't you owe me some money?" In all the excitement I'd completely forgotten to hand over the loot. Well that's my story anyway and I'm sticking to it. So I handed over the thick brown envelope and off we go.

What follows next beggars belief with the drive into Salisbury being an absolute nightmare going back along the same country lanes but this time in absolute darkness. The Traction only has six volt electrics and the headlights on both dipped and main beam were abysmal. James had set off at a rate of knots with us trying to keep in close proximity. It was all a bit of a blur with the hedgerows

rushing past perilously close. I was weary and my eyes ached. The headlights of oncoming cars almost blinded me every time they went past. I was certain we would end up in a ditch or hit a tree. Ever since we set off James and Ned had been waving frantically at us but I had no idea what they wanted. I imagined they must be trying to tell us to keep up with them. The drive seemed unending but then at last, civilisation. A glow of light in the distance, Salisbury. We emerged out of the darkness to those wonderful orange street lights. Across the first roundabout, turn left at the second and pull into the garage a couple of hundred yards further on.

6.15, the clock was ticking on. No margin for error. Any mechanical problems or a wrong turn off the M27 would result in us missing the ferry. I fill her up. James comes over to ask if everything is alright. I answer in the affirmative but don't think I was very convincing. "Oh by the way Melvyn one of your headlights isn't working and I've been waving to you all the way to let you know"! So that's what he was on about. James fiddles about with the stalk and lo and behold we're back in business with two functioning headlights. No wonder we couldn't see where we were going! Goodbye time, "Thanks for everything James". "Have a safe journey down to Spain Melvyn and send us a photo of her outside your villa." A quick handshake and James drives off with Ned.

We are on our own now with forty minutes to reach Portsmouth docks wherever they may be in the town. What if we can't find them straight away? We pull out of the garage. Still can't get used to this enormous bonnet and can't locate any of the switches in the dark. Now where did James say the interior light switch was? We eventually see an M27 sign. So far so good. We pull onto the motorway a few miles further on. I proceed at a nice steady pace of 70 km/h and after a while spot our first Portsmouth sign. Well at least we are going in the right direction. Up till now, no sign of the accident reported on the radio, and then we see the dreaded lines of stationery red lights disappearing into the distance. The traffic was backing up and obviously the M27 was still blocked. We had no margin for error, looks as though we are going to fail with the finishing line almost in sight. It had to happen, just too many variables. But then as if by magic, the red lights in front began to move, slowly at first but then picking up speed until we were motoring along normally again. Perhaps we'll make it after all. No idea now of how far we had to go but we now had less than thirty minutes to get there. Be at the docks by 7.00 at the latest the girl had said when booking the tickets.

At around this point of time we became aware of the "Traction Effect" which causes passing cars to slow down with the occupants waving and giving the thumbs up sign. Any children in the back seem to go wild, excitedly pointing at the car. The Portsmouth signs are now becoming more frequent, can we possibly still make it? A split hose or a broken fan belt is hardly worth thinking about. Engine sounds good, nice steady hum. Haven't bonded with the car yet but tap her on the dashboard and tell her that I'm her new owner and that we're on our way to a pleasant life in the sunshine so please, please behave yourself en route. Seemed to have the desired effect as the engine noise changed immediately and I reckon she gave me an extra 500 revs.

And then we saw the sign "Portsmouth, The Docks", and shortly after another one, "Ferry Port". Ten minutes to go, this is cruel, surely we can't fail now. We pull of the M27, come to a roundabout and become aware of bright lights in the distance. This is looking promising. Take the second exit and we sport another ferry port sign and there can you believe is a man in a yellow fluorescent jacket standing in the middle of the road waving us in the docks. We had made it with five minutes to spare. The stress drained away, and a deeply satisfying feeling replaced it. In through the open gates. Bright lights, activity associated with the Docks. Drive up to a ticket booth and give the girl the piece of paper with the reservation number on it that I had written down only a few hours before while sitting at the kitchen table in James' cottage. She taps the details into the keyboard and seconds later prints off the tickets which she hands over to Ingi and tells us which line to go to. Put the car into first gear, crunch! Still quite haven't got the hang of it.

Driving slowly down to take our place in the line of waiting cars, we see her for the first time. Lit up like and as tall as an office block. "The Pride of Bilbao" waiting to take us back home to Spain and I think to myself there's still a long way to go but you know we could still be in with a chance and this whole thing may yet work out...

To be continued

Whatever became of La Ceinture?

The other day an ancient business card fell out of a drawer, reminding me of a holiday in 1972 during which I was travelling in the Camargue region of France. All of a sudden we came across what may best be described as a roadhouse – a sort of roadside restaurant / brasserie / café. There would have been little remarkable about this establishment were it not for it being flanked on each side by a crescent of some thirty Traction Avants (all, as I remember, black with ivory wheels), the whole offering a stunning semi-circular exhibition of Andre Citroen's art.

Although not a Tractioniste in those days, I had always held the model in deep affection. Naturally, therefore, I pulled up and, after a thorough inspection of the display, we went inside to the bar of "la Ceinture", for such was the establishment's name. Since it was that odd time of the afternoon between 3 o'clock and 4 o'clock when nothing seems really appropriate, we ordered some sort of liquid refreshment and engaged Maurice, the proprietor, in conversation about his Tractions. Sadly, though my French is good, I remember very little of the discussion – I imagine through being crestfallen that none of his collection was for sale: he was bent on augmenting it as far as the cartilages of his land would permit.

In later years I always wished I had followed up my visit. I doubt that after 33 years Maurice and his Tractions are there any more – but they just might be. A little while ago I tried to trace a telephone number, but the card bears the mere inscription: "Allô: 11 à Montcalm".

This site lies on the D58 roughly five miles (8 km) east of the principal town of Aigues-Mortes, or roughly half-way between Montpellier and Arles as a French crow might fly. Should any TOC member be travelling in the Camargue, I would dearly love to know what has become of "la Ceinture" and its display of what, some fifteen years after its demise, was clearly to M Maurice an icon of his country worth preserving in quantity.

David De Saxe

New section

May I, through Floating Power 'float' the idea of a South East section for those living in the south and east of London? I live in Hythe, near Folkestone in Kent and imagine that anyone between the outer suburbs of south-east London and the Kent coast would be within driving distance of any activities we might put on. While I have had my Traction for over ten years now, I am not that technically minded so I imagine that the section might be more socially than mechanically based! Trips to France or to historic sites in the Kent countryside strike me as the kind of event that would be enjoyable.

I suspect that we would need a minimum number of interested owners (perhaps 20) to ensure that there was at least a handful of people at each meeting but no doubt other section organisers can put me right on this. I understand from John Ogborne that there are some 50 members in the catchment area so 20+ should be an achievable target.

Could anyone who is interested contact me either via the Editor or by email to d_strang@btconnect.com Please note the email address is written with an underscore between the 'd' and the 'strang'.

I look forward to a response – hopefully in time to organise something over the summer.

Kind regards

David Strang

Note from Editor:

David

Thank you for your letter and wonderful offer. We have recently been in discussions with another member in your area, Chris Hodgson, who has also offered to start a section. Perhaps you could liaise with each other and let Bernie know what the two of you decide upon.

Thanks – Pat

Insurance?

Dear Editor,

Taking advantage of those lazy days between Christmas and the New Year, I decided to look at car insurance. I was surprised to find that there are areas where I thought I was covered but turned out not to be.

The Traction is covered by an agreed value comprehensive policy. However, it is explicitly for "insured and spouse only" and specifically excludes driving other cars. Many of us end up driving each others' cars and, if my policy is typical, are quite likely to be uninsured whilst doing so. We have two other cars – a C3 and Ford Ka – both with fully comprehensive cover for "insured and spouse" as named drivers. Both policies allow us to drive other cars but only with third party cover, and neither provides any cover for drivers other than the named ones. I suspect that many of us have taken advantage of competitive insurance quotes to cut costs but perhaps not taken the trouble to read the small print, or just renewed without reading those policy amendment sheets!

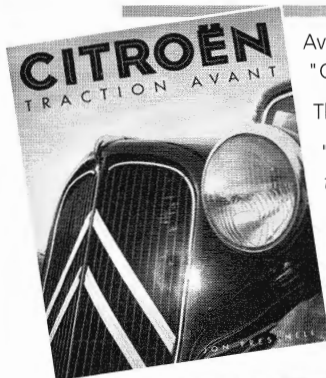
Breakdown insurance can also be a trap for the unwary. I am a member of the RAC with both vehicle and personal cover for UK and Europe. This gives cover for anyone to drive any of our cars, including the Traction, and for Lynda and me to drive any other car. However, the European cover specifically excludes cars over 11 years old, so the Traction is only covered for the UK.

It would be interesting to hear from other members on this topic.

John Ogborne

toc correspondence

Citroen Traction Avant



Available from the Club Shop is the fantastic new book "Citroen Traction Avant" by Jon Pressnell.

This is the first great book on the Traction in English!!!

"This authoritative and highly readable history looks at all aspects of the Traction, charting the car's development over its 23 year life, in all its many guises, with the help of nearly 400 illustrations"

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- Detailed buying advice

Contact me to reserve your copy. Price £29.95
Postage and packing if required £6.25

Regards

Steve



Classic & Sports Car

We have two Traction related articles in Classic and Sports Car February 06 Issue

Page 156 James Simkins (TOC Member 1887) on his 'birth place'.

Page 124 Jon Presnell on Nico Michon's collection of 'sixes'.

Club Badges

Hubert Krome from Germany is collecting pictures of club badges.

I think his club may be planning to design a badge.

If anyone would like to email me a picture of any badges I will pass them on.

Robin Dyke

Floating Power...

Spotted in "Ouest France's" magazine "Les Annees 50 dans la Manche"; ie "The Fifties in Manche Department".

I thought it may be of some interest to TOC members!

The picture was taken near the town of Hambye where TOC's own Tim Walker has a house and also a prewar Traction?

Surely it can't be...?

I am indebted to M. Gilles DESIRE DIT GOSSET of the ARCHIVES DEPARTEMENTALES DE LA MANCHE, for permission to use the photograph and also to QUEST FRANCE magazine (Sandrine LEMARCHAND) for their assistance.

Martin & Vicki Nicholson



Edna Annells 3/4/26 - 8/11/05

It is with great sadness we must report the passing of Edna, wife of Fred, on the 8th November 2005. For the last few years she had found it necessary to limit her participation in the long distance events for health reasons. Through Fred, Edna still maintained her strong interest in all things Citroen and a number of those attending the funeral were undoubtedly surprised to see a Traction Commerciale carrying Edna's beautiful wicker-work coffin with its floral tributes.

Fred and his family would like to record their thanks for the many messages of sympathy they received from abroad and this country. They would also like to record their gratitude for the considerable co-operation they received from the Traction owners John Waghorn and son Mark, Paul De Felice & Peter Simper and Mike and Moira Holmes

CITROËN

toc^{tech}



volume 1

Maintenance **26**

TECHNICAL

Brakes

Recognising Engine Noises

tocshop



ITEM	PRICE £ sterling
Enamel Traction Lapel Badge	£2.50
Floating Power Binders	£6.50
Greetings Cards (pack of 5, without envelopes)	£1.00
Mugs with Traction Decoration	£1.50
Poster Les Traction	£2.50
Poster 3D Traction	£2.50
Poster Traction Avant (bas relief)	£2.00
Spare Parts Manual UK to 1949 Repro	£32.90
Sports Shirt TOC Motif (S. M. L. XL.)	£14.00
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Tee Shirt TOC Print (L.XL.)	£7.00
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TOC Baseball Caps, black, "Traction Owners Club"	£6.99
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A New year Resolution

Remember that technical article you were going to write? The one about how you solved the misfiring problem, the complete engine rebuild, or those handy hints on minor bodywork repairs. So your TOC resolution for 2006 is to put pen to paper or fingers to keyboard and share your experiences with us. Our regular contributors have been doing a sterling job over the last couple of years, but even they need a rest and there must be many more technical nuggets out there waiting to be published. The more controversial the better. We are now running rather short of original material and you, the members, are the only source!

On a specific note, I asked a question in the May/June 2005 issue about the correct brake fluid to use. Sadly, nobody has come up with an answer – is this because there is no definitive answer or is it an ideal case for a short article?

and meanwhile...

The Final, Final Word on Brakes!

Having read the FBHVC news item in the last issue, Mike Tennant has found some brake test equipment that may solve some problems in getting your car through the next MoT Test.

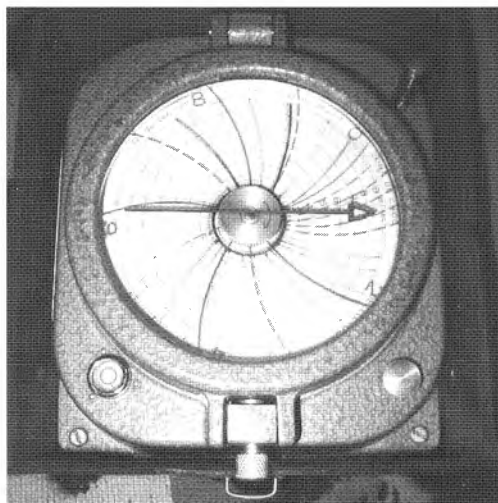
I enjoyed Mike Lewis's and Roger Williams's articles on brakes. As an aside, many years ago when brake drums were skimmed, we used to fit shim stock between the shoe and lining to bring the lining closer to the drum.

Before doing any work on your brakes, try to get hold of a "Ferodo" Brake Test Meter (Tapley Meter). It is made by the Tapley Instrument Company for Ferodo; I bought my meter at a steam rally autojumble for £10. It is placed on the floor against the bulkhead and the car brought to a standstill from 20 mph. This causes the drum inside the meter to rotate and stop, giving an indication of between zero and 100% brake efficiency. There should be a chart with the meter which allows you to read off various measurements taken on a level road. My own car gave a reading of 80% from 20 mph, with a stopping distance of 16.8 feet and a stopping time of 1.1 seconds.

The chart gives:

- the stopping distance
- stopping times for 20, 30 and 40 mph
- the retarding force in lbs/ton
- the rate of retardation in ft/s/s
- the gradient on which the vehicle can be held

If you make a note of these figures before and after doing work on the brakes, you will be able to see how effective the work has been.



I also bought a French décélérographe at an autojumble in France for €20 which works with a clockwork motor. A paper graph disc is placed in the meter and the meter wound up; when you place it in the car and test the brakes an arc is scribed on the disc indicating the braking force.



The third photograph shows a brake lining riveting tool that I bought at the Stratford-on-Avon Citroën Car Club meeting a few years ago. The lever is clamped in a vice and the lever raised to allow the rivet to be placed on the anvil (arrowed) and through the shoe and lining. The lever is lowered to clamp them together and the block above the anvil struck with a hammer to fold over the rivet. The arm is released and the process repeated until all the rivets are in place. It only takes a few minutes to reline a shoe.

Engine Noises and How to Recognise Them

This is reprint from a copy of Practical Motorist from January 1938 (price 3d). The presentation is a little dated but it does contain some useful and timeless information on tracking down the causes of those worrying noises that sometimes come from under the bonnet. For those interested in the history of consumer law there is also an article on guarantees. Thanks to Tony Hodgekiss for the loan of the magazine.

January 29th, 1938

PRACTICAL MOTORIST

421

Recognising Engine Noises

Speed Of Different Parts Of The Engine In Relation To Crankshaft Speed : Simple Methods Of Test : Knocking, Rumbling, Squeaking, Tapping And Pinking

AN experienced motor engineer can often determine the cause of an unusual engine noise almost as soon as he hears the engine running. At least, he can make a shrewd guess at its location and then, after one or two simple tests, verify his original diagnosis. It is not suggested that the average owner-driver can easily learn to carry out rapid tests such as this, but after a little practice there is no reason why he should not be able to recognise different kinds of noise, so that he will have a very good idea as to where he should look for the source of trouble.

It is always difficult to explain in words what different noises sound like. At the same time, it is possible to explain how the frequency of the different sounds varies. And if the owner understands the general method of procedure he will find little difficulty in teaching himself simple methods of diagnosis.

Relative Speeds

Most of the "theoretical" side of the business depends upon a realisation of the relative speeds of different parts of the engine. Thus, if you take the crankshaft speed as unity (this is, of course, what is known as engine speed) the camshaft rotates at half that speed, as also does the ignition distributor. This is because each valve opens, and one spark is produced, at every fourth stroke of each piston, or every second revolution of the crankshaft.

The dynamo is driven at engine speed and the water impeller, where fitted, is driven at either engine speed or half engine speed, according to the method of driving. When it is driven from the fan belt it is turned at engine speed, as is the fan; but the drive is sometimes taken from the camshaft system. The oil-pump is frequently driven from the camshaft, along with the distributor.

Engine or Transmission?

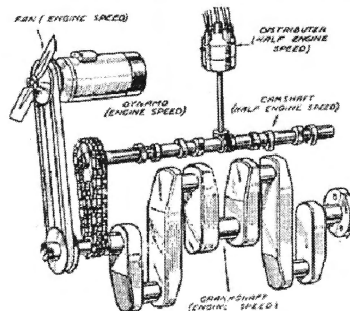
Transmission noises are often confused with those due to the engine, but there is a simple method of differentiation, due to the fact that the speed of rotation of the transmission details, between the back of the gearbox and the driven wheels, varies with road speed and not with engine speed. By way of explanation it can be mentioned that if the rear axle shafts turned at 600 r.p.m. when a top gear of 5 to 1 were in use and the engine speed were 2,500 r.p.m., their speed would be half, 300 r.p.m., when a second gear of 10 to 1 were engaged and engine speed remained unchanged. Thus, transmission noises would be heard at approximately the same road speed, irrespective of engine speed. On the other hand, engine noises would be heard at various road speeds, according to the gear in use.

Vibration "Periods"

This applies only, of course, to noises that are audible in certain conditions and which are due to wear or mal-alignment of rotating parts. It is nearly always found, however, that noises are most pronounced at certain speeds. Thus, there is often

a form of engine vibration at a particular engine speed; in top gear the noise might be heard at 35 m.p.h. and would probably disappear again when 40 m.p.h. were reached. In third gear the vibration would start at, say, 20 m.p.h. and persist until the speed reached about 25 m.p.h.

One of the first difficulties to be met is that of knowing what the engine speed is. Very often the exhaust note gives a good aural impression, whilst sometimes it is the carburettor that provides an indication. This is particularly true at low engine

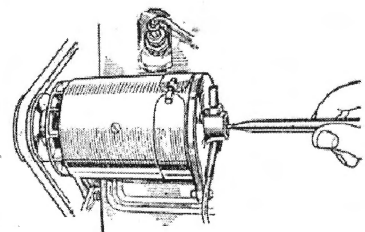


This diagram shows how the speeds of the principal parts of the engine are related one to the other.

speeds and when the engine is ticking over. A single tappet that had too wide a clearance would create a series of "tap-taps" at half the speed of the engine, but a fault in the dynamo drive would give rise to a noise of twice the frequency. If the tappet noise were less regular, or if it occurred at engine speed it would suggest that more than one tappet needed adjusting.

Crankshaft Bearings

A noise that is not always easy to recognise is that caused by worn main bearings or to crankshaft end-play. This is very low pitched and sounds more like a general rumble than a defined noise of fixed periodicity. When the car is being driven normally the sound is often drowned by other noises. It can generally be heard most clearly when the car is accelerated from a low road speed in top gear. As the car gains



End-play in the dynamo shaft can often be checked by holding a pointed rod against the "pip" in the end of the shaft while the engine is running slowly.

momentum the noise becomes less pronounced and generally "fades out" when the car is running at a steady speed on a level road. Very often it is audible when the engine is ticking-over normally, but it dies away when the clutch is disengaged.

Similar indications are sometimes given when the dynamo bearings are worn, but in this case there is less variation in intensity with changed running conditions. When the dynamo is belt-driven along with the fan, it can be tested by the simple expedient of removing the belt during a short trial run. If the drive cannot easily be disconnected, a test can be made with the engine running at fair speed, but with the gear lever in neutral, by pressing a stout stick or pointed metal rod against the end of the central shaft. If this stops the noise, end-play in the shaft is indicated.

Tappets and Big Ends

Most readers will be familiar with the light tapping sound caused by badly-set tappets, but it should be remembered that a similar noise may be caused due to a worn valve guide or loose tappet block. When a valve is loose in its guide, however, the noise sounds more "solid" although of the same frequency. A loose tappet plate or block causes a noise to be produced by a number of tappets at the same time, so that the frequency is higher.

When a big-end bearing is worn the noise can be described as a "knocking," and it occurs at twice engine speed. The latter point is explained by the fact that the play shows up at the bottom and top of the stroke, when the direction of the piston is changed. It is most easily recognised, when the bearing has not actually "run," after revving up the engine and closing the throttle. Engine speed falls very rapidly, and meanwhile there is a continuous "knock-knock-knock" sound with a rather "hollow" characteristic.

A worn or loose little-end bearing produces a similar effect, but the sound is still more "hollow" and less pronounced due to the smaller area of the contacting surfaces. It can also be heard fairly clearly when the engine is being speeded up, but must not be confused with pinking, which can be reduced by retarding the ignition or by using ethyl or alcohol-blended fuel.

It is not unusual to find that the fan bearing is responsible for a good deal of noise on a fairly old car, especially if its lubrication has been neglected. A test can be made after removing the belt, whilst play can often be detected by grasping one of the blades and observing if there is any side play, or if the fan centre can be rocked on its spindle.

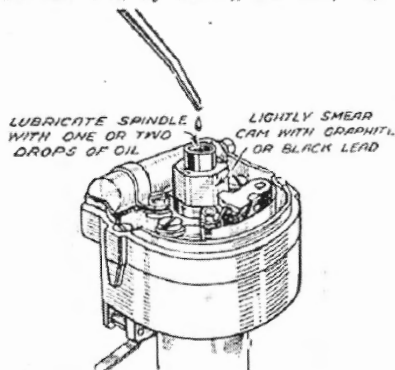
A similar test can be made with a magneto or dynamo when the driving shaft or pulley is exposed. Should there be any appreciable looseness it is best to remove the machine and have the bearings tested and, if necessary, replaced, by a reliable car electrician. More-experienced readers will prefer to correct the fault themselves and articles explaining the procedure have previously been given in these pages.

(Continued overleaf)

(Continued from previous page)

Worn Timing Chain

Another noise that is often confusing results from a worn timing chain; this might simply allow appreciable backlash between the crankshaft and camshaft drives or it might be sufficient to permit of the chain striking the inside of the timing case when the engine is running slowly. The noise is generally most in evidence when the engine is running "light" at low speeds. One well-known test that has been mentioned in these pages before is to slacken the fan belt, by rocking the fan-pulley



High-pitched squeaks might be due to need for light lubrication of the contact-breaker cam. The noise might also indicate that the centrifugal governor should be given two drops of thin oil, as shown.

mounting and to press the two sides of the belt together, at the same time holding the fan from turning. The object of this is to apply a light braking effort to the crankshaft so that it revolves at a more uniform speed. This test must be made with care, for a serious injury can result from a strike on the wrist with a revolving fan. This method of test applies also when the camshaft is driven through a pair of wheels; in that case, however, the noise is heard as an irregular rumble.

Piston Slap

The expression "piston slap" is often used incorrectly. It is due to the pistons being a loose fit in their bores, and the name is fairly descriptive of the sound. Slap might be heard in a comparatively new engine while it is cold, but should disappear as the normal working temperature is approached. This is because the pistons expand on heating and thus "fill" the cylinder bores. Even in an old engine with worn cylinders, the noise becomes less pronounced as the engine warms up.

"Pinking" is also a form of trouble that is not always clearly understood. You hear it in pronounced form when some of the older buses are started from rest, or when they are pulling hard up a hill. In the case of the average car, the sound is less pronounced but of similar character. It can be likened to the tinkling of a small, cracked bell; occasionally it more closely resembles a rattle caused by the vibration of a thin metal rod against a dinner plate.

The noise is heard only when the engine is heavily loaded—when pulling hard at low speed or being accelerated at high speed, for example. It indicates that the engine is in need of decarbonising, that the ignition is too far advanced, or that an unsuitable grade of fuel is being used.

High-pitched squeaks that are clearly due to the engine are rather terrifying but seldom difficult to trace. In the majority of cases

they are from the dynamo brushes, particularly if unsuitable replacements have been used. The noise generally disappears without any attention being given, but it is wise to see that a brush is not damaged or stuck in its guide. It is permissible to apply the lightest possible smear of graphite grease to the commutator if there is obviously nothing wrong.

Fan Bearing

A similar noise might come from the distributor cam, in which case the remedy is to rub the outer face with the lead of a soft black pencil or lightly to smear with vaseline. Another cause of a squeak of this nature, but louder, is a dry fan-spindle

bearing; the remedy is to apply the oil can or grease gun, according to the system of lubrication provided. A similar squeak, but of lower pitch and varying intensity might show the need for lubrication of the distributor drive or automatic-advance mechanism.

In case of all forms of engine noise that is not easily recognisable it is worth while to use an improvised "stethoscope" consisting of a pointed wooden rod. The pointed end is held against various parts of the engine while the ear is held close to the flat end. By this means the noise from, say, a loose little-end bearing can be traced to one particular cylinder or the noise from the dynamo or timing case can be localised.

THE MOTORIST AND THE LAW

Maker's Guarantee

WHEN a special form of guarantee is given it is usual to exclude all warranties, but assuming that no special guarantee is given and no warranties excluded, the buyer's rights depend upon the Sale of Goods Act.

What are they? One of the principles of English law in connection with the sale and purchase of goods is summed up in two Latin words: "Caveat Emptor," which mean, "Let the buyer beware." As long as nothing is said or done to mislead a buyer, the general rule is that he must take the risk of buying "a pig in a poke." If he buys a walnut cabinet believing it to be a genuine antique, whereas it is only a copy, he cannot be heard to complain unless he was misled by something which the seller might have said to him.

Sale of Goods Act

The Sale of Goods Act has created certain exceptions to this general rule. One of them occurs where a prospective buyer tells the seller the purpose for which he wants the goods, so as to make it clear that he intends to be guided in his choice by the seller. In such a case the law implies a condition that the goods which the seller delivers to the buyer will be fit for the purpose for which the buyer requires them. For example, A goes to a motor dealer and tells him that he wants to buy a car which will be a good hill-climber. The motor dealer suggests a "Flying Flippit" and the deal is done. If subsequently it turns out that the car is not a good hill-climber, A can reject the car and get his money back.

This section, however, has no application to a case where an article is sold under its patent or trade name, and so if A had gone to the dealer and said: "I have been recommended to buy a 'Flying Flippit' as a good hill-climber, and I want to buy one if you have one in stock," and the deal was then concluded, A would have no remedy against the dealer if the vehicle in fact had rather an aversion to hills.

The distinction is rather a fine one and much may depend upon the conversations which precede the bargain.

The provisions of the Sale of Goods Act, of course, only apply as between the buyer and the person from whom he actually buys the car, who is usually the dealer. In some cases the dealer protects himself by saying, in effect, to the buyer: "I give you no guarantee and will not be liable to you for anything which may happen to this car." The buyer then has no claim against the dealer. Has he any claim against the firm responsible for the manufacture of the car, with whom he has had no contact at all?

The Guarantee

When one buys a new car one usually finds in the pocket of the car a card and if this is sent up to the manufacturer, there arrives in the course of post a nicely printed document called a Guarantee, under which the manufacturer undertakes to replace within a certain time, free of charge, any defective parts. Manufacturers, of course, have their good name to preserve and almost invariably stand by this guarantee. But are they in law bound to do so? It all depends.

If A buys a car direct from a manufacturer or from a dealer who is the agent of the manufacturer, in the sense that he is selling a car which belongs to the manufacturer, then clearly the manufacturer receives the price of the car and in exchange for that he gives a guarantee which it is obligatory on him to implement.

Not Bound by Law

That, however, is not always what happens. Indeed it is probably rare for a member of the public to buy a car from a manufacturer. He usually buys it from a dealer.

The "Flying Flippit" Car Co. makes cars and appoints X the distributor for these cars for a certain area. X then appoints a number of persons styled "Dealers in Flippit Cars," in the principal towns in the county. The arrangements between the "Flying Flippit" Car Co. and X, and between X and the dealers are so framed as to prevent any of them being agents of the car company. When a member of the public goes to the dealer and orders a new "Flying Flippit" for £300, the car which is delivered has, unknown to him, had a short but eventful life, for it has in that time had two other owners before it reaches the possession of the member of the public. When the car left the manufacturers it was invoiced to X the distributor, and X paid them for it and became its owner. The next move involved the re-sale of that car by X to the dealer, who in turn paid X and in turn became the owner of it. The dealer then sells the car to his customer and is in turn duly paid. The customer in due course receives, not from the dealer but direct from the manufacturer, the "Guarantee." This is a guarantee in form but not in substance, for the company are in no way bound in law to fulfil its terms. The customer did not buy the car from them nor did they receive his money. Consequently when they issued the guarantee to the ultimate purchaser, they received no benefit—no "consideration"—for their gesture, and are at liberty to implement it or not as they please.

No, it wasn't the final word!

Stuart Bullas's was the test car that Roger referred to in the earlier correspondence. So here is Stuart's verdict in his own words.

Front Brakes

After several thousand miles of use, I spent a long time adjusting the existing pivot type front brakes as accurately as possible using a vernier caliper and setting tool, similar to the one shown by John Kick. I then took my car and had the front brakes tested; over 700 pounds force was required to lock the front wheels and the car would have failed the MOT on uneven front braking.

I then fitted the "floating" type shoes supplied by Roger Williams (yes, this was the test car). Having driven over 2000 miles, I adjusted the brakes in a fraction of the time and took the car for a brake test at the same place. The front brakes now locked at 580-600 pounds force and much more evenly. You can now, if you really stand on the brakes, lock the front wheels on the road - something I could never do in 30 years of owning the car.

I have a DS engine fitted to my car which gives 67 BHP at the wheels and often carries 4 adults abroad. I have not experienced any brake fade problems. I have also fitted drive shafts and splined hubs supplied by Roger. The hubs are easily removed instead of the hours needed to break some tapers and the tool usually breaks first! The turning circle is much better. Design and engineering are always improving, thank goodness.

Regards
Stuart Bullas (TOC member O36)

Clever Wipers

I understand that new Citroens have windscreen wipers that start and stop automatically, and even vary their speed. This is nothing new. The wipers on my traction work at a variety of speeds and often stop without any intervention on my part.

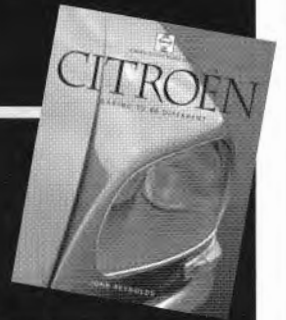
O-Pitsdry

Bumper Sticker

SIC HOC ADFIXUM IN OBICE LEGERE POTES,
ET LIBERALITER EDUCATUS ET NIMIS PROPINQUUS ADES
IF YOU CAN READ THIS YOU ARE VERY WELL EDUCATED AND TOO CLOSE



Haynes Manual Translations



These 'real life' translations were kindly sent in by Walter Callens, I think we will all be able to associate with most of them!!

Haynes

Translation

Rotate anticlockwise.	Clamp with visegrips then beat repeatedly with hammer anticlockwise.
This is a snug fit.	Clamp with visegrips then beat repeatedly with hammer.
This is a tight fit.	Clamp with visegrips then beat repeatedly with a hammer.
As described in Chapter 7...	That'll teach you not to read through before you start. Now you are looking at scary photos of the inside of a gearbox.
Pry...	Hammer a screwdriver into...
Undo...	Go buy a tin of WD40 (giant economy size).
Retain tiny spring...	PINGGGG - "Where the hell did that go?"
Press and rotate to remove bulb...	OK - that's the glass bit off, now fetch some good pliers (and maybe a plaster or two).
Lightly...	Start off lightly and build up till the veins on your forehead are throbbing then clamp with visegrips then beat repeatedly with hammer.
Weekly checks...	If it isn't broken don't fix it.
Routine maintenance...	If it isn't broken, it's about to be. We warned you...
Bolt will be tight	You haven't a hope in hell!
Compress...	Squeeze with all your might, jump up and down on it, throw it at the garage wall, then find some visegrips and a hammer...
Inspect...	Squint at really hard and pretend you know what you are looking at, then declare in a loud knowing voice to your wife "Yep, as I thought, it's going to need a new one"
Carefully...	You are about to suffer deep abrasions.
Get an assistant...	Prepare to humiliate yourself in front of someone you know.
Apply moderate heat...	Unless you have a blast furnace, don't bother. Alternatively, clamp with visegrips then beat repeatedly with hammer.
Index	List of all the things in the book, except what you need to do.
Everyday toolkit	RAC Card & Mobile Phone

16 Traction sport

Hello, thought you might be interested in these images. There is a VSCC race meeting at Cadwell Park in 1977 with a Traction listed in event 3 number 103. Also included is a photo I took of the car at the time, sorry its a bit out of focus but they're hard to catch on the move.

I particularly like some of the more recent articles on improving the performance and various modifications which can make the Traction a lot better to drive in modern traffic conditions. Such as a bit more power and acceleration with an improved clutch and better brakes. As my Traction spends most of its time in the garage because I can't afford to run it on the roads, it would be nice to here from the owners that can, what these modified cars are like to drive. Many owners who own cars probably haven't driven them at all if there being restored anyway. I used to think that the cars had to be totally original, but if you want to drive it, not just look at it, then I think its totally justified, just to be able to drive it. Perhaps we should have a list so that anyone restoring a car may consider the options, because for the club to survive these cars have to be seen on the roads and at shows, not hidden away.

Perhaps we could have some reports on Tractions involved in sporting events, especially the cream machine, I don't care if it is from Taiwan, they can turn my 11BL into a roadster any day. How many are original anyway, I used to hate changing any parts on my Traction, because that part was 50 years old, from



the Citroen factory in France, how could I just throw it away? Eventually I had to, just to keep it running, in the end its the design that matters, however much is replaced its still a Traction, and looks and feels like one.

So if I had the skill and the money, I'd build a cream machine as well.

Regards,

Robert Harness



VINTAGE SPORTS-CAR CLUB LTD.
(Secretary: P. M. A. Hull, V.S.C.C. Office, 121 Russell Rd., Newbury, Berks RG14 5JX)

OFFICIAL PROGRAMME **Price - 20p**

CADWELL PARK RACE MEETING

*Held under the General Competition Rules of the R.A.C.
(including the provisions of the International Sporting Code of the F.I.A.)
and the Supplementary Regulations*

Sunday 28th August 1977

R.A.C. Permit No. RS 2808/5

CONDITIONS OF ADMISSION

MOTOR RACING IS DANGEROUS and all persons attending this track do so **ENTIRELY AT THEIR OWN RISK.**

It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused, whether by negligence or otherwise, resulting in damage to property and/or personal injury to spectators.

NO DOGS ADMITTED

It is a condition of admission to the circuit and car parks that no dogs are allowed. Any person found in breach of this condition will be deemed a trespasser and asked to leave.

Denis Barber's Riley Special—in today's Spero & Voiturette Trophies Race



Event 3 FOUR LAP HANDICAP RACE						Approx. 2.20 p.m.
No.	Name	Car	Date	c.c.	H'cap	
R 46.	P. Bayne-Powell	M.G.	1933	1087(s)	3.00	
R 62.	J. Majzub	Riley	1935	1500	2.35	
65.	R. P. Gilbert	Alvis	1933	2762	2.35	
66.	J. P. Brydon	Alvis	1935	2500	2.35	
67.	D. J. Balmer	Bentley	1929	4385	2.35	
77.	M. R. Garfitt	B.M.W.	1937	1911	2.20	
78.	M. P. Williams-Raahauge	B.N.C.	1927	1100(s)	2.20	
81.	C. J. Hudson	Aston Martin	1936	1495	2.20	
82.	D. J. P. Edwards	Aston Martin	1935	1495	2.20	
84.	P. D. Colborne	Riley	1933	1808	2.20	
85.	N. Mason	Aston Martin	1935	1495	2.20	
R 95.	M. L. Quartermaine	Vauxhall	1921/4	4300	2.15	
101.	M. Cann	Aston Martin	1937	1950	2.15	
102.	P. D. Venables	M.G.	1933/4	1087	2.15	
103.	Miss D. Guegan	Citroen	1937	1911	2.15	
106.	T. A. Austin (P. T. Austin)	Austin	1929/30	747	2.15	
110.	J. F. Harris	Riley	1935/8	1496	1.55	
111.	A. D. Dolton	Riley	1930/5	1500	1.55	
R 112.	W. Burton	Aston Martin	1937	1998	1.55	
R 113.	J. G. B. Kerr	Aston Martin	1934	1495	1.55	
122.	S. G. Denner	Alvis	1930	1842	1.25	
R 123.	P. J. Donnelly	Alvis	1930	1645	1.25	
124.	R. A. Cox (G. J. Michelmore)	Alvis	1928	1482(s)	1.25	
136.	M. W. Hewson	M.G.	1930	848	0.15	
*140.	M. W. Hewson	Bleriot	1919	998	0.00	

R indicates Reserve. Reserves will be brought up in the following order:
123, 112, 62, 46, 113 & 95

* this car may run in the event of 136 not starting.

1st..... 2nd..... 3rd..... 4th.....

Winner's speed.....m.p.h. Fastest lap by No.....at.....m.p.h.

9

AGM Traction Universelle France-Nord

It is a miserable autumn day when Ronny and I, as the only 2 Belgians, attend the AGM of Traction Universelle du Nord (France).

Ronny represents BOCC and I attend the meeting to invite the T.U. members to the annual TOC rally 2006 in York, and also just out of ordinary interest.

The restaurant is situated along a busy French route nationale and, after some deviations, we find it.

Such a meeting we expect to be dull, but it turned out to be a particularly pleasant familiarisation.

The president, André Jacquemain, welcomes the 20 attendants and invites everyone to tell something about themselves. The main line in the tales of course is their (adventures with the) Traction.

One of the people explains his large emotional link with his TA.

In 1937 his father took him to the Quai Javel in Paris. He received, as a gamin, the keys of his fathers' new Traction, because his name was, and is, André; and until now he kept the keys and the car. That event was booked in the family-history.

Any one else with a better explanation for his TA-passion?

After several of the usual stories, it's Patrick's turn and he has a special one.

He shows us a photograph of his TA bought in July 2003. The carriage was in good condition, but the engine had worn out.

"Unfortunately, I do not know the origin of the car, because I have bought the TA from a person who only did the reparation of the coachwork. I only know that the engine (checking with the number on the block-system) is from 1952.

By the end of November 2004, during a meeting at Lens in France, the acceleration barge broke, no surprise, I already experienced some difficulties with it.

I found a new acceleration barge, but then there was not enough pressure and there were also several other engine problems. I took advantage of the winter period to overhaul the engine.

This was a good "mechanical" experience and really not that complicated, as long as one has the original working scheme with the numbers of the still available components.

Then the "en rodage" period followed. Unfortunately, after driving only 60 kilometers with the new engine, on the way back of a meeting just 6 kilometres from my home, in a curve, a car coming from the other direction drove into the left side (drivers' side) of my car, what you can see on the photographs.

I was pushed aside approximately 4 meters. But I have no further memory, because I only regained conscience the next day in the hospital.

Assessment: my 11 is a wreck (but I could recover everything, because many pieces are new and intact and the engine was probably not touched). Myself though: hip was broken at 4 places, legs at 5 places, elbow was broken too and I had some torn ligaments.

But I do believe that that day luck was on my side, because I'm still able to tell this story.

And it proves that the Traction really is a firm vehicle"

Patrick agreed to publish his story in the club-magazine, because "that proves the firmness of our passions". He is now looking everywhere for a new Traction.

The meeting was concluded with an excellent dinner.

We had a nice day. We made new contacts, so that our Traction-world increased once more.

And the annual rally is scheduled on the Traction Universelle-program 2006.

Walter Callens

Wenduine



Blessé, le conducteur de la Traction a aussi perdu une splendide voiture.

bits & pieces



123 High Performance Electrical Distributor

Traction Avant, Citroën ID and HY.
6 and 12 Volt Negative Earth.

New from Club Spares

123 ignition keeps the look under the bonnet 'original', but makes the engine run like a Japanese sewing-machine! And you don't have to sacrifice your mechanical distributor.



- Simple installation with no mechanical alteration.
- Better starting.
- Better fuel consumption.
- No maintenance – ever again!
- Smoother engine torque curve.
- Variable dwell angle prevents low speed overheating of ignition coil and gives a better spark at all speeds.
- Better emissions.
- No burning out of the ignition coil (after stopping the engine, power is cut to the coil).
- Built in LED for simple static ignition timing.

Price £230 (Non-Lexy)

Contact: Chris Treagust.

Tel: 01243 511378 Email: chris.treagust@tesco.net

USEFUL SERVICES CORNER

Listed below are services that a TOC member has used and would like to recommend.

COMPANY DETAILS

SERVICE DESCRIPTION

Armourtex Powder Coating

14-16 Rowe Lane
Urswick Road
Hackney
London E8
Tel: 0208 986 2028

Powder coating for wheels etc.

Bainbridge Engineering

Unit 3A Spencer House
Brettenham Road
Edmonton
London N18 2EU
Tel: 0208 807 7453

General welding repairs to bodywork

Keith Ardley

Reflector Re-Silvering Service
Bedford House
14 Bridge Road
Mepal Ely Cambs
CB6 2AR
Tel: 01353 778493

Re-silvering of headlamp

G. W Findly & Sons

262 Alma Road
Enfield
EN3 7BB
Tel: 020 8805 0575
Evenings: 020 8482 5453
Mobile: 07931 521 377

Welding Specialists

Ashby Chromium Plating

Based in Hatfield
Will pick up work and deliver back
in North London and surrounds
Tel: 01707 258 607

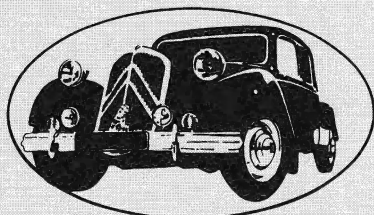
Chrome Plating

If you are pleased with a specialist service you have used let us know so that TOC members can benefit. If you use any services in this section tell them you are a TOC member.

New Members

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

1919	M.C. Singer	Austin, Texas, USA
1920	S. Jaroslaw	Bracknell, Berkshire
1921	J. Shurville	Flaunden, Hertfordshire
1922	P. Marwood	Richmond, N. Yorks
1923	P. Weir	Villiersdorp, South Africa



**TRACTION
OWNERS
CLUB**

Anniversaries

1 Jan 1904	Lord Russell had queued all night to get the first British registration number A1 for his Napier.
10 Jan 1903	Flamino Bertoni who designed the Traction was born in Masagno Italy.
13 Jan 1921	Windscreen wiper were patented.
21 Jan 1911	First Monte Carlo rally.
28 Jan 1896	Walter Arnold was fined 1 shilling for exceeding the 2 mph speed limit - he had been chased for 5 miles by a determined police constable on a bicycle.
31 Jan 1853	André Michelin was born.
5 Feb 1849	John Boyd Dunlop born.
5 Feb 1878	André Gustave Citroën was born at 44 rue Lafitte, Paris 9e..
7 Feb 1937	Flamino Bertoni died of a fit.
12 Feb 1898	Henry Lindfield was the first driver to be killed when his steering failed in Purley.
18 Feb 1926	The Citroën factory was opened at Slough.

toccorner

Traction in America

There are at least 30 enthusiastic traction owners in the United States of America. About half are on the west coast, and the others scattered through the eastern states. Willem van Opijnen from California has sent a photograph of his 1955 Light 15. It has been beautifully restored in pearl white with pearl grey wings. A centre arm-rest (modified from a DS) has been fitted in the front, and upholstered to match the new leather seats.



Zulu Rally

Images from the rally in South Africa



New Arrival

Walter & Noëlla Callens are proud to announce the arrival of Coralie, a young sister to Isabelle.

Globe-Driver **events**

Wallingford Car Rally

May 21: 2nd Historic Wallingford Classic Vehicle Rally and Parade. For all types of classic vehicle including Bicycles, Mo-Peds, Motorcycles, Cars, Commercials and Military. Also Automobilia and Trade stalls. Club displays available. Display ring and spot prizes. All profits to local charities.

Info from
www.wallingfordcarrally.org.uk or
Geoff Wooldridge 07976 556338.

Thank you for your help and we look forward to meeting you or your club members on the 21st May

Regards,

Geoff Wooldridge
(Event Registrar, Historic Wallingford Classic Vehicle Rally & Parade)

Tuareg 2006 - A Date in the Desert

Globe-Driver are planning a 2 week 2,280 kilometre tour in Morocco. The group sails from Sète (near Montpellier) to Tangier on Tuesday 25 April 2006, and returns on Monday 8 May. The route is clockwise through the Moroccan Desert and the Atlas Mountains, visiting Fès, Erfoud, Quarzazate, Tata, Marrakech and Casablanca where no doubt you can have a drink at Ric's Bar. A support crew will be on hand. The cost for a car and 2 people is 3150 euros including the return ferry and a double cabin (36 hours), and rooms and meals on the tour "pension complète". There is an option to fly to Tangier and join the group there - you can hire a traction. The party will be limited to 20 vehicles, so you are urged to book early. Further details can be found on www.globe-driver.fr/maroc where you can even find a Moroccan phrase book.

DreamQuest 2006 - Koalas & Kangeroos

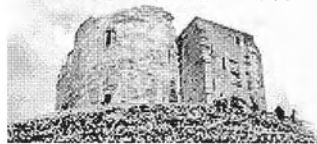
Globe-Driver are planning a 4 week 7,000 kilometre tour in Australia from Saturday 22 July 2006 to Friday 18 August. You can hire a traction, and there will be a support crew. The cost for 4 weeks will be 10,000 euros for your traction and 2 people and with rooms and meals (except for 4 free days), or 14,500 euros with a hired traction. The route will include, Sydney, the Blue Mountains, the Outback, Uluru (halfway), the Kakadu Park and Darwin. If you wish you can arrange to join (at less cost) for either the first or last fortnight. Further details can be found on www.globe-driver.fr/australie-2006 but I am not sure if there is an Oz phrase book.

If you need more help, please contact Robin Dyke 01865 858555 email: robindyke@btinternet.com



Annual Rally 2006 York

Welcome to York



It's official!

Mark your Diaries for **September 15th - 17th 2006**

Come and visit England's most haunted city, drive through "Brideshead Revisited" scenery, visit an Italian PoW Camp and attend a 1940's Dinner dance at a restored WW2 bomber base.

The National Rail Museum and the Yorkshire Air Museum will entice you on Sunday, if you prefer not to look at the trains, you can always "Walk the City Walls".

Those of you who have previously visited York will be happy to hear that the Rally will not be held in one of the many "Park-and-Ride" Car Parks that surround York. Instead it will be based at Acaster Malbis, 3 miles to the south of York, where there are both Camping and Hotel facilities.

Questions? just email me at mick@popka.co.uk.

Alternately you can keep up to date by joining the Yahoo Group which has been set up at:
http://autos.groups.yahoo.com/group/TOC_2006_UK_Annual_Rally/ where you can find the latest news on the Rally Itinerary.

Booking forms will be available in the next edition of Floating Power.

tocspares hotline
01243 511378

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



sectionscene

Surrey & Hampshire Borders

On **Sunday 16 October**, the Surrey, Sussex and Hampshire section of TOC hosted a joint meeting with the Wolseley Register, whose members' cars are contemporary with Tractions. There were three Wolseleys and six Tractions (though a 2CV and a DS made it eight Citroens). The weather turned out bright and dry, and it was possible to sit outside at the pub and enjoy the view as Tractions and Wolseleys came and went.

A non-competitive road run had been organised for the day, so that the event would not consist solely of staring at parked cars with male backsides sticking out of their bonnets. Those who followed the route directions ended up discovering what is left of the Brooklands circuit; alas, mostly overgrown by weeds where it is not under an industrial park.

Despite differing allegiances, the common delight in classic cars and classic motoring enabled conversation to flow freely, and facts were learned on both sides. How many Tractionists knew that Herbert Austin designed the first Wolseley car in 1895 while working for the Wolseley Sheep Shearing Company?

It was agreed there should be a return bash next year.

Alec Bilney



Scotland

New Venue for CCC Spring Weekend

As usual all TOC members are cordially invited to join CCC at Bridge of Tilt Hotel, Blair Atholl on the weekend of 24 - 26 March 2006. Approximately 20 miles north of their previous venue at Perth - special rates for the weekend: Dinner, Bed & breakfast - £30 per person per night, Dinner only for non-residents on the Saturday night - £14 per person

There is a small dance floor and live music for dancing will be provided on Saturday night. Lots of local interest, including Blair Castle, Scotland's smallest distillery Edradour, fantastic scenery and a shopping experience at House of Bruar. You can even arrive by train alighting at Blair Atholl Station (a stone's throw from the hotel) on the main line from London to Inverness.

To make a reservation contact Ann at Bridge of Tilt Hotel Blair Atholl PH18 5SU. Tel: 01796 481333.

If you require any further information on this event contact Andy Burnett - 01339 886290

Also in the Scottish calendar:

An event being held for the first time is the "Knockhill Classic Festival" on Sunday 23 July 2006. This classic festival is a new event based around a Scottish Motor Race Meeting. It will coincide with the 50th anniversary of the Ecurie Ecosse win at Le Mans when Ninian Sanderson and Ron Flockhart triumphed with the D type Jaguar.

I have no idea if we will see any Jaguars competing but there are plans to include a Historic race in the programme. There will also be an opportunity to take your car on a parade circuit of the track. If you are interested in helping or showing your traction on the proposed club stand I will be very pleased to hear from you. Maybe not on a par with Glorious Goodwood but its a start and it should be a good day out.

Kenny Cocker Tel: 01821 650436
email: ken@hillfoot.fsnet.co.uk

West of England

Terence and Jane McAuley have now taken over this section from Jackie & Dave Hackett. Terence will send a note to all in this section shortly. email: mrsjane.bear@toucansurf.com

London

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).

Forthcoming Attractions

OSLO 2006

Traction Norvége celebrates its 35th Anniversary in 2006, and invites its friends from the TOC to join in. The rally is based at The Linne Hotel in Oslo (only 10 minutes from the centre).

The weekend starts on Friday 25 August 2006 from around 3pm with a light supper at 7pm. On the Saturday there will be a convoy drive round the neighbourhood, visiting various museum and including a picnic lunch in the lovely Botanical Gardens. There will be a "banquet" in the evening. On the Sunday there will be another convoy drive and we say goodbye after lunch.

The UK contingent need to get together to plan our routes to get there and to return. There is a choice of ferry routes, a choice of accommodation, and a choice what else to add (such as perhaps the new Orsund Bridge). Do we travel fast, or slowly with more stops? Are we to be away for a week or longer?

Contact: Robin Dyke - robindyke@btinternet.com
or Mick Holmes - m.holmes1@ntlworld.com
or Elisabeth Aronsen - bbowitz@chello.no

tocsubscriptions



SUBSCRIPTION RENEWALS

As you all know, subscriptions are due each year on 1st April; it helps the volunteer officers and the Club if you pay promptly.

Thank you - Peter Riggs

CARS FOR SALE



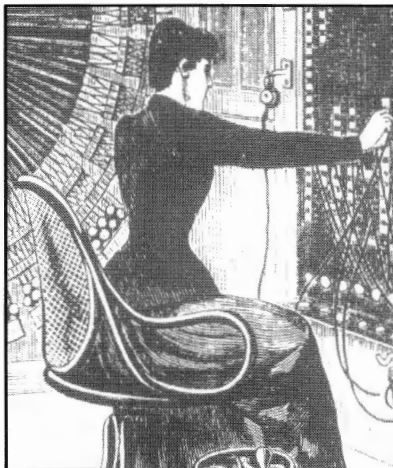
1956 Paris Built Traction Avant 11BL. MOT and tax until August 2006. Interior re-upholstered in authentic materials. 6V electrics have been improved and car starts without use of starting handle. Good runner. Photos can be emailed. Call Robbie Dobbie on 01822 616355

1938 7C POPULAR 12. An interesting winter restoration project. Paris built but RHD. Chassis number 208717. Single dial metal dashboard, pilote wheels, etc. Original and very rare. Only one other known surviving example. First registered in Sutherland. Serious offers to Nigel Webb on 01458 831821

1955 Traction Avant 11BL. 11D engined version. Black. One owner since date of import (1989), steadily restored ever since. Work includes respray, 12V conv., new headlining & doortrims, total brake overhaul, new Michelin tyres, s/steel exhaust - too much to list! Photos & more details sent on request. £6500. Call Jon Fraser on 01379 870434 or email jf_motobi@yahoo.com

1953 Slough Light 15, originally bought in 1956. Regal red with red interior. Generally good condition, mechanically and appearance. Last used in 2003. Original buff log book. This car has been everywhere, the Arctic Circle, Iberia, the Pyrenees, the Alps, Venice, Vienna, Dubrovnic, Quai de Javel, Cannes etc!! Some spares. Reluctant sale due to age and ill health. £2,900. Contact John Cliffe on 01780 720 911

Citroën Light 15, 1949, small boot, Slough built. Has been restored and is mechanically good. New wiring and updated electronics, new chrome, but needs to be re-trimmed, and final adjustments made. It carries the original registration and has a current V5 - £3,500. Contact D R Shepherd on 01243 527727 or 07946 141078



tochelpine

0870 012 2002

from abroad

0044 115 911 0960

email: toc.helpine@ntworld.com

Rare 1952 Paris built black Traction Avant Big Six, Reluctant sale, further details

Email: rb@sanderum.com
Richard Boughton, Henley, Oxfordshire

1949 (Small Boot) Slough Built Citroën Light 15.

(First registered March 10th 1950 in Blackpool). An excellent example of the "English Citroën". Professionally re-finished in black with cream "Easy-Clean" wheels. The immaculate interior has also been completely re-trimmed in red and beige. The sunshine roof is fully working and watertight. All Chrome is in first class condition and it has five new Michelin "X" tyres. The car is mechanically sound having been fitted with the later "11D" engine at some stage. Transmission is still original with the standard three-speed (9 x 31) gearbox. The original "Semaphores" have been retained but bumper mounted flashing indicators have been fitted for additional safety. This vehicle would make an ideal Wedding Car and is available with a current tax disc and MOT. Price: £8,250.00 o.n.o. - or would consider a "scruffy but driveable "Normale" for everyday use in part-exchange. Please Contact: Keith Norris, 01536 202207 (work)



1956 Paris Built Traction Avant 11BL. MOT and tax until August 2006. Interior re-upholstered in authentic materials. 6V electrics have been improved and car starts without use of starting handle. Good runner. Photos can be emailed. Call Robbie Dobbie on 01822 616355.

REPAIRS & RESTORATION QUICK REFERENCE GUIDE

TOC SPARES

Chris Treagust
98 First Avenue, Batchmere,
Chichester, West Sussex
PO20 7LQ
Tel: 01243 511378
Email: chris.treagust@tesco.net

TOC HELPLINE

Mick Holmes
Tel: 0870 012 2002
From abroad:
0044 115 911 0960

TOC CLUB SHOP

Steve Shinebroom,
2 Fallow Fields, Loughton,
Essex IG10 4QP

Tel: 0208 532 0813

Email:
steveshine@btinternet.com

SALES & MAINTENANCE

Imperial Cars, Steve Southgate
Oxford Street, Bilston
WV14 8AA
Tel 01902 495758

SALES, MAINTENANCE AND RESTORATION

Classic Restorations,
John Gillard
First Floor,
636 Old Kent Road,
London SE15 1JE
Tel/Fax 0207 358 9969

Traction Renaissance Services,
Dennis Ryland
Woodholme, Frithwood, Brownshill,
Stroud GL6 8AD
Tel 01452 771011

STAINLESS STEEL BUMPERS

Jonathan Howard
Tel: 01608 643065
Fax: 01608 642973

INTERIORS

South Bound Motor Trimmers
Little Dean Yard,
London Road, Stockbridge, Hampshire SO20 6EL
Tel: 01264 810080

TRANSMISSION

Roger Williams
35/37 Wood Lane, Beverley,
North Humberside HU17 8BS
Tel: 01482 863344
Fax: 01482 888619
Email: rdrw@steam-car-dev.karoo.co.uk

RUBBER COMPONENTS

Mike Tennant
49 Hollywell Road, Mitcheldean, Gloucestershire
GL17 0DL

INSURANCE

Heritage
Tel: 0121 246 6060

WWW

Club website:
www.traction-owners.co.uk
Club chat: inside_trac@groups.com

tocclassifieds



Citroën Light 15 for restoration, Slough Built (RHD) Lucas electrics 1950. Green. Original Reg document and workshop manual. Some spares. £3,500. Call Colin Palmer on 01285 659 739 (Glos)

1952 Big 15 Slough RHD, Black, light brown leather, sunroof. Excellent car in good condition. MOT Jan 05. £7,000. Call Neil Chapman on day 01934 621 771; evening 0117 927 9219



1952 Slough L15, Sun roof, leather seats. £6,500 spent in last 4 years on rebuilt engine and body work. £8,800 ono.

Call Graham Taylor on 07797 720 828 or email: grahamtaylor@jerseymail.co.uk

1954 Slough built Light 15, big boot (reluctant sale of Rupert). Black/tan leather. Totally restored 9 years ago and used daily (all photos, receipts). Fitted sunroof, R.W. drive-shafts, heater, S/S exhaust, alternator etc. Totally reliable mechanics. Interior fine, but bodywork beginning to need some TLC. Offers around £5,750.

Brian Hollister 01342 719 611 (near Gatwick)

1951 11 BL - Black. Small boot, pilote wheels. Very reliable and very attractive. Owned by me since 1992. Sensible offers to Allan Calvert on 01253 735 377 (home).

PARTS FOR SALE

Body parts for 1952 Paris Traction!

Front body section/engine bay including main front studs for mounting suspension. Bonnet halves. Rear body panel, includes small boot aperture and rear window aperture. Some rust but mainly solid. Please phone Jim Fox to discuss. Tel 01384-273428

Parts for Sale:

- 1 off c. 1956 ID block complete with crank, pistons, liners, camshaft, oil pump etc.
- 3 off 1956 Alloy ID/DS type cylinder heads.
- 2 off 1954/55 Slough bumpers complete with backframe mounting irons and front type with hole for starting handle.
- 1 off second-hand radiator, suitable for all types of Light 15.
- 2 off ID 4-speed gearboxes, casings and all gear clusters differentials etc.
- 1 off ID/DS type flywheel,
- 2 off ID/DS clutch assemblers.

All the above parts are suitable for upgrading a 3-speed Traction into a 4-speed car.

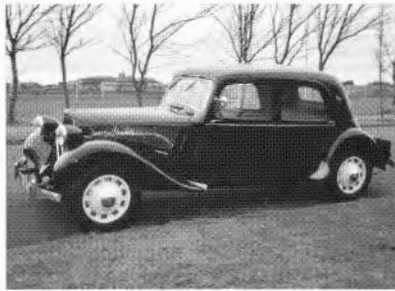
Contact: Alan Smith on 0117 924 9821

For Sale:

Citroën 2 part factory manual for Traction Avant (Slough) - £35. André Citroën (The Man and the Motor Cars) by Reynolds - £8. Citroën Traction Avant 1934-1957 by Clarke - £9.

All plus postage.

Contact: Clive Hoskins on 01726 813207



2 Light 15s for restoration. Both French built one 1940. 7 cco. All welding professionally done. Engine re-bored, new pistons, white metalling, cylinder head inserts, some paintwork done. 1952 11BL. Body shot blasted-in primer. Good. Engine can be heard running. Please phone for more details. £2,500 for the pair (engine rebuild costs) all duties paid. Call G Aherne on 01728 605 747.



1955 Slough built light 15. RAF squadron blue, reg GAS 321. A genuinely straight car bought 2 years ago. Since then it has benefited from replacement sealed for life drive shafts, 4 new Michelin tyres, new water pump, reconditioned radiator, unleaded conversion, additional indicators, stainless steel rear bumper and a new headlining. Runs nicely and starts on the button. The seats are very tatty as I never got round to having them retrimmed. No rot or gob; at worst a little bubbling on the o/s door bottoms. £6000 ono. Richard 07899912486 - Essex.

WANTED

Original French brochure for 1950 11BL. Also, pair period French spotlights for 1950 11BL. Telephone: 01726 813207 - Clive Hoskins

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 TIC

Quality B&B in the Highlands of Scotland.

Visit the wonderful north west highlands of Scotland and enjoy a stay at Easter Badbea, situated on the shores of Little Loch Broom. We have one twin-bedded and two double rooms with full facilities and a spacious guest lounge with panoramic views of the loch and the mountains. Ideally situated for hill walking and bird watching. B&B £25 per person, based on 2 sharing one room.

Discount given if you turn up in your Traction! Like to find out more?


Call Paula or Phil on 01854 633 704
e-mail: philandpaula@easter-badbea.co.uk
for further informaton.

1/1



EXCELLENT B&B & SELF-CONTAINED SELF-CATERING in idyllic farmhouse in pretty hamlet in Poitou-Charente (second sunniest region in France).

Bring your traction or simply visit mine! Poitiers 40 mins & La Rochelle 1 hour with cheap Ryanair flights. Well behaved children & dogs welcome. Stabling & garaging also available. Double, twin & single B&B rooms from £25 pppn. Breakfast from organic home produce, continental or Full English. Vegetarian option available. Self catering sleeping up to 6. Also Expert bilingual house-hunting assistance offered in this wonderful region. Just let me know your requirements in advance & I can arrange viewings & accompany you if required.

Further details email: carla.perry@wanadoo.fr or call 0033 549 27 91 82



Replacement of Round Gauge Decals on Slough Traction

Most round gauges on Slough built Traction's have yellowed with age. The cause is the deterioration of the plastic decal disc due to sunlight.

These can easily be renovated with a kit available from the T.O.C. The kit consists of instructions, a round glass to replace the plastic disc, decal transfer and new seal. Two kits are available, one for the speedometer and one for the Fuel/Ammeter gauge, priced at £14.99 each.

Ring T.O.C Spares on 01243 511378

SHELL

CASTROL
MOTOR OIL

B.C. FLUID
CYCLE ENGINEER EST. 1919

MOTOR

NO MOTOR OIL

NO MOTOR OIL

