

September/October | 2007

***Floating
Power***



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Floating Power

volume 31 issue 5

Editorial

Putting together this edition of *Floating power* has been the most difficult thing I have done for a very long time because, having travelled with James Yeats to Gibraltar in May, designing the layouts and editing the stories concerning his tragic and untimely death has been very hard.

Despite the fact that we knew him for such a short time James was someone my wife and I liked enormously and someone we will always remember for his great kindness and helpfulness when we needed support in Gibraltar.

Our thoughts are with Alex, his daughters, and the rest of his family as they come to terms with life without him.

The reason that your copy of *Floating Power* has arrived late this month is that we have been away on another holiday. This time with the 750 Motor Club to the Black Forest in Germany on a rally in our Austin 7 to celebrate the 85th anniversary of the car.

I hope you think the wait worthwhile as, in this issue - which is again 32 pages in length - we have a wide range of what I hope you will find to be interesting articles.

Following my first attempt at a services directory in the last edition of *Floating Power* I have been pleased to receive a number of additions to the list from members who thought the concept useful.

I've also been approached by several members who would like to see the 'Mutual Assistance' network, which used to exist in the TOC, resurrected. The 'network' apparently consisted of members who were prepared to offer assistance - through the loan of special tools, somewhere to work, technical know-how, spare parts etc - in the event of another member's Traction breaking down near their homes.

I will be pleased to build, administer and publish a register of members willing to offer this type of assistance to other members so, if you would be prepared to be part of such a network, please let me know.

Thanks to the good offices of Peter Simper, who has very kindly lent me an engine whilst I rebuild my own, I can now focus on getting my Traction ready for it's MOT this week and for the Normandy Tour next week.

John Barnes

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**Last input date for Nov/Dec issue
- Friday 12th October -**

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Chairman's chat

It is with great regret that I must report more sad news. James Yeats our Social Secretary was tragically killed in a road traffic accident in July. I wish his wife Alex and his 3 daughters the strength and courage to carry on without him.

James was an active committee member and in his role as social secretary had achieved a great deal in a short time, including the organisation of the Gibraltar Tour and this year's Annual Rally which went ahead in his memory.

The rally was a great success with over 30 cars taking part, and thanks must go to Helen Shelley, Alec Bilney and Peter Simper for bringing it to a very successful conclusion.

Looking ahead, don't forget to let Steve Southgate know if you are attending the AGM in November and will be coming to the dinner and dance on the Saturday night. The venue once again is the Quality Hotel, Walsall.

Lastly, make a note in your diaries that next year's Annual Rally will be in the Peak District on the 27th, 28th and 29th June.

Happy Tractioning.

Steve Shinebroom

steveshine@btinternet.com

Front cover

Whoops!!! James Yeats' car on the Gibraltar Espana Rally, immediately after James won the 'first person to have a minor prang' award.

James assured us that the DS wasn't badly damaged - it just looked it - but Carol Bilney doesn't look so sure.



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Welcome

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

1989 **R G V Green**, Curland, Taunton
1990 **C Ridley**, Lockerbie, Dumfriesshire
1991 **N J Yeomans**, Hove, East Sussex
1992 **H J Hoar**, Chelmsford, Essex
1993 **M F Morpurgo**, Bexley, Kent
1994 **P Delorme**, Cockermouth, Cumbria
1995 **N Skarland**, Brussels, Belgium
1996 **M E Greenway**, Innaloo, Australia
1997 **J K Duncan**, Birmingham, West Midlands

Jeroen Cats

It is with great sadness that we report the death of Jeroen Cats who died in a head-on collision with a lorry on his way home from work on July 18th. Our thoughts are with Wiljan and Lisette Cats on the loss of their son.

Jeroen - who was a member of the TOC from 1999 to 2003 and joined us on the TOC Tour to Belgium in May 2005 - had an enormous passion for Citroën cars and worked with his father most evenings and weekends on their collection of Tractions.

Many TOC members, in common with other Citroën fans worldwide, will have known Jeroen through his website (www.cats-citroen.net) which is one of the most informative sources of Citroën data.

As a memorial to Jeroen the logo from his website is being made available in the form of a car sticker which his family hope will not only keep his memory alive but will lead to new friendships between strangers who's cars carry Jeroen's logo.

TOC members wishing to order a sticker (or stickers) for their cars should email the UK contact, Julian Marsh, at jr.marsh@btopenworld.com (putting 'Jeroen-sticker' in the subject line of their email) for further details.

TOC AGM

Don't forget that the TOC AGM will be held on Sunday 25th November at the Quality Hotel, Walsall, West Midlands starting at 11am and that Steve Southgate has organised an extravaganza evening at the Hotel for TOC members on Saturday 24th November with entertainment "the likes of which the TOC has never before seen" (he says).

The AGM is your opportunity to tell the directors and the committee of the Club how you think they are doing and to have your say about the future direction of the Club.

Its also the opportunity to have a jolly good evening at the special price Steve has been able to negotiate with the hotel and to celebrate another successful year for the Club with TOC friends old and new.

2008 TOC calendar

This is now your last opportunity to submit entries for the 2008 TOC calendar competition so, if you want your car to appear as one of the 12 featured vehicles in the calendar, please send your entries into the Editor of *Floating Power* before the **end of September**.

If you are sending photos electronically (either by email or on a CD)

please remember that in order to be able to print A4 copies they need to be landscape photographs at the highest resolution you can manage as unfortunately it is unlikely that an image of less than 2Mb in size will give the picture quality needed for the calendar.

Classic Motor Show - NEC Nov 9th to 11th

The clock is now ticking and my appeal in the last edition of *Floating Power* for offers of assistance on the stand during the event, and for the loan of suitable cars, brought absolutely no response whatsoever.

The theme for the show will be Firsts and Lasts (first car, first model, first race win, last off the production line, last place in a race, last time at the NEC etc).

Particularly interesting for our stand would be four early cars (Slough or Paris built) that are different in some way, or have some history, and a very late (Black if possible) Familiale.

If you have a car you would be prepared to lend from Thursday 8th November to Sunday 11th November and/or you are able to help man the stand during the show please contact the Editor of *Floating Power*.

If its not possible for you to help but you do intend visiting the show in November please see page 29 for details of the significant savings you can still make by booking in advance, and of how you can help the TOC by just visiting the Club's stand during the show.

New section co-ordinator for Scotland

After a number of years in post increasing business commitments have forced Kenny Cocker to stand down as the TOC co-ordinator for Scotland.

Frank Grant has kindly volunteered to take over the job and will, in future, also be the custodian of the Scottish set of Club tools.

Kenny will continue to support Frank as will Hugh Macrae, who has been co-organising the current series of lunch meets in Scotland with Kenny.

So a big thank you to Kenny from the TOC for all your work over the past years and welcome to Frank.

In Committee

There have been two meetings since the last "In Committee" report; 10th June at Steventon, Oxfordshire and 19th August at Newport Pagnell. The major points of the meetings were:

- The 2008 annual rally will be in the Peak District.
- The spares stock-take was completed in April and it was agreed that stock levels would not increase.
- Peter Riggs has handed over to John Oates as Membership Secretary; Peter was thanked for his long service and awarded lifetime membership. Peter has now taken over as the representative for Mid-Shires.
- The magazine is now running at 32 pages/issue and this will be maintained for as long as there is sufficient editorial copy. Postal charges have increased by about £60/issue.
- Reports were given on the Gibraltar, Brittany and Annual Rallies which were all very successful.
- The number of entries for the Annual Rally concours was disappointing and it is proposed that in 2008 all cars will be ...

.....judged with the owner having a choice of opting out.

- Plans are proceeding for the 75 year anniversary celebrations in 2009 and the proposed ICCCR in York in 2012.
- The web site is thriving with around 2,500 visits/month.
- A review of club tools is taking place with particular attention to any worn or broken tools, to their location and ease of availability to members.
- Membership is, as at August 19th running at 574 with 35 members still to pay their subscriptions for 2007-8.
- Photographs have been received for the calendar and, after selection of the best entries, will be printed and issued towards the year end.
- Plans are in hand for the stand at the NEC Classic Car Show in November.
- Plans for the AGM weekend were discussed.
- Advance nominations for next year's committee were received and the chairman emphasised that we need nominations for new committee members and not always rely on the same group of stalwarts.
- The spares facility under Chris Treagust is doing a roaring trade with £16,500 of sales during this financial year.

KYO 745	Light 15	Friday 7 Oct 1949
FAY 627	Light 15	Friday 8 Oct 1948
RRE 886	Light 15	Friday 8 Oct 1948
496 EME	Light 15	Tuesday 12 Oct 195454
OYM 103 (DSG 269)	Light 15	Friday 13 Oct 1950
JPC 490 (Belgium)	Big 15 Rdster	Monday 16 Oct 1939
GBH 438	Light 15	Thursday 19 Oct 1939
WYF 84	Light 15	Thursday 21 Oct 1954
342 YHN (CSK 387)	Light 15	Wednesday 22 Oct 1952
AX 7043	Light 15	Thursday 23 Oct 1947
BHC 502	Light 15	Thursday 23 Oct 1952
HBD 421	Light 15	Wednesday 24 Oct 1951
JUH 105	Light 15	Wednesday 24 Oct 1951
AST 496	Light 12	Wednesday 25 Oct 1939
FYX 904	Light 12	Friday 27 Oct 1939
OLT-015 (Australia)	Light 15	Friday 27 Oct 1939

FBHVC News

Number Plates

A new consultation on proposals to tighten up regulations on the supply of number plates was published at the beginning of July and is being studied. This will provide FBHVC with another opportunity to highlight the anomaly whereby an original number plate on (say) a late 1970s car cannot be replaced on a like-for-like basis. The original is perfectly legal, but an identical replacement made now would be illegal because of the 'standard font' rules.

Paint

DEFRA has been in touch to confirm that it is still working on proposals for a licensing scheme to authorise the continued sale of non-compliant vehicle refinishing products.

FIVA to examine proposals to ban incandescent domestic lightbulbs

The European Lamp Companies Federation (ELCF) is currently working with the European Commission in preparation for a EU Regulation which is intended to ban from sale all traditional incandescent domestic light bulbs from 2015. The concern is that this will have a knock on effect for traditional vehicle bulbs.

The ELCF is aware that the anticipated measures may prove difficult for some users. ELCF has asked FIVA to provide it with the range of fittings and wattages and voltages used in historic vehicles in order to identify if there is a problem, and then how to solve it.

Continuous Insurance

This note has been prompted by recent correspondence quoting claims by insurance companies that vehicles must be insured at all times and that 'laid-up' cover can no longer be offered because the law requires continuity of insurance.

Both claims are a manipulation of the truth: the legislation on which the claims are based has not yet come in to force and, even when it does, will not necessarily have the effect claimed.

At the end of 2004, the Department for Transport consulted on proposals to require and enforce continuous insurance. The enforcement hinged on automated systems to compare the DVLA ...

Happy Birthday

Concluding our series of acknowledging the probable 'birthdays' of Slough-built Tractions owned by TOC members the following cars were built during September or October.

Registration No	Model	Probable Build Date
NPP 945	Light 15	Friday 1 Sept 1950
UPB 33	Light 15	Tuesday 1 Sept 1953
LLM 95	Light 15	Thursday 2 Sept 1948
MJ-41484 (Denmark)	Light 15	Friday 2 Sept 1955
YVF 654 A (JJF 6)	Big 15	Thursday 4 Sept 1952
BSK 311	Light 15	Wednesday 6 Sept 1948
395 UXK (RPC 772)	Light 15	Thursday 6 Sept 1951
GCB 58	Light 15	Tuesday 6 Sept 1955
HNT 968	Light 15	Friday 7 Sept 1951
HFS 972	Light 15	Monday 12 Sept 1949
LTC 585	Light 15	Monday 12 Sept 1949
51 D1 (Ireland)	Light 15	Wednesday 12 Sept 1951
SPG 321	Light 15	Friday 12 Sept 1952
XXM 763	Light 15	Friday 14 Sept 1951
53 CYL	Big 15	Tuesday 15 Sept 1953
OCV 539 (Saudi Arabia)	Light 15	Monday 17 Sept 1951
YUL 462	Light 15	Wednesday 17 Sept 1952
EWB 882	Light 15	Wednesday 19 Sept 1951
MLO 219	Light 15	Tuesday 20 Sept 1951
ULX 64	Light 15	Wednesday 27 Sept 1950
V 189 MAN (IoM)	Light 15	Friday 29 Sept 1950
YMG 294	Light 15	Tuesday 30 Sept 1952
DKL 493 (NZ)	Light 15	Friday 2 Oct 1953
EJG 79	Light 15	Monday 3 Oct 1949
BJ 3920 (USA)	Light 15	Monday 4 Oct 1954
UTF 790	Big 15	Tuesday 5 Oct 1954



... database with the Motor Insurers' Database and to issue penalties to keepers of uninsured vehicles unless those vehicles were SORNed.

FBHVC received assurance that vehicles that had been off the road since before the introduction of SORN would not be affected.

The Road Safety Act of 2006 (RSA) laid the foundations for such a scheme by means of Section 22 of the act which inserts new sections 144A, 144B and 144C into the Road Traffic Act of 1988.

The RSA does not specify a date on which these new sections come in to force, but allows the government to introduce them by Statutory Instrument, and that has not yet happened.

Section 144A starts off: *If a motor vehicle ... does not meet insurance requirements, the person in whose name the vehicle is registered is guilty of an offence* The remainder of the section defines how such requirements might be met.

Section 144B is headed **Exceptions to section 144A offence** and lists acceptable reasons for non-compliance, such as where the registered keeper has sold the vehicle, the vehicle has been stolen etc. and includes at subsection 5 the situation where: *at the relevant time the vehicle is not used on a road or other public place, and the registered keeper has complied with the relevant requirements under subsection (7)(a) below ...*

Subsection (7)(a) says: *Regulations may make provision ... requiring a person ... to furnish such particulars and make such declarations as may be prescribed.*

FBHVC expects that government will consult on regulations under this section to require continuous insurance for vehicles that are not SORNed and feels it is unlikely that the new provisions will come in to force before such regulations are prepared.

There is, incidentally, a sting in the tail of Section 144B in subsection 9 which says: *A person accused of an offence under section 144A of this Act is not entitled to the benefit of an exception conferred by or under this section unless evidence is adduced that is sufficient to raise an issue with respect to that exception; but where evidence is so adduced it is for the prosecution to prove beyond reasonable doubt that the exception does not apply.*

That is to say that you're guilty unless you can produce at least some evidence to support a claim of innocence - so it is becoming ever more important to keep records.

Is Ken Livingstone a secret Citroën fan?

Transport for London's proposals to link the congestion charge to carbon dioxide emissions has come under attack for potentially increasing traffic. The scheme, which is currently out for consultation, proposes to raise the congestion charge for vehicles that emit more than 225g/km of CO₂ to £25 a day but waive the fee for vehicles that emit less than 120g/km of CO₂. Most other vehicles will continue to pay £8 a day.

Concerns have been raised that the number of cars now available that emit less than 120g/km of CO₂ means that traffic levels within the congestion charge zone will actually rise if the proposals go through.

Citroën, for instance, has 23 models in its range that would be exempt [Ed].

'The emissions of most private cars driven in central London fall below the highest proposed emissions-based congestion charge level, so it is questionable if the proposed plan will achieve its aim of further reducing central London traffic levels,' said Alec Murray, non-executive chairman of the Retail Motor Industry Federation.

Transport for London figures suggest that 8% of traffic currently entering the congestion charge zone emits more than 225g/km of CO₂.

The RMIF has also highlighted the pollution caused by London's 22,000 black cabs and 8000 buses, which are exempt from the charge.

Mayor of London Ken Livingstone countered: 'This summer's floods were a reminder of the urgency with which we need to reduce CO₂ emissions. We are already cleaning up London's fleet of public vehicles through the introduction of hybrid buses. These new proposals will tackle emissions from private vehicles.'

Green concerns trouble most motorists

A recent Government survey into public attitudes has revealed that a majority of people believe you shouldn't be allowed to drive regardless of the impact on the environment.

The survey of 3600 people, undertaken by the Department for Environment, Food and Rural Affairs (DEFRA), discovered that :

- 54% of people disagreed that people should be allowed to use their cars as much as they like, even if it causes damage to the environment. Just 8% of people agreed strongly with the statement.
- Over half of people agreed that they would like to reduce their car use but find there are no practical alternatives.
- Of those who work or are in full-time education, 63% usually use a car or motorbike. 18% walk or cycle and 17% use public transport. 2% work from home.
- For journeys of three miles or less, 38% walk or cycle, but for journeys of four miles or more, only 5% walk or cycle. 59% of people live at least four miles from where they work or study.
- Three quarters of people believe that if most people in the UK recycled more, cut down on their car use or flew less, it would have a major or medium impact on the UK's contribution to climate change.
- Although 60% of respondents believe a lot of people are willing to recycle more, less than a fifth think many people in the UK would use a car less or fly less.

Would you pass a driving test again now?

With the help of the British School of Motoring (BSM), **WhatCar?** recently retested 20 readers across a spectrum of ages, locations and driving experience - 75% failed!!!

The most common reasons were a) lack of control or inadequate observation when reversing around a corner, b) shortage of mirror use when moving off, changing direction or changing speed, and c) excessive speed. One reader failed because of poor eyesight and one for driving the wrong way down a one way street!

None of them of course were Traction drivers.

**Notice is hereby given of the
Annual General Meeting of the Traction Owners Club Limited, to be held at
Quality Hotel Walsall West Midlands
On Sunday 25th November 2007, commencing at 11.00am**

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

Proposals for subjects to be discussed should be received by the General Secretary by 24th October 2007

The Club at present has five directors. The Articles of Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two qualified people to stand for election. The following longest serving directors are standing down, both of whom are eligible and are offering themselves for re-election: **Andrew York and Steve Reed**. Nominations must be in writing, be from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 24th October 2007

The Committee may consist of up to eighteen members. The rules of the Club require that one third of the committee be elected at each AGM. Nominations are accordingly invited for up to six people who are willing to stand for election. The following longest-serving committee members are standing down: **Steve Shinebroom, Tony Malyon, John Ogborne, Peter Riggs, Bernie Shaw and Tony Hodgekiss**, all of whom are offering themselves for re-election. Again, any nominations for new committee members must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 24th October 2007.

Nominations are invited for the post of General Secretary and the post of Treasurer. John Ogborne is offering himself for re-election as General Secretary and Tony Malyon is offering himself for re-election as Treasurer. Again, nominations must be in writing from a paid-up member, include an indication that the nominee agrees to serve, and be received by the General Secretary before 24th October 2007. A notice of all nominations received will be circulated in early November. Any member requiring a postal vote must make a claim, in writing, to the General Secretary, before 24th October 2007

By order of the Company Secretary

**THE TRACTION OWNERS CLUB LIMITED
INCOME AND EXPENDITURE ACCOUNT - YEAR ENDED 31ST
MARCH 2007**

	2007		2006	
	£	£	£	£
Turnover		29,721		25,566
Cost of sales		18,416		20,425
GROSS PROFIT		11,305		5,141
Other operating income		19,327		19,036
		30,632		24,177
Distribution costs and administrative Expenses	22,954		20,392	
Other operating charges	3,268	26,222	3,179	23,571
SURPLUS OF INCOME OVER EXPENDITURE BEFORE TAX		4,410		606
Tax on ordinary activities		121		-
SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX		4,289		606
General fund brought forward		84,660		84,054
GENERAL FUND CARRIED FORWARD		88,949		84,660

- There were no recognised gains and losses for 2007 and 2006 other than those included in the income and expenditure account.
- None of the Club's activities were acquired or discontinued during the year to 31st March 2007 and previous periods shown.

**THE TRACTION OWNERS CLUB LIMITED
BALANCE SHEET - 31ST MARCH 2007**

	2007	2006
	£	£
Tangible Fixed Assets	1,503	1,879
Investments	2,000	2,000
CURRENT ASSETS		
Stock	67,150	64,047
Debtors	2,343	1,210
Cash at bank and in hand	16,604	16,069
	86,097	81,326
CURRENT LIABILITIES		
Creditors falling due within one year	651	545
Net current assets	85,446	80,781
NET ASSETS	88,949	84,660
CAPITAL AND RESERVES		
General fund	88,949	84,660

For the year ended 31st March 2007 the company was entitled to exemption under section 249A (1) of the Companies Act 1985. No members have required the company to obtain an audit of its accounts for the year in question in accordance with section 249B(2).

In preparing these modified accounts:-

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

The directors acknowledge their responsibility for:

- i) Ensuring the company keeps accounting records which comply with section 221; and
- ii) Preparing accounts which give a true and fair view of the state of affairs of the company as at the end of the financial year, and of its profit and loss for the financial year, in accordance with section 226, and which otherwise comply with the requirements of the Companies Act relating to accounts, so far as applicable to the company.



TOCtribute

James Yeats

Most TOC members will by now be aware of the recent tragic death of our Social Secretary, James Yeats, in a road traffic accident at the age of 46.

At this year's annual rally he was posthumously awarded the Barbara Longden Cup for Service to the Club. Besides other duties in his year as Social Secretary he had organised and led the Gibraltar Espana tour, organised the Surrey Hills annual rally and determined the venue for next years event.

Although he was born in West London James was very proud of his Gibraltarian heritage - second only to his pride in his wife Alex and their three daughters.

He was an engineer by training and talented musically - his first meeting with Alex being on one of the occasions when he played his accordion and mandolin at a musical evening.

His colourful character was matched by his very individual selection of shirts.

James had been a member of the TOC's London Section for several years but I got to know him well when following his boisterous lead in the Gibraltar Espana tour in May of this year.

At the gala dinner in the Gibraltar Rock Hotel he was awarded a medal by the TOC participants for being FIRST - first to run out of petrol (en route to Portsmouth before he even left England) - first to have a minor prang and - first to have a puncture.

To that he added the honour of being the first man likely to have dined in the four star Rock Hotel restaurant in a boiler suit.

After being asked to leave the restaurant by the Maitre d' (because he was still wearing shorts after the 'round the Rock' treasure hunt en Traction) he returned in his boiler suit - thus complying with the request to have his legs covered.



James, wearing his TOC medal, relaxing in the Rock Hotel at the end of the Gibraltar Espana Tour in May 2007

This sums up this very amiable, fun-filled man, born to be a Social Secretary.

He led us, the 'Gibraltar Saga Group', who were all much older than him, across Spain with amazing enthusiasm and energy and - at the end of the tour - he was so pleased to get us, and his red and black Familiale, there to meet some of his family members who had flown out from England to welcome us to the close-knit community of "The Rock".

Three months later we met them again, in sad circumstances, to say our farewells to James.

The numbers at his funeral showed how much he was loved.

We send our sympathy to his wife Alex, his daughters Fran, Miia and Georgie and to his brothers George and Albert.

His Surrey Hills rally went ahead as he would have wished - with the minute silence held in his memory allowing us the

opportunity to reflect on fond memories of a good friend and fellow Tractionist.

He will be much missed by us all.

Carol Bilney

Dear All

Just to say thank you all for your support, the girls and I could not have coped without you.

Thank you for your cards, with beautiful messages and love. Thank you for the flowers. Thank you for your hugs and strength.

Thank you to the Tractionists for bringing their cars, Jim would be smiling, though I'm sure that he would have had the bonnets up.

I know that with your help and strength my girls and I will muddle through somehow.

Many thanks to all for helping us make the day very special, Jim would have been really seriously chuffed.

My love and thanks to you all.

Alex Yeats

[an extract of the email sent soon after James' funeral, printed with Alex' permission. Ed]

Dear John

Could I please, through Floating Power, thank everyone for the E-mails, cards and photographs sent to us since the annual rally, also the gardening vouchers which I look forward to spending.

Regards

Helen Shelley

A quick letter for unsung heroes!

It is a considerable consolation to know that although living "on the continent" Chris Treagust and his spare parts hotline offer an efficient and very friendly backup service for stranded Tractionists.

My Slough built, and of Welsh origins, "big 6" suffered from rear brake cylinder failure (I believe due to lack of use and the hydrophilic properties of brake fluid).

Chris sent reconditioned shoes and cylinders allowing OLDG53H to make a complete recovery.

Perhaps a note of interest for some readers of number plates. The German plates currently on the car show the car is resident in the town of Oldenburg (OL), DG are my initials - and 53 for the year of birth of both car and owner. It is sometimes possible in

small towns to make such a request at no extra cost! The H means the car is registered as an historic vehicle, allowing, as in the UK, a reduced registration fee.

Once again many thanks to the Club and to Chris

David Green

Hello,

Here is a Kegresse which is currently residing at a friend's house near Killyleagh, Co.Down, Northern Ireland.

This vehicle has been in Northern Ireland for some 40 years. It recently changed hands and is with my friend for some work,

This Kegresse appears to be a C4 variant, which means the engine may be a side valve 1600 cc, I would like any information any one can give me so as I can pass it on.

Does anyone know where the chassis number could be located; the rear pick up body is entirely made of wood and has, at some stage, been replaced so could the chassis number have gone astray? Any information on these vehicles would be of great value so that the correct parts are used during its planned work.

This vehicle runs and will be overhauled before its sale as I don't have any real practical purpose for this type of vehicle. So at an estimated £15,000 I think I'll allow someone else the pleasure of it's use.



In the picture is my 12 year old son Hugo, who wanted me to buy it instead of a quad! (I would rather get him an Austin 7 than the quad!)

The Kegresse is completed and the front half, which appears to be a C4 derivative, has a good patina. The tracks are also in very good condition, so if anyone would like it get in touch I will pass your details on!

Dan Upchurch

Tel: +44 (0) 2890230426

Email: www.lestrangeandbrett.com

[And what may I ask is wrong with the Austin 7? To celebrate the 85th birthday of the Austin 7 my wife and I have just completed a 1500 mile, trouble-free tour to the Black Forest in Germany with 62 other Austin 7's. Ed]

Hello John

For some time I've been trying to find the whereabouts of a former member called Alan Sibley. It now appears that he may have moved to Florida.

I had read in an old *Floating Power* from 1983 that Alan had some photographs of a pair of Tractions called Mitzi and Julie.

Mitzi, 1950 Light Traction, saved for 14 years.



They were used for rallying in the Lincolnshire area, which is where I live, and owned by a local Citroen dealer called Baitstrand of Kirton.

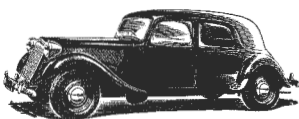
It looks like I won't be able to ask him, so I'm writing to ask if any other members have any old photo's of these cars from Kirton, Lincolnshire, that they would be willing to provide copies of please.

I can be contacted on 01205 350847 or by email at robhar@lycos.co.uk if anyone is able to help.

As a reminder I enclose the photo that was printed in Floating Power.

Regards

Robert Harness



Dear John,

Congratulations on the new, extended magazine - a really good read.

I wonder if any of your readers can help me. I'm the very happy owner of a 1938 Commerciales which Kenny Cocker found for me in the middle of France in November 2003.

It was restored in 2001 after lying in a 'grange' for over 40 years so has had its interior refitted as well as a new paint job, engine overhaul etc.

Since buying it I've been trying to find out more about Commerciales and their original specification - but there seems to be very little information about.

In particular I'm keen to track down details of how the boot can open out to lie flat with its chains, the original washable moleskin press- on stud interior, floor covering, urine trap etc.

However any detailed information (such as articles, technical books, photos, websites - whatever!!) on Commerciales would be very welcome.

I can be contacted by email on hugh@dalblair.orangehome.co.uk or by phone on 01828627514 or 07843491803

Thanks

Hugh Macrae

Greetings from a new recruit.

I live at present in the Andalucian hill-top town of Arcos de la Frontera, and most mornings I take a constitutional through the Plaza.

Imagine my surprise one morning in May when strolling through the car park to find myself surrounded by Tractions!

It was of course the Spain-Gibraltar tour (see page 13 of the July / August issue).

I have long held a fascination for these wonderful cars and had been considering getting one when we move to south west France later this year.

Well after a pleasurable hour spent scrutinising these beauties and chatting to one of the owners (he might remember a Spanish speaking Welshman) the balance had tipped from fascination to madness.

My cheque whizzed off to the membership secretary straight away and I hope to be the proud owner of a Traction before too long. A LHD French small boot model

would do nicely!

I must say congratulations on a high quality and well put together magazine, I am still ploughing my way through the five very welcome back issues which arrived with my membership pack, great stuff.

Regards

Bob Whittaker

[Thanks for the email Bob and welcome to the Club. I am however deeply disappointed that you didn't mention the Skoda hire car I was driving. Ed]

Hi Mick

TOC Magazine received, thanks a lot. The Classic Motor Show advert looks great.

I hope some of your members take up the offer. Even if they miss the 1st August deadline of £8, it's still only £10 after the 1st.

If you get the chance remind them it's £16 on the door.

Thanks again.

Sandra

Sandra Holloway
Club Correspondent
Classic Motor Show

Dear John

In the article in Floating Power on your recent trip through Spain to Gibraltar mention is made of air-conditioning the Traction in summer heat by opening the windows.

I find all that does is to create a nasty warm side draught, which in addition plays havoc with the wife's coiffure.

Surely we are all aware that the Traction features up to **four** different forms of aircon:

- first, the scuttle vent, which when opened helps to cool the legs;
- next, the opening windscreen, which progressively adjusts the volume of air to the face and chest;
- then, my Slough-built model boasts a sunshine roof which, when opened, cools the forehead (and can be set so as not to disturb the lady's hair);
- finally, I have a Tudor (similar to Clayton) heater-blower unit fitted which, with the water valve closed and the blower motor switched on,

circulates the cooling air inside the cockpit.

David De Saxe

Dear Sir

Many years ago I owned a Slough-built Light 15 registration OYM 103. According to the DVLA it is still on the road. Is its owner a member of the club do you know? If they are I would love to know how my old car is fairing, if they are willing to talk to me!

Regards

Derek O'Connor

[If any members know of the present whereabouts of OYM 103 Derek can be contacted by email at lindylou_oconnor@hotmail.com or via myself. Ed]

Hi John,

I don't know if you picked up on my somewhat cryptic comment re. "phishing" in my last message but by coincidence our local TV news carried an article on it last night.

It goes something like this. The bad guys cruise the "For Sale" area of the internet (they have obviously strayed outside e-bay) and make inquiries about goods tendered. They agree a price and send a cheque which is made out for too large an amount. The honest vendor points this out, and if he doesn't the crook brings it to his notice asking for the balance to be refunded by wire. The honest vendor does this and later finds himself in possession of a large withdrawal from his bank and a dud cheque!

I had several e-mail enquiries for my car in somewhat broken English, including one purporting to come from a doctor in Ireland who had no command of grammar or spelling.

I don't quite know what you can do as an agent except publish a "caveat vendor" disclaimer.

Trevor Pettitt

[Trevor, like a number of other TOC members, was targeted by 'phishers' after his *Floating Power* advert was posted on the TOC website. Whilst TOC members are unlikely to fall for this type of scam please be CAREFUL. Ed]



Another spare to add to the list?

Preparing for a trip in July, *en Traction*, into deepest central France I was very interested to read in **Floating Power** the extensive list of recommended spares and tools without which one should never venture *sur le continent*.

Thus, armed with every item mentioned (well almost), Carol and I set off completely confident that we were ready for every eventuality.

However (yes you've guessed) we had an unexpected problem about 150 miles north of our destination.

As we were leaving a motorway parking area the car kangarooed violently due to a petrol vapour lock. There was a large bang, which sounded as if the engine had fallen out, and the gearbox began to make a terrible howling sound.

All of this happened literally within a second or two and I guessed immediately what had happened - one of the differential bearing support straps had broken and the differential had come loose.

We were now faced with two choices- 1) phone our breakdown recovery and come back to the UK or, 2) carry on to our destination where I would hopefully be able to repair the box.

A quick check determined that gearbox oil was not pouring everywhere so we decided to proceed slowly to the next parking area to see what was happening.

In fact, although the differential made an horrendous noise on overrun it wasn't too bad on drive so we carried on and eventually, without losing too much time, we made it!

That night, using a friend's computer, I visited all of the main Traction sites to search for the part - only to find that no-one listed it.

Slightly concerned, and a bit despondent, I went to bed only to wake up at 2am in a cold sweat as I realised that the part isn't listed because each one is made originally as a matching part with its casing.

However, undaunted, next morning (Monday) at the crack of dawn I removed the gearbox and, sure enough, one of the straps was broken.

At this point I phoned Barry Rijkers at CTA for him to confirm what had awoken me much earlier.

However, he then said 'hang on and he

would go and see if they had any available'.

On his return he said 'yes' and that he would send me several by express postage in the hope that one would fit!

So it was Wednesday, about 5pm that a parcel arrived containing **ten** straps!

On inspection, one was found to fit perfectly and another seemed pretty close.

I fitted the best one and by Thursday afternoon the gearbox was back in the car and ready for a test drive.

Heart in mouth and butterflies in the stomach I set off for a quick drive around the block and... no problem! The gearbox sounded perfect, (well it was no noisier than before!) everything worked fine, we finished our holiday and have now returned back to the UK.

The real reason for writing this is to publicise the wonderful service provided by CTA in Holland and to thank again Barry Rijkers and all the team for their efforts and prompt action which got me back on the road so quickly. Thanks again!

However, there is a postscript to all of this - I was a little surprised that, apart from three crown wheel teeth with minor chips, I could detect no other damage to the differential.

A chat with Jonathon Howard, back in the UK, confirmed that apparently I'm very lucky because normally the sideways movement of the diff., with subsequent poor meshing of crown wheel and pinion, quickly grinds away the teeth, and often the gearbox casing breaks as metal particles trapped between the teeth force the diff. against the side of the case.

So why am I so lucky? The answer may be in the replacement driveshafts which I fitted last year. These are modern double homokinetic joints which, unlike the original Traction driveshafts, will not pull completely apart.

My theory is that as the diff. tried to move sideways the driveshafts, being pulled, resisted this movement and so prevented the diff. moving too far. It's only a theory but ???

As a second postscript, and just out of interest, we covered approximately 1400 miles, cruising at about 60mph on the motorways, and the car averaged almost exactly 27mpg. Also it was never necessary to top up either the engine oil or water. Amazing!

Rich Carlin

Greetings from the Iberian Peninsular

I've just received the July/August edition of **Floating Power** and yet again it's compulsive reading. It just gets better and better as 'the Actress said to the Bishop'.

Once more the shopping was left to fester in the sun while I engrossed myself in all things Traction.

'Er indoors' was not well pleased I can assure you. This is the second consecutive time it happened and she is now threatening to get to the post box before me for the next edition in order to save another load of shopping going off.

This could develop into a full blown "domestic" and I hold you fully responsible for producing such an interesting magazine. What have you got to say for yourself?

I'm also writing to thank you for awarding me the star prize for my letter in the last edition which I understand cheered you up. It was much appreciated.

At present we are still trying to decide what to do with the prize. We are trying to stay well balanced about it and hoping not to let it change our lifestyle dramatically.

Judging by the weather forecasts we see coming out of the UK I can understand why you needed cheering up. Its wall to wall sunshine during the day over here followed by warm, balmy Mediterranean evenings.

But life over here can be hard at times as on occasions I have to drag myself up the stairs from the garden several times a day in order to grab another iced beer from the fridge.

But we don't complain, we're a stoical lot out here on the Costa Blanca, we just get on with it.

Thanks again for a great magazine, it makes having a Traction over here even better!

By the way have you found out what the terrible rattle coming from your engine was?

Regards

Melvyn Ford

[I'm so pleased you are maintaining the stiff upper lip of the true Brit under such harsh conditions, but mortified at the thought that **Floating Power** could be the cause of a "domestic" in paradise. I've looked at my engine now. A gudgeon pin had seized and the piston was hitting the liner at the top of each stroke. Ed]



TOC members report



2007 Annual Rally —

The 2007 Annual Rally was held in Surrey from 3rd to 5th August under a cloud of sadness because, a few days before, James Yeats had been killed in a road traffic accident. Many Club members attended his funeral to say their farewells before going on to the rally he had organised and so desperately wanted us to enjoy.

The first evening was a meal at the Barley Mow where the organisers had elected, wisely in view of the appalling weather in June and July, to book an indoor meal rather than an outdoor barbecue. Outside, afterwards, a spectacular 'red sky at night' was indeed 'a Tractionist's delight' because the weather really did seem to have changed for the better.

Saturday morning confirmed this when, at 0930 sharp, Helen flagged away the first half of the convoy drive in bright sunshine and a cloudless sky (she didn't actually have a flag, but raised and lowered the red and white barrier across the hotel drive as each car exited).

The journey to Boxhill, through lanes and over hills dappled with sunlight and shadow, that Helen and John had selected was magical.

The second half of the convoy, which had a wine tasting scheduled for 11am, left shortly afterwards and drove directly to Denbies Vineyard. Here their tour of the production area ended (of course) with the tasting of three different wines before they continued with the convoy drive.

No particular arrangements had been made for lunch so almost every pub along the way had a Traction, or two, or three, parked outside with their owners relaxing in the gardens.

The final destination on the journey was Shere Village, famed for its undisturbed picturesque-ness, where it seemed all the Tractionists were wandering freely or sitting in the tearooms.

On Saturday evening a double-deck coach took members to Epsom racecourse, where - before festivities commenced - everyone joined in a minute of silence in memory of James Yeats.

The theme of 'A Day At The Races' for the evening had called for everyone to wear appropriate fancy hats, which added to the festival atmosphere.





A trip around the Surrey Hills

Sunday, which was another beautiful day, saw 34 Tractions set off in convoy at 9.45 behind Alec Bilney's Six-Famiale for the 23 miles journey from Horsley Towers to the Hollycombe Steam Collection near Liphook.

Again Helen and John had chosen a superb route along rural lanes through scenic villages such as Albury and Chilworth and, thanks to light traffic, the cars were all able to stay together to make an impressive entry to Hollycombe at 11 o'clock, exactly as planned.

For the committee members working towards the end-of-rally ceremony, time no doubt flew by, but for everyone else it was a chance to talk to many old, and some new, friends, to picnic in the sunshine, to enjoy the remarkable steam powered funfair, to ride on the narrow-gauge railway and to wander amongst the many exhibits in the steam collection.

As always the end of the Rally came all too soon - with those having long journeys home leaving immediately after the prize-giving ceremony and the others tooting their horns in goodbye at regular intervals thereafter.

The death of James Yeats, a few days before the rally he had worked so hard to arrange, cast a shadow over the event for everyone whilst at the same time providing an incentive not to waste his endeavours.

Helen Shelley, already a key member of the organising team, seamlessly picked up the whole load and ensured the event's success.

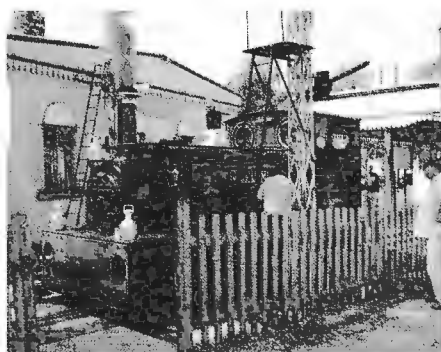
To cap everything the Saturday, when her work was at its heaviest, was her birthday and she seemed delighted, though surprised and embarrassed, when the anniversary was recognised by the chairman.

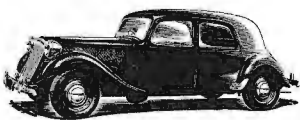
Thanks are due to her of course, to John, to that human dynamo Peter Simper, and to the many other people who worked so hard to make the Rally such a success.

It was a relaxed and pleasant weekend.

Well done everyone.

Alec Bilney





Brittany Rally 2007

Malicorne-sur-Sarthe, 12-15 July 2007

2007 saw a number of TOC members attending the 23rd Brittany Rally with the Club Traction Avant de Bretagne. Our group, Steve & Hazel Shinebroom, John & Barbara Barnes and Pete and myself, decided to extend the Rally into a gastronomic fortnight with a gentle run down to the start and a gentle run back home after it ended.

En-route to the Rally we were honoured to be invited to the magnificent home of TOC members Robert & Sandra Tomlin at Oizé, where we thoroughly enjoyed their generosity and company. Thanks again!!!!

Thursday morning, 12th July, dawned bright and sunny and we arrived at Fontaine-Guerin to a warm welcome from French and English fellow Tractionists. The morning convoy drive took us from the Loire Valley to Chateau Chambiers for a picnic lunch followed by a guided tour of the grounds.

As always on the Brittany Rally motorcycle outriders were in attendance to keep the 30+ car convoy intact, and the morning convoy drives always included the statutory supermarket stop.

From Chambiers we drove to the rally base at Malicorne-sur-Sarthe, from where, after setting up camp and consuming the normal Brittany rally aperitifs, a 30 minute drive took us to the magnificent Chateau Rive Sarthe for a superb four course dinner with aperitifs, wine and coffee. A truly unexpected treat and a portent of things to come.

Friday morning, 13th July, saw us on a short convoy drive, again in beautiful sunshine, to a faïence (earthenware) factory where we saw how they refine the clay, the pottery manufacturing process and the (very expensive) finished products. After lunch we had a further short tour around the Sarthe valley to visit the Abbey of Solesmes to hear the Gregorian chants of the monks.

From Solesmes we drove the short distance to Juigne for a guided tour of the village, a reception with the mayor, and an excellent evening meal - French farm worker style - in the barn at a local farm.

The return journey proved interesting when Steve Shinebroom's car threw its rear offside tyre in a very dark country lane at about midnight. We were forced to don high-vis jackets to change the wheel - fortunately without assistance from the local gendarmes.

Saturday, 14th July, again beautifully sunny, was another well organized convoy drive through the Sarthe Valley with numerous photo opportunities before our lakeside picnic lunch. After lunch we visited the museum at La Mans and then drove the Mulsanne and Arnage sections of the 24 hour race track (with the red mists in the eyes of some of the drivers - no names, but we all noticed how shiny the rear of Steve Shinebroom's car is!!).

The celebration meal of the rally, which was another superb four course dinner, was held *en terrasse* at the Auberge, 100m from the campsite, where breakfast had been served each morning.

The departure from Malicorne on Sunday morning, 15th July, was prompt at 9am as we had to be in Chateaubriant by 11:30 for a meeting with the town council. After a speech of welcome, and aperitifs, we had our picnic lunch in the shadow of the chateau before continuing the journey to Orgères.

At Orgères a short ceremony in honour of the memory of Patrice Crusson, hosted by the mayor, officially ended the 2007 Brittany Rally.

This was my first Brittany Tour and I must congratulate our French hosts for a truly excellent and well organised event.



Top to bottom: a last coffee before the off at Fontaine-Guerin; the magnificent Chateau Rive Sarthe; the entrance to the '24 heures du Mans' race circuit at Le Mans; Bill and Letsie Tilley fostering the *entente cordial* at Chateaubriant.

Sheila Marley

TOCtech forum

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.

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Overheating Problems

Brian Follain of Jersey has been suffering from overheating problems with his 1938 11BL for some time. In this letter from Brian, he describes how he overcame the problem with help from David Boyd and Chris Treagust.

In the November/December 2006 edition of Floating Power my letter was published in relation to the overheating problem I experienced whilst attending a rally in the Midi (South) of France. I explained that although I had previously fitted both a new water pump and a radiator, the overheating persisted.

Within a day or two of the magazine arriving I received a telephone call from David Boyd who suggested I check the ignition timing because a retarded engine would run hot on long journeys. David also suggested that in all probability the cause was due to the cylinder head being clogged up with rust and other debris, suggesting that the interior water tube would most likely be corroded. He advised that I should remove the cylinder head and check the interior condition.

I accepted this advice graciously and with enthusiasm, bearing in mind that there is a total lack of knowledgeable Citroën personnel in Jersey and that my "André" is the only one of two on the island.

Firstly, the timing was checked and found to be in order. On removing the cylinder head I realised that, apart from David being blessed with sound knowledge and most importantly being prepared to impart it to others, he also possessed the rare gift of psychic powers. I observed that the interior was virtually void of water channels - they were choked with rust and other debris. I removed what was left, and did not replace, the water tube that runs the full length of the head and replaced all the core plugs.

On re-assembly André was given a road test and subsequently attended another rally, in hot conditions, in the country of its birth. The result can only be described as perfect and outstanding with the improvement being beyond my expectations. In conclusion, I would like to record my very sincere thanks and gratitude to the TOC magazine for publishing my letter in the November/December 2006 edition and, most importantly, to David Boyd for his outstanding advice, his very kind interest in my problem, and for being prepared to share and impart his vast knowledge to others.

It would also be remiss of me if I did not also thank Chris Treagust for his, as always, very prompt forwarding of my spares. His continued kindness and attitude is very much appreciated.

Finally, as an "overseas" member, I and many like-minded members I am certain who are unable to seek local advice on their respective Tractions, wish to thank the editor for producing an outstanding magazine that is very informative and extremely well presented. The technical section is invaluable to "overseas" members.

With members like David Boyd and Chris Treagust and the quality

of the TOC magazine, the future of our club is assured.

Ammeter Shunts

A few months ago, I had an e-mail from a member who needed to replace the ammeter in his car and was fitting one other than the original type. The replacement ammeter was too sensitive and so required a shunt to by-pass some of the excess current. I thought my suggestion may be of interest to other members and that it may provoke some other ideas on how to go about this. Here is my reply.

From the description given the meter is probably a moving iron meter rather than a moving coil. Most car meters were of this type for reasons of cost.

A moving coil meter will, as its name suggests have a delicate looking coil wound around an aluminium former and which is attached to the needle; it is surrounded by a permanent magnet. It would definitely need a shunt.

A moving iron meter will have a fairly beefy looking coil inside which an iron slug, which is attached to the needle, is attracted or repelled (depending on the type) according to the current passing through the coil. It will not have a separate shunt because the coil itself is designed for the current it has to take.

Either way, if you are to continue using the meter, it will need a shunt to divert some of the current away from the meter. Here is a suggested method, although there are a few provisos.

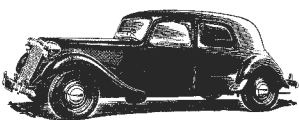
You will need a fairly sensitive voltmeter - most modern digital meters will measure down to a few hundredths of a volt. Connect the meter across the ammeter - the connections will have to be fairly good as you will be measuring a small voltage.

With the engine off, switch on the headlights and any other electrical items that cause the meter to show a discharge and estimate the indicated current on the ammeter - the nearer to full-scale the better. Note the voltage on the voltmeter. (You could of course do this with just the battery and a load of headlamp bulbs rather than in the car.)

Using ohm's law ($V = IR$) divide the voltage by the indicated current and this will give you the resistance of the meter - it will be a small number.

For example, if the ammeter is showing 20 amps and the voltage is 0.1v, the resistance will be $0.1/20 = 0.005$ ohms.

Now you could calculate the value of the shunt for a given full-scale reading, but the simplest way would be shunt it with the same resistance as the meter, thereby halving the readings - this will mean that the ammeter is giving some reasonable indication of the charge/discharge current by simply halving the reading.



TOCtech continued

To make the shunt, you need to get hold of some standard gauge copper wire which you can get on-line from Maplin or RS Components.

You also need to ensure that the wire is capable of taking the shunt current (half the indication) so I would aim for something like 18 SWG (1.22 mm dia). This has a resistance of 0.0145 ohms/metre so, in the above example, you will need 0.005/0.0145 metres (345mm).

Other resistances are:

14 SWG	0.00522	(2.03 mm dia)
16 SWG	0.00816	(1.63 mm dia)
20 SWG	0.0258	(0.92 mm dia)
22 SWG	0.0426	(0.71 mm dia)

In the above example, the shunt will have to dissipate 1 Watt (20 x 0.05) (The voltage will halve with the shunt in place). It will get a little warm but 18 SWG will be well capable of coping – you could probably get away with 20 SWG.

If things get too hot (thin wire will be less capable of dissipating the heat) the resistance will increase, thereby increasing the dissipation (and changing the meter reading) possibly leading to a run-away condition to burn-out. It all depends on the readings that you get.

The easiest way to make a shunt is to wind the wire around another much higher value resistor – anything greater than 100 times the wire resistance – solder the ends of the wire to the resistor leads which can in turn be connected to the meter.

The wire must be enamelled so that the turns do not short, so scrape the enamel off where it has to be soldered. It is supposed to be “self-fluxing” but I still find it easier to scrape it off.

Maplin and RS will have suitable resistors – choose a wire-wound one big enough to take the length of wire (see wire diameters above).

If you have any doubts about the readings or the method just does not work – let me know and we will try to solve it.

Oil Leaks and Baffles

Searching through some old files recently, I came across “Slough Technical Note No 583” dated August 1953 and thought that it might be of interest to those of us whose cars regularly spoil driveways with oil drips. It would also be interesting to hear from any members who have actually used this technique, have comments about its effectiveness, or know what “Vellumoid” is. I doubt that the “Spare Parts Department” at Slough would be of much help in 2007!

Before taking any action it is necessary to find out the cause of the leakage which can occur from the half oil baffles or from the half moon joints of the sump. To do this, remove the inspection cover from the flywheel housing, carefully remove all traces of oil and run the engine to show up the oil leakage.

- Leakage from the half moon points of the sump.

Replacement of the joints can be done without removing the engine.

- Leakage from the half oil baffles.

There will be a leakage each time the baffle touches the crankshaft

and the replacement or centring of the half oil baffle necessitates the removal of the engine, the gearbox and the flywheel. It is of no use to take off the sump if the joints do not leak. In all cases, except when the threads have been knocked or when they are deformed, the half oil baffles can be re-used with the existing threads by correctly centring them. Proceed as follows:

- 1) Remove the half oil baffles. To take out the lower one on old engines remove the central stud which should be replaced by a screw on re-assembly (Screw A.222-88).
- 2) Clean and scrape the existing joints.
- 3) Open up the six fixing knobs to 8.5mm diameter with a drill.
- 4) Polish the part of the crankshaft corresponding to the position of the half oil baffles with worn emery cloth soaked in engine oil.
- 5) Cut paper joints corresponding to the faces of the half oil baffles on the cylinder block.
- 6) Cut out of foil 0.1mm thick two packing pieces as shown in figure 1. Cut two paper joints to the shape of the joining faces of the two half oil baffles.
- 7) Smear hermetic on the bearing faces of the half oil baffles. Stick on the joints made as in paragraph 5.
- 8) Offer up the top oil baffle placing between its threads and the crankshaft a foil packing piece made as in paragraph 6 (see figure 2). Do up the fixing screws, without tightening them, placing a plain washer under the heads.
- 9) On the bearing faces of the top half oil baffle place the paper joints cut as in paragraph 6. Smear these joints with hermetic.
- 10) Offer up the bottom half oil baffles on the bearing cap, placing between its threads and the crankshaft the second foil packing piece made as in paragraph 6 (see figure 2). Do up the fixing screws placing a plain washer under the heads.

Note carefully. Do not block up the thread in the half oil baffles.

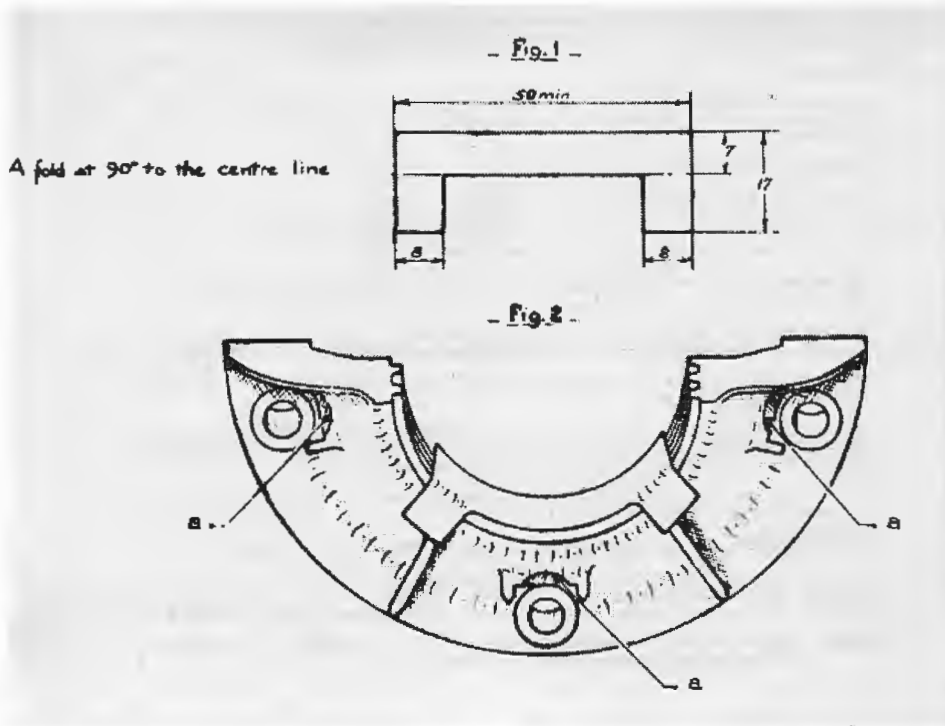
Note. Make sure that the washers do not foul at ‘a’ (figure 2) on the half oil baffles and prevent these from centring.

Smear hermetic on the threads of the screw A.222-88 replacing the central stud.

- 11) Using a clamp, compress the half oil baffles so that their faces are in close contact. Do not over-tighten or the oil baffles will be deformed. Tighten the fixing screws alternately to 1.3mkg.
- 12) Remove the foil packing pieces from between the crankshaft and the threads of the oil baffles by pulling on the bent tongues with flat-nosed pliers.

Remarks

Our Spare Parts Department will notify you as soon as they are able to supply to you the half oil baffles matched and completely machined, in particular the inside bore being to the finished dimension. These baffles can be fitted as described above without special tools. It should also be possible to supply you with the Vellumoid joints for the assembly of these baffles.



Left - figure 2, half oil baffles packing piece referred to on pages 15 and 16

Below - reprint of the photograph that accompanied Richard Sheils' gearbox rebuild article in TOC-tech issue 35 (enlarged and repeated at TOC members request)





TOC restoration

★ Big 15 Hydrolastic suspension conversion project

Some TOC members will know that about a year and a half ago I was infected with a serious disease called Tractionitis Oleopneumatitis. The normal Traction virus is bad enough (I must have picked it up even before birth) but the Oleopneumatic variant is a lot worse.

Full details of how I embarked on my 15-Hydraulique project can be found on my website www.btwsk.nl/citroen but in summary I acquired a pair of 15-H's - one a wreck, but in original and close to complete condition, - the other, a nicely restored, but unfinished and incomplete car.

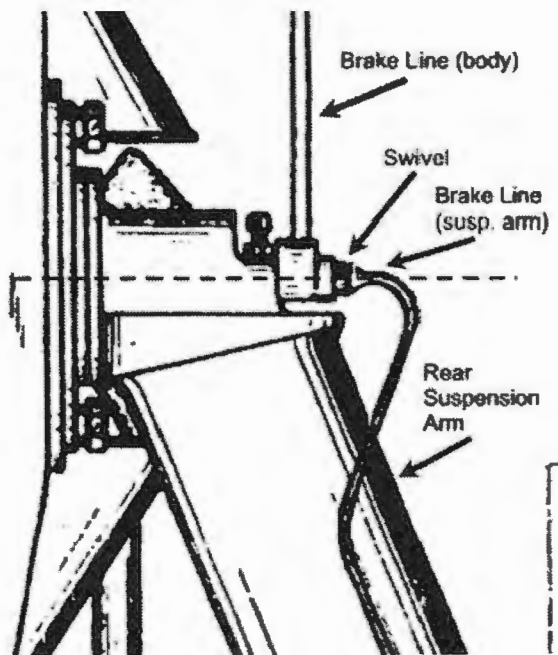
The latter (grey) car is being finished using the missing parts from the former, but a lot of work still needs to be done.

On acquiring the grey car I firstly took the gearbox apart to correct a number of errors that had been made in reassembly and then I started work to bring the brakes and the hydraulic system back into working order.

Parts were missing from the braking and hydraulic systems - some of which I was able to borrow from the wreck - the remainder, together with refurbishment of all the hydraulic components, were supplied by a specialist company that deals mainly with DS cars.

Rear Brakes

The brakes of the Traction 15-H are of the conventional type with the same network of hydraulic lines and flexible hose pipes as any other Traction. However, the greater flexibility and the design of the rear suspension required the people at the Bureau d'Etudes to invent a different method of linking the rear brakes to the rest of the system.



Instead of using two short flexible hoses like other Tractions the 15-H has fixed lines on the suspension arms that end up in a swivel mounted exactly in the centre of rotation of the rear arms.

The swivels are small hollow tubes with a slot in them, fixed onto the rear arms; the incoming brake lines from the car are connected to the swivels by means of "banjo" type fittings and rubber o-rings.

As the rear arms swing, the swivels rotate back and forth inside the "banjo" of the fixed brake lines. This arrangement - which was copied onto the later DS unchanged - is most ingenious but said to be sensitive to leakage and the reason why most experts believe it is better to install ordinary flexible brake lines instead.

Citrotech - the name of the specialist shop, based in Oldebroek in the Netherlands - offers conversion kits that do the job but, as always, quite a bit of tailoring is needed to make everything fit nicely.



The drawing opposite shows the original lay-out of the system and the photograph above shows the modification - which involved bending and flaring new brake lines on both the fixed part of the car and on the rear suspension arms.

I still find the flexible brake lines a bit too long - but this is merely cosmetic - and it works! .

Hydraulic Rear Suspension

After my success with the brakes it was time for the hydraulic rear suspension system components to be overhauled and installed onto the car.

I have seen 15-H's which have been restored/converted by replacing most of the hydraulic components with ones that belong to a CX. Even the later type suspension spheres, made out of one piece, can be found on 15-H's.

I wanted to keep everything as close as possible to the original but I decided to convert the entire system to the more convenient, and less corrosive, "green" LHM fluid - despite the fact that 'purists' counselled against this.

My decision, which was based on experience of Citroën hydraulics and the desire for a trouble-free system, meant that all the components had to be taken apart, refurbished, reassembled and tested.

The conversion to LHM fluid also meant that all the rubber seals and the diaphragms in the spheres had to be replaced, but since everything was being overhauled anyway this was not a problem and, although more costly, allowed me to maintain the original ...

TOCrestoration

....look under the bonnet (the only visible difference being the colour of the fluid in the gauge outside the container).

Installing the hydraulic components was really a piece of cake, with the majority of the time being taken up carefully bending and connecting the new pressure lines and by installing the leakage lines, which - even on a Traction - is rather complex.



While under pressure the hydraulic suspension will always lose some fluid along the pistons; other mechanical parts can show minor leakage as well. The design is such that the fluid that leaks away is collected and fed back into the container through a network of interconnected thin flexible 'leakage' lines.

Every component except the HP pump, including both suspension cylinders, the level regulator and the famous "Verrou" - unique to the Traction and omitted from the later DS19 - has a connection for a leakage line.

This does not mean that the pump is not sensitive to leakage, on the contrary, the pump however has to rely entirely on the tightness of the seals.



"Verrou" literally means "bolt" in French and the purpose of this locking device is to prevent the car from settling down low soon after the engine is turned off. This is done by stopping the hydraulic fluid from flowing back to the container by simply blocking the channels.

The "Verrou" is operated by pulling a knob on the dashboard (with the letter V on it) to separate the secondary circuit from the

primary one so that the car remains at its normal level after the passengers have disembarked.

The "Verrou" is unlocked by returning the knob or alternatively by stepping on the clutch pedal (thus making sure the system is unlocked before the car is set in motion).

After everything had been installed and connected the moment came to fill the system with fluid - some 3 litres are needed on a Traction - and see what happened on starting the engine.

The first relief after filling the system was to find that the hydraulic fluid did not leak from the bottom of the container where all the connections are.

The repair manual says prime and evacuate the air from the primary circuit first. This circuit runs from the container via the HD-pump and the pressure regulator back into the container.

By opening the pressure release screw on the regulator about 3/4 of a turn the pump will prime itself and feed the fluid through the regulator back into the container through the thick return hose.

Having done this I started the engine and watched how the level of the fluid in the container started to drop, meaning that it was being sucked into the system.

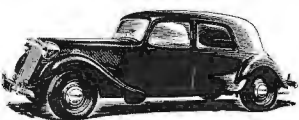


As soon as the level remained constant (fluid circulating through the system) I tightened the pressure release screw and could hear that the pump had started to "work". After the storage sphere was pressurized the automatic release valve inside the regulator opened up with the light "click" common to most hydraulically suspended Citroëns. The primary circuit was working correctly.

After that the car had to be raised on a lift with the engine running in order to be able to reach and adjust the level regulator, which is located in the middle between the rear suspension arms.

The level regulator is operated by pushing or pulling the small control rod inwards or outwards from the central position. When properly set, the level regulator is operated by a sort of flat "finger" connected to the stabilizer rod between the suspension arms.

If the car sits low the finger pulls the regulator control rod outwards, admitting extra fluid from the storage sphere, if the car is at its maximum level the rod is pushed slightly inwards, releasing the pressure and bleeding fluid back into the container.



TOCrestoration cont'd

When set properly, the level regulator will allow the car to settle approximately half way between the lowest and highest positions.

As I had provisionally installed the level regulator in its middle "rest" position with the car sitting low it now needed to be adjusted to achieve the correct driving level.

By pulling the control rod out by hand I opened up the system and admitted the pressurised fluid into the rear (secondary) circuit until I heard two soft "clonks" - indicating that the suspension cylinders were pushed firmly against their ring mountings on the sub-frame.

The car rose to its maximum level and then pushing the control rod back in made the car sink rapidly to its lowest level.

bleed off the excess fluid and return it to its normal driving level (accompanied by the hissing sound that is characteristic of early Citroën hydraulic systems).

I found that the easiest way to conduct these tests was by asking someone of average weight (approx 75-80 Kilos) to sit down on the edge of the opened boot, and then to stand up again to remove the weight.

Once the suspension worked properly it was time for some practical testing by carefully driving the car around under its own power. As with the DS, the rear of the car goes down gently when pulling away and rises when the brakes are applied.



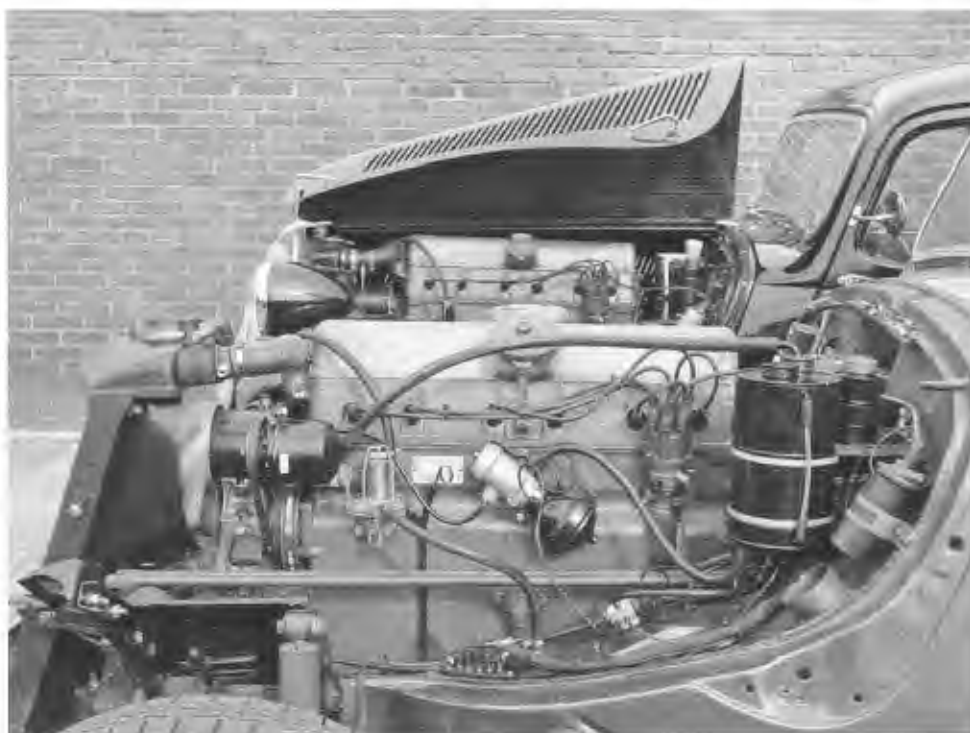
By repeating this process a couple of times I drove all the air out of the system and then by undoing and tightening the pressure release screw a couple of times all remaining air was expelled from the system. The Citroën repair manual describes a very complicated procedure to set the normal driving level.

In general the suspension is nice and soft, like an early DS, but when reversing the brakes need to be applied very carefully to avoid the rear of the car rising under the force of the brakes and then rapidly dropping the moment the brakes are released - which would be most uncomfortable for passengers on the back seat.

I found however that, by loosening the two bolts that hold the level regulator and moving the regulator back and forth on its mounting bracket, you can find the correct position with common sense and by feeling the gaps between the lowest and highest rubber stops of the suspension.

Once the level regulator was set the correct functioning of the system was tested by adding weight to the rear of the car to make it sink to its lowest position.

When the weight was added the system automatically raised the car to its preset level again. When the weight was removed the car at first rose to its maximum level until the level regulator kicked in to



The last suspension-related item that I still have to install is the mechanism to adjust the level of the car manually.

This device is not critical to the functioning of the hydraulic system and is only meant to facilitate changing a wheel in case of a flat tyre.

Although the principle, and the mechanism itself, are both very simple, fitting the device to the car will require some tailoring - so I'll tell you about that in the next instalment.

To be continued...

Karel Beukema toe Water

The Peking to Paris Motor Challenge 2007

From Peking - Great Wall of China - Inner Mongolia - Gobi Desert - Outer Mongolia - Ulaan Baatar - Steppes of Asia - Siberia - Russia - Moscow - St Petersburg - Estonia - Latvia - Lithuania - Poland - Czech Republic - Germany - Paris - To Place de la Concorde

In the summer of 2007 the flag fell at the start of a celebration of a remarkable birthday; the first Peking to Paris race.

The pioneers in the very early cars, who set out 100 years ago to race from Peking to Paris, were true adventurers.

For the first 5,000 miles (yes 5,000 miles), the distance from London to Cape Town, there were no maps, no known water, oil or petrol supplies and of course no tyre centres to fix or replace burst tyres. They were on their own.



They paid their way and bought porters to carry the cars - in pieces - over ravines by shaving thin slivers of silver from bars they carried.

Lacking a Garmin GPS they kept the sun on their back and counted the telegraph poles to check on the distance covered.

Once they hit the Trans-Siberian railway line there was the Gobi Desert to cross before finding that navigation was easier.

These were the very early days of cars so few people thought they would succeed. But succeed they did. They even diverted the race to attend a party in St Petersburg on the way, a detour of several hundred miles.

It all started on January 31 1907, when French newspaper *Le Matin* issued the challenge: "Is there anyone who will undertake to travel this summer from Paris to Peking by automobile?"

Nearly 9,000 miles and 60 days later Prince Borghese, an Italian nobleman, crossed the finish line in his Itala. Two French autos, both DeDions, followed close behind.

There were forty entrants in the race but only five teams ended up shipping cars to Peking and the race was held despite the race committee having cancelled it.

There were no rules - except that the first car to Paris would win

the prize of a magnum of Mumm champagne.

The race went through countries where there were no roads, or road-maps so before the start camels, carrying fuel, left Peking to set up stations along the route to provide fuel for the racers.

The race followed a telegraph route and each car had a journalist as a passenger who regularly sent stories from the telegraph stations throughout the race.

So you really have to marvel at these men and their machines who set off from Peking in 1907.

One of them, Charles Goddard, who was working in Paris as a Circus ground-worker hammering in a tent-peg when he first heard of the great race, did not even know how to drive a car.

But after he spotted the announcement in *Le Matin* he vowed he would change his life, find the money somehow, learn to drive, find a manufacturer to lend him a car....and drive to victory.

When the five cars set off Prince Borghese was the best organized, best-funded, and the favourite to win because of his methodical preparation skills which set him apart from the other four drivers. (He even spent several weeks on mules exploring routes and measuring the width of bridges with a bamboo stick).

The winner, Prince Scipione Borghese (left) with journalist Luigi Barzini sr (right) during their Peking to Paris rally



Fuel was organized in advance. Goddard blagged some off Prince Borghese, as he had not made his own provisions.

He also set up a new endurance speed record in a Dutch Spyker for 24hrs, non-stop, single-handed driving during a desperate bid to make up lost time after a magneto failed.

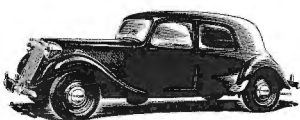
His drive was not equalled until the advent of Le Mans many years later.

So what about the car we used on the Peking to Paris Challenge 2007, the Citroën Traction Avant Roadster.

The Citroën Traction Avant is rather unusual and in 1934 when it was launched, it was revolutionary. It is constructed without a chassis using a monocoque body which is structurally so strong that it does not need a separate chassis.

The side edges are formed into strong box girders. It has front wheel drive, torsion bars and independent suspension, facia-board gear change and hydraulic brakes.

The rear suspension, with torsion bars to spring the axle, ensures that the rear wheels remain vertical during hard cornering. These aspects of car design were not unknown in the 1930s but no manufacturer had ever put them together in a mass



... produced car. This made a vehicle that was strong and light, ideal characteristics for what we needed.

The engine is of a robust design, made for longevity and a medium power output at modest speeds. The layout with the gearbox in front of the engine brings the weight distribution close to the recognised optimum of 60%-40%. All a little technical but useful to know.

My car, a Roadster, started its life in Hanoi around 1950 as a locally assembled 11B Normale put together from components shipped from the main factory in Paris.

This was usual as Citroën had several factories around the world to assemble the cars and, if necessary, adapt them to local conditions.

So to continue the story, in or around 1998, a Madame Garagiste bought a few old Citroën cars, stripped them down and made - by hand - the bodies and many of the bodywork components, such as hub caps etc, to make them look like the 1936 to 1939 Roadster models.

The new bodies were very well made. For instance items where chrome would have been used originally were replicated in stainless steel as chrome was in short supply in Vietnam.

The bodywork steel is thicker than the factory would have used and the floor in ours looks like it came from an old air-raid shelter.

So why, I hear you ask, why would anyone want to do such a thing?

As usual money is at the root of this evil. Roadsters fetch around £50,000, as they are rare, and she was hoping to pass these cars of as originals.

Four of these cars were bought by someone in France and shipped to Le Havre from whence two finished up in a dirty car lot in Benidorm where I bought one.

I had been looking for an interesting long-distance rally car and I thought that the Roadster, which is a pretty car, would make the ideal basis for such a vehicle.

It was shipped to Traction Renaissance Services in Bisley and, a year or so later, left their workshops having been totally rebuilt with an ID engine and gearbox and new just about everything.

The essence of the original design remained, the car is strong, light and capable of good speeds across the ground by virtue of its superior road holding; what it loses on the straights it gains on the bends.

In the 30s the Traction, on the road with five passengers, weighed as much as an empty Rover 14 of the same period. The winner of the original race, Count Borghese, specially commissioned a seven-litre grand-prix Italia engine to be de-tuned and dropped into a truck chassis with the lightest strongest, simplest bodywork - a bit like the Citroën.

He knew you needed to keep things simple and travel light; we planned to do the same with only three spare hair-dryers and Carmen rollers for Chris, my companion.

Speaking of which, as important as the car is the companion. Rallies of this length and hardship are tough, and involve hard driving for up to 10 hours a day - assuming that there are no punctures, problems or boarders to cross.

Some days we covered almost 1,000 kms in a very old, rattley car with dust and rain coming in from many places. Relaxing it is not.

On top of that it was necessary to share a room, or a tent, as accommodation was very limited.



Moving rooms every night has it's own problems - trying to remember where the toilet is, if there is one, packing and unpacking etc. And checking in and out of hotels is never easy in third world countries.

For this you need a compatible companion - ideally someone who can drive well and knows which way to hold a spanner. I was lucky to have Chris Mower.

So that brings us neatly to more about the Roadster. I set about the restoration with the thought that if I hit a cow in Bangladesh I wanted a local workshop to be able to fix the car.

All special component parts were therefore replaced with simple off-the-shelf units. So we have a Land Rover starter, BMC servo units, Japanese alternator and a standard fan belt rather than the very wide one normally used in Citroën cars.

The wiring is new, and run through relays, and a wide range of gauges have been fitted as I wanted to see anything going wrong as soon as I could (the original cars had just a few small warning lights).

There is an SU carburettor with a sensor fitted into the exhaust to allow the unit to be set up precisely.

There is a K&N air filter with outer filter to protect against the dust - always a problem on the sort of roads we were on, especially in a rally with 134 cars plus 14 support vehicles cutting up the road surface.

The distributor, points and condenser have been replaced with a 123 Power Unit supplied by the Traction Owners Club; a spare unit from my other Traction was taken in case of problems. Koni shock absorbers have been fitted and the car has been raised about 3" using the original fittings under the car.

A vast fuel tank of 18 gallons has been fitted together with a Fuel King filtration and pressurisation unit which cleans the fuel and keeps it under pressure (which is useful when at altitude). We also had 10 litres in Jerry Cans in the car giving us a range of about 450 miles, with luck.

The old mechanical fuel pump has been replaced with an electrical unit and all the fuels lines protected. The stainless steel exhaust system which I originally fitted has been replaced with a mild steel unit which is easier to repair - stainless steel cannot easily be welded, so I am told. The exhaust pipes are run through the body to raise the ground clearance.

The original Citroën Traction Avant, when it was brought out in 1934, suffered from a number of problems as the factory had just two years to design and produce this revolutionary vehicle.

Over the years the problems have been resolved by the factory or by enthusiasts but the drive shafts have remained a weak item.

After much experience with the units on offer Traction Renaissance Services fitted CTA units made in Holland by the factory that supply Porsche with drive shafts. I was assured they were strong and easy to replace without taking the engine out.

Finally, the two main problems on these events are caused by over-heating and tyres. Therefore a new radiator was fitted which has widely spaced cores, placed in such a way as to make the most contact with the air.

The radiator is mounted on rubbers and fitted slightly further towards the front of the car to allow for a fan from a Traction to be fitted as well as an electric fan from a Toyota air conditioning unit - which was bigger than a Kenlow electric fan.

The work was done by Serck, specialists in such things. However

they not only left hoses unclamped, boded up the wiring, designed the radiator so it really did not work effectively, but they also allowed the car to be left outside their workshops so that it was vandalized. Much extra work had to be done to remedy their shortcomings.

Tyres are the other major cause of problems on long distance events of this type so, with the help of Merityres, I decided to fit Michelin 175R tyres, with tubes, as fitted to London taxis.

The original Citroën tyres are 15" - which are difficult to find except from specialist suppliers - whereas the 175Rs are 16" and available everywhere.

This meant buying six taxi wheels and six Citroën wheels, cutting the centres from all the rims and then fitting the Citroën centres into the taxi rims.

The Michelin tyres originally designed for Citroën give a great ride but lack the wall strength of the Michelin 175s which is what is needed on the roads of third world countries.

The Interior has been fitted with racing seats with full body harness, a heater, safety glass, a roll bar, new hood and the whole car is lined with a substance used in Ferrari cars to dampen sound and vibrations.

Two GPS units are fitted (we like to have toys

and they look good in the car) to give the impression we are professional rally drivers.

There is also a Brantz to calibrate distance covered.

So this covers the preparation for the 2007 Peking to Paris Challenge, which you can see from the photograph above, we successfully completed.

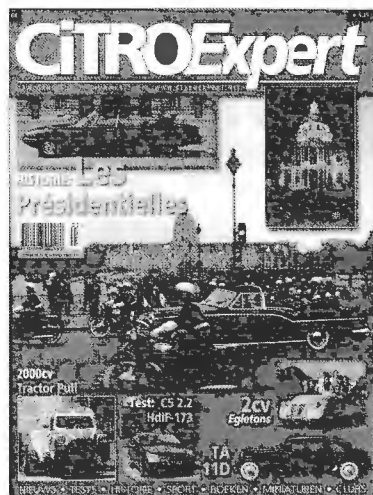
In the next article I will tell you about the event itself.



Alan Crisp



TOC magazine review



CITRO EXPERT

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

2007 n° 3 78 pages.

This edition contained reports on:

The 12th Citromobile, which was held in Utrecht in May 2007. The Citromobile format appears to work very well as this year's event was very popular with even more visitors from abroad visiting the show.

The 22nd meeting 'Auto-Moto Lac de Madine' which was organised by 'Les Bielles Meusiennes' from Verdun.

The 15th National meeting of 2CVs which took place in Egletons in France.

Features included in this edition were::

"Vive la République" - a report on 'Les Présidentielles' the Citroën cars, with modifications by FRANY and CHAPRON, which have been used by the Presidents of France. The cars featured range from the Traction Avant through to the current C6.

"Tour de Mortagne" - a 1/2 page report on the Traction Avant Nederland weekend rally in May (May 16th—20th) which took place at Laon.

"11D Engine" - a 6 page report on the creation in 1955 of a new 11D engine, with more power, for the Traction 11BL

"2000cv 2CV" - a report on Tractor Pulling with a 1995 Acadiane van, fitted with a Chevrolet V8 engine.

Walter & Noëlla Callens



TRAXION

Traxion is the club magazine of Traction Avant Nederland (TAN). It is published every month except August.

Pages (2007) 123-174, published during June, July and August contained, in the News sections, reports on the announcement of a (possible) new 2CV and the announcement of the bid to hold the 15th ICCCR in 2012 at York in the UK.

The Events section contained an announcement for TAN 2007, the Dutch National Rally, in Deventer on September 9th. A report on Citromobile at Utrecht in May 2007 said that there were fewer cars for sale this year and that the car that received the most attention was an 11CV Clabot cabriolet. Finally there was a 4 page report on the TAN 'Tour de Mortagn' in Laon in May.

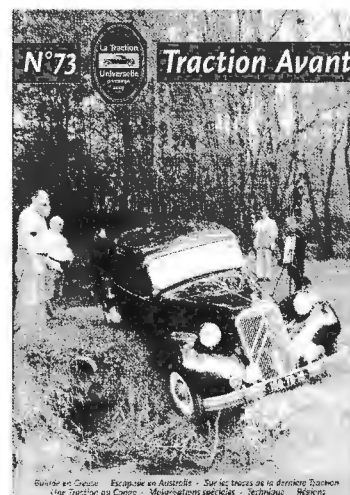
The Reports section contained details of the Traction Avant in the film 'The Sound of Music' and a four page report from the TAN member who competed in the 2007 Peking to Paris challenge in his 15-six.

The technical section contained details about the restoration of the 11CV Clabot cabriolet which was shown at Citromobile in Utrecht.

The History section contained a report on the Clabot special bodied cabriolets and a five page story about the accordionist Yvette Horner (La Reine de l'Accordéon) and her tours of France in her 15-sixes.

Finally a Belgian company was advertising that it can fit a brake servo to TA 7's, 11's and 15's, without compromising originality, for €2,800 plus taxes.

Walter & Noëlla Callens



TRACTION AVANT

The cover photograph on the latest issue of *Traction Avant* (73), the quarterly journal of Traction Universelle, was taken at an outing near Amiens in early June. Laurent Meyer was descending a steep track in his immaculate small boot 15-Six and, although he had prudently selected second gear, the car attempted a plunge into the River Creuse. The finest gallic minds confronted the problem and after a lot of "what if ..., how about ... and supposing ..." the problem was resolved by three strong men at each end.

Three of our members took their Traction on the Rallye CCCS through the Jura region in May. There were in total 22 - predominantly pre-war - Coupés, Cabriolets and Carrosseries Spéciales cars in this elite annual event. Although most of these were original cars, and predominantly roadsters, the smart cream 15-Six Découvrable owned by the TU Président, Dominique Bellière was also present.














To celebrate the 50th anniversary of the end of TA production the Brittany Section of the TU organised two excursions from St Malo, "In the footsteps of the last Traction". On Saturday 7th July there was an inland tour with 25 cars, and on Sunday 8th the route was to the sea. Stars of the event were two Familiales, a very rare 1934 model and one of very last to be made.

Earlier this year, Eric Massiet du Biest and Dominique Morlat drove two 1950 Normales some 24,500 kms in 5 months through 13 African countries tracing the route of the 1924 Croisière Noire.

Last year's Globe Driver tour in Australia is also well reported - these Tractionistes certainly have great adventures!!

Robin Dyke

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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 second (even) month in different hosteleries around the region. The next meeting is:

7th October - Annual visit to the Yew Tree in Cauldon.

For further information please contact John or Bev as above.

Scotland Section

As some of you may already know I am standing down as Scottish Section Contact and am delighted to inform you that Frank Grant is taking over the position.

Its been an enjoyable and challenging experience over the years which probably peaked when Julie and I brought the National Rally to Scotland.

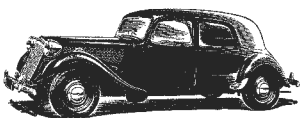
Frank has already demonstrated his enthusiasm and organisational skills with his recent Sunday lunch meeting, which included a drive around Royal Deeside, an excellent lunch, and a photo halt in front of Balmoral Castle !!

I would like to take this opportunity to wish Frank all the best and look forward to some fresh ideas.

Kenny

Firstly, on behalf of all in the Scottish Section, I would like to thank Kenny & Julie for all their hard work and dedication over the years.

Yes the National was a great achievement but they have also led



... many other slightly smaller adventures with great times had by all (Distillery visits do seem to be a popular theme for some strange reason)!!

For Katie and I they will be a very tough act to follow so we will need your help to grow some fresh ideas - any suggestions, no matter how bizarre, will be gratefully received.

Frank

Surrey, Hampshire Sussex Borders Section

Firstly a big thank you to all the members who attended the annual rally and an especial thank you for making my birthday on the Saturday such an enjoyable, though busy day. The presentation of a birthday cake and card from you all was such a surprise. The whole weekend was superb and is one I will remember for a very long time, we were so lucky with the weather, I am sure James had a hand in this.

The section programme for the remainder of 2007 is:

- Sept 16 Surrey Classic Vehicle Club show, Rural Life Centre, Tilford, Surrey. Please phone 020 8330 7216 for an entry form. Meet at The Fairmile, Cobham at 10am for a convoy drive down to Farnham or otherwise go direct to Tilford near Farnham.
- Oct 21 The Fairmile.
- Nov 18 The Fairmile
- Dec 16 Christmas Lunch at The Barley Mow, West Horsley. This is also a pre-booked event so please contact us in good time if you plan to attend. Menus will be sent out in due course to those who have indicated they will attend.

Please call Helen on 0208 330 7216 for further details.

Helen & John

West of England Section

The Section meets on occasional Sunday's. The meetings planned for the rest of this year are:

- Oct 7 Possible visit to Tyntesfield Manor (NT) near Nailsea - to be confirmed.

More details will be added as time progresses

Jane & Terence

News from the rest of the TOC World

There are very few Tractions in South America, but Alejandro Bastin's 1940 Light 15 is something special. It was imported into Argentina in early 1940, having been assembled in Slough in late October 1939 (and would therefore have been classified as a 1940 model).

Although the war had started in September, Slough continued to build Tractions for some months (I think up to February 1940).

It was purchased by Mariana Arbouet de Seara in 1940 from Teodoro Gilotau (who was a Citroën mechanic who became a dealer). The family has owned this car from new, and it is now in the hands of a very proud Alejandro.

Some of you may have recently seen the video on *You Tube* of him driving with his daughter in the centre of Buenos Aires in the first snow seen in the city for years.

Last November he was awarded Best European Car in a show, and there is a good write up on the Brazilian website (www.autoclassic.com.br click on documentaria).

There are very few Light 15s of this date but another fine example is owned by Brian Wade in Australia. Brian's car, which has a chassis number just 11 later than Alejandro's, was probably assembled in the same batch.

Robin Dyke

Le Conservatoire

We are currently attempting to arrange a visit to Le Conservatoire in Paris for TOC members next year.

If successful, the visit will take place on a Friday in either March or April 2008, and will be combined with a visit to the adjacent PSA Peugeot production plant which is located on the edge of the Aulnay-sous-Bois industrial park in Paris.

Also, if successful, the date for the visit will be confirmed to us in October this year.

Inaugurated at the end of November 2001, Le Conservatoire houses more than 300 Citroën models, together with a range of objects and archives relating to the Marque's history - past, present and future.

Le Conservatoire is not open to the general public but visits by groups, such as the TOC, are allowed from time to time for them to see the 5,000 m² reserved for the 300 Citroën vehicles in the collection - several of which were provided by Citroën Portugal and Citroën UK - and the 1,400 linear metres of shelving containing the Citroën document archives.

These archives contain design office sketches and plans, original styling drawings by Bertoni, technical documents, displays, and lithographies - all of which bear testimony to Citroën's ability to innovate in sales, advertising and industrial production.

If the visit can be arranged there will be no charge (although travel and accommodation must be paid for) but the TOC group will be limited to an absolute maximum of 40 people.

A few members have already expressed an interest in joining the group (which is why we agreed to try to make the arrangements) so will anyone else interested in joining in the visit please register their interest with us as soon as possible, by telephone on 0870 012 2002 or by email on m.holmes1@ntlworld.com.

As we expect there to be a lot of interest in this visit places will be allocated on a first come, first served basis.

Maira & Mick Holmes

September 2007

- 1 - 2 **CCC Midland – H van 60th anniversary event** Stratford Race Course
- 8 - 9 **Beaulieu International Autojumble** Beaulieu. Details from www.beaulieu.co.uk/motormuseum/events
- 14 - 17 **Normandy Tour** The 3rd TOC tour to Normandy – again being organised by Pete & Sue Simper and Martin & Vicki Nicholson. For details contact Pete or Martin

October 2007

- 6 - 7 **75 Years of the Rosalie** Monthéry Circuit. Further details from Jean-François Soyez, Automobile Club André Citroën, Tel: 00 33 1 30 93 97 34, Email: jfsoyez@wanadoo.fr
- 6 - 7 **London International Classic Car Show** Alexandra Palace, London. For details see <http://www.classicshows.org/AllyPally061007.htm>

November 2007

- 9 - 11 **Classic Car Show** NEC, Birmingham
- 24 - 25 **TOC Annual General Meeting** Quality Hotel, Walsall, West Midlands (M6 J10)

2008

February 2008

- 8 - 17 **Retromobile** Paris Expo. For more information see www.retromobile.fr

April 2008

- 20 **Drive it Day** See Section Scene for details of local arrangements

May 2008

- 3 - 4 **Citromobile** Veemarkthallen, Utrecht, Holland

June 2008

- 7 - 8 **Evesham Show**
- 27 - 29 **TOC Annual Rally** Peak District. Full details to follow

July 2008

- 10 - 13 **24th Brittany Tour** Details and date to be confirmed

August 2008

- 15 - 17 **14th ICCCR** Rome, Italy. For details see main website: www.icccr2008.it
- 29 - 31 **70th anniversary event for the 15-six** Fort de Seclin, near Lille. Further details from Robin Dyke

November 2008

- tbc **TOC Annual General Meeting** Details to be confirmed

2009

July 2009

- 10 - 13 **75th anniversary event for the Traction Avant** Arras, Northern France. For up to date details see: www.75heurespour75ans.com



TOC Annual General Meeting 2007

Social Event - 24/25th November

The final TOC Social Event in the 2007 event calendar will be held at the Quality Hotel, Wolverhampton Road West, Walsall, West Midlands (Jn10 M6) on the weekend of November 24th/25th.

To celebrate the 31st anniversary of the TOC we have arranged a weekend to remember at the Quality Hotel which will include, on Saturday evening the 24th November, a 3-course carvery dinner in the private Oliver Cromwell Suite.

We have also arranged for two International Artistes to provide entertainment into the early hours for TOC Members.

The 31st TOC Annual General Meeting will then be held at 11.00am in the Oliver Cromwell Suite on Sunday 25th November.



Whilst at the Quality Hotel we will have full use of Hotel facilities for the entire weekend. Visit www.choicehotelseurope.com to see all that the Hotel offers in addition to its great location (Jn10 M6), 154 air-conditioned rooms, restaurant, bar, conference facilities, leisure centre, indoor swimming and - importantly if you are coming in your Traction - secure parking.



The cost of a double/twin room for Saturday night, breakfast Sunday morning, carvery meal and entertainment on Saturday evening is £99 per couple – less than £50 per person.

For a further £10 per person Sunday lunch can be added after the AGM.

Numbers are strictly limited so to reserve your room at the Hotel as soon as possible.

Please contact me (Steve Southgate) on 0121 352 1100 (eves) or 0774 763 3329 (days) or email steve@imperial-cars.co.uk .

Steve Southgate

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Family £25 ticket offer: Admits 2 adults and up to 3 children (5 - 16 years)

Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission!

Offers apply exclusively to tickets for Saturday 10th and Sunday 11th November 2007, advance purchases only. Limited to two individual £10.00 offer tickets per club member, or one family ticket per member, subject to availability.

All bookings are subject to a single transaction fee. Car parking £8.00. All information is correct at time of publishing.

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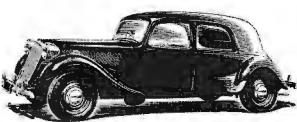
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TOCclassifieds

ADVERTISING

Charges for advertising in *Floating Power*

Tractions 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 and payment (if applicable). Unless specifically requested advertisements will appear only once and repeats must be requested by the advertiser.

Cheques should be made payable to 'The Traction Owners Club Limited'.

WARNING

Unless you specifically request otherwise all advertisements that appear in the 'Traction for Sale' and 'Parts for Sale' sections of this magazine will be placed on the TOC website approximately one week after the magazine is published. In recent months advertisements on the TOC website have led to attempted phishing and cashback fraud attempts on TOC members. Please therefore maintain vigilance when dealing with responses to your advert.

Information on what to look out for can be found on the following websites:

http://www.met.police.uk/fraudaler/section/cashback_fraud.htm

<http://www.carcrimeawareness.co.uk/>

<http://www.binary.co.uk/chequescam/>

TRACTIONS FOR SALE

1951 French Normale. Original red/grey seats and door trims in good condition. Converted to 12V with alternator (except wipers). S/H driveshafts. Has

had a new clutch. Has had some welding (not to current standards although always passed MOT) and requires a bit around hinges on boot floor. Really needs a complete restoration including respray. Has been garaged since 1990 except for 9 months when she was under a tarpaulin. Last major outing was 11th ICCR 1998. Speedo reads 47k kliks. Spare gearbox and few drive shaft tools. COMES COMPLETE WITH HER OWN 'A' FRAME !!!! Started with just a battery charge and a bit of fuel down the carb. A change of abode without garage is why I'm considering letting her go. This is a very reluctant shift of policy to which I'm trying to find a solution. I do not know the value except by comparison to other adverts but I'm a realist and know that she is only worth what the market dictates. However opposed, any fair offer would be accepted. Contact Eric on 01623552171 or 07876154838 (mob).

1954 Big 15. Slough built RHD. Full restoration just completed with all bills. New tyres, radiator and brakes, rewired, new interior and chrome. Black with cream wheels. Taxed. MOT, excellent condition. £8,250. Please call M J Thompsett on 01342 842042



1954 Citroën Big Boot Normale. Paris built. LHD. Imported in 1984, maintained by John Gillard and then received a ground up restoration by John in 1992. With a stainless exhaust and Williams clutch, this car is immaculate, rust free and original except for a total respray and new upholstery. It comes with all documentation, bills and history, full MOT and is tax exempt. With new radiator, carburettor and distributor, the engine is very sound and reliable. The car has taken the family to all parts of the UK and France and having been mechanic maintained has never let us down. Delivery for the cost of fuel only anywhere on the UK mainland £8,000. Nick Barnard (Norwich) 01603 462204 or 07909932475 or nick_barnard@hotmail.co.uk



1955 11BL Normale: Ivory with grey cloth trim. 11D engine runs very sweetly. S/steel exhaust, electric fuel pump. Very good condition body and mechanical. Has a history of wedding car use. A really attractive car. £6,700. Photo top of next column. For further details please call Harris Mann on 01905 351840 (Worcester).



TRACTIONS WANTED

WANTED - Commercial for restoration. A 'runner' 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

WANTED - Light 15. Prospective member in Bradford-on-Avon is looking for a Slough-built post-war Lt 15. Must be a runner and in reasonable condition. Target price around £4k to 5k. Please contact John Ogborne on 01749 675312 or 07801 337187.

PARTS FOR SALE

For Sale: Top & bottom water hoses, fan belt and assorted 6v bulbs for sale. Robin Dyke 01865 858555

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.vintage tyres.com

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

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

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

PARTS WANTED

Wanted, set of four ID/DS19 1911cc engine con-rods, would take full engine if reasonably priced. Please contact Robert Harness on 01205 350847 or robhar@lycos.co.uk

Wanted: 11D flywheel to complete engine rebuild, also LHD bell housing. Please contact John Barnes 01788 832807 or by email toc_editor@btinternet.com



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VINTAGE LUGGAGE to compliment your Traction. Classic full leather suitcases available. For details email select2@btinternet.com or phone 01527-854553

TOCspares for all your Traction parts. Please call Chris Treagust on the TOCspares hotline 01243 511378, email him on chris.treagust@tesco.net or write to 98 First Avenue, Batchmere, Chichester, W Sussex, PO20 7LQ for a fast, friendly service.



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