

Floating Power





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Floating Power

volume 31 issue 3

Editorial

Welcome to the May/June edition of *Floating Power* which, as you can see, I have again managed to produce on time despite being distracted by a Traction in need of TLC before it sets off on its holidays in May.

Firstly I'd like to thank the very many members (more than 50) who have emailed, written or telephoned me since the Mar/April edition was published to express their support for my initial efforts at editing *Floating Power*.

I have printed just a few letters but I really am appreciative of all the support received.

In this edition you will find even more pages than last time - so another big thank you to all the contributors.

Hopefully you will appreciate the variety of content that has been included but I have to apologise for the fact that I haven't yet been able to complete the revision and updating of the 'useful services guide' that appeared in past issues of the magazine.

You did respond to my plea last month by sending me the details of a number of new suppliers but I haven't had chance to check that they are all happy to have their details published.

I took the decision not to reprint the old one (which last appeared three editions ago) because all new members of the Club receive copies of the last six issues of the magazine in their Welcome Pack and most existing members file their copies for future reference.

The return to plain envelopes is for this issue only, and is because we are also enclosing your membership renewal letters. As these contain personal and private information we took the decision, for privacy reasons, not to use poly-envelopes - but they will be back for the next issue.

As I write this (on 18th April) I'm looking forward to taking my car out on Drive-it-Day to support the FBHVC's campaign to raise awareness of the historic car movement in this country.

I'm also looking forward to receiving the reports and photographs of your Drive-it-Day outings so that I can compile them into a feature for the July/August edition - which hopefully you should receive at the end of June.

John Barnes

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NB: Last input date for July/August issue - Friday 15th June



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Contents

4 - 5	TOCnews
6 - 7	TOCletters
8 - 10	TOCcommittee
11 - 12	TOCmember reports
13 - 14	TOCrestoration
15 - 17	TOCtech
18 - 19	TOCmember reports
20	TOCmagazine review
21 - 23	TOCsection scene
24 - 29	TOCevents
30 - 31	TOCclassifieds

Chairman's chat

So, summers arrived early! We have had the warmest April since it hit 29 deg C in 1949. It makes you wonder! I hope therefore that you have been out and about in your Traction's - especially on "Drive it Day".

With this issue you will find enclosed your 2007 membership renewal form, which was delayed due to processing reasons. Please, please, return it immediately as it makes the work for our club administrators so much easier. Chasing renewals is such a thankless task.

April 1st was the Club Spares "stock take" when several members gave up their Sunday to count all the bits and bobs that make up TOCspares. My thanks to all those who took part including Chris Treagust who kept us "fed and watered".

If you are still planning your Traction year don't forget the Annual Rally 3rd - 5th August and the AGM on 25th November. Details were enclosed in the last issue of *Floating Power* and are repeated in this issue. We need your early bookings for these two special events.

I do of course realise that by the time you read this message it could be snowing!

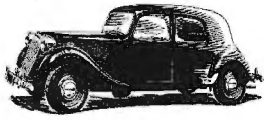
Steve Shinebroom

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Front cover

The 1939 Light 15 belonging to Brian Wade of Queensland, Australia with its original Dunlop 16" wire wheels.





Welcome

The TOC extends a very warm welcome to the following new members:

1964 **K Beukema**, Toe Water, Krommenie, Netherlands
1965 **N Le Borge Guezou**, Lanhelin, France
1966 **R Gatto**, London SW18
1967 **H Emblen**, Earley, Reading
1968 **W Kenrick**, Wokingham
1969 **S Danks**, Raunsley, Cannock
1970 **J Birnie**, Hemel Hempstead
1971 **B Whitney**, Hutton, Brentwood
1972 **M Carpenter**, Oxshott
1973 **J Rowland**, Great Dunmow
1974 **P O'Kane**, Whiston, Merseyside
1975 **R Heffer**, Cambridge
1976 **F Gandy**, Tetbury
1977 **P Costa**, Weoley Hill, Birmingham
1978 **S Curtis**, Warmley, Bristol

TOC annual Rally

Entries for the annual Rally, which this year will be held from Friday 3rd to Sunday 5th August are now flowing in to our Social secretary, James Yeats. If you haven't already sent your entry in you can find full details on page 27. Please note however that accommodation at the Horsley campsite and Horsley Towers conference centre must be booked through James and not direct with the two establishments.

2008 TOC calendar

Entries to the 2008 calendar competition have started to arrive and a selection committee - comprising Bernie Shaw, John Osborne and the Editor - has been appointed by the TOC committee.

So now its up to you. So don't forget to pack your camera for your Traction trips this Summer and to look for the interesting and unusual photo shots that will ensure your car appears in the 2008 TOC Calendar.

Biotreck Africa 2007

Those of you following the progress of the 2 Traction on the 2007 Biotreck Africa adventure, which is retracing the steps of the 1924 Citroen "Croisière Noire" expedition, will know they are now in Uganda and en route to Cape Town, which they expect to reach on 25th June.

If you aren't following their progress and have Internet access log onto their website <http://www.biotreck.org> for online videos, radio interviews, an illustrated diary, environmental reports and photo reports. You will also be able to follow the Traction, which are running on biofuel, through a Google Earth map and the IRITRACK tracking system the cars are fitted with.

In Committee

Sixteen members of the TOC committee met at Milton Keynes on Sunday 25th March with Steve Shinebroom in the chair. The major points of the meeting were:

- Reasonable, receipted expenses will be paid to TOC officers attending meetings on behalf of the club.
- Risk assessments will be carried out for all TOC events to which the public have access.
- Two new committee members were elected – Andrew York and Steve Reed (both TOC directors).
- There are 559 paid up members – 11 extra since January.
- The magazine is now being produced at the beginning of the two month period.
- Magazine production is now costing approximately half the previous amount.
- Plans for a calendar to be issued free to members in the autumn are well advanced.
- The annual rally will be at Fareham and the basics are now in place; a bulk provisional booking for 50 rooms has been made at a hotel and a campsite has been identified.
- Possible locations for the 2008 and 2009 annual rallies were discussed.
- Preliminary plans have been made for the Classic Car Show at the NEC in the autumn; the theme is the Moulin Rouge.
- The spares sub-committee is to be discontinued with support to Chris Treagust being provided directly by committee members.
- The TOC has purchased a non-running Light 15 and another has been donated. One will be kept for TOCspares and the other advertised for sale to members in Floating Power.
- Discussions with the Dutch spares company CTA have been taking place to optimise our commercial arrangements for the supply of spares.

La Vie en Bleu, Sat 26th & Sun 27th May

Advance publicity for this fantastic, French-inspired weekend of racing, car cavalcades and displays of veteran and classic French cars - plus plenty of delicious French food & wine - has been so successful that Bugatti has committed to provide the Veyron 16.4, with F1 driver Pierre-Henri Raphanel, to challenge our own David Boyd in one of his Traction on the hill climb.

The TOC will have a Club display, which is being organised by Steve Southgate and Simon Saint, and members of the West of England Section are also planning to be in attendance.

If you haven't already purchased your tickets for what promises to be one of the highlights of 2007, considerable savings (of up to £7 per person) can be made by booking in advance by telephone on 01242 227979 or online at www.cheltenhamtownhall.org.uk

Happy Birthday

Continuing our series of acknowledging the probable 'birthdays' of Slough-built Traction owners owned by TOC members we send best wishes to the following cars built during May or June.

Registration No	Model	Probable Build Date
AFZ-695	Light 15	Thursday 1 May 47
GUK 909	Light 15	Wednesday 4 May 49
UVK 683	Light 15	Tuesday 4 May 54
ESK 725	Big 15	Tuesday 4 May 54
XYJ 476	Light 15	Tuesday 5 May 53
NPN 7492 (SA)	Light 15	Monday 6 May 46
MSL 180	Light 15	Friday 6 May 55
DUO 157	Light 12 Rdst	Tuesday 10 May 38
NPP 184	Light 15	Wednesday 10 May 50
ORK 7	Light 15	Tuesday 10 May 55
JJY 567	Big 15	Thursday 13 May 54
227 UXY	Big 15	Thursday 13 May 54
KUA 444	Light 15	Tuesday 14 May 46
MNP 795	Light 15	Thursday 14 May 53
CAM 21411 (SA)	Light 15	Tuesday 15 May 51
PKK 780	Light 15	Thursday 15 May 52
CAA 21	Big 15	Monday 17 May 54
SS 9675	Light 15	Monday 17 May 54
TUB 64	Big 15	Monday 17 May 54
NGD 69	Light 15	Tuesday 18 May 54
RLN 861	15-Six Hydr	Wednesday 18 May 55
MYP 575	15-Six	Monday 19 May 52
LGG 177	Light 15	Wednesday 20 May 53
850 AVW	Light 15	Friday 21 May 54
PNE 796	Light 15	Friday 21 May 54
PKK 449	Light 15	Thursday 22 May 52
FFH 695	Light 15	Tuesday 25 May 48
711 FMV	Light 15	Wednesday 25 May 55
JJB 992	Light 15	Tuesday 26 May 53
PGN 307	Big 15	Thursday 27 May 54
KPK 758	Light 15	Tuesday 28 May 46
SW6 178	Light 12	Monday 30 May 38
ESJ 565	15-Six D	Tuesday 02 Jun 53
ENE 442	Light 15 Coupé	Friday 03 Jun 38
XMC 270	Light 15	Monday 04 Jun 51
GFX 858	Light 15	Friday 04 Jun 54
SVK 361	15-Six D	Friday 05 Jun 53
UDE 521	Light 15	Tuesday 07 Jun 55
UPA 992	15-Six D	Tuesday 09 Jun 53
J 10472	Light 15	Thursday 10 Jun 54
LDD 80	Light 15	Monday 11 Jun 51
RV 6818	11A	Wednesday 12 Jun 35
STB 301	Light 15	Friday 12 Jun 53
AA 5686	Light 15	Wednesday 13 Jun 51
OKX 694	Light 15	Friday 15 Jun 51
NKX 980	Light 15	Friday 16 Jun 50
VPK 808	Light 15	Wednesday 16 Jun 54
YFF 437	Light 15	Friday 18 Jun 54
FA 7691	Light 12	Monday 20 Jun 38
23371 C	Light 15	Wednesday 20 Jun 51
WU 996 A	15-Six	Tuesday 21 Jun 49
MPO 661	Light 15	Monday 21 Jun 48
LFM 71	Light 15	Thursday 23 Jun 49
USL 773	Light 15	Tuesday 23 Jun 49
AAS 532	Light 15	Wednesday 23 Jun 54
DZK 308	Light 15	Tuesday 29 Jun 54

TOC Gibraltar Rally

The first three cars, which are driving all the way down to Gibraltar

and back through France and Spain, leave the UK on 4th May.

They will be joining three other UK Traction owners at Bilbao on Saturday 13th May and meeting up with TOC members John Kiddell and Melvyn Ford in Spain before returning home on 9th June.

TOC membership renewal

Your membership renewal form is enclosed with this issue of Floating Power and, as stated by the chairman, the committee would very much appreciate its prompt return. Did you know however that under the terms of Rule 6 of the TOC constitution (printed in full below) your partner can become a joint member of the Club at no additional cost. Rule 6 states that:

"Partners of fully paid-up ordinary members may become joint members, and be entitled to vote at the AGM and participate in club business and to serve, if elected, on the committee. They will not be entitled to an additional magazine. To take advantage of this option, the member must inform the Secretary in writing. Unless revoked, joint membership will then stand for all periods in future providing the original member remains fully paid-up. In lieu of a partner, a member may nominate one closely related person to be a joint member."

An application form for joint membership is available for you to download from the Club's website but should you not have access to the Internet you can apply by sending the following information to John Ogborne.

- 1) Existing Member's name and membership number
- 2) Proposed Joint member's name, address and home, work, mobile and email contact details

The existing member should sign and date the application and the prospective joint member should sign and date the application under the words "I hereby apply for joint membership and agree to abide by the conditions of Rule 6 of the Traction Owners' Club".

Ferry Fares to France

If you are planning to take one of the longer channel crossings to France this Summer make sure that you check out the price of the **LD Lines** ferries from Portsmouth to Le Havre (or Newhaven/Dieppe). If you book an LD Lines ferry via www.normandyline.com/ you can get a further 5% discount on LD Lines own already low fares!!

One TOC member has just saved £150, compared to the equivalent Brittany Ferries fare, on his booking to attend the Brittany Tour in mid July.

Traction transport

Should you need to have your Traction (or any other car for that matter) transported within the UK a free on-line service now exists that will potentially allow you compare quotes for the job from up to 100 different specialist companies.

Details of what you need doing entered on-line at www.cartransporter.co.uk are automatically forwarded to more than 100 different transport companies so that all you have to do is select the company you want to use.

Mick Popka, our own TOC webmaster, recently needed to move a car from London to Hornsea. The quotes received ranged from £180 to £450. In Mick's words: "£180 accepted, car moved, job done!".



TOC letters

Dear John,

Just received the March/April edition of **Floating Power**. Congratulations on it being on time, the first occasion that this has been the case for as long as we can remember.

Using the rear of the address page for updates is a good use of otherwise wasted paper, and good stop press facility.

Best wishes keep up the good work.

Helen and John

Dear John,

I noticed in the AGM minutes a reference to a possible Kent section for the TOC. I am the person who suggested this last year in a letter to the magazine but sadly, I only had two or three responses.

That is why the idea has not been taken forward.

I am in fact still keen to do this and I am wondering if there is a way of contacting members in South East London and Kent directly.

Do you know whether the membership database could give this kind of information? I suspect that if you could appeal directly to members in the area, you would stand a better chance of getting this off the ground.

Any comments would be welcome.

David Strang

David

As I'm sure you appreciate the Club has to be extremely careful with the information it holds about members, and can only use it for the purposes for which it was supplied.

At the March committee meeting the subject of making member name and address information available to Section co-ordinators was briefly discussed and it was decided to amend the membership renewal forms to seek member's permission for this to happen.

It was also decided to add some sort of indicator to member records to identify which Section they are associated with.

Editor

Dear John

The changes made to the style of FP seem to have generated a weight of correspondence! Just to add my sixpenn'orth:-

(1) I have always admired the imaginative cover photographs and hope they will be maintained.

(2) Please also maintain the quality of the art paper on which the magazine is printed. This makes a positive differentiation from most other one-make journals.

(3) Please retain the regular technical section in the centre of the magazine so that it can be pulled out and filed in a separate ring binder, as I suspect many of us like to do.

(4) If I have a negative comment it is that I don't at all care for the use of odd and varying typefaces for correspondents' names. I doubt these typefaces represent their real signatures, so why attempt it? - and I can tell you that any effort to replicate my atrocious hand would be impossible. Why not simple italics?

In all other respects I would like to say jolly well done. I think your cost saving efforts are wholly admirable, particularly the trouble you and your wife go to in posting the poly-envelopes.

David De Saxe

David

As you can see Toctech has returned to the centre of this issue and the different typefaces have disappeared. I discussed the position of Toctech in the magazine with several people before moving it and all of them thought that nobody would still be filing it separately - just shows how wrong you can be doesn't it!!

Editor

Dear John

I am in no position to challenge Robin's birthdays of our Slough Tractions, but there seems to be an anomaly in the length of time between the production dates he quotes and the dates of sale or first registration.

For some years after the war - I think at least until 1951 - new cars were very hard to come by. There were long waiting lists at the factory for cars for domestic sale.

"Export or Die" was the order of the day so as to earn valuable foreign currency inflows for Britain.

The British purchaser had to sign a covenant engaging to keep the car for a minimum period of three years (so that he couldn't sell it on at a substantial profit).

Thus I should have thought that the moment a new car came off the production line allocated to a British distributor for that make, it would be straightaway despatched to his showroom.

After the PDI (pre-delivery inspection) it would be immediately snapped up by the customer, who would have waited in many cases a number of years for his new car.

I should have thought there would be a maximum of a couple of weeks between despatch from the factory and registration in the hands of the retail customer.

Perhaps Robin can elucidate.

David De Saxe

David is absolutely right, there are anomalies in the limited data available of what we perceive to be the interval between production and when the car got on the road.

I have no records of any cars being built and delivered in anything like 2 weeks. What limited data I have shows some 2 or 3 months for the UK and much more for exports to Australia, New Zealand and South Africa.

I have no explanation for this, but I hope members will send me more data which may throw some light on the matter.

Owners of cars built in Paris can ask the Conservatoire Citroën, who for most chassis numbers can provide dates and data on their cars.

Unfortunately there are virtually no detailed records remaining of when cars were built at Slough. Various books contain lists of the ranges of chassis numbers for each model for each year. Some of these lists are inaccurate in places, and none of them give the start and end dates for the production years.

I believe that for Paris this was 1st January to 31st December, but for Slough it was mid-October to mid-October. However the precise date of mid-October in one year might have been quite different to that in another year, and this data has been lost.

The aim of course was to have a new model available for the Motor Shows.

The "birthday" data I have provided to *Floating Power* is based on a chassis number being fed through an algorithm which estimates what I call the likely "build" date of each car.

I think the algorithm is accurate to within plus or minus 10 working days. But I am unable to say if this date is when the chassis number was allocated before the car started on the line, or when the chassis number plate was screwed onto the car, or when the car came off the line, or when the accounts department did the final paperwork.

My guess is that is that it is probably "conception" rather than "birth".

I understand that production at Slough was managed so that they built batches of one model at a time, so an individual order specifying model, colour, sunroof, etc. would be pre-assigned to the next suitable batch.

Then there would have been the times for building, factory inspection, delivery to the dealer, pre-delivery inspection at the dealership, registration, and collection by the customer.

These times could be further extended for any remedial work or if dealers had to source cars from other dealers to meet a customer's specific requirements.

Robin Dyke

Dear John

Your statement in the last issue of *Floating Power* that the TOC Spares organisation does not operate to make a profit out of Club members is surely incorrect. The Club buys many parts and components widely available, marks them up and resells them to members. Fair enough, but after deduction of overheads there must be a surplus to return to central funds.

It is possible that all profit is being used to buy more stock. If this is happening there is a chance that the Club will end up with a huge stock of unsold and unwanted parts which will cost dear in terms of storage and administration as well as being a dead loss financially.

I very much hope this is not the case.

Jonathan Howard

Dear Jonathan

TOCspares is not operated with the specific intention of making a profit out of members.

The intention is to provide a service to TOC members - particularly those who require Slough parts as well as those members who do not wish to buy from abroad.

To run such a service at a loss would be unfair on other members so, to ensure we safely cover all associated costs, there has to be safety margin.

This normally generates a small profit on spare part sales which has generally been used to increase the range of spares available.

However the Committee has decided that the 2007/8 spares budget will remain unchanged and that the value of the Club's spare parts stock will not increase from its current value.

Any future profit will therefore be fed back into the main TOC account to the long-term benefit of the membership as a whole.

Editor

Dear John



Just wanted to say what a super read was the latest *Floating Power*.

I picked the magazine up from my post box on the way back from the old supermercado and after dumping the shopping I sat in the sun on the terrace to have a quick glance before reading it later on.

I was however completely absorbed in its contents and proceeded to read it through from cover to cover, much to my wife's consternation.

I don't think a club magazine comes much better and I would like to say thank you for all the sweat and tears that it must have taken in putting the edition together. Definitely a job well done and a credit to you.

Melvyn Ford
Alicante
Spain

Melvyn

Thanks very much - not just for your very kind words but for the fact that, like several other members, you took the trouble to sit down and write a proper letter in this day of emails and texts.

The Star letter award isn't however because you said nice things about *Floating Power* it's because your letter

cheered me up enormously on a cold, grey morning (and because my decision is final).

Editor

Sir

There I was, 'A' levels completed, looking for some very necessary relaxation after the struggle of too little revision.

Hitch-hiking through France as a somewhat callow youth of eighteen, knowing everything and understanding very little, I was on the side of a long straight road heading south from Le Havre.

An old black French car pulled to the side of the road, its driver offering a lift to some vague place along the road.

Settled in the front with my luggage on my lap and tearing through the countryside I realised to my relief that kilometres per hour were really much slower than miles per hour.

I now had the opportunity to regard my benefactor. He was all that I expected from a French farmer, dirty beret perched on his shiny head and a very smelly cigarette clinging precariously to the side of his mouth.

His fuel consumption seemed to be greater than that of the car and necessitated removing and replacing the cork from a dusty bottle wedged between his knees as the car seemingly drove itself along the dusty road.

Inevitably bottle after bottle was emptied and dispatched with a flick of the wrist over his shoulder.

I finally managed to divert my eyes from the road and looked over the seat back.

The back seats of the car had been removed and there instead was a bail of straw surrounded by mass of empty wine bottles.

That was it! I was hooked! Someday I would have one of these wonderful creatures

Forty years or more have passed, the century has changed, the Beatles have come and gone, I am much older, but obviously no wiser, because I am now the happy owner of a money-pit called the Citroen Traction Avant.

Driving it still reminds me of that summer at the beginning of the sixties when the world started to change,

Colin Berry
Membership No.1821



TOCcommittee

Meet the TOC committee - part 2

Tony Hodgekiss - committee member

I bought my first Traction in 1971 from a man in Leicester, bodily terrible, mechanically great [the car, that is] for £110, which I now know was too much, but at the time I knew nothing about them and had no guidance. This was very pre-TOC. I just thought it would be something technically more interesting than my Morris minor van - which was reliable but boring.

The Traction, [NNE 882, 1952,rhd, big-boot, Light 15] turned out to be generally reliable, but very demanding of maintenance and a drain on my pocket. I did huge mileages in it and it is a pre-marriage memory of my wife Maria. By 1975 it was a real challenge to keep it legal and running, so it was laid up and replaced by a Dyane. What a contrast!

Running a traction then is worthy of many stories, which I intend to do for FP.

In 1976, I was one of the founder members of the TOC [member no 5], and took part in various committee and social activities even though I had no usable Traction at the time. NNE was kept in storage pending restoration, but was able to make her first and final TOC appearance at the 1985 Rally held here in Chichester, when I was able to trailer it to the camp site, give it a good blast around the field and win the blindfold driving event. I recall that the engine seemed constantly 'choked' at this event and it was later found that the air cleaner was full of cobwebs from the 10 years of storage!

In 1986 NNE was part-exchanged for Roger Dyer's 1952 small-boot, rhd, Light 15, MGJ 891. This has been well used since then and in the late 90's used for regular long-distance commuting, caused by a change of work place.

At the moment, MGJ is off the road, in need of some bodily attention and a respray, before she makes a TOC reappearance. Meanwhile, I continue on the TOC committee and work with Chris Treagust at the spares store.

As a finale, I understood that NNE had several moves after she left me and had probably had her last journey. What a surprise it was a few months ago to find that she still exists, looking better than I have ever seen her, in John Gillard's workshop.

An inspiration to get on with MGJ!



Tony Malyon - committee member and TOC Treasurer

I have always liked the idea of owning a Traction Avant since seeing Rupert Davies' Maigret in the 1950's, but never done anything about it. My first car was a Morris Minor, which I had as a student, and which cost £55 and I used for 6 years, before qualifying as a Solicitor. What with my career, with the Police and then the CPS, and a time consuming hobby of archery (largely on the administrative side) little more thought was given to having a car as a hobby.

Then, just after Christmas in 1993 I purchased the first issue of Classic Car Mart, and I was reading through the adverts whilst on the way to lunch with my brother and parents, and I came across an advert for a "Light 15" under a local phone number in Trellech (Monmouthshire) where my parents and brother lived, but they had never seen or heard of a Traction locally.

In the New Year I rang the number. The owner was the manager of Carol Decker (T'Pau), and I discovered that, as I had found and was reading the advert, we were actually passing his house on the way to the pub for lunch. How is that for fate and all that!!

That is how I found Madame Fifi, as the late TOC President, Stan Barker, later christened her when he met her at Dennis and Maureen Ryland's picnic on Minchinhampton Common. (and she is-actually an 11B Normale)

I took her for a test drive and fell in love. I only had to make a note of her vital statistics to ensure that she would fit into her new home in my garage.

She came with information about the TOC, and I joined the Club in April 1994, Member No 1240. My first contact was with Mike Wheels to find out about basic servicing, and then a contact with Steve Hawes to join the West Country Section. If memory serves correctly, the Minchinhampton picnic in 1994 was the first meeting Fifi attended.

Apparently the previous owner had bought her in London, "from a Frenchman on the side of the road". He had work done on her by ...

..... John Gillard.

My first work on her was to attend to the wheels, which were a light shade of rust. I had these powder-coated silver, to match her wings and roof.

The starter cable was protruding through the dashboard, but was fixed with a cable clip from a plug!

In 1996 the head gasket blew. The resultant stripping of the engine, water having joined the oil in the sump, revealed the need for new liners and pistons. All the work was done by Dennis Ryland.

After going to a few local annual rallies I felt adventurous enough to go to the Perth Rally. The long drive was far less stressful, and far more enjoyable, than I had imagined it would be.

Apart from a bad habit of losing wiper blades and/or arms Fifi has always been well behaved.

In 2000 I was persuaded to take over the Treasurer's post by the then incumbent Terence Macauley. So far I am still here.



As I do not photograph well here is a picture of Fifi at Glamis Castle

John Ogborne - Committee member, TOC Secretary and FP Technical Editor



I joined the TOC in 1993 at the same time as buying my 1953 "Bleu Nuit" Normale. (Martin Ryland tells me that there are at least six different colours on it but they look more or less the same in a low light). I chose a Traction from a combination of loving most things French and a youthful memory of a 140 mile journey as a passenger in a Light 15 in the pouring rain working the wipers by hand. Funny thing, nostalgia.

Since last September, Lynda and I have lived in Wells, Somerset having previously lived in the nearby village of Westbury-sub-Mendip (usually known as Westbury-sub-Normal) for 33 years. Originally from Bristol, we spent about 7 years in and around London until the homing instinct found us back in the West Country. I am a chartered engineer (electronics) and Lynda is a chemist (not a pharmacist) although we're both now only working part time. We have two children, Lucy and Ben. Lucy is married and is a marketing manager for Yell.com and Ben (to be married in September) is an aeronautical engineer for Airbus.

In recent years we have become increasingly involved in helping to run the club. I was West of England representative for a number of years, chairman in 2005 and I am currently secretary. I also act as editor of TOCTech – I emphasise "editor" as I am not the font of all knowledge, but I usually know someone who is. Lynda spent a year as minutes secretary and now looks after the administration archives.

I am not always up to my elbows in grease or wrestling the Traction around France. I play a few musical instruments (sometimes handy for the Brittany Rally "entertainment") and I run two wine tasting groups in the Wells area. I was also a very active member of Round Table until the compulsory leaving age of 40. I have been known to appear in amateur dramatics and there is always the incessant DIY to use up whatever energy is left.

Buying a Traction and joining the TOC was probably one of the daftest things I've ever done, but neither Lynda nor I would have missed it for the world. We've had an enormous amount of fun and met many people whom we count amongst our closest friends – the TOC is a very friendly club and we consider it a privilege to belong!

Bernie Shaw - Committee member and TOC President

I bought my first Traction, a 50's Light 15 (RYK81), in 1968 for £15 and, to the astonishment (and extreme annoyance) of the vendor who would certainly have asked more if he had known it was a runner, I actually drove it out of the field in which it had sat for several years. Unfortunately it was not too long afterwards that a big end bolt snapped, its friend bent, the cap parted from the rod and the latter punched a large hole in the side of the block and several smaller ones in the sump. Nevertheless it was still running and got me another 30+ miles nearer home before I stopped - but only because the noise had become too embarrassing. I later removed the engine & gearbox, decided the lump was irreparable and eventually sold the rolling chassis for £15.00.

I soon missed that car and decided to get another – but reasonable ones were too expensive for a student who already had a 2CV to keep roadworthy. So I went to France with a friend (only way to get more than £50.00 out of the UK at that time) and knocked on the door of any houses with





TOCcommittee cont'd

.... Traction in the garden. I finally struck lucky with 412CV25, a '56 (11D) Normale, one owner from new and now retiring from driving – and we settled on a FF figure roughly equivalent to £50! On the way home I realised why he had been prepared to sell as the gearbox jumped out of both 2nd and 3rd the moment the throttle was depressed. Undaunted we limped on, finally arriving home far later than planned because I was due in Manchester the following day. I worked overnight to “convert” the unit I had taken out of the light 15 to LHD (rather than swap the bell housings) and fit the revised assembly into the Normale. By 9 o'clock the next morning I was heading off to Manchester in it!

As WRX878H and after a lot of paint, trim and mechanical work, the same car towed a caravan all over England and Scotland (when not touring in France) and, despite being in almost daily use, won the TOC and CCC Concours prizes for many years. We finally parted company in '86 and she sailed to the US where I know she is still soldiering on in the hands of her third owner from new. Had it not been for the expense of buying and rebuilding a home, I have little doubt I would still own the beast.



My current car came on the scene in '89 following a comment from Madame she was actually regretting not going to Traction functions. She confessed that although she loathed the cars (an open secret in TOC circles) she actually missed the excellent company and camaraderie of the Club. I did a rapid deal with Alec Bilney who reckoned he was 95% of the way through restoring a '39 Légère bought at a Beaulieu autojumble some years before.

Over the ensuing 18 years I have done a further 520% of the work needed and it is my ambition that the remaining 175% will be completed this decade. There have been various other cars (including several Tractions) at different times over the last 39 years and I still have a 5CV Cloverleaf to finish but my first 2CV and the three Tractions mentioned above have been the ones that influenced me most.

Although I was not one of the original founding fathers I did join the TOC within a very short period of its formation and have since been involved in some way with Club administration for most of the time. The Club has been very good to (and for) me over many years. I now hope that in my current role I can combine my experience and enthusiasm (with perhaps some arrogance and conceit) to be influential in promoting the TOC both nationally and internationally.

John Barnes - Committee member and Editor of *Floating Power*

As for Tony Malyon, Rupert Davies is mostly to blame for my owning a Traction (obviously nicknamed Maigret). But I guess I can't blame Rupert Davies entirely as also in my garage there is a 1934 Austin 7, an ex-La Poste 1965 2CV Fourgonette, a 1966 Morgan +4, a 1971 Volkswagen Beetle and a 1988 2CV6 (which is used for Classic Trialling), plus - outside, for daily driving - a Citroën Xsara Picasso.



As a relative newcomer to the TOC - I joined the Club two years ago when I bought my Traction off eBay - I'm conscious that I don't have a huge source of background knowledge about the Traction, the Club or the membership. I'm therefore enormously grateful for the help, support and friendship that has been extended to myself, and my wife Barbara, by the many members of the Club who are too numerous to mention individually here.

With such an eclectic collection of cars it will come as little surprise to you that my wife and I are also members of a number of other car clubs including the 750 Motor Club, 2CVGB, Morgan Sports Car Club, the Motor Cycling Club and the FHVBC and that we spend the majority of our holidays touring in old cars or competing in Classic Trials.

Having recently decided that I was no longer enjoying my job - which involved me in a significant amount of travel around Europe - I decided to retire (or more accurately just do unpaid work). This is why I was able to apply for the job of Editor of *Floating Power* when Pat De Felice announced her retirement, and so far - even if, unintentionally, I have upset some people - I'm enjoying the challenge and hope to be able to develop the magazine during my tenure as Editor. I also work as a Trustee and Director of my local Age Concern organisation.



Owning a Traction for us has so far been great fun, even if it has been slightly frustrating at times. We've taken part in rallies in Belgium, France and Norway, in addition to the last two TOC annual rallies. and we've also visited Denmark and Sweden in the car as well as using her for several touring holidays in France.

My wife loves the comfort and the fact that the amount of luggage she can take on holiday is not limited. For me the Traction symbolises La Belle France. And the frustration? Having to buy bigger sockets and spanners every time I need to tackle a new repair or maintenance job, none of which fit any of my other cars!

TOC members report

Retromobile 2007 - report by Alec Bilney



The Retromobile event in Paris is unnervingly glamorous. Besides the expected French crowd and the droves of other continentals, large numbers of British and even North American enthusiasts make the pilgrimage. (It helps that the show is held in mid-February, which allows chaps to persuade their ladies that a Valentine trip to Paris would be romantic.) It seems to me that there are more of the major manufacturers supporting this show than is usual in Britain and, more importantly, that their stands are very well presented, with rare or remarkable but always attractive vehicles elegantly posed. There is an impression of spaciousness, rather than having crowded the maximum in.

This year, Retromobile was held in what was, for me, a new exhibition hall. The pay kiosk is now so far from the outer door, along corridors, using travelators and escalators, that I was reminded how far one has to walk between platforms on the Paris Metro. In this case, it must have been half a mile - all beautifully clean, of course. The entry price of twelve euros struck me as very reasonable indeed, compared to some UK shows.

I cannot comment any further on the themes of the show nor on any specialist presentations because I did not have the time to browse. Anyway, previous experience has taught me that signage would all be solely in French, so I did no more than get the sense of a few captions on stalls that were particularly fascinating.

My attention was concentrated on the bits-and-pieces stalls. I went straight to Depanoto first because I knew I could get the stuff I needed for my Six-Familiale. The ubiquity of the Traction, and its successors from Citroen, is obvious from the constant sales going on at such specialists. Although Depanoto's stall was notably smaller than it used to be, it was fully manned and every man was busy putting stuff into carrier bags or taking euros off buyers. When I asked first, I was quickly directed to an English speaker, who produced what I asked for from under the counter, and who knew the price.



After that, I took in other stalls that had Traction stuff, such as Renel. It may be a sign of the times that, even though they were all busy enough, their stalls too seemed smaller. There were specialist stalls selling, say, seat cloth, that would once have been part of such as Depanoto, and that may mean an improvement in service (or simply that more upholstery is wearing out nowadays).



I then moved on to stalls selling tools and consumable parts for power tools, all arranged as usual with plastic trays of parts that the punters were browsing through, and displays of new tools in packets wired to vertical fences. Here you needed to know what you were after; don't bother to ask.

Other stalls were selling what has come to be called memorabilia. These ranged from the simplest with boxes of dismantled parts on the floor, and manned by tattooed gents with big moustaches, through to smart stalls with polished badges and radiator mascots in glass cases or velvet lined boxes, and manned by dapper gents in rimless glasses.

But there were some stalls elegantly displaying such as brass telescopes, nautical sextants, exquisite models of boats and airliners, but so empty of punters that I wondered why they were there. Why does anyone struggle to get such material up to a motor show on the third floor?

Finally, models. There were so many stalls selling models of vehicles that they were the dominant theme. Most, of course, were the dinky type, with serried ranks of multicoloured window frames and little black polo-mint tyres. The range is amazing; whatever you could want, someone had a model of it. There were also larger models right up to about one-fifth scale pedal cars. These stalls were also crowded and busy.

On a personal note, it was surprising how often, even in the shifting throng of people speaking strange languages, I met friends who were also wandering around looking for special little bits. Each meeting required an exchange of views, of course, and some may have coloured or confirmed my own opinions.

I spent about three hours idling around, and thoroughly enjoyed myself. One thing you can say about any French event, there was plenty of opportunity to feed oneself; the food was excellent quality, and the service was prompt."





TOC members report

A SPRING HOLIDAY

Actually, it wasn't. It was September, but the title better fits the events befalling our 3,500 km. trip to Provence in our 1950 11CL.

The springs that went ping were: first, the little fellow providing distance and comfort in the ball joint connecting gear selector relay lever and selector rod – in this case, 2nd and 3rd speeds (tobacco tin containing various fasteners to the rapid rescue here); next, the rather larger fellow underneath the petrol filler cap plate (now lying dormant in the bottom of the tank. How he got away beats me); and then one of the spring clips holding the distributor cap to its body.

We must have travelled many miles without this last, rather important item, and how there was no misbehaviour of the ignition also beats me. Misfiring – though at an earlier juncture – we certainly did experience, and that of increasing magnitude, when we were but the *jet* of a *pierre* out of Calais on our outward journey.

Remembering John Osborne's lengthy tale of woe (and no less the advice I tendered), I thought: 10% chance of fuel starvation; 90% chance of ignition fault.

I removed the fuel feed from the exit side of the pump and there was quite a pressure build-up, indicating that there may have been an air-lock; but I didn't trust this as the full solution.

Indeed it wasn't, for upon opening up the distributor (complete with two spring clips) and asking Anne to turn on ignition and starter motor, there for all the world to see was a jolly spark between L.T. wire and the inside of the distributor body. With a turn or so of insulating tape around the dodgy wire, we continued purring on our way for the rest of the holiday.

Following spring event no. 4 (squeaky clutch operating rod, mollified with the encouragement of a tiny dose of engine oil), there was only one further minor mishap, this in the shape (or misshape?) of a flat tyre.

This resulted from a leak between valve and inner tube. The local Kwikfit, known as "Roady", couldn't find a 165x400 tube, but offered free fitting if I could get one.

We were on our way to Aix-en-Provence, hoping to see the Cezanne exhibition (no chance – you had to book months ahead, it seems) when, coming down from the peaks of the Luberon, we

Simiane-la-Rotonde, Alpes de Haut Provence



were passed by the wonderful spectacle of an ascending Traction Cabriolet; then, almost immediately after, we came to a garage with an array of fine old motor cars on its forecourt.

Laying 10 to 1 there would be a suitable inner tube within, I drew up outside, my optimism confirmed when M le patron triumphantly produced a new tube – albeit a 185x400, but it would do for now. Just 13 euros were sufficient for the precious piece of rubber to change hands (£10.50 from Vintage Tyres, and that's the best deal you can get back home), and we were on our way.

When we returned to Apt that evening, M. Roady was as good as his word and didn't charge for his labour, so the day's major disappointment of not seeing the Cezanne was in part assuaged.

Our average fuel consumption (well, I say "average" – in fact it never varied) was 22.5 m.pg., or 12.6 litres per 100 km. if you must. 95-octane petrol in France in September 2006 was being sold at a price variation of up to 25%, based on the cheapest we found (1.15 euros/litre), so it could be less or more expensive than in the U.K.

It has to be said that travelling over 3,500 km. by Traction is not the cheapest option, but this is counterbalanced by the fun and the admiration, no less the supreme comfort of cloth-clad Traction seats.

I've often wondered how it is that such comfort, while admittedly exceeded by the seats in the DS/ID, has rarely been matched since. Other than in the big Volvo, can anyone out there swear that his/her modern daily transport, however prestigious, provides better comfort for his/her back and bottom?

Travelogues of other people's holidays aren't really very interesting I've always thought, so I'll bore you no further and close by mentioning where we ate and slept well, in case other TOC members may be visiting those parts of France:-

Places to Eat

1. Auberge Le Relais at Reuilly-Sauvigny, (02 Aisne, not a million miles from Epernay);
2. La Gentilhommeiere at St-Andre-les-Vergers, (10 Aube, outskirts of Troyes) (but service slow).

Places to Sleep

1. Les Cymaises at Semur-en-Auxois, (21 Cote-d-Or, travel on from Avallon);
2. You won't believe this – it's in a *centre commerciale* (out-of-town retail centre) but not at all noisy! – Lensotel. It's on the northern outskirts of Lens (62 Pas-de-Calais) of all places. Perfectly decent restaurant, too, and highly handy if you've come off the ferry late and don't want to travel too far, or you've got an earlyish one to catch home.

Places to Eat and Sleep

1. La Reclusiere at Condrieu, (69 Rhone, former nobleman's town residence, on the right bank of the Rhone, local wines, has nice big barn in which you can lock your Traction away for the night);
2. Hotel le Chateau at Tournon-sur-Rhone, (07 Ardeche, also on the right bank of the Rhone - Crozes-Hermitage country for wine-lovers).

David de Saxe

401 RP - a 'real' survivor

by Steve Reed



In November 1990 I travelled to Oxford to meet a classic car dealer and was given the chance to see a collection of wonderful classic cars - some real exotica, and some not quite so exotic.

The late eighties had been a very difficult time for him, as for many classic car dealers, and consequently he had been forced to resort to sell some more mundane cars than usual and had part exchanged a 1920's Rolls Royce 'Coup de Ville' for a host of period French cars (mostly Citroen and Renaults) with a French car dealer.

In amongst the C4s there was a B15 and a couple of Tractions - a '53 Legere and the '39 Normale I'd come to see.

The car had not been prepared in any way for sale and was sitting in the gloom of a darkened chicken shed covered by a layer of dust that appeared to have been there forever.

It was suggested that the car had not been on the road since the war as it still had its blackout lenses, a pre-war Paris registration plate and a Gestapo-issued driving permit (a post-card size piece of paper with the words "AUSWEIS / PERMIS" and the cars details written on it) on the windscreen.

Whilst the car had succumbed to the ravages of time, and had some severe bodywork damage, I was struck by just how original and complete it was.



The Permis issued in Paris during the War

I tried to negotiate a better deal with him but it must have been very obvious to him that I desperately wanted the car so he was not prepared to budge on his asking price. With some reluctance I paid what I considered at the time was 'too much' and the car was mine.

My wife Julie had, until that point, always been very supportive of my excursions into the classic car world but hearing the news of the latest purchase said, in despair, "What the hell do you want another Traction for - you've already got four?"

Despite pointing out to her that this was a very special car and one I'd always wanted she remained unconvinced. Eventually we agreed that if I really was serious about a ground-up restoration of this car then the other Tractions had to go to finance it and to ensure this happened we agreed the '39 car would have to remain in storage until the others were sold.

Almost a year later, on a sunny Sunday morning, the car arrived on a low-loader - still covered in its layer of dust. I remember my

father, who had come to help, taking one look at it and shaking his head as he walked away in disbelief saying "What the bloody hell are you doing buying a heap like that, what was wrong with the others?"



401RP—as delivered in 1991

I was so annoyed with everyone's ignorance and reaction that I spent the rest of the day on my own thoroughly cleaning the car inside and out.

And by 7 o'clock that evening not only did the car look surprisingly presentable, but to the amazement of everyone (especially my father) I had the car running for the first time in nearly 50 years.

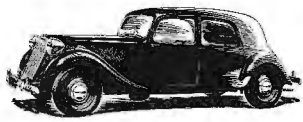
The cleaning however revealed the true extent of rust/damage to the car and made me realise just why the dealer hadn't bothered to clean it!

The majority of the damage was to the front end and the underside of the car. From the visible evidence and from hearsay from the original French car dealer it appears that my car, like many others, had been stripped of its wheels and dumped in the middle of the street by the Germans during their retreat from Paris to form a barrier to slow the advance of the Allies.



Photograph by Robert Capa showing a Traction being used as a road barrier during World War II

It is likely that an American bulldozer rammed the car from the front to push it clear before it was unceremoniously dragged off, dumped in the back of a lock-up and left there until its discovery in 1988.



TOCrestoration cont'd

Although many of Club members pleaded with me not to restore the car the damage and rust was too extensive to be able to get it back on the road in its original condition - so I started on the ground up restoration.

Before the car had even arrived I had decided to 'farm out' all the jobs I was not confident in undertaking myself. Preliminary arrangements had therefore been made with Dennis Ryland and John Gillard to undertake the mechanical repairs and with a local repairer who would undertake the body work.

Over the next few months the car was completely stripped down to the very last nut and bolt - and the major components (engine, gearbox, axles, drive train and steering rack) were all sent off to the professionals to appraise and repair as necessary.

To save money and time my mate Eddie and myself set to with Scotchbrite pads and angle grinders to strip off all the paint from the bodyshell before it was transported to a specialist who blasted it with dry polymer beads to totally remove any residue of original paint and sprayed it with a phosphate coating to prevent it from immediately starting to rust. It was then delivered to the body shop, again for appraisal and repair.

Anyone who had ever previously undertaken such a restoration would have known just how expensive it would be - I had no idea and had budgeted on the complete restoration costing about £12,000.



Steve - or is it Eddie - getting down to the job of stripping the bodyshell

Nowhere near!!! By the time the restoration was about half way through the original budget had been gobbled up and I had nothing left to be able to complete the project.

It was therefore shelved until finances allowed and I have to admit that there were times when I absolutely despaired of ever completing it. On occasions I genuinely hated it for continually leaving me destitute.

Although I left the restoration of the major units to others I spent countless hours cleaning, repairing and refurbishing all the other parts myself. I frequently got phone calls from Julie to remind me just what the time was and more than once she had to tell me it was 1 or 2 o'clock in the morning.

Eventually, after many months, all the repairs were complete and the major components were returned to me, together with a shiny black bodyshell.

Over the next six months the car was re-assembled, at first very quickly; (axles, engine & gearbox, brakes and wiring were soon all in place) but then, as we neared completion, it all seemed to slow down again.



401 RP during re-assembly

It's amazing just how long all the little bits take! Again despair was creeping in - would it ever be finished? I decided that I needed some encouragement, some goal to aim for, and so - at a point nowhere near completion - I entered it for the International Citroën Rally in Clermont-Ferrand, some four months away!

One of the most time consuming aspects of the restoration was the interior. Unlike post war cars the fabric in pre-war cars was not grey but a soft brown, described as 'Marron Glace' (which translates as Chestnut ice cream).

In the mid 1990s this fabric was not available from the various national and international suppliers that now exist so I decided to have a small batch manufactured.

My research confirmed that the original cloth was manufactured on a Jacquard loom and, after several exhausting weeks and many, many phone calls, I tracked down the only weaver in this country who, at the time, was capable of producing this cloth.

He lived in a small village in the Rossendale Forest in Lancashire and had a minimum order requirement of 110metres at £47 per metre!!

Faced with this challenge I decided that a compromise was in order and eventually found a company in Bolton who a) could batch dye some material the right colour and b) were happy to provide the 16metres I needed at a price of just £7.00 a metre.

So, after nearly five years, countless hours and several 'interesting' conversations with the bank manager the car was completed - just three weeks before the trip to Clermont-Ferrand!



401 RP after its complete bottom up restoration

TOCtech forum

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The information given in this section represents the opinions and advice given by each contributing author. Neither the TOC, nor its officers and members, accept liability for any error, omissions or inaccuracies that it may contain.

Flood Warning!

Noel Davidson from Carlisle shares his experiences of driving through floods in the Lake District. A serious consequence was that he and Graham Handley missed their pints at The Old Crown.

I had my first acquaintance with the Traction Avant at the tender age of 10 years. My uncle had taken the Citroën Agency in 1947 and that Christmas he arrived at my Grandfather's farm with a new demonstrator Citroen Light 15. Black with red leather trim - the new car smell - the low body style - the number CHH 948 - you remember silly things at 10 years old.

From that day in 1947 to the present I have always been passionate about the Citroën Traction Avant which is probably why, when I was offered a Light 15 sixteen years ago, I jumped at the chance.

There was no learning curve - just déjà vu - and, as I discovered subsequent to the purchase, despite the Slough number plate it was actually a local Carlisle car that, as a teenager, I had collected new from Citroen and driven back to Carlisle. But that's another story.

The reason I have put pen to paper is to highlight a weakness in the transmission of the Traction Avant.

The Avant's Achilles heels are the bits between the flywheel and starting handle dog i.e. the gearbox and differential. The bottom half of the flywheel and clutch pressure plate assembly is open to the wilds apart from a tin plate that protects it from stones and grit etc... This tin plate is not waterproof!

Early last December Graham Handley and I decided we would motor around Ullswater, ending up at The Old Crown in Heskett Newmarket - Prince Charles' watering hole (name dropping) - but unfortunately we never got within 30 miles of the pub.

For the two days and nights immediately prior to our outing the rain had been coming down like stair-rods and as we approached Ullswater from Penrith we found the road awash to a depth of an inch or so with water running off the fields. Whilst this was not a problem - initially - the water running across the road got deeper as we got closer to Ullswater to the point where we felt it would be imprudent to continue driving through the Lakeland passes due to the real risk of brake fade from flooded drums.

We therefore decided to return to Penrith but by now the road was flooded much deeper - to a depth of nine inches in places.

At one point my exhaust pipe was submerged and burbling away quite merrily so to overcome water ingress into the tailpipe it was necessary to slip the clutch and increase the engine revs to blow out the water.

Unfortunately this resulted in water entering the clutch pressure plate assembly, severe clutch slip and, as centrifugal force spun out the water, an almighty bang as the clutch took up the drive.

This happened perhaps seven or eight times as we retraced our steps along the flooded road towards Penrith and the grab was so severe at times that it caused the front of the car to rear up .

As we arrived at a roundabout entering Penrith the clutch slipped again, took up the drive with the now familiar 'bang' and, as the drive engaged, a rather ominous growl and whine began in the transmission.

I diagnosed the growl as the differential - either the pinion bearing or the crown wheel side bearings had collapsed. Whichever, it was going to make the National Debt look like the Sunday school collection.

Back home - engine out, gearbox split off, gearbox and diff removed and "Lo" I was dead right. Both diff side bearings were shot, allowing oil to leak out onto the drive shafts and worse, water into the diff and gearbox.

As I do not have the expertise or the tools required to set up the diff I transferred the gearbox/diff unit into the expert hands of Beverley's Ryder Cup contender - the bold Roger Williams. I have great faith in RW - there are engineers who are made and engineers who are born - and RW is definitely in the latter category.

The lesson of this Epistle to the Corinthians is that the Traction Avant will not accept constant deep water of nine to twelve inches. One dousing it will cope with - but constant progress through water seven to eight inches deep is its nemesis.

The disaster could not have been worse.

The aluminium diff bearing caps were fractured and the crown wheel pinion nut had shaken loose, losing all the mesh settings. Furthermore, we were deprived of the various keg beers at The Old Crown pub, namely Doris 90, Skiddaw and Helvelyn (to name but a few). Even worse, we missed the magnificent Cumberland Sausage and Mash which was unforgivable!! Andre Citroën - that's another fine mess you've gotten me into!

Finally, as a word of warning, if you find yourself considering negotiating floods of a greater depth than 3 inches, DON'T. Having served my apprenticeship on Traction Avants in the early 50's I should have known better!!

Fuel Feed Pipe Problems

Brian Follain from Jersey found that lack of power from his 1938 Légère was due to fuel feed problems. He describes the process of diagnosis and cure. (Brian: I have included a diagram from the spares catalogue that will help readers understand the fuel tank arrangement.)

For a couple of years I have experienced a problem whereby the fuel would drain from the carburettor over a period of 2 or 3 days, so much so that I would have to remove the air cleaner to pour a little petrol directly into the carburettor because my 6 volt system did not



did not have the power to refill the carburettor. The car ran well and did not misfire or run unevenly and due to the fact that my engine had completed less than 5,000 miles since its rebuild, at which time a new carburettor and petrol pump had been fitted, I decided to replace the 8mm copper pipe from the petrol tank to the petrol pump.

Unlike Slough-built vehicles my copper pipe was in one length so I ordered air conditioning copper pipe directly from a UK supplier, the advantage being that it was of thicker gauge and could also be bent and shaped without the use of a bender.

Prior to fitting I covered the pipe with some heat shrink and, with the assistance of my son, the pipe was fitted in one length within 2 hours without removing the petrol tank.

However, my problem was not solved.

I then decided to remove the connector at the top of the petrol tank, at the junction where the replaced pipe connected to the tank, and found it was connected to an 8mm copper pipe of 7 inches in length which went down into the tank.

This is the pick up pipe and, once removed from the tank, without any effort it separated from the union.

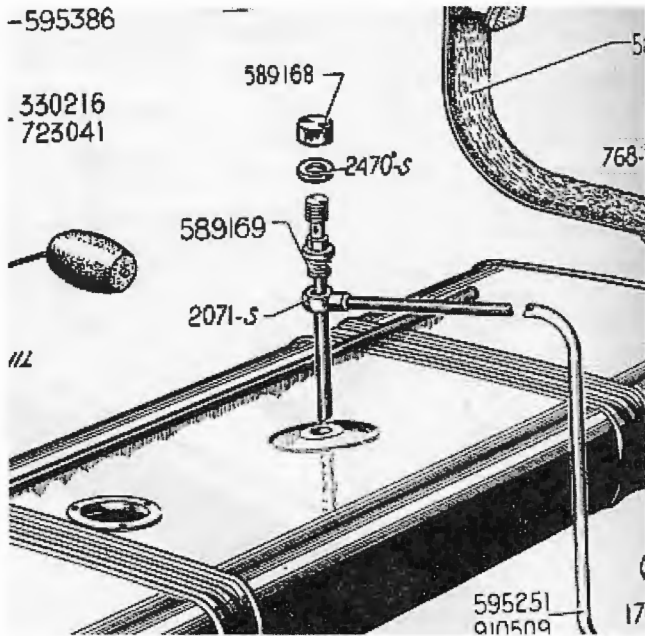


Diagram from Spares Catalogue showing the Fuel Tank dip-tube

My son fitted a new copper pipe to the union and on reassembly all my problems were solved.

The car also had greater power and acceleration - it was as though the engine had suddenly found extra horse power. It was a totally different car.

Without doubt the problem was the feed pipe in the tank. Also without doubt, the pipe would have fallen away from the union and dropped into the tank - I dread to think of the consequence as this would have happened when I was in France.

If my experience is of benefit to any TOC member then a bottle of red French wine would be appreciated. Incidentally, congratulations on an excellent Floating Power - a great informative well designed magazine.

Footnote from Steve Reed

During a trip to France in our previous '54 Normale some years ago, we also experienced intermittent fuel shortage; the car spluttering to a stop every now and then. This was very disappointing as some weeks previously I too had replaced the fuel pipe with new 8mm copper.

I however had not replaced it in one length, as Brian did, but in sections, as it was originally installed. As well as the copper pipe, I had replaced all the rubber piping, so you can imagine my frustration as none of the work I had done had improved a thing!

Whilst stranded on the side of the road this dear Frenchman, who said he knew all about Tractions, stopped and offered to help. We emptied the boot and removed the suction pipe from the fuel tank. He then removed the filter on the end of the pipe, turned and literally through it over the hedge! Convinced he had rectified the problem, we reassembled everything, re-packed the boot, and with a big grin of satisfaction he sent us on our way.

Five kilometres up the road, we again came to a spluttering halt.

Now, when I said I had replaced the complete fuel line, that wasn't strictly true; I had replaced all the pipe except the length that is clipped inside the rear wheel arch; I felt that it was unlikely to give any problems and so I had left it be. I just couldn't believe that there could be any problem with it!

However this holiday had not started well and I was determined to resolve the problem; I thought if I could buy some rubber or plastic fuel pipe, I could by-pass it. You would think that you would be able to find some form of fuel pipe, but every garage we tried, we were treated to shrugged shoulders and a "je regret, non monsieur".

In the end we found a Calor gas shop who sold us a piece of the white rubber gas pipe. This was fitted and our problems were solved.

On returning to the UK I removed the offending piece of pipe, polished it clean, and right at the top of the bend there was a tiny hole - and of course the reason it didn't leak petrol is that the top radius is above the level of the fuel in the tank.

A nice new piece of copper was fitted and 'touch wood' we have never had the problem since.

Changing Battery Polarity

An e-mail from Nigel Orchard of Salisbury prompted a discussion and some controversy over changing battery polarity from negative to positive earth. I thought it would be useful if the conclusions and remaining areas of debate from the discussion were published for the benefit of all members. I hope it will also generate some useful technical correspondence and follow-up articles.

Many cars intended for the British market (including the Light 15) were fitted with positive earth systems i.e. the positive terminal of

the battery was connected to the chassis. The idea was that this reduced corrosion, although the theory behind this is somewhat mysterious. Within the last two or three decades, this practice has faded out and, as far as I am aware, all cars are now made with negative earth. This choice is no more rational than positive earth but it somehow feels more intuitive to connect the negative pole to the chassis.

If modern accessories and replacement items are used, they are invariably designed for connection to a negative earth vehicle - often using the metal case as the chassis connection. If fitted to a positive earth car, the case has to be isolated from the car chassis to provide the correct polarity. There is also a question over all other standard items such as the dynamo and starter motor. This is the situation that Nigel Orchard found himself in and, whilst he was clear about most of the electrical items, he needed some guidance on one or two of the less obvious ones.

I am grateful to Steve Shinebroom and Bernie Shaw for their contributions.

Battery. The only problem likely to be encountered with reversing the battery is that of lead lengths. If it is found necessary to fit new leads, ensure that they are of the same gauge or larger than the originals and that all connections are clean and tight. If the chassis connection is made to the engine block, remember to allow sufficient length for it to flex as the engine moves on its mountings. It is probably a good idea to put a warning plate stating that the car is negative earth.

Lights. Standard lights are non-polarised so there is nothing to worry about. If you have replaced any of them with solid state devices such as LED clusters you will need to reverse the connections to these. The common type of flasher unit is also non-polarised but there may be solid state versions that will require investigation. The French mechanical one is clearly OK!

Horn. The standard horn is non-polarised. Electronic air horns are polarised but, as they are generally designed for negative earth this will present no problems

Ammeter. This has to be reversed unless one is prepared to read it backwards for ever more. Simply reverse the connections.

Windscreen Wiper Motor. This is a shunt-wound motor and will operate in the same direction regardless of polarity because the current will be reversed in both the field and armature windings. (I have a feeling that even if it did reverse direction, the mechanism would still work in the same way - comments on this hypothetical question would be welcome).

Starter Motor. This is a series wound motor and the same principle applies. Current in both windings will be reversed, resulting in the direction of rotation being unchanged.

Dynamo. Not quite so easy. The dynamo relies on residual magnetism in the field winding pole pieces to generate an initial output sufficient to operate the regulator cut-out. It is necessary for the dynamo to be re-polarised in the opposite direction.

Remove the wire from the smaller of the two terminals on the dynamo (the Field connection). Find a suitable jumper wire and make a momentary connection between this spade terminal and the live post of the (now reverse polarised) battery. A spark should be seen as the connection is made. You can do this a few times to make sure. Reconnect the wire and the dynamo

Coil. This is where the controversy seems to begin and here I

must declare an interest. In the July/August 2006 issue I wrote an article on coils which ended with a theory on why reversing the connection to the coil had a detrimental effect; the article also touched on the problem of the spark travelling in the "wrong" direction.

It seems that the incorrect spark direction has a much greater effect than that caused by the primary and secondary windings of the coil being wrongly connected due to its internal wiring.

The advice is therefore to reverse the connections to the coil if you change from positive to negative earth. I would maintain that the coil will be operating at less than optimum but, in practice, this seems to have only a minor effect.

The spark normally travels from the centre electrode to the body of the plug; the design is such that heat dissipation (the biggest factor in plug design) is optimised, electron mobility is maximised and electrode erosion is minimised. Reversal of this will therefore be detrimental to performance.

To fully understand this, it must first be realised that the spark direction is actually from negative to positive. There are two parts to the sparking process. A high strength electric field is established between the electrodes which ionises the gas and this then allows a stream of electrons (the spark) to flow through the ionised path.

Coils are therefore always designed with the coil secondary wound such that a negative charge is supplied to the centre electrode. This means that coils originally intended for negative earth cars have different internal connections to those for positive earth cars. However, it would seem from general experience that this internal difference has little impact on the performance, so you can get away with just reversing the connections. If anyone else has information on coil design I would be very pleased to hear for them."

There is a way to test for spark direction.

With the ignition off disconnect a spark plug wire and place it loosely back in place on the plug connector. Start the engine.

Hold a no.2 lead pencil carefully in one hand and with the other hand (using some insulated pliers) pull the loosened spark plug wire slowly away from the plug.

You should now see a good size spark jumping from the wire to the plug.

Place the sharpened lead point of the pencil into the path of the spark and you should see a "flare" of particles flying from the pencil lead towards the spark plug.

If you see a "flare" of particles flying from the pencil lead towards the wire, you have the coil hooked up backwards.

Heater Motor. If you are one of those lucky people with a real heater (as opposed to the André Citroën joke) you may need to reverse the fan motor connections. If it sucks instead of blows, reverse the connections.

Electric Fuel Pump. The most common design is a simple solenoid operated plunger which acts on a diaphragm. Polarity change should have no effect.

Semaphore Indicators. As with the fuel pump, this is a simple solenoid which will be unaffected by polarity change.



TOCmembers report

Going Spare

As a finale to the previous articles on clutch thrust bearings, the photo opposite shows the latest version of A1a, the original, offset type of bearing. This bearing, which the club currently has in stock, now includes the thrust washer [490371] as part of the bearing inner ring. This is machined as an integral part of the ring and not as a separate item, so fettling your traction is even easier now.

Tony Hodgekiss



What's in your tool kit?

Since taking over as editor I've been struck by the distances travelled by many of the Tractionists we own and thought it might be interesting to find out what spares and tools experienced Tractionists carry with them on long journeys.

As I am just about to undertake a long journey in my own Traction I also must admit that I had a bit of an ulterior motive for researching and writing this article now.

In order to try to get as balanced a view as possible I asked ten Club members - all of them long standing and experienced Traction owners and drivers who drive their cars extensively on the Continent - to go to their cars and list for me the spares and tools that they found in them.

I was surprised to find that several people carry virtually no spares at all and relatively few tools, relying on breakdown services in the event of a major failure.

As an example the owner of an 11BL responded as follows:

I took a look in the boot of the 11BL, and this is no joke, here's what I found : 2 folding chairs, 1 picnic-basket with a lot of (plastic) wine-glasses, knives, forks, spoons and paper towels, a TOC-umbrella, 2 yellow security-jackets, a picnic rug, several bottles of still water and energy-drinks, a container of red wine (with tap), a duster, sponge, gloves, a mini oil-jack, 2 inner tubes, 1 bottle oldtimer-oil, 1 bottle "lead-replacement" petrol additive, a wheel brace and an old screwdriver. When we actually leave for a trip we also take some fresh fruit & cookies in a cool-box and most importantly, before we leave we always have travel insurance that includes repatriation for the car & passengers.

Others (semi-jokingly I think) said that because they were not mechanics if they were travelling any distance they tried to ensure that they travelled with Pete Simper.

About half the group take what I consider to be a pragmatic approach.

They carry a reasonable quantity of spares and consumable items, together with tools to undertake 'serious' maintenance, and they carry out a full service—including checking driveshafts etc before they leave. This group also stressed the need for travel insurance that includes repatriation for the car and passengers.

The remainder carry a full spares set and sufficient tools to carry out major work on the car, if needed, as well as the 'compulsory' Travel insurance.

I've collated the responses that I received to produce the following comprehensive list.

Whilst not in any way suggesting that by carrying everything on this list you would be able to deal with any eventuality it seems to me that short of a major mechanical failure most common Traction problems ought to be soluble with this kit of spares/tools.

Documentation

- 10 year passport valid for the full length of the trip for driver and passenger(s)
- UK Driving Licence valid for the full length of the trip for each driver
- Valid insurance certificate
- Vehicle Registration document and MOT certificate
- European breakdown and recovery insurance
- Travel insurance for driver and passenger(s)
- European Health Insurance Card (EHIC) for driver and passenger(s)
- GB badge on rear of any UK registered vehicle not displaying Euro-plates

Compulsory Safety equipment

- Warning triangle (2 for Spain)
- Headlamp converters
- Spare bulbs and fuses
- High visibility jacket for every person travelling in the car

Recommended Safety equipment

- Fire extinguisher
- First aid kit
- Torch
- Mobile phone
- Contact list (Depanoto, Renel, CTA etc)

Parts - Special

- Dynamo & Regulator
- Starter Motor
- Fan Belt
- Clutch cable
- Radiator Hoses & Clips - Top & Bottom
- Rubber Fuel pipe & Clips - 1m Length
- Points - 1 set
- Plugs - 1 set
- Condenser
- Coil

- Wheel Cylinders - 1 each Front & Rear
- Drive Shaft - 1 only - but complete with lock washer and both nuts in case it is the "wrong" side
- Master Cylinder Repair Kit
- Fuel Pump
- Wheel Nuts - spare set
- Down Pipe Gasket
- Exhaust Pipe Gasket
- Inner tube
- Wiper arms & Blades - Pair

Parts – General

- Grease - Multi-Purpose
- Engine Oil - 1 Litre in can under bonnet
- Gearbox Oil - 1 Litre
- Brake Fluid - 1 Litre
- Petrol - 5 Litres
- Water - 5 Litres
- Easy Start
- WD 40
- Nuts/Bolts/Washers - selection
- Valve cores and dust caps - selection
- Ties, Clips, Springs - various
- Wire - small diameter maleable wire for "fixing" things
- Electrical Cable - 2m x 17amp
- Gasket Paper - A4 sheet
- String - small ball
- Insulating Tape - small reel
- Exhaust Hanging Straps
- Vaseline - small pot for electrical contacts

- 10mm Drill Bit - for making holes in Rally Plaques

Tools

- 38mm Socket and bar
- Hub & Bearing puller
- Inner D/Shaft Nut spanner/castellated socket
- Ball Joint Breakers - Top & Bottom
- Bell Housing Spanner - for special (6mm AF x 2 Flat) bolts
- Jack
- Wheel Brace
- Starting Handle
- Socket Set - 6 to 19mm
- Ring & open end spanners - 6 - 23mm
- Plug spanner
- Tyre Pressure Gauge
- Tyre Valve Core Tool
- Screwdriver/Pliers/Moles Various
- 6mm Rod (or 1/4" Drill Bit) - for Setting Timing
- Grease Gun
- Oil can
- Feeler Gauges
- Junior Hacksaw
- Small File
- Emery Cloth
- Wire crimping tool/ terminals
- Cloths/Rags
- Hand Cleanser
- Foot Pump
- Wheel Chock

With grateful thanks to all the contributors.

The Dunkirk Spirit by Clive Hardy

This is a story that has its origins in the 70th anniversary meeting at Dunkirk, in 2004.

Back in 1996, I bought my Light 15, reg. No. 496EME, and like many others, I had gradually pieced together something of the history of the car from the fistful of receipts stretching over 20-odd years. They spoke of services, new batteries and other repairs, also giving me an idea of where the car had been in the period in question.

Only when I replaced the head-lining, however, did I discover the significant welded repair to the top, nearside windscreen frame – very well done, but clearly the car had been rolled over.

Equally, the engine number did not match the (presumably) original engine number recorded in the logbook. This wasn't a major surprise, since the seller had told me it had a 'D' engine, though retaining the original head – I was perhaps nevertheless a bit surprised nobody had changed the logbook entry. On the other hand, it still showed the colour as black, when it had clearly been a Burgundy colour for a good few years...

In short, there were questions needing answers. Spooling forward eight years, I was wending my way through Dover docks, looking for Lane One hundred and something, on my way to board the Norfolk Line ferry to Dunkirk, in order, as the check-in lady had so sweetly said, 'to join my chums' in the queue, all of

us en route to the 70th anniversary meeting along the seafront at Malo-les-Bains, next to Dunkirk.

As I pulled up in the queue, a beaming face introduced Nick Joyce, who had owned my car in an earlier period. He was travelling with, and in the car of Simon Saint, having travelled from Worcester.

We spent a most enjoyable weekend, and I was able to learn a great deal more about the previous years of my car. The mystery of the roll-over was no longer a mystery.... with the driver asleep, it had taken an unplanned route down the embankment on the M4 at Heston. Simon recalled receiving a distressed phone call, followed by a trip to recover the car from the field where it stood. The car stood unrepaired for a good while.

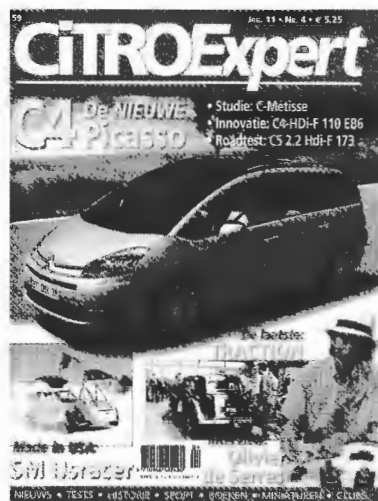
I asked about when the engine had been changed, but there were blank looks. After a second or two, it was Simon who began to have recollections – in fact, he wondered out loud, wasn't that the engine that had sat at the back of his garage ever since?

To cut a long story short, an exchange of e-mails in the following weeks revealed that the original 1954 engine of my car was indeed, still, in Simon's garage. Simon announced that he was 'charmed' by the notion of re-uniting the car with the engine, (after possibly over 25 years), and very generously did just that.

Some months later I visited Simon, and we heaved the engine into the back of my Espace. I want to thank Simon for such an extraordinarily generous gesture.



TOC magazine review



CITRO EXPERT

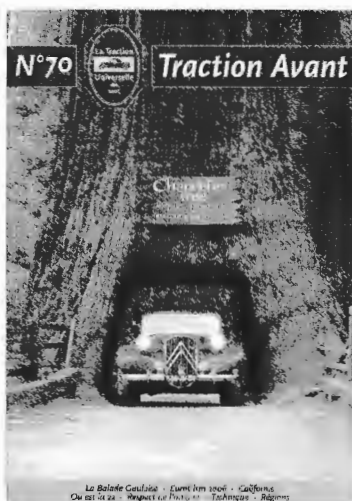
Citro Expert is a very good, high quality Dutch commercial magazine with lots of interesting reports and information about old and new Citroëns.

In every edition there is lots of information about Citroën-related books, DVD's and magazines, reports about all sorts of Citroën models and their variants worldwide, plus information and photo's on all Citroën scale-models from 1919-2007, with articles and photo's sent in by readers around the world, announcements of Dutch and international events, meetings, rallies, fairs and sale and wanted advertisements.

Edition no 4 (October 2006, 78 pages) contained a report about Euro-Citro LeMans 2006, a very interesting interview with Olivier de Serres, about his passion for the Traction and scale-models of it, a report 'Citroën on ice' about a DS race in Albany, NY, organised by the New York State Ice-racing Association and a story about the last Traction produced in July 1957 at the Quai de Javel.

Edition no 5 (November 2006, 74 pages) reports on the 'Mondiale de l'Automobile 2006' in Paris, the history of the Citroën GSA, 1979 and the 2006 2CV 24 hours race at the circuit Spa-Francorchamps, Belgium.

Edition no 7 (January 2007, 82 pages) features the 1980 Citroën 'Karin' design-model (which had the driver in the middle, one 1 passenger on his right and one on his left), driving instructions for the 1970 Citroën SM 1970, the 1968 6-wheel HY-Combiné (of which possibly 10 were produced) and an article on how to adjust Traction headlights correctly



TRACTION AVANT

Traction Avant is the magazine of La Traction Universelle (TU) our sister organisation in France which is produced quarterly.

Traction Avant no 70 (Summer 2006) has a cover graced by a photo of Dennis Bayer's immaculate blue/grey 1953 Normale driving through a giant redwood tree in California.

Inside Dennis has written about the «Tracbalade», an anti-clockwise tour of 710 miles around San Francisco. En route they visited Gary Ennis who has a collection of Tractions, including a pre-war Slough roadster. Another run is planned next year.

The main event in France during early July was «La Balade Gauloise», organised by the Rhodanie Section. Some fifteen or more Tractions drove 640 miles through the beautiful countryside around Lyon.

They stopped at Villié-Morgon, Nantua (where François Lecot was born), Villard-de-Lans, Valaurie, Le Puy and finished at the Château de Goutelas.

In August the third EuroCitro at Le Mans was a great success, attended by 10,000 people (of whom 3,800 were camping). There were 2,300 Citroëns of which 305 were Tractions, 435 ID/DSs and 692 2CVs.

Jon Presnell was selling his new book «La Traction» (now translated into French), Thierry Dubois his book about François Lecot, and Olivier de Serres his book about the DS.



The Section news is always interesting (17 pages - one third of the magazine), the Méditerranée Section had a good rally in Corsica. André Jacquemain from the Nord Section wrote almost 2 pages about his visit to the TOC Annual Rally in York.

Traction Avant no 71 (autumn 2006) contains an interesting article on the 7C Eco. In February 1939 Citroën claimed a saving of 1½ litres of «essence inférieur» over 100 kms - this would be perhaps an extra 4 mpg. The 10:31 crown wheel & pinion gave an 11% overdrive effect over the 7C and about 7% over the 11BL (the 7Cs tyres were 155x400 and the 11BL 165x400).

Luis Oliveira wrote about his 11BL in São Paulo, Brazil. It is a smart black Légère built in Paris in 1947 and very well restored. There seem to be a number of tractions in Brazil - mostly post-war, some 11BLs, a couple 15-Sixes, and a few big boots - of course there may be more hidden away in garages.

For those interested in 1934/35 tractions there is a very authoritative article on the range of Ducellier, Cibié, and Marchal headlights of the period.

The magazine contained two Traction restoration stories and last year's TOC trip to Oslo is reported with a series of photographs that look particularly good.

There is a technical article about Roger Williams' Traction brake modifications and the Section news ran to 11 pages (again more than 20% of the magazine).

Section Co-ordinators

Eastern	Tony Latchford	2 Inchbonnie Road, South Woodham Ferrers, Essex, CM3 5FG	Tel: 01245 328 009
Ireland	 Norman Moore	69 Killane Road, Limavady, County Londonderry, Northern Ireland, BT49 0DT	Tel: 028 7776 3755
Lakes & Border	Bob Cuppage	Branthwaite House, Caldbeck, Wigton, Carlisle CA7 8HB	Tel : 01697 478301
London	 Peter Simper	215 Whitton Road, Twickenham, TW2 7QZ	Tel: 020 8891 1093
Mid-shires		New Area representative required. Please contact Bernie Shaw for details of what's involved	Tel: 01933 274382 Email: bernie-pearl@lineone.net
Northern	 Stan Platts	1a Moorlands Road, Birkenshaw, Bradford, BD11 2BH	Tel: 01274 683848
Peak	 Bev & John Oates	55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP	Tel: 01629 582154 email: peak.toc@virgin.net
Scotland	 Kenny Cocker	Hillfoot Cottage, Collace, Perth, PH2 6JB	Tel: 01821 650 436 email: ken@hillfoot.fsnet.co.uk
South Midlands	Simon Saint	Snigs End, Danes Green, North Claines, Worcestershire, WR3 7RU	Tel: 01905 454 961 email: janeandsimonsaint@hotmail.com
South West	 Walford Bruen	Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD	Tel: 01395 568909 email: kembbru@btinternet.com
Surrey, Hampshire & Sussex borders	 Steve Reed	No 1 Terwick Cottage, Rogate, Nr Petersfield, Hampshire. GU31 5EG	Tel: 01730 821792. For details of section events and regular meetings please contact Helen or John on 020 8330 7216 (open all hours)
Welsh borders		New Area representative required. Please contact Bernie Shaw for details of what's involved.	Tel: 01933 274382 Email: bernie-pearl@lineone.net
West of England	 Terence & Jane McAuley	7 The Normans, Bathampton, Bath, BA2 6TD	Tel: 01225 466 939 email: mrsjane.bear@toucansurf.com
Rest of the world	Robin Dyke	18 Henfield View, Warborough, Oxon. OX10 7DB	Tel: 0044 1865 858555 or email johnrobindyke@btinternet.com

London Section

The London Section meets on the last Tuesday of each month at the following locations:

Even months - from 8pm at Ye Old Cherry Tree, 22 The Green, Southgate, London N14 (020 8447 802). For further information please contact Paul De Felice on 01992 890975.

Odd months - from 8pm at The Rose of York, Petersham Road, Richmond, London TW10 (020 8940 8005). For further information please contact Peter or Sue Simper on 020 8560 3267 (days) or 020 8891 1093 (evenings).

Peak Section

The Peak section normally meets on Sundays every two months in different hosterlies around the region. The next meetings are:

3rd June - The High Peak Run from Buxton (please note entries must be in by May 22nd).

August - no section meeting due to Annual Rally.

October - Annual visit to the Yew Tree in Caudon.

For further information please contact John or Bev as above.

A belated Congratulations to John & Carole who were married on Saturday 27th January in Mappleborough Green. They both looked wonderful - as did the Traction - and even the sun was warm and shining!!





TOC section scene

Scotland Section

By the time you read this our first monthly lunch meeting will have (successfully?) taken place at the Baiglie Inn near Perth on National Drive-It Day. Hopefully someone will be kind enough to write a report for the next edition of *Floating Power*!

Unfortunately I had to be in two places at once - due to a previously arranged wedding fayre at another local hotel - so I did the "lunch thing" with the light 12 while Julie did the real work entertaining the potential newly weds with the two French cars.

Our next few Sunday lunch meetings (last Sunday of the month) will be as follows:

Sunday 27 May - Buccleuch Arms, St Boswells near Melrose
contact : Rob Armstrong on 01450 850600 mobile: 07887984845 so he can confirm numbers. Hopefully we may welcome some Tractionists from the north of England to this venue.

Sunday 24 June - Royal Deeside area (venue to be arranged) contact: Frank Grant on 01339 742272 email: frank-grant@linecne.net

Sunday 29 July - Cramond Brig Hotel, Cramond Bridge Edinburgh (between Edinburgh and Forth Bridge). This should be a convenient location for most Scottish members (and possibly even some members from other areas who may be holidaying in Scotland). Just turn up around lunch time.

Here's hoping for good turnouts and good weather.

Kenny Cocker

Surrey, Hampshire Sussex Borders Section

Sunday February 18th - The Fairmile, Cobham

By all accounts a well attended meeting, with continuing discussions on the National Rally and Drive-It-Day on April 22nd.

I say by all accounts as John and I had arranged to meet Willy Schafroth of the Citroen 5hp Club of Switzerland at the Retromobile show on Friday 16th February, the first day of the show.

This meeting led to us all going for dinner in the evening to Bistrot D Andre - which is a restaurant quite near the old Javel works much frequented by Citroen employees in Javel's heyday.

The very hospitable proprietor is the owner of a 1934 Traction and the restaurant has much in the way of Citroën memorabilia and the walls covered with period photographs.

We had been seated no longer than ten minutes, when in came Mike Tennant, Derek Fisher and David Conway, founder member of The Citroen Car Club and the ACI.

On Thursday, prior to Retromobile, we visited The Champs Elysee to see how the new Citroën Showroom is progressing.

Then, following a visit to the Clignacourt flea market on the

Sunday we went to Montparnasse cemetery to visit the resting place of the great man himself in the Tomb Famille Citroën.

A very enjoyable, sunny week in Paris, but our thoughts were not far from our Citroën brethren back home in Blighty.



Sunday March 18th. The Fairmile, Cobham.

Not realizing that our monthly meeting coincided with Mothers Day we encountered a long queue at the entrance to The Fairmile. Battling their way through, regardless, the doughty members of the TOC congregated in unexpectedly large numbers.

Those members intending to travel to Gibraltar spent much of the afternoon in a huddle with Tour organiser James Yeats, whilst Admiral Bilney spent much of the afternoon encouraging everyone to participate in Drive-it-Day on Sunday 22nd April.

An interesting age span was in evidence at this meeting, ranging from Yarek junior (6 months) to various (nameless) members of 60+ years.

Sunday April 15th - Wey Navigation, Godalming

Having decided to repeat our trip on the horse-drawn narrow boat Iona, we could not reasonably have expected to enjoy the same weather as we enjoyed two years ago. But to everyone's astonishment we had high summer temperatures on this beautiful spring day.

A number of us met in the morning at The Fairmile for an al-fresco Brunch prior to departure for Godalming where other members and friends joined us to make a total of 26 persons in all for the narrow boat trip.



The gathering of cars was as representative of a Citroen car club event as it was of a TOC event, in some part due to some Tractionists being 'hors de combat'. A thoroughly good day was had by all.

Helen & John

South West Section

Yet another attempt to kick-start the S.W. Section took place on April 1st at the Arundel Arms, Lifton on the Devon/Cornwall border. About half-a-dozen members turned up - which is actually about a third of the total S.W. membership!!

Four Tractions made it to the meeting, the Light 15s of Bob Tomlinson and Ian Middleton, the venerable 1939 Twelve of Martin (Vick) Vickerstaff and the 11B Normale of David Studley.



A number of major shows take place in the region throughout the summer and in the past Citroens of any vintage have been under-represented. The following are a few events we are planning to try to attend this year and any members of the TOC who are here on holiday will be very welcome to join us:

- 7th & 8th July - Historic Vehicle Gathering, Powderham Castle. Event co-ordinator Haydn Ryder—01647 253377
- 8th July - Wheels 2007, Royal Cornwall Showground, Wadebridge. Event organiser Paul Brocklebank 01208 813124
- 29th July - Branscombr Air and Classic Car Show. Event organiser R Cox 01297 680392
- 5th August - Vintage, Classic and Summer Fayre, Mount Edgcombe Country Park, Nr Torpoint, Cornwall. Organisers Mrs Tindsley 01752 822850 and Mr Blakey 01752 823992
- 26th & 27th August - Honiton Hill Rally, nr Honiton. Organiser Alison Mutter 01395 516484

In the meantime S.W. members are invited to come along to Section HQ (ie my place) on Sunday 3rd June from 2pm onwards to see what happens when a hobby gets out of hand. Please let me know in advance if you are coming along.

Walford Bruen

West of England Section

As April 22nd was the FBHVC "Drive It Day" we decided that rather than wander aimlessly about leaving muddy carbon footprints everywhere, we would gather at the Old Station Inn at Hallatrow for Sunday lunch. In the next edition of *Floating Power* we then decided to wander aimlessly about

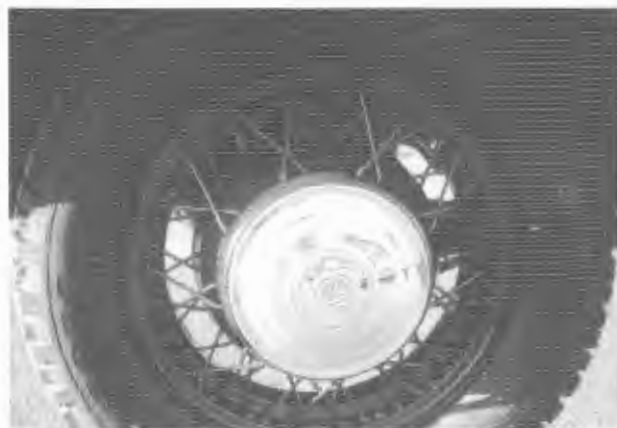
we then decided to wander aimlessly about
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we then decided to wander aimlessly about

Meanwhile planning is under way for the Prescott Hill French car day on May 27th (regardez cette espace)

Jane & Terence

News from the rest of the TOC World

Brian Wade, from Queensland, has a smart Light 15 which he bought as a wreck in the 1970s. This car is from a batch built in late October 1939 and therefore the 1940 model. The car has original Dunlop 16" wire wheels. There is a suggestion that at this time Slough had a problem sourcing the normal Michelin tyres in the metric size. Brian has seen 4 similarly wire wheeled cars "in the flesh" and has photographs of 3 others. A number of Australian Tractionists also have some wire wheels tucked away in their garages and the late Bill Bunting (Continental Cars, Sydney) reputedly had 20 or 30 hidden away.



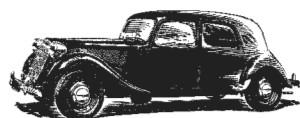
close up of an original wire wheel showing the very pretty hubcap with a chevron on it—the complete car is on the front cover

Greg Fienberg, suffering the drought in New South Wales, is busy restoring a 1955 Slough commerciale. It was discovered by a glazier in Melbourne and is one of a special order of 25 black RHD cars assembled at Slough (probably in late 1954), and shipped to Australia in early 1955. 24 of these cars were Family Fifteens with a body code FPVF, ie an UK version of the Paris Familiale and possibly known in Australia as the Family 9 because they had 9 seats. Two of the cars are still known to exist (John Vanechop and Les Frances), but are in need of some attention.

We are not sure why the extra Traction was a commerciale, but there is a somewhat apocryphal story that all 25 cars were destined for use in funeral processions. Greg reckons that the bodies were fully constructed in Paris before shipping to Slough for final assembly because the weld on the hulls appears to have been done by flash welding (as in the Paris Federal welding machines), not the cut and Oxy weld that was the norm in Slough. All the other Slough body shells were welded together from separate body parts shipped in from Paris -but it would not have been worth the effort of setting up the line at Slough for this one-off batch.

Mrs Erika Joubert of Beacon Bay, South Africa has been given a 1954 Light 15 by her father. The car is not far off being a runner, and has just been delivered to a restorer in Praetoria.

Robin Dyke



TOC events diary

2007			
May	6 th	Citromobile 2007	Veemarkthallen, Utrecht, Netherlands
	12 th – 13 th	Beaulieu Motormart Autojumble	MotorMart Autojumble is the younger brother of the Beaulieu International Autojumble. 2007 will be the 13th event with close to 1000 stands. Details at www.beaulieu.co.uk
	13 th – 21 st	Gibraltar Y Espana	TOC tour to Gibraltar. Contact James Yeats on 0208 401 6190 or jim.yeates@googlemail.com
	20 th	Wallingford Classic Vehicle Rally and Parade	For all types of classic vehicle including Bicycles, Mopeds, Motorcycles, Cars, Commercials and Military. Also Automobilia, Trade and Charity stalls. Club displays available. Display ring and spot prizes. All profits to local charities. Info from www.wallingfordcarrally.org.uk or Geoff Woodridge 07976 556338.
	26 th –27 th	The Celebration of the French Automobile	La Vie en Bleu, Prescott. Contact Simon Saint on 01905 454 961 or Terence McAulay on 01225 466 939 for details of TOC plans
	26 th – 28 th	Enfield Pageant of Motoring	Enfield showground, Middlesex (off the A10) Historic and classic cars, stalls and autojumble. Further info from: 020 8367 1898
June	3 rd	High Peak Run	Contact John or Bev Oates - TOC Peak Section NB final date for entries is 22nd May
	9 th – 10 th	DS Annual Rally	Little Horwood in Buckinghamshire (about 10 miles from Milton Keynes) Organised by the Citroen Car Club, the Annual DS Rally is expected to be attended by about 80-90 DS's
	9 th – 10 th	Evesham Car Festival	Classic boats, vehicles – including a display of H vans, hot air balloons and live music. Contact Simon Saint on 01905 454 961 or David Williams on 07702 286 628 for details.
	15 th June to 15 th July	Brooklands Museum Centenary Events	100 th anniversary celebrations of the famous Brooklands race track. 7 th /8 th of July. Details at www.brooklands.museum.com
	22 nd - 24 th	Goodwood Festival of Speed	Goodwood House. The 15th time of this popular international motor sport event. Advance booking required. Details at www.goodwood.co.uk
	24 th	Bromley Pageant of Motoring	Norman Park, Bromley. The Worlds Biggest One-Day Car Show attracts more than 1600 cars. Details at www.bromleypageant.co.uk
July	24 th	Inter club Picnic	Inter-club picnic for Citroëns in Saint-Bénin near Le Cateau, just east of Arras and Cambrai (approx 105 miles from Calais). Contact Emile Gossart (who is also organising the 70 Years of 15-Six in 2008) at les70ansdela15@hotmail.fr
	6 th - 28 th	Kosak 2007 Rally to Prague, Moscow and St Petersburg	Full details of the routes, costs, and options can be found on www.globe-driver.fr . You can even hire a Traction if you don't want to take your own.
August	13 th - 15 th	Brittany Tour	Organised by the Club des Tractions Avant de Bretagne. Contact Martin Nicholson at vicmarnic@wanadoo.fr to register for more information.
	3 rd - 5 th	TOC Annual Rally	TOC 2007 annual rally at Farnham, Surrey. For full details see pages 26/27.
	11 th - 12 th	Annual Citroen GS/GSA & Ami Rally	Rural Life Centre, Tilford, Farnham, Surrey. Camping (basic) £2. Saturday free entry, convoy run to local pub for lunch and evening entertainment. Sunday £6 per car. Details from Chris Salter email: simcauk@yahoo.co.uk , tel: 01252 697047 or 07834 620315
	24 th - 26 th	Sandefjord Rally	The Norway Club have invited TOC members to join them at their 2007 rally in Sandefjord, which is situated at the west side of the beautiful Oslo fjord. Traction rides available for TOC members flying across to take part. Full details from Robin Dyke email johnrobindyke@btinternet.com
	31 st - 2 nd Sept	Goodwood Revival	Goodwood House. The Revival celebrates the halcyon days of motor racing as it used to be in its heyday up to 1966, with all of the accompanying spectacle and glamour of the era and competitors and spectators alike dressed in period fashions. Advance booking required see www.goodwood.co.uk for details.

2007			
September	1 st – 2 nd	CCC Midland – H van 60th anniversary event	Stratford Race Course.
	8 th – 9 th	Beaulieu International Autojumble	Beaulieu. The International Autojumble is the biggest outdoor sale of motoring items for European cars and motorcycles this side of the Atlantic with up to 2000 stands selling every conceivable item connected with motoring and motorcycling. Details from www.beaulieu.co.uk/motormuseum/events .
	14 th – 17 th	Normandy Tour	The 3 rd TOC tour to Normandy – again being organised by Pete & Sue Simper and Martin & Vicki Nicholson. For details contact Pete or Martin.
	22 nd – 23 rd	CCC event	Blenheim Palace
October	6 th – 7 th	75 Years of the Rosalie	To celebrate this anniversary there will be a grand « Fête de la Propulsion » at the famous Monthéry Circuit. The event will be open to Citroëns from 1919 to 1938. Further details from Jean-François Soyez, Automobile Club André Citroën, Tel: 00 33 1 30 93 97 34, Email: jfsoyez@wanadoo.fr
November	9 th – 11 th	Classic Motor Show	NEC, Birmingham. As usual TOC will have a stand at this event. The theme for this year is planned to be the famous Moulin Rouge. Show details at www.classiccarshow.co.uk
	25 th	TOC AGM	For full details please see page 28

2008		
February	Retromobile	Paris Expo—for more information see www.retromobile.fr
July	Brittany Tour	TBA
15 th – 17 th August	14th ICCCR, Rome, Italy	For more information see main website: www.icccr2008.it
29 th – 31 st August	70th anniversary event for the 15-Six	70th anniversary event for the 15-Six at Fort de Seclin near Lille (77 miles from Calais). Further details from Robin Dyke email: johnrobindyke@btinternet.com
TBA	TOC Annual Rally	TBA
TBA	TOC AGM	TBA
2009		
10 th – 13 th July	75 HEURES POUR 75 ANS	75 th Anniversary event for the Traction Avant in Arras, Northern France. Details to follow

If you are aware of events not listed here that might be of interest to other TOC members please contact the editor with details.



TOCevents

2007 TOC Annual Rally

August 3rd—5th 2007

The Annual Rally this year is being organised by the Club's social secretary, James Yeats, in conjunction with the Surrey, Hampshire and Sussex Borders section to provide TOC members with the opportunity to visit the beautiful Surrey countryside.

The venue for the Friday evening Club gathering will be the Malting House at the Barley Mow in West Horsley, which is where the Surrey, Hampshire & Sussex Borders section holds its Christmas luncheon.

The convoy drive on Saturday will provide breathtaking views from Box Hill towards Leith Hill and Newlands Corner and the opportunity to visit Denbies, the largest vineyard in England, for an optional guided tour and wine tasting.

On Saturday evening there will be a dinner dance in the Jockey Room in the Queens Grandstand at Epsom race course with 50s, 60s and 70s music provided by the *3 to get ready Trio*. The theme for the evening will be 'A Day at the Races' and prizes will be awarded for the best lady's and funniest gentlemen's hats.



On Sunday morning there will be a convoy drive to the Hollycombe Steam Fair and Museum where a specially reserved area will be set aside for the TOC to display members cars, carry out the Concours judging, set up the Club Shop and, at the end of the Rally, present prizes.

Accommodation has been provisionally reserved for TOC members at a superb camp site in East Horsley (13 tent pitches) and at the Horsley Towers conference centre (30 rooms).

Accommodation at the campsite must be booked via James Yeats (NOT directly) before the end of June.

Accommodation at Horsley Towers conference centre must be booked directly with the hotel either via web site <http://www.devere.co.uk/venues/horsley-towers/> or by phone on 0870 111 0516.

The cost that James has agreed with the hotel is £30 B&B per person per night and the promotion code you should quote is 'TOC Rally'.



The campsite is set back from the road in 9 acres and is surrounded by open countryside. Within the site itself there is a lake containing 20lb carp (we understand fishing is allowed) and excellent toilets, showers, washing machines and ironing rooms, all of which are extremely clean.

Charges for TOC members at the campsite will be £8.25 per adult per night, £2.25 per child per night or £19.90 per family per night and for non-members of the Campsite and the Caravanning Club there will be an additional fee of £5.65.

Horsley Towers is a large Victorian gothic building that was originally owned by the Lovelace family. The conference centre is a modern building that has been superbly blended into its surroundings.

TOC members will be charged £30 per person per night and will be able to use the lounges, bar, swimming pool, sauna and gymnasium in The Towers.. The whole parkland is set within security gates .



A 72 seat double deck bus has been booked to collect TOC members from the campsite and Horsley Towers on Saturday evening to take them to Epsom Racecourse, and to return them after the dinner dance. Pickups from the campsite and Horsley Towers will be at 6p.m. and return from The Queens Grandstand, Epsom will be at 12a.m.

It is currently planned that the car park at Horsley Towers will be used to form as the start point for the convoy drives and that coffee/tea will be made available by the Conference Centre but this will be confirmed in the information packs for TOC members attending the rally.

For members travelling to the Rally and thinking of extending their stay the following weekend The Redhill Steam Rally is taking place; London is 30 minutes (approx). by train from Horsley station (to Waterloo station) after which a short walk takes you to the London Eye or, over Waterloo Bridge, into the West End. There are also a number of NT Houses and parks within the area.

If you haven't already booked please do so early as accommodation is limited. To book you can either download an entry form from the Club website or copy and fill in the one below.



2007 TOC Annual Rally August 3rd—5th 2007

Personal details

Name :

Address :

Postcode :

Telephone: email: ,

Traction details

model: Year: Slough or Paris:

Rally bookings

Number of Adults attending rally: Full weekend (£60pp) Sunday only (£20pp)

Number of Children attending rally: Full weekend (£30pp) Sunday only (£5pp)

Accommodation

East Horsley campsite: number of nights

Horsley Towers conference centre: number of nights

Meals

Number of meals required at the "Barley Mow" on Friday Evening: (pay at pub)

Number of wine tasting tours at "Denbies" on Saturday afternoon: (£7.25 pp)

Payment for Rally bookings and wine tasting tours due now =

Cheque Payment: please enclose a cheque payable to "Traction Owners Club Ltd"

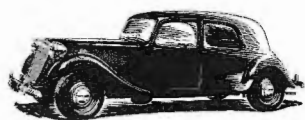
Credit Card Payment (Visa or Mastercard): please provide

Credit Card Number: Expiry Date:/.....

Name on Card: Security Code:

Signature:

Please post to:
James Yeats, 14 Hawthorn Road, Wallington, Surrey SM6 0SX



TOCevents

2007 Brittany Tour 12th - 15th July

The start of the 2007 Brittany Tour will be in **MAZE**, which is about 30kms east of **ANGERS**, on Thursday 12th July at 09.30

From Maze the convoy will drive to **MALICORNE-SUR-SARTHE**, 56 kms SW of Le Mans.

The nights of 12th, 13th and 14th July will be spent at *Camping Port Sainte Marie* in Malicorne-sur-Sarthe and on Sunday 15th July the convoy will drive from Malicorne to **ORGÈRES**, in Brittany, where the rally will officially end at about 16.30.

The programme for this year's Tour includes:

13th July - visits to the towns of Malicorne, Solesmes, Asnières and Juvigné with dinner "à la ferme".

14th July - visit to Le Mans museum and the "Old Town" of Le Mans.

The entry fee - €160 per person - for the Tour includes:

- Rally plaque
- Route book
- Camping (3 nights)
- breakfast (3)
- Evening Meal (3)
- Various visits.

For those of you who prefer to have a more solid roof over your head at night hotel and B&B accommodation can be found at:

www.ville-maze.fr for accommodation in and around MAZE,

www.ville-malicorne.fr for accommodation in and around MALICORNE-SUR-SARTHE

The Club Traction Avant de Bretagne (CTAB), which organises the Brittany Tour, has suggested a get together on the Wednesday evening for those arriving early (and breakfast on Thursday morning before the start of the Tour) and can arrange camping for the evening of the 11th July for anyone interested.

If you would like to take part in this year's Brittany Rally please contact Martin Nicholson by email as soon as possible to register your interest and Martin will send you an official entry form.

When registering your interest with Martin please state whether you intend camping or hotel/B&B'ing and remember that if you are not staying at *Camping Port Sainte Marie* you will need to book your own hotel or B&B.

Martin's email address is vicmarnic@wanadoo.fr

A MAXIMUM OF 40 CARS IS ALLOWED ON THE RALLY AND THE FINAL DATE FOR RECEIPT OF ENTRIES IS 1ST OF JUNE

2007 Annual General Meeting 25th November

The 2007 TOC AGM will again be held in the Midlands - at the Quality Hotel, Walsall - near junction 10 of the M6.

Steve Southgate has booked the room for the AGM on the morning of Sunday 25th November and has negotiated a specially priced package deal at the hotel for TOC members for the 24th/25th November.

The special price of £99 per couple includes:

- use of all the hotel's leisure & health facilities
- Saturday evening dinner
- TOC private function room on Saturday evening
- Live after dinner entertainment on Saturday evening
- Bed and breakfast
- Sunday carvery lunch (just £10 per person extra)

Steve has now confirmed the fact that he will be organising the entertainment for the Saturday evening - the likes of which TOC members have never experienced (he says!!!!!!!).

The TOC is your Club so please reserve this date in your diary now to attend the Annual General Meeting in order to hear first hand about the operation of the Club over the past twelve months and to question the committee as necessary.

If you prefer not to attend the AGM then why not just use the occasion for a good old pre-Christmas knees-up with TOC friends old and new in the friendly Midlands Metropolis of Walsall?.

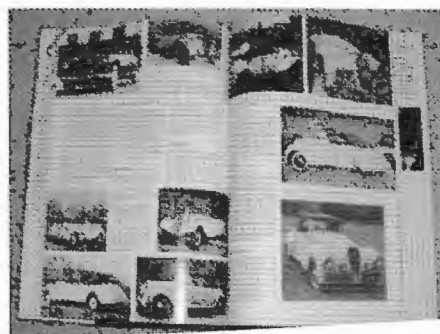
To book, or for more information, please contact Steve Southgate on 01902 495758 (daytime) or 0121 352 1100 (evenings) or by email on steve@imperial-cars.co.uk

Does someone you know have a special event soon?

Why not buy a copy of the fantastic new book "Citroen Traction Avant" by Jon Pressnell for them from the Club Shop?

"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."

"This is the first great book on the Traction in English and sure to be appreciated by every Traction fan!!!"



Price £29.95

Postage and packing £6.25

75th Anniversary of the Traction Avant - 2009

On April 18th 2009 it will be 75 years since the public unveiling of the very first Traction in 1934.

To mark and celebrate this milestone in the history of both Citroen and the car, four of Europe's leading Traction Clubs are planning a weekend meeting from 10th to 13th July 2009 in Arras, Northern France.

The four Traction Clubs are Traction Universelle (Nord) from France, Traction Avant Nederland from the Netherlands, Belgische Oude Citroen Club from Belgium and the TOC from the UK.

The purpose of the meeting is to offer owners, enthusiasts and non-Tractionists alike an opportunity to gather together for 75 hours to celebrate this special birthday.

It is envisaged that there will be all the usual attractions for a meeting of this type as well as some specials for the occasion, including:

- a "Museum" type exhibition of 75 selected cars representing the 75,000+ Tractions produced at the assembly plants in France, Belgium and the UK.
- Trade stands representing manufacturers and suppliers of Traction parts and services.
- An Autojumble packed with second-hand spares and memorabilia.
- Traction Rides.
- An auction of vehicles and relevant artefacts.
- A Gala Dinner with music.

The above will all be held in the Artois Expo Centre, a dedicated exhibition centre within 5 minutes walking distance of Arras Town Centre with ample parking for those who choose to use it.

Arras is a very picturesque town which, despite having suffered badly during the First World War, has been rebuilt in all its original splendour. It boasts two wonderful squares surrounded by baroque arcades containing numerous bars and restaurants.

Arras has been selected for its location as well as its architecture.

Situated in the Nord Pas-de-Calais, close to the border with Belgium, it is within easy reach of both Belgium and Holland and is only an hour from Calais (for those journeying from the UK).

The organising clubs already have the support of the Mayor and local businesses and hope to negotiate parking for Tractions throughout the old town for the entire weekend.

In particular the organisers envisage filling both the "Grande Place" and the smaller "Place des Heros" with at least 1000 Tractions.

The idea is that Traction owners will be able to park up and then leave their cars on permanent display throughout the weekend.

The organising team currently consists of one member of each of the four Clubs and in February the team presented its application to the Amicale Citroen Internationale (ACI) for recognition as the ACI "Event of the Year for 2009".

Initial costings have been prepared and preliminary budgets set but until the decision of the ACI delegates worldwide (which is due in May) is announced it is not possible to finalise specifics such as registration fees.

If successful the application to the ACI will ensure support and assistance from Citroen and will help the organising team to stage a meeting worthy of the occasion.

One certain thing is that this anniversary is so important that the four Traction Clubs are committed to holding the event to celebrate it - whatever the ACI decides.

As soon as the ACI decision is known the organising team will be in a position to formalise the budgets and move forward more quickly.

In the meantime, they are not waiting idly.

Since the initial discussions in York (during the 2006 TOC Annual Rally) the team has met a couple of times to decide the date and location, to formulate a programme and discuss general finances and between meetings e-mails pass between the organisers on a daily basis.

There is now a website <http://www.75heurespour75ans.com/index.htm> which already contains some detail of the project and links to both the Arras website and the PowerPoint presentation given to the ACI in February.

The website is currently in four languages (French, Dutch, German and English) and, as the project develops, all latest news will be posted here.

A second taster, in the form of a short film clip can be accessed directly at the following web address: <http://www.youtube.com/watch?v=MnjFr6pt0Bk>

Nearer the time the organisers will be recruiting people willing to help during the event and, in particular, they will be looking for 15 Slough built cars for the museum - so please get polishing!!

We will keep TOC members posted on progress via *Floating Power* and the TOC website (<http://www.traction-owners.co.uk/index.htm>) where information and links to the two websites mentioned above can be found.

Meanwhile please reserve the date in your diary and if you have any questions that are not answered here or on the 75th Anniversary website please contact Bernie Shaw on 01933 274382 or by email at bernie-pearl@lineone.net.





TOCclassifieds

ADVERTISING

Charges for advertising in *Floating Power*

Traction or other Citroën related items:

TOC members—no charge

Non-members/traders—£12 / issue

Accommodation or similar:

TOC members—£6 / issue

Non-members/traders—£12 / issue

Trade display advertisements:

Full page—£240 (pro rata)

Other sizes—£5 / single column cm

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

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

Please send all advertisements to the Editor (address on page 2) including your TOC membership number, payment (if applicable) and the number of insertions required. Cheques should be made payable to 'The Traction Owners Club Limited'.

TRACTIONS FOR SALE

Abandoned Project: Stripped down 1951 Slough built Light 15. 2 engines (1 stripped), 2 gearboxes, 2 rear axle assemblies, seats and numerous other spares including original workshop manual. Buyer to take the lot. £400. Contact Trevor Pettitt e-mail trevor_pettitt@lineone.net or Tel. 01980 629562 (day) 629631(evening)(Wiltshire)

1952 light 15. (French built LHD). I would like to sell my Father's (Keith Rhodes) Traction which I inherited when he died. He was a member of the TOC and I know that he would have wanted the car



to go to an enthusiast. The car is original except for a re-spray and is in excellent running order other than requiring a new ball joint at the front. £8000.00 Please contact Simon Rhodes on 01620870238 or by email at simon.krhodes@virgin.net

1953 11BL Big boot Legere. Mot'd & tax exempt. Very original car, much work done including clutch, engine, brakes, tyres. All bills & history. Cherished family car, has been everywhere. We will miss her but new project forces sale. £4200 tel Mark Harding 01598 763241 or email to mark.harding2@homecall.co.uk



TRACTIONS WANTED

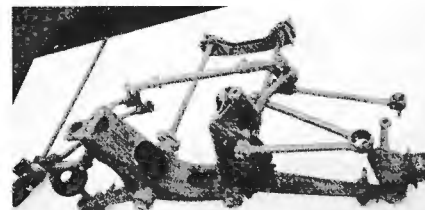
WANTED; Light 15 in fair condition and original colour, post 1950, must have sunroof. Robin Dyke Tel: 01865 858555, email johnrobindyke@btinternet.com

WANTED; Commerciale for restoration. A 'runnel' in need of TLC would be ideal as I have more time than money. I'd like to have a car by the late summer so that I can use the long winter evenings to fettle. Anything considered. Roy Brooks Tel +44 (0)7793 650012

PARTS FOR SALE

For Sale: Pirelli and Michelin Classic tyres for your Citroën. Buy direct from the wholesalers at unbeatable prices! Remember to mention you're a TOC member when calling. Tel: 01590 612261 or visit www.vintagetyres.com

For sale: from 1935 or early 1936 7C Slough rhd car. Cradle with torsion bars, hubs, wishbones, steering arms and steering shaft [unfortunately no Burman box] for pre-rack and pinion steering. You can see from the photo it uses telescopic shock absorbers but not rack & pinion. Kenny Cocker: Tel 01821-650436 or e-mail ken@hillfoot.fsnet.co.uk



For Sale: Solido 1/43 model Traction, black Monte Carlo Rally version. Mint. £8 plus postage. Phone Clive Hoskins on 01726 813207 (Cornwall)

Tyres: 165R400, 185R400, 130/140x40, 150/160x40 and 135x45 all Michelin. Please call Dougal on 01302 711123 or email sales@longstonetyres.co.uk

For Sale: 11BL parts—2 x rear doors with glass & fittings - £40 each, 2 x new chrome front bumpers - £30 each, 2 x rear wings with AXOSPATS - £40

each, 1 x bonnet complete - £25. All in very good condition. Worth putting down at these prices just in case!! Contact David Boyd Tel: 01527 892134

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. Many satisfied customers. Send £15 (includes P&P) to: David Boyd, Tanglewood, 114 The Ridgeway, Astwood Bank, Redditch, Worcs. B96 6NA. Tel 01527 894599

PARTS WANTED

Wanted: Water pump, 12v dynamo and 12v starter motor. Please contact Steve Shinebrook Tel: 07798 841005

Wanted: 6V dynamo for 1955 11B Normale. Must be complete and suitable for reconditioning. Please contact Richard Hutton on Tel: 02380 463 265

MISCELLANEOUS

Excellent B&B and 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 and La Rochelle 1 hour with cheap Ryanair flights. Well behaved children and dogs welcome. Stabling and garaging also available. Double, twin & single B&B rooms **from £25pppn**. Breakfast from organic home produce, continental or full English. Vegetarian option available. Self catering sleeping up to 6. Also expert bi-lingual house-hunting assistance offered in this wonderful region. Just let me know your requirements in advance and I can arrange viewings and accompany you if required. For further details email: carla.perry@wanadoo.fr or call 0033 549 27 91 82

Studio in Honfleur to let. A self-contained studio, suitable for a couple, in the old town of Honfleur very close to the harbour, restaurants and amenities. Ideal pied a terre to explore the delights of the Calvados area. 2 hours from Boulogne, 30 minutes from Le Havre, 1 hour from Caen. Secure parking for the Traction/modern could be arranged on a farm on the edge of the town. Special rates for Traction owners because we know you are OK! Please phone Ann Thompson 01795 843220 or email ann@suninthewood.demon.co.uk

Cottage to let in Champagne - Ardennes:

The accommodation consists of living room and dining room open plan to small kitchen with oak beams and open fireplace. A second sitting room with open fireplace and exposed beams. Large bathroom with WC, basin and shower, original sink, washing machine. One large bedroom downstairs with a double and a single beds. A further large bedroom upstairs with another double bedroom off this and a further bathroom with shower, WC and basin. Parking for three cars at the front and at the rear there is a large garden with paved south-facing patio accessed by the French windows from the living room. For further details please phone Daniel Uprichard on 07831 548 803 or 028 9752 1109 or email danno@nireland.com

TOC Club Shop - for details of the full range of the latest 'must-have' TOC regalia to update your wardrobe and to prepare your Traction for the coming season's rallies call Tony Piper on 0208 532 1468 or email anthonyrpiiper@btinternet.com



The CLASSIC CITROËN INSURANCE


Benefits of our policy include;
Free club track day cover
Discounts on Limited Mileage
Agreed value on vehicles over 10 years old
Discounts for Collections & Club Members
Full UK and European Breakdown & Recovery £25

Classic Car Specialists established 1965
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www.heritage-quote.co.uk

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The Classic Bodyshop
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www.TheClassicBodyShop.co.uk

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Citroen Classics

I am a Traction owner, TOC member and also a qualified mechanic with over 20 years of Citroën experience.

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