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Editorial

To those of you who have sent me emails during the last month please accept my apologies that you didn't receive the normal prompt acknowledgement. Virtually immediately after we posted the Jan/Feb issue of *Floating Power* my wife and myself were lucky enough to be able to go and spend a few weeks in the Sun in a little town away from the touristy part of Gran Canaria. What a difference!

People still have time for each other, youngsters play football in the square, bus drivers are courteous (they even stop and wave cars out of side roads in front of them), and instead of threatening you groups of youths say 'good evening' to you as you pass by. During our stay we saw a number of immaculate 60's BL cars, including a Morris 1100, an Austin A40 and several Morris Minors, as well as several Mercedes and a couple of Fiat 500's, but sadly no Tractions.

But holidays have to end so we had to leave the 29C temperature in Gran Canaria to return to the 2C of Birmingham. Still there was really good news about Bernie Shaw, who is now much better - although still not fit enough to think about going back to work, and there was enough material from Members to be able to produce another 40-page issue of *Floating Power* for you.

So a big 'thank you' to all the Members who took the trouble to write or email me with the letters, stories and reports that they think will be of interest to other Members. In particular I'd like to say a big 'thank you' to Walter & Noëlla Callens, Robin Dyke, Melvyn Ford, Mike Tebbett, James Simkins, Richard Carlin, Lynda Ogborne, John Ogborne and all of the contributors to TOCtech, Steve Southgate, Bernie Shaw, the section co-ordinators and all the people whose letters are printed.

I am particularly pleased that in this issue there are six pages of letters because, as I've said on a number of occasions, this is your magazine and your platform to speak to the rest of the Club about what you think or feel. By the way, if you have sent me something that hasn't appeared in this issue don't worry, I won't have lost it and it will be printed soon.

However, (isn't there always one!) there wasn't any feedback from you about the sort of material you like to read in *Floating Power*, about whether you thought the competition/puzzle page worth repeating or about whether you think the magazine reviews are interesting.

I still desperately need input from you for future editions and I am particularly short of interesting photographs for the cover (which need to be good quality prints or, preferably, high resolution digital images) so please, if you can, please send something to me at the address on page 2.

John Barnes

New Members

The TOC is delighted to welcome the following new members:

2018	Mr J A Waldron	Tewksbury	Gloucestershire
2019	Mr A Atherton	Milford on Sea	Hampshire
2020	Mr C Jones	Hilton	Cambridgeshire
2021	Dr J G Holmes-Milner	Broadway	Worcestershire
2022	Mr R Lachal	Melbourne	Australia
2023	Mr J P Miller	Cranleigh	Surrey
2024	Mr P J Rowley	Harrogate	Yorkshire
2025	Mr E F Barry	California	USA
2026	Mr H Speirs	Truro	Cornwall

Reminder

The last input date for the May/June issue is :

Friday

11th April



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Front cover

Thanks to Mike Tebbett for this superb picture of his 1939 7C on the beach at St Valery-sur-Somme.

Turn to page 20 to read about the trip this photograph was taken on.





Chairman's chat

February has been remarkably kind to us, weather-wise, with some wonderfully sunny days. I have been lucky enough to be able to drive in three different Tractions and what a pleasure it was to be able to do this when so many of our cars are locked away from the winters elements.

Many problems can arise if you leave your Traction in the garage for the whole of the winter - so charge up your battery and get those wheels rolling when the sun is out - even if it's only for a few miles.

Many of our Section Co-ordinators are organising activities for 'Drive it Day', on Sunday 20th April 2008, so please try to participate if at all possible.

'Drive it Day' of course is not just for Tractions, but is for the whole of the Historic and Classic Car movement, so hopefully you will see an abundance of 'Classics' on the road if the weather is favourable. This year one of the objectives of 'Drive it Day' is to encourage friends and particularly youngsters to develop an interest in the historic car movement - so why not invite others to join you and to meet up with your local Section.

Throughout the winter months organisers are finalising the arrangements for the 2008 TOC events, in particular Paris (Conservatoire), Prescott (La Vie en Bleu), Peak District (TOC Annual Rally) and Brest (Brittany Tour). Having myself organised many events I know from personal experience that it is a tremendous help if Members can book as early as possible. Booking early puts the organisers minds at rest that their event is viable, ensures that the expected numbers can be properly catered for and ultimately ensures a better, more enjoyable event for Members.

This week, curious to see how Bonhams Auction fared at Rétromobile in Paris, I logged onto the web site www.bonhams.co.uk to look at the results of Sale 16337. I was astonished to see the auction results and long after I left my desk my staff were still fantasising about what they would have bought.

Bonhams achieved sales of €10million - a 40% increase on last year. Four Tractions (a six-H, two roadsters and a coupé) achieved between £15,000 and £83,000 plus fees, and a 1969 DS Decapotable achieved about £100,000 including all fees and taxes.

So if, like me, you like to fantasise about what you would do if you won the lottery, the online catalogue is still available (with all the sale results) so why not log on and look at the 1928 Mercedes S type at £1.7million? The following extract might just get you in the mood:

Bonhams Drives Through The Record Books With a 10 Million Euro Paris Sale

1928 Mercedes 'S' Type sells for over 2.3 million Euros

Bonhams France SAS held its first auction in France yesterday evening (9 February 2008). The spectacular "drive-through" sale of 70 'Automobiles d'Exception' in Paris achieved 9,789,958 Euros (£7,298,000) – an increase of 40% over any previous Rétromobile auction.

Following an extremely busy three-day view, crowds of people filled the seats and lined the aisles in Bonhams' saleroom to witness the exquisite selection of cars being driven across the auction block. Star of Bonhams' first European drive-through auction was the 1928 Mercedes 'S' Type - commissioned with bodywork by Parisian coachbuilders J Saoutchik. Returning to France for the first time in 80 years, it sold for 2,317,500 Euros and was bought by a private European bidder in the room.

The famed 'Pim Hascher' Collection attracted interest from around the world realising over 1.8 million Euros in total. The well-known 1929 Bugatti Type 43 returned to Holland after a spirited auction battle for 1.33 million Euros - a world record price for the model.

Bidders paused while they were entertained by a film of celebrated French artist Georges Mathieu's elegant 1936 Mercedes-Benz 500K Cabriolet being driven around Paris. After 50 years of ownership Mathieu's Muse will cross the Atlantic for 887,500 Euros.

The ex-Barbra Streisand 1926 Rolls-Royce that had been driven to the venue from the UK provoked a spirited bidding battle and sold to the crowd's applause for 134,550 Euros. The Monte Carlo and East African Safari Rally, 1973 Porsche 2.7 Carrera RS Coupe 911 also attracted interest, selling for 293,500 Euros – a world auction record for a 2.7 RS Touring.

Commissaire-Priseur Maître Marielle Digard, and Bonhams' Specialists Philip Kantor and Matthieu Lamoure presented this ground-breaking sale.

James Knight, Managing Director of the Bonhams motoring department, comments: " We are delighted with the results of our first sale in France. This is a fabulous start to the year, with one of the most successful auctions our European department has ever held. The combination of a prestigious venue and exceptional motor cars proved to be a winning formula. We would like to thank Pierre Rageys and his team at Rétromobile and look forward to returning here next year on 7 February "

I look forward to seeing you at one of our TOC events in the near future.

Steve Southgate
steve@imperial-cars.co.uk



President Ponders

As you may have gathered from John Barnes' Editorial in the last issue of *Floating Power*, I was a little under the weather at the beginning of December. Fortunately the initial suspicions of a Presidential assassination attempt at the November AGM were proved incorrect and, thanks to swift diagnosis and excellent treatment by the NHS, I am now on my feet again.

At the beginning of February I used my Légère for the first time since fitting new front brake linings and wheel cylinders last November. It ran so well that it was almost a pleasure collecting a hefty parking fine when we did finally stop in St Neots. That aside, I am now eagerly looking forward to our first major outing of the year which will be to Walter Callens' Scheldeland Tour in May.

Also in May the TOC will team up with the Citroen Car Club and 2CVGB to present, with Citroen support, a 'combined' front at the Prescott "La Vie en Rose" meeting. Unfortunately this event (which will celebrate French vehicles in general) clashes with the Belgian Tour but, all the same, we have a strong membership base in the area and I am confident the TOC will still be well represented at the vent which is jointly being organised by the South Midlands and West of England Sections.

Before either of the above is the FBHVC (Federation of British Historic Vehicle Clubs) "Drive it Day" on 20th April. This is a national event with the object of generating greater public interest in historic vehicles of all types and, as reported on the "Section Scene" pages, several TOC sections are planning events to support this extremely worthwhile FBHVC initiative.

Talking about the FBHVC, JB regularly prints selected extracts from the FBHVC newsletter in *Floating Power* but for those members who would like to know more about it's activities the full publication (in PDF format), plus plenty of other interesting information, can be accessed at www.fbhvc.co.uk.

Organisation of the 2009 '75 for 75' celebration in Arras has been progressing more slowly than had been expected mainly due to difficulties in forming a suitable "Association" that is legally recognisable in France. It transpires we have little choice but to accept a revised structure for the organising committee which will now predominantly consist of members of TU, France.

I am personally disappointed that the changes mean the TOC, TAN and BOCC will have lesser rôles in the organisation and administration of the event but these three Clubs remain committed to the project and we shall all continue to contribute as much as possible to ensure the event is not only a financial success but, above all, enjoyable and memorable for our members and all other Traction Owners.

The ACI has been informed of the proposed changes and we have subsequently received a letter from M. Denis Huile, Citroën's Heritage Manager, in which he confirms continued Citroën support for the event.

Still on the International front we await news of this years Brittany Rally and of course all Tractions will be welcome to join the 70th anniversary celebrations for the "6". This will take place near Lille in August.

Although as President I do tend to concentrate on promoting the TOC at joint events with other UK Clubs and with sister Traction Clubs overseas don't let my reports on all this 'foreign' stuff detract from your interest and participation in our own home-grown events. Dates and contact information for all events can as usual be found on the "Events Diary" page.

Finally, looking much further ahead, I understand the UK bid for the 2012 ICCCR continues to gather support and seems very likely to be accepted when the ACI delegates vote at the Rome ICCCR in August.

Bernie



A serious collection of Traction parts!! Photographs taken by Mike Tebbett during his recent visit to Depanato inside one (yes one) of four sheds full of spare parts for Traction Avants. See page 23 for the full story.



TOC website

Thanks to the continued good work of our webmaster, Mick Popka, the TOC website does from strength to strength with more content being added virtually day by day.

If you haven't visited the site recently you'll be surprised at the breadth of information now available including many technical documents, Traction articles (in both English and French) and photographs/video from different events .

Reflecting the success and popularity of the site individual visits to the site are now running at well over 5000 per month.

TOC 'Mutual Assistance' Network

Following the entry in the Jan/Feb issue of Floating Power a number of members volunteered their services in the event of a fellow Club member experiencing difficulties in their locale.

We now have the makings of a network and if just a few more members feel able to volunteer to join my plan is to try to print a glove-box sized directory for distribution with the May/June issue of Floating Power at the beginning of May.

2009 TOC Calendar

Entries have now started arriving on my desk for the 2009 calendar - so the race is on!!!

Don't forget therefore to be on the look out for that interesting/unusual Traction-related shot that will guarantee your photograph appears in next year's TOC calendar.

Also, please don't forget that ideally your photograph should be sent to me by email or on CD as a high resolution JPG file.

Daytime Lights to become mandatory in UK

Within four years automatic daytime headlights will be required on all new vehicles, bringing the UK into line with regulations already in place throughout the European Union.

Historically, the UK Government has opposed the idea on the grounds that using lights in the daytime would increase fuel consumption and emissions.

The EU however insists that running lights at all times make cars more visible, particularly in low sun and at dusk, thereby reducing the potential for accidents.

Road Safety Minister Jim Fitzpatrick said: "The UK has been successful in arguing against the introduction of mandatory use of dipped headlamps during daylight hours by drivers of existing vehicles.

"However, from early 2011 all new types of passenger cars and light vans will have to be fitted with dedicated daytime running lamps in accordance with the relevant European directive. By summer 2012, all new vehicles will have to be so fitted."

The European Commission says that the lights increase fuel consumption by just 0.3% because they use separate bulbs that are less bright than headlights - but as of now it will not be necessary to run with your headlights on at all times in your Traction when this legislation is introduced.

Emergency Vehicles in 12,000 accidents

Emergency vehicles in the UK have been involved in more than 12,000 accidents over the past five years, resulting in 1926 serious injuries and 188 deaths.

This has prompted the Liberal Democrat Shadow Transport Secretary, Norman Baker, to call for a review of procedures followed by emergency vehicle drivers.

Baker said: "While these vehicles are rightly in a hurry to get to where they are needed, these figures indicate that we need a serious look at what can be done to reduce the number of accidents that they are involved in."

Random breath tests to be introduced?

The biggest shake-up in drink-drive laws for more than 40 years could lead to the introduction of random breath-testing.

The Government is expected to introduce a raft of consultation documents aimed at reducing road accidents in the next few weeks, with random breath-testing being the most controversial proposal.

At present, police can only carry out a breath test if a motorist has been driving erratically, been involved in an accident or has committed another offence while driving.

MPs have been persuaded to consider changes to the 40-year-old law after Christmas drink-driving statistics showed that a 6% increase in the number of breath tests led to a sharp fall in the number of convictions, from 9700 in 2006 to 7800 last year.

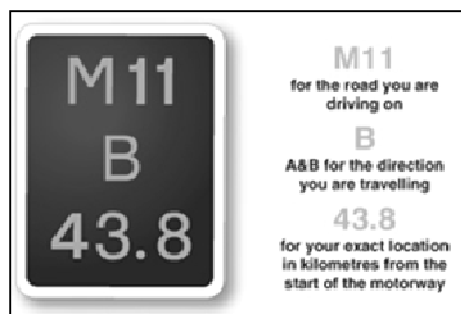
A change in the law would allow the police to carry out breath tests at any time, including by setting up random checkpoints at the roadside.

A further consultation document is expected to recommend lowering the legal drink-driving limit from 80 milligrammes of alcohol in 100 millilitres of blood to 50 milligrammes.

New motorway signs being introduced

New signs designed to help drivers pinpoint where they are if they break down or want to report a problem are being installed on several motorways.

The new signs will be introduced from mid-January, and will be erected on the M4 from junction 13 at Newbury until its end in Wales, the M5 from junctions 15-31, and on sections of the M48 and M49.



Information on the signs will tell road users which motorway they are driving on, where they are on it and the direction they are travelling in.

The Highways Agency's David Stock said:

"With many people using mobile phones to call for assistance these days, rather than the motorway emergency phones, it can be difficult to find a caller's exact location.

"The new signs will mean the emergency services and Highways Agency traffic officers can respond to incidents more quickly, as well as reduce the risk of secondary incidents, congestion and delay to other road users."

Appointment of new secretary

As already announced, Jim Whyman has indicated that he will be stepping down as secretary at the 2008 AGM.

Jim has been such a stalwart of the Federation that he will be a very hard act to follow, but the board is delighted to announce that after an open competition they have appointed Rosy Pugh, long time newsletter editor and previously a committee member, to take over the reins.

There will be a gradual changeover process, starting in April, and we will keep members informed about when functions are being transferred.

The board feels that with Rosy's talent and experience, the affairs of the Federation will be in very safe hands, and Jim has promised that he will remain available for any special projects we might throw at him.

Private Hire Vehicles

The Road Safety Act of 2006 laid the ground for the introduction of several new measures, continuous insurance (mentioned in issues 2 and 4 for 2007) being one example that has yet to come in to effect. A commencement order bringing measures relating to Private Hire Vehicles was approved at the end of last year, and sections 53 and 54 of the Act come into force at the end of January and end of March respectively. Section 53 applies to England and Wales, 54 has specialist application to London. On the face of it, these sections do no more than close loopholes in existing legislation relating to private hire and have no impact on historic vehicles, but there are implications for those who hire out chauffeured historic cars.

A private hire vehicle is defined in section 80 of the Local Government (Miscellaneous Provisions) Act 1976 as *a motor vehicle constructed or adapted to seat fewer than nine passengers, other than a hackney carriage or public service vehicle or a London cab or a tramcar, which is provided for hire with the services of a driver for the purpose of carrying passengers*. This long standing piece of legislation doesn't differentiate between old and new vehicles, but there were exemptions that, amongst other things, took cars with drivers on hire for more than a week at a time out of the provisions as well as exempting those cars and drivers hired solely for weddings and funerals.

In advising local authorities of the impending tightening up as a result of the measures in the Road Safety Act of 2006, the Department for Transport said: *From the date of commencement, any vehicle which falls within the definition of 'private hire vehicle' in the Local Government (Miscellaneous Provisions) Act 1976 must be licensed by the council in which the person who arranges the bookings is located (known in the legislation as the 'controlled district'). Any person who drives a licensed PHV must hold a PHV driver's licence and any person who arranges hirings using a licensed PHV must hold a PHV operator licence. The only exemptions from licensing will be for vehicles used solely for weddings and funerals.*

That effectively means that hiring yourself and your limousine to a holidaying family for a tour of the local district is illegal unless both you and the limousine are licensed - and the indications are that local authorities tend to have a policy of licensing only new or nearly new vehicles. We are looking further into this.

European Commission decides against requiring use of daytime running lights

In 2006, the European Commission announced its intention to draft a proposal for a Directive which would require all vehicles to use daytime running lights and consulted to find the most appropriate way to do so.

However the Commission has decided not to go ahead and will only continue discussions at EU and UN level with the objective that all new vehicles should be equipped with dedicated daytime running lights.

The decision was a result of EC concerns that the safety of vulnerable road users, including motorcyclists, may not benefit from dipped-beam DRL use.

Passenger Car Taxation Directive

In late November, the EU Member States held a discussion on the EC's proposal on passenger car taxation. The proposal would require Member States gradually to replace car registration taxes with annual circulation taxes and to link 25% of the tax paid on cars to emissions by 2008, rising to 50% by 2010.

However, Member States are still unable to agree a common approach - and the Directive needs to be adopted with a unanimous vote.

FIVA has maintained dialogue with the department responsible so that the Commission understands that historic vehicles are taxed differently to 'passenger cars' in most member states and to ensure that there is no intention that the proposal will affect the existing historic vehicle tax structures.

German Parliament exempts historic vehicles from urban vehicle restrictions

The German Parliament has adopted a law which allows historic cars unrestricted access to low-emission zones of urban areas.

The decision was introduced as an amendment to the regulation on low-emission vehicle labelling recognising that historic vehicles are not used enough to have an impact on the overall PM emissions footprint of a city.

FIVA will use this positive development to help other administrations/decision makers recognise that historic vehicles should not be disproportionately impacted by environmental laws designed to improve air quality.

Holland proposes a road charging scheme

The Dutch Government has proposed that all vehicles on Dutch roads should have to pay a kilometre charge from 2016. The road pricing scheme is intended to replace current car and truck registration and circulation taxes and will be differentiated according to the vehicle's environmental profile and the time and place of driving.

The intention is to install satellite technology in all of the estimated eight million vehicles in the Netherlands to track their movements. The scheme will be implemented gradually, starting with trucks in 2011 and passenger cars from 2012, with the objective that all vehicles will be covered by 2016.

EC proposes new noise limits on tyres

The European Commission is consulting with a view to amending a 2001 Directive on tyres (a part of the EU type approval of vehicles) which set the existing noise limit values for tyres.

FIVA is in dialogue with vintage tyre experts to determine whether the proposed limits may pose a problem. The current Directive only applies to tyres to be fitted to vehicles manufactured after 1 October 1980.

Drive IT Day

Drive It Day is on Sunday, 20 April. We had such a good time at the Royal Oak at Bishopstone (between Swindon and Wantage) last year, that we're going to do the same thing again, probably at the same place although at the time of going to press, this had not been confirmed.

Details will appear on our website where there are already several events being listed. Many motor museums are participating by offering special parking areas for those arriving in older vehicles with many offering discounted admission for groups (usually by prior arrangement). Details can be found on the DID pages at www.fbhvc.co.uk.

The conference after last year's AGM was entitled *Start 'Em Young*, and this subject clearly chimed with widespread concerns about the aging nature of those engaged in the historic vehicle movement.

Many younger people who have a natural interest in old vehicles, such as those who attend shows or buy magazines, never get beyond those first stages: they never discover what it is like to ride in/on (let alone drive/ride) old vehicles, so their interest has little opportunity to develop into enthusiasm.

So let's make DID a day when we think about those who are not lucky enough to have their own historic vehicles, and do something to give them a stronger flavour of what historic vehicle ownership is all about perhaps by inviting those who ask sensible questions to, for instance, try the driving position or even offer them a ride.

And for those who would like to give younger family members or acquaintances an opportunity to drive their historic car (and this does apply only to cars), we are working on a deal with RH Specialist Insurance for top-up cover whereby named drivers over 20 who have held a full licence for a year can be put on comprehensive cover for the day: free for those who already insure with RH Specialist Insurance or £10 for those covered elsewhere.

Conditions will, inevitably, apply. Unfortunately, we were unable to finalise details before this newsletter went to press, but an announcement will appear on our website, www.fbhvc.co.uk, as soon as possible.

The primary aim of DID, of course, is to showcase the historic vehicle movement. Some have suggested that, in this age of concern about emissions, we are unwise to encourage people to use old vehicles: we disagree, obviously.

The historic vehicle movement, as our survey of 2006 showed, is a significant contributor to society: hundreds of thousands of people derive pleasure from it, tens of thousands earn some or all of their income from it, and it contributes over £3 billion to the national economy. All of that depends on freedom of use: lose that, and the movement will, inevitably, decline.

To *uphold the freedom* we need, above all, to keep legislators on our side. Two things that always weigh heavily with legislators when they are considering new measures are, first, the number of voters who will be adversely affected and, second, whether the benefit resulting from the proposed measure is sufficient to justify upsetting that number of people.

DID helps both: it shows the large numbers, and by making an obvious contrast with the other days in the year when it is rare to see anything over 20 years old, it shows how little historic vehicles are used. It thus demonstrates that restrictive measures will have negligible benefit on emissions, but would upset large numbers of people.

Trade and Skills Initiatives

It's a few months now since the AGM last October and during that time I have been putting together my thoughts on how our Federation should approach the trade and skills challenges we face.

They are significant and include raising awareness of the practical issues threatening our ability to use our vehicles, maintain our dialogue with those who legislate, the identification of endangered skills and how we can encourage greater understanding of the need to retain and transfer those skills.

Clearly we will need the assistance and cooperation of traders and skills training providers if we are to succeed. And these dialogues and their outputs will provide the foundations to and form the backbone of our work for the immediate future.

First, I considered that we need some clear objectives to give us a focus and secondly a strategy to achieve them. With these aims in mind I have discussed my thoughts with the Board and believe we can start to put a bit more meat on the bones.

Our objectives can be summed up as follows:

- identify regional coordinators to drive approved and specified initiatives forward
- identify more traders, understand their needs and persuade them to become engaged
- persuade key traders to become involved with FBHVC and skills training providers
- quantify our traders' contributions to national prosperity and publish their details to our members
- communicate effectively such information to our political masters
- facilitate skills retention and transfer
- encourage skills training providers and establishments to understand the need for relevant courses and to provide them as a priority where possible
- increase the size and visibility of our Federation and show the unity within it

Now we need to put together a plan to address these issues and I have drafted a strategy that the Board is considering. To start the ball rolling we will re-visit our current traders database to validate the current entries and add further names and establishments over the coming year.

Finally, for now, it is impossible for any one person to undertake this work throughout the UK. Therefore to help to raise the profile of our Federation and its work, particularly our relationships with traders, we are seeking to identify regional coordinators to provide geographical points of contact.

I believe about 12 coordinators throughout the UK should provide us with adequate local contacts for our purposes. So if you are, or anyone in your area is, interested in undertaking such a role please let the secretary know. The more we have the lighter the workload for each!

Myths and Petitions - again

The June 2007 newsletter questioned whether any notice would ever be taken of the on-line petitions being submitted to Downing Street. We highlighted one particular petition with absolutely the right sentiments (calling on the Prime Minister to reject proposals to ban or restrict the use of old cars) but with a totally erroneous explanation. This petition (which closes in March) has recently been given a new lease of life with round-robin e-mails encouraging all and sundry to do the electronic equivalent of signing.

While we make no further comment on whether one should or should not sign, we know that the threats mentioned in the petition's accompanying explanation are, as Henry Ford might have said, bunk.

Hi John

Going through Jim's stuff, I found this photo of his car, before he bought it, with David Suchet leaning on the bonnet. Thought you could use it in Floating Power.

Regards

Alex Yeats



Dear John

I enjoyed your factual report on tyre age. it is a major consideration if our cars are seen to be cluttering up the highways due to a lack of care and attention to things such as tyre safety, then the powers that be, will be forced to put laws in force that will restrict the use of our cars.

The majority of tyre failure I have come across through running Longstone tyres have been due to the use of old tyres. Fortunately I have no personal experience of people being injured but I have seen cars that have been horribly damaged due to detached tyre tread flailing around inside wheel arches.

There is no need to be without a good tyre. Michelin still make the crossply 130/140X40 and 150/160X40 tyres for pre-war cars. I think in 1939 the tyre description was changed to 165-400 and 185-400 but I believe they were still cross ply.

The steel-braced radial Michelin X (which incidentally is still available in both sizes) received its copyright in 1946 and was offered as an option on the Traction Avant in 1949.

The Lancia Aurelia was the first car to be fitted with radial tyres (Michelin X 165R400) as original equipment from the factory in 1952.

In 1951 Pirelli released the first Textile radial - the Cinturato - which enhanced comfort and high speed performance. The Cinturato is also still available at a very sensible price.

An important issue that is particularly relevant to Traction owners is the issue of the 400mm rim. Many people unaware of the availability of suitable tyres have fitted 16" tyres which is dangerous and unnecessary.

A 16" rim is 406.4mm - therefore any 16" tyre fitted onto a 400mm rim will not be central and, apart from being potentially very dangerous, could be the cause of a car bumping up and down at low speed (due to the wheel/tyre being out of round) and vibration at higher speed (due to the setup being out of balance).

Even if either of these effects is not noticeable a 16" tyre on a

400mm rim will undoubtedly cause uneven tyre wear, provide less grip and cause increased vibration which the suspension has to absorb and which in the long term is not good for the car.

Regards

Dougal Cawley

Longstone Tyres.
01302 711123
www.longstonetyres.co.uk

Dear John,

Well done! Another enlarged and packed magazine delivered on time and according to the figures you reported to the AGM produced at approximately 40% of the cost of a 2006 issue. Impressive.

The new layout is fragmentary and at times unclear. For instance p6 starts with TOC news and then turns into more general untitled advice and information with a part stranded in the TOC letters page on p17.

Quantity is no substitute for quality. P13 is a whole page taken up with 11 out-of-focus wierdly presented images of people, some with their backs to the camera and some looking morose. I hope the pianist in the top picture survived the apparent explosion behind him, which possibly caused the cracks in other images. If this is your notion of "arty" and "aesthetically pleasing" I beg to differ. Contrast this with p5 with one third of a page with 11 clear images.

The puzzle page is a worthwhile innovation. The technical section is excellent and I was pleased to read the explanation for the clicking noise of accelerating tube trains. A little gem of information.

Finally I am sorry to have put you to so much work in cutting and rewriting A Weekend With Rosalie. I appreciate your expressed right to sub-edit submitted material as deemed necessary, but would rather you had spiked it than have printed such a mutilated version. You did agree to credit Keith Childs' pictures but they received similar treatment.

Yours

Jonathan Howard

[Jonathan is correct in that I forgot to credit Keith Childs for the photographs used within the article for which I apologise unreservedly. JB]

Dear John

Congratulations on producing yet another splendid edition of "FP". You achieved an ideal balance between purely Traction items and other. I thought the article on tyre life, for example, was invaluable, and keeping us updated on FBHVC news is a must.

Could I ask that for the centre technical section you leave sufficient left-hand margin devoid of printing, so that it can be pulled out and filed in a ring-binder.

I was disappointed that Citroen's new C42 website, to which you directed our attention, includes nothing on the Traction - surely one of the company's three top achievements; but I'm sure I won't be the only member of this club who'll pay a visit to the new showroom on the Champs Elysees when next in Paris.

Finally, you are free to add my details to the directory of

members willing to help with breakdowns, etc. What I can offer is modest in the extreme, but a distressed member can but give me a call.

Kind regards

David De Saxe

[As you will see from the centre section of this issue I have reverted to the format for TOCtech that was used throughout last year in order to provide consistency for David's ring binder. Thanks also to David for his offer to include his name in the register that I am compiling, the first edition of which I plan to publish with the next issue of Floating Power. JB]

Dear John (Ogborne),

Congratulations on another excellent *Floating Power*, and as for the 2008 calendar, just brilliant! Despite the fact that I do not attend any TOC events, I really appreciate the support that the Club offers. Chris Treagust et al provide an excellent service with the Club Spares, Jane & Terence McAuley always keep me informed as to what is happening in the West Section region, and the Club Helpline is fantastic.

Last year, I contacted the Helpline to see if there was any record of an article from many years ago re. converting a 6v wiper motor to run on a 12v system. Within hours, I received e-mails from Mick Holmes and others that set out a range of solutions, including the part number and supplier of a suitable resistor.

Within 24 hours of my initial enquiry, I had ordered, received and fitted the resistor (apologies for no details of resistor/supplier, due to re-formatting my laptop!). Great - now I would have wipers that work at a sensible speed, instead of frenetic wiper arms spinning off into the nearest ditch every 10th journey or so.

All that remained was to turn the wipers on - nothing! Too large a resistor, I think, or maybe the wiper arms need to be bent further away from the windscreen to create less resistance.

Bend the arms back carefully and the wipers work, but hardly touch the windscreen! Careful bending of one of them back again and it snaps!

One replacement arm and 5 minutes later, perfect speed wipers working properly - I had just forgotten to pour water onto the windscreen whilst testing them out! I fitted the resistor to a PC heavy duty heatsink so as to dissipate the excessive heat, and the job was done. So thank you, Mick, John and others for all your help.

As far as content is concerned, the TOCtech forum section of *Floating Power* interests me the most, in particular, items that help *keep you going*. In addition, any hands-on workshop/guidance/help would be of great interest to quite a few members, I am sure, but I can appreciate the time/logistical problems that may arise.

Given that I use my 1952 Normale as an every day car during the winter months, I am now looking out for suggestions that will stop my hand from freezing to the windscreen when trying to defrost it every 500 yards or so (radiator is already half blanked off, maybe a ceramic heater fan??).

When laying-up the Citroen for 6 months each summer, I have now learnt the value of a solar powered battery trickle charger (saves on battery replacement) and look forward the fact that the car always starts on the 2nd turn of the key 6 months later.

And as for the first drive each Autumn - well, that's why we each love our Tractions

Best regards and thanks to all those who make the Traction Owners Club work so well,

Roger Powley

[Roger, Good to hear from you and thanks for the kind comments. You must be one of the few owners who use their car in the winter and lay it up for the summer! Plenty of us use them all year round as I do but your arrangement is pretty unique.

One way you can ensure that you have all the articles from previous *Floating Powers* is to buy a copy of the TOC Technical CD from the shop (£10 + P&P). It has all articles from 1975 until December 2005 (updated every third year). You can search by article title, magazine issue, or key word. There are several articles on wipers including the 6 to 12 volt conversion.

My first car was a 1948 Ford Prefect and that had a small defroster fixed to the windscreen with rubber suckers. It was not exactly brilliant but it at least gave you a fighting chance of seeing the road ahead via a small defrosted area. They may still be available from companies like Paul Beck (01692 650455 - Norwich). John Ogborne]

Hi All

An email from my brother in law who lives in Cape Town, wondering if I was going to do the Rally!! Would that I had the energy, let alone the money!!

Happy AND HEALTHY New Year to all

Martin Nicholson



[The caption under this photograph from the Atlantic Sun of 17th January reads 'A group of Frenchmen in their vintage cars have left Cape Town on an adventurous Trans-Africa Rally. Here the cars attract onlookers during a glorious Cape Town day with Table Mountain in the background.' The cars taking part in the rally are a 1954 Peugeot 203 SW, 1959 Peugeot 403 SW, 1956 Traction Avant and a 1972 Peugeot 504 Coupe and their trans-African route was via Namibia, Botswana, Zimbabwe, Zambia, Malawi and Tanzania before finishing in Zanzibar. Any TOC members interested in taking part next year should contact Didier Pijot who is hoping to make the rally an annual event. Personally I can't understand why Martin wouldn't have the energy for such a trip after organising three Normandy rallies. JB]

Dear John,

Please keep up the good work with *Floating Power* which goes from strength to strength.

Congratulations to Steve Southgate on his appointment as Chairman. I've known Steve since 1993 when I bought my Traction from him and see him each year when she goes to Imperial Cars for her MOT.

I am certain Steve will be an excellent Chairman given his knowledge of, and enthusiasm for, all things Traction and wish him well in his new role.

Please also pass on my thanks to Robin Dyke for including my Traction in the "Paris-built honours list" in the January/February 2008 edition. I enclose a photograph of PSK 774 so that you can put a face to the plate, so to speak.

Best Wishes for 2008,

Regards,

Barry Plant



Dear John

Following on from Alistair Pattillo's example in the Jan/Feb 2008 issue of Floating Power I thought it might be worthwhile to extend our recommended restaurant guide with a special contribution for those planning for the Scheldeland Tour to Antwerp in May.

In addition to the selected establishments listed below there are about 200 more to choose from - all within 500 metres of our base for the tour, The Hotel 't Sandt.

Restaurants

- 't Hofke, Vlaeykengang - bistro on a cute street
- De Kleine Zavel, Stooftstraat 2 - famous for seafood and specials - mains 30€ and just 5 steps from the hotel
- Neuze-Neuze, Wijngaardstraat 12 - conversion of five 16th-century houses - mains 25€
- Sir Anthony Van Dijck, Vlaeykengang, Oude Koornmarkt 16 - very stylish (need to book well in advance) - near carillon
- Le Zoute Zoen, Zirkstraat 15 - often packed - mains 21€
- De Stoempot, Vlasmarkt 12 - bangers & mash !

Café's (serve food also)

- Het Zuidterras, Wandelbrug Ernes Van Dijckkaai.
- De Groote Witte Arend, Reyndersstraat - more than 200 beers
- De Vagant, corner Reyndersstraat and Pelgrimstraat - more than 200 jenevers (gin)
- Het Elfde Gebod (The Eleventh Commandment), Torfbrug 10 - religious statues
- De Pelgrim, Pelgrimstraat - medieval cellars
- Het Vermoeide Model, Lijnwaadmarkt 1: live piano music - by the cathedral
- The Postiljon - in the shadow of the cathedral - creaky stairs

Chocolatiers

- Del Rey, Appelmansstraat 5 - perfect cakes and the best Belgian pralines
- Bury : Korte Gasthuisstraat 3 - best Belgian pralines

For those members who are tempted by the sound of any (or all) of the above there are still a few places available on the Scheldeland Tour if they would like to contact me for more details.

Regards

Robin Dyke
0044 1865 858 555
johnrobindyke@btinternet.com

Hi John

I thought you might like this photograph of a car parked in the garage of the hotel in Gottingen where I'm staying. The owners of the hotel were mightily impressed that a visiting Canadian knew that it was a Traction Avant!!!

Regards

Richard Lengden
Salmon Arm
British Columbia
Canada



Dear John

As a new(ish) member of the TOC may I congratulate you on an excellent magazine.

Re the "mutual assistance" network - I think it an excellent idea to collate the info and issue a guide: also is there a French guide already available?

I am NO mechanic and would welcome a list of friendly folk when touring there.

Best wishes

Richard Heffer

[Richard - I have heard rumours of such a guide so I'll make enquiries and let you know in the next issue. JB]

Dear John

I have owned two 11BL's, the first about 20 years ago and the current one for 10 years, both cars being 1950's.

The first used to be garaged down the town in a borrowed lock up owned by the then Town Mayor for which the rent was an occasional bottle of Gin. I used to run the engine up most winter weekends using the starter handle to start the engine to save the battery.

What has prompted me to write to you now is that my current Traction is in my under-office garage at home, where the temperature rarely goes down below 45—50F.

Starting has to be electric because at age 74 (with recent prostate problems) my wife says I can't crank the engine (even if I actually could).

The car is reluctant to start and a new battery, coil and plugs etc have not improved things at all. Recently the car stood outside overnight and in the morning, after an overnight frost, it would hardly turn over at all.

Eventually it did start - after many, many pulls on the starter and with much fuel having flowed out of the overflow pipe - despite the fact that it must have been flooded by then.

Can someone please tell me how all those old men and women got these confounding 6 volt machines to start in the midst of the winter in ice and snow?

Thanks

Alan Hill
01621 782853

[I'm sure that TOC members will have the answers for you but I've always found that a quick squirt of 'Easystart' works wonders if any of my cars refuse to play after standing for a long time. JB]

Dear John

Here is a photo of the Traction that I have owned for the last four years or so. I thought it about time to let you know why the desire to have a Traction of my own finally surfaced and an instance which proves the Traction community is a fairly close one!!!



I've also enclosed some old photos of Tractions that have been a part of the family in the past, hopefully they may be of interest to you and other readers. Definitely they played a good part in my joining the TOC a few years ago and in my purchasing my 1950 11BL and driving it back from Cornwall four years ago.

Back to 1953 and the year of the Queen's Coronation when my Father and a friend travelled to London to bring back a 1946 Slough-built Light 15. (He had originally wanted a Jaguar 1.5 litre but had heard that the Citroen was by far the better car).

So after a night sleeping in the stands near the Palace they collected DJB 896, a silver metallic car with red leather seats and pilote wheels, from the dealer John S Truscott where apparently the mechanics had worked late into the night to service the car ready for its trip back to Cornwall!!

About this time my Mother applied for her driving test having been learning to drive in the family Morris Ten. True to form, but not before a tad of marital aggravation, she mastered the Citroen's 'weird' 3 speed shift and heavy handbrake and passed her test three weeks later.

DJB was used every day as family transport until the late fifties when it was extensively refurbished. And I mean refurbished. All rust cut out and re-welded, four new wings from Slough, exchange gearbox, engine stripped and completely rebuilt, plus all the usual clutch, brake and driveshaft replacements. All the parts were ordered from Slough and appeared regularly at the local railway station.



As you can see from the photograph the body was completely stripped ready for a fresh coat of silver grey metallic before being fitted with re-chromed bits and pieces.

Following correspondence conducted through the columns of *The Citroenian* in July 1958 DJB was fitted with a locally manufactured tow bracket. Other modifications to the car included the fitment of a Fram oil filter and some experimentation with an SU carburettor which, if I remember correctly, made it go better but was rather noisy as no air filter was fitted.



One of my early driving experiences was behind the wheel of this car in the car park of the local speedway track and I should be really interested to hear from anyone who has any recollections of the 1946 silver grey Slough L15 DJB 896.

Tractions were rare in Cornwall so when my Father spotted a Cornish-registered, black, 1954 Slough L15, one owner, low

mileage car for sale DJB was immediately traded in and the 'new' Traction came home with us.

TAF 330, being only four years old, was a lot more comfortable and easy to drive than the 1946 car as it had the later handbrake and smooth clutch.

With ever increasing fuel and maintenance costs, and with a young family to put through school and college, after three uneventful years of ownership TAF was traded in against a Renault Dauphine - the first of a series of Gordinis, Simca's and R16's.

I had a sighting of TAF 330 in Portsmouth in 1966 when I was at college there but then heard nothing more about her until a casual chat with long-term TOC member Vic Vickerstaff at a local Cornish car show in 2003. When Vic heard the registration number he immediately exclaimed 'Taffy' and proceeded to show me some photos of the car when he owned it whilst living in Portsmouth.

Sadly the story does not have a happy ending as, after a heavy shunt, the car was consigned to the great Traction graveyard in the sky as not being economically repairable.

So the Traction world is a small one.

My own vehicle ownership history is fairly typical. An Austin 7 (a 1928 Swallow), various early 30s Rileys to a V8 Pilot and then to Renaults and Fiats before coming to the conclusion that the only vehicle which would stand up to hard, youthful driving for 20+ thousand miles a year without too much expense was a VW Beetle. I still have three - one I have owned for 36 years and still going strong.

Today my Traction, TYJ 909, leads a very quiet life waiting out the worst of the winter sharing a shed with the VWS and a 1960 Impala - but more about them next time.

Best Regards

Clive Hoskins

PS I thoroughly enjoyed meeting with you on the excellent TOC Club stand at the Classic Car Show at the NEC in November.

Please pass on my congratulations and thanks to all the members of the team involved in putting together and manning the stand.

[Clive also sent me copies of the article that appeared in *The Citroenian* in 1958 concerning DJB 896 that I have printed on page 26 in a new section 'in the rear view mirror' that I intend using to reprint technical and other interesting articles from the past as suggested by TOC members at the AGM. JB]

Dear John

Over the years I have often been asked by members of our sister French Traction Clubs about some supposedly famous Traction restoration enterprise located in arches somewhere in the region of (I think) Waterloo station in London.

Never having heard of such a place I had always assumed that they were mistakenly thinking that the 'Arches' they believed to be in London must have been somewhere in the South of France and said that they just didn't exist.

I have even asked a number of other members of the TOC if they have ever heard of this place but have not, to date, found anyone who can remember it.

Imagine my surprise when, a couple of days ago, one of the many 'rest of the world' Traction owners I frequently correspond with sent me the enclosed newspaper fragment which he discovered beneath the rear seat of a Traction he is currently working on.

As you can see it is from the motoring section of a French newspaper, dating from 20 years ago, and clearly refers to a treasure chest of Traction bargains to be found in the Arches under the railway line at Waterloo.

I would appreciate it if you could print this letter in the hope that one of our older members may be prompted to remember exactly who John is/was and what happened to the Traction emporium at Waterloo.

Regards

Robin

JOURNAL D'AUTOMOBILES FRANÇAISES
Vendredi le 1^e Avril 1988 **Paris Soir** **Edition 1911**

<p>TRÉSOR TRACTION CACHÉ À LONDRES</p> <p>Par notre correspondant automobilist J. Beau Coup de Blagues</p> <p>Roulez up! roulez up! mes amis - c'est votre semaine de bonne chance! J'ai découvert des grottes de trésor à Londres dans les arches de Waterloo au-dessous du chemin de fer. Le propriétaire, Jean, est un geizer diamant et un spécialiste de Traction. Droit up, il y a beaucoup d'auto bargains prix cul de rock. Par malheur quelques ont assemblées avec le steering au droit pour les rosbifs. La plus fait bar, aut'es sont saucissons, mais toutes possibles restaurati--</p>	<p>A VENDRE</p> <p>CITROËN Traction avant, modèle 7C berline 1934 bleu marine et noir, 14.995 F ou plus proche, à Neuilly-Plaisance, Tél. 716.12.22 après 19h.</p> <p>CITROËN Traction cabriolet 1934, moteur de huit cylindres en V (origine inconnue), non grippé, manque carbu., Caisse saine et complète. Fair offre (échange possible). Tél 853.35.85 (jour et 852.12.75 (après 21h), M. Auxière.</p> <p>CITROËN Traction 11B normale 1950 r complète, pour pièces (sans C.G.), Br et bas de portes pourris, 1.800 F 49, rue du Faubourg-Saint 12 72.</p>	<p>ACHAT</p> <p>Traction C-</p>
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Dear John

Please find below the list of Paris-built cars, owned by TOC members, that were built during the months of March and April.

Registration No	Model	Probable Build Date
XSU 239	Normale	Saturday 1 Mar 1952
GVS323	Normale	Wednesday 3 Mar 1954
GSL 119	Normale	Friday 5 Mar 1948
PSU 260	Légère	Friday 5 Mar 1954
635 DMX	Légère	Thursday 8 Mar 1951
ESK 701	Légère	Thursday 8 Mar 1956
VDN 199	Légère	Thursday 9 Mar 1950
NVS 590	Normale	Friday 11 Mar 1955
SSL 667	Légère	Saturday 14 Mar 1953
JSK 890	Commerciale	Tuesday 15 Mar 1955
H 4827 BBB	Légère	Thursday 17 Mar 1955
RPX 111 M	Légère	Thursday 17 Mar 1955
2508 RH 28	Légère	Monday 18 Mar 1957
WSU 254	Légère	Thursday 19 Mar 1953
368 UXN	Normale	Saturday 20 Mar 1954
XSV 957	Normale	Thursday 22 Mar 1951
PFO 694	Normale	Friday 23 Mar 1951
6797 BC 75	Normale	Monday 24 Mar 1952
KGH 301 A	Normale	Wednesday 25 Mar 1953
NSU 708	Légère	Monday 28 Mar 1955
USV 566	Normale	Saturday 29 Mar 1952
RSJ 158	Légère	Wednesday 31 Mar 1937
KGF 27 A	Normale	Thursday 31 Mar 1955
WSU 543	Légère	Saturday 1 Apr 1950
407 UXG	15-Six Hydr	Thursday 1 Apr 1954
DSU 203	Légère	Tuesday 3 Apr 1951
DSK 765	Légère	Tuesday 3 Apr 1956
EBW 796 A	Légère	Saturday 4 Apr 1953
CSK 419	Légère	Monday 6 Apr 1953
VLY 67	Normale	Tuesday 7 Apr 1953
BUD 628 J	Normale	Monday 9 Apr 1956
YRL 634 J	Légère	Friday 13 Apr 1956
DH-65-88	Normale	Wednesday 15 Apr 1953
31-07-VS	15-Six Hydr	Friday 16 Apr 1954
OSU 117	15-Six D	Wednesday 19 Apr 1950
TLH 338 M	Légère	Tuesday 20 Apr 1954
C-8953	Légère Rdstr	Friday 21 Apr 1939
HSL 402	Légère	Monday 21 Apr 1952
OBN-540	Légère	Saturday 22 Apr 1939
MSJ 928	Normale	Friday 24 Apr 1953
1073 XG 72	Normale	Friday 24 Apr 1953
USU 305	Normale	Wednesday 25 Apr 1951
VSK 140	Légère	Saturday 25 Apr 1953
SFO 848	Normale	Monday 27 Apr 1953
WSU 693	Légère	Saturday 28 Apr 1951
18-AX-14	Légère	Tuesday 28 Apr 1953
ESV 708	Légère	Saturday 30 Apr 1955

Robin Dyke

John Barnes; Good Evening.

I understand that you are the Traction Owners Club's Editor. This query is unusual and of a social nature, and I leave it to you to be amused, or pass it on to your Secretary.

I am Glyn Lancaster Jones, resident in Port Dinorwic, near Bangor, North Wales.

A vivid dream two nights back had me meeting a dark haired lady in her late forties - I guess while staying in the USA. She was a Brit away from home temporarily, and we fell to talking as if we had known each other from previous times.

She drove a 1950's Citroen Light Fifteen in pale metallic green, and furthermore she played the violin. Just the lady I've been looking for !!

I was once the 1930's Triumph Owner's Club Secretary and I know that now and then daft enquiries get through the mail.

So, is any such Citroen-driving, fiddle-playing damsel known to you, or was the whole thing a figment of my overworked imagination?

Best regards, Glyn

[After ignoring this for a while I was intrigued enough to contact Mr Lancaster Jones to make sure he was for real. This is his response. JB]

Dear John;

Thanks for your letter in reply to mine. I had reviewed what I had written and decided that the lack of response was the result of a judgement on me and the contents of my letter. Which might have been reasonable !

At the time, the whole image was so vivid, I decided to write in lightest way, but wondering what the results would be. After all, for years I had been the Secretary of another "TOC" - Pre-1940 Triumph Owner Club", and had some sort of reputation to keep.

My experience with Citroens is fairly small, but may be worth your while recording, if you wish.

My Mother's Brother, my Uncle Mervyn, had owned at least two of the upright rear drive Citroens of about 1934 or thereabouts, fairly unimpressive to a school-boy. One was chopped up and buried at the bottom of the garden of a certain house in Chorlton-cum-Hardy, and a few parts found their way into other uses, most notably parts of the rear "boot" which were built onto a pedal car built by Mervyn for his son Roy, who will still have some closer recollections.

The second one lasted into the 1960's, and was replaced by a tatty but reliable Triumph Gloria saloon. I don't think the second was buried with its mate.

I have never owned or indeed driven a Traction Avant Citroen, though when I was a school-boy, I had always admired their styling, and drooled over the two seat coupes, which I thought the epitome of elegance of line.

The nearest I came was having an Uncle who did have a saloon, but there where supposed to be problems related to towing a caravan, and allegedly stretching the body until the doors wouldn't fit safely. What truth there was in this, I know not.

The nearest I came was to drive at age 17 the first Citroen DS19 in Manchester. Owned by a business associate of my Father's, it was unbelievable in its daring, both from the engineering and styling point of view. Father, being a believer in six-cylinder engines, only wished they had used one.

Certainly I don't mind you knowing who I am. Glyn Lancaster Jones, of "Bodafof", Snowdon Street, Port Dinorwic, North Wales. Aged 68, Amateur Musician (as the Irishman said - I mainly play for my own amazement). Naval Architect specialising in designing and building modern versions of period steam launches and their steam boilers. One time restorer of vintage trailer caravans of the 1920's and 30's Telephone No. 01248 670611

Now that you have responded so favourably, my only worry is that there might be several claimants to being fiddle-playing Citroen owners of the feminine persuasion. That might need my own lady to think more carefully about me. She was not "in my life" at the time I dreamt so vividly about one.

Sincerely, *Glyn*

[So if anyone knows a female, fiddle-playing, Traction owner Glyn would be delighted to hear from you. JB]

GETTING CELESTE SPANISH

We purchased "Celeste" (Nee Beatrice) our 1955 Traction 11BL (USU 151) in the U.K. in December 2004, took her on a sea cruise from Portsmouth to Bilbao from whence we drove her some 500 miles across Spain to the Costa Blanca where we live.

After a few months, the question of importing the car became an issue as the law in Spain as far as I understood it allows you to drive a foreign car over here for six months and after that you need to import or take it out of the country.

I was able to insure the car even though it was on U.K. plates but as we are residents over here there was the problem of what to do when the U.K. M.O.T. ran out and also of the necessity of having Spanish Road Tax and a Spanish M.O.T.

Clearly we needed to import the car to stay on the right side of the law. The thought of the Guardia Civil (those hard boys in green uniforms carrying guns) banging on our door in the middle of the night and frogmarching us off to the border was something which didn't appeal at all.

There are Brits living over here who have been driving their cars around on U.K. plates for years. Don't ask me how they do it, they probably have no M.O.T. or insurance and are a danger to society.

The Guardia Civil regularly have roadside blitzes and pull up cars on U.K. plates to check their paperwork and I imagine impound the offending vehicle which may be destined for the crusher. Sorry but I have no sympathy for them.

The law and bureaucracy in Spain is somewhat daunting and not speaking the lingo doesn't help. So what most expats do is go to a Gestor (a particularly Spanish creation) who, for a reasonable fee, will sort through the reams of paperwork to obtain whatever you want - whether it be importing your car, applying for a residents permit, obtaining a marriage licence or whatever.

We had been using a firm of Gestors called H.R. Services ever since we moved over here some six years ago and so naturally we asked them to import our car. The Traction being tax exempt in the U.K. would need to be imported as an Historic car, a "coche historico" no less.

This would allow the age of the vehicle to be taken into account when being tested as is the case in the U.K. The Membership of a car club and a letter from the club as to the car's originality is mandatory.

Over here in Spain the test is known as the I.T.V. (Inspeccion tecnica de vehiculos) and the testing system is different insofar as the testing stations are run by a Government agency and not private garages as in the U.K.

Testing stations are not as numerous as in the U.K. - the one we decided to go to was at Benidorm (about thirty miles down the coast) - and so far I have found them very impressive.

The testing station at Benidorm (which may or may not be typical) is arranged so that a vehicle enters at one end and is checked in stages until it emerges at the other end of the building having, during the final stage of its journey, travelled on moving pads over an inspection pit so that the inspector can check it from underneath while it is being shaken about.

They are very thorough indeed and when I recently took our everyday Peugeot along the inspector even shoved his hand inside the car to make sure that the demister was working.

Importing an historic car is, as I found out, a long drawn out procedure which takes some six months, and is an expensive

one to boot (oops! Pun, sorry) costing well in excess of a thousand euros.

The process was an interesting experience for me and indeed also for H.R. Services as, although they had imported many cars for clients, this was their first historic one. By the end of the exercise I came to know the girls in the office very well indeed!!!

After a few weeks I had a call to take the Traction to their office because an engineer was coming down from Valencia to have a look at it. He obviously intended to make a day out of it because he came along with both his wife and his teenage daughter - to help him with his tape!

Measurements were taken of height, width and wheelbase and the engine details, number of seats and the engine and chassis numbers were all checked and recorded..

I realised on looking through the documentation after everything had been completed that he got the bore and stroke completely wrong but I let it go as I shuddered to think what the ramifications would be on the process if I mentioned it!

Anyone studying the records in future years might well conclude that I have a very strange engine indeed in my car!

After a month or so H.R. Services said they had all the paperwork for me to collect from their office and that they had made an appointment at the ITV station at Benidorm. Efficiency personified I thought. How could everyone have said that the procedure would be fraught with problems?

On the appointed day I duly drove some thirty miles down the coast, taking my wife along for the drive, and arrived in good time.

After queuing up for a little while it was my turn to confidently place the paperwork on the desk. The young lady gave me the sort of look that you instinctively know means that life is not going to be that straightforward and then promptly disappeared with my paperwork.

She returned a few minutes later with a man whom I can only assume was the manager. There was obviously a problem, and neither of us being able to speak the other's language helped not at all.

After repeatedly thumbing through the paperwork, and mentioning several times the words "Universidad de Elche", he made it quite clear that "mas papel" (more paperwork) was required.

I stood there gob-smacked. What additional paperwork could be required, and what's all this about Elche University? I had only come to have my car tested, not to enrol for a mechanical engineering degree! And anyway how could the paperwork not be in order as it had been prepared for me by professionals! Oh naïve individual that I am!

In a situation such as this you can either allow your blood pressure to rise to such heights as to make you a likely candidate for a massive stroke, or you can philosophically accept that this is what happens all the time in España and get on with your life.

Fortunately I had been living in Spain long enough to discount the first alternative without hesitation. We had made a wasted return journey of some sixty miles - but it was a nice sunny day and I knew where there was a McDonalds just up the road!!

So picking up my paperwork we bid all and sundry 'mucho gracias' and 'hasta luego' and headed off in the direction of the fabled Big Mac! Next day I hotfooted it over to H.R. Services to regale them with my tale of woe.

Several frenzied telephone calls were made to various people who were supposed to know what there was to know and eventually it was confirmed that " yes, it will be necessary to take the Traction down to Elche University as part of the process".

Elche is only about eighty miles down the coast (as the Spanish crow flies) but my question as to why I needed to go there was met only with blank looks and shrugged shoulders all round.

They would be in touch!!!! Several weeks later they telephoned to let me know that they had arranged for me to go down to Elche University and yes, for some reason, it really was part of the process.

I again took my wife along for the drive, but this time I also took my friend Dave Garnett, a fellow member of our car club. (Dave had two Tractions back in the U.K. when he was a student - more years ago than he cares to remember - and still bemoans the fact that sold them).

So the three of us set forth on another nice jolly down the coast in the direction of Alicante and Elche. The old Traction was running well, as she always does, and we held a steady 80 KPH on another lovely sunny day.

We made good progress down the motorway, passed Alicante, and before you could say "Gauloise" we had pulled off the motorway and were heading for the centre of Elche.

None of us knew the town well, but by some stroke of good luck we found the white buildings of the university straight away. We had shot down the coast like a bolt from a crossbow and hit the target dead on (sorry, but I do tend to get emotional at times).

The appointment at the university was with Miguel someone or other at 11.20 - but at the appointed time there was no sign of him. Twenty minutes passed and he had still not turned up so we decided to sit in the cool lobby while the girls on the desk busily rang extension numbers where they thought he might be.

An hour passed and there was still no sign of him. None of us got excited, or started cursing the gods (perhaps we had got used to this sort of thing by now) so we decided to go for a leisurely stroll around the campus in the sunshine.

After half an hour or so we returned to the reception desk to be told that they had at last located him and that he would be with us "soon". We had faith that the illusive Miguel would, in his own good time, reveal himself and, lo-and-behold, twenty minutes later he did.

Miguel turned out to be a rather dishevelled, laid-back character who came into the reception area radiating disaffection at being called away from his mates at the local tapas bar. Dave and I exchanged knowing glances as we followed him to his office, which turned out to be rather small and rather disorganised!

After searching through several piles of paper, and looking in various drawers, he produced a form for me to sign - all the time making it patently obvious that he could be doing better things to occupy himself.

I signed the form - whatever it was (it was in Spanish) - and he demanded 208 euros! Another exchange of knowing glances between Dave and myself! After I handed over the money he beckoned us to follow him to the car park where he took several photos of the Traction - and that was that.

I bid him farewell and drove off wistfully looking at my now empty wallet, wondering what we had got involved in and how it would all end up.

Despite my unworthy thoughts concerning Miguel (perhaps he did get his act together or perhaps the local tapas bar closed down) several weeks later HR Services received a thick official

file complete with engineers report, photos of the car, copy of the export certificate etc.etc. All now seemed to be in order with the paperwork and so another appointment was made for me at the ITV testing station in Benidorm.

We duly turned up but once again a confused young lady at the desk had to call out the manager to see us. It was nice to be instantly recognised, and he patiently explained that the car could still not be tested as yet "mas papel" was required.

I managed with my basic Spanish to fathom out that an official letter was still required from the Province of Valencia. Oh well it was another warm sunny day and McDonalds wasn't that far away - so hamburger for lunch again!

So another visit to HR Services to tell them what had happened was met with gasps of disbelief from the girls who, I think, realised that I was beginning to lose the plot when I broke in half all their giveaway ball point pens in the container on the counter.

Frantic telephone calls were made in an effort to get an answer before I finally snapped and eventually someone on the other end of a telephone somewhere knew about it and said they would sort it out.

All's well that ends well and a couple of weeks later H.R. Services received the necessary letter and arranged a third appointment for me at the testing station.

Yet another drive down the coast with the 'Mrs' and this time I was received like a long lost friend down at the ITV which was a nice warming feeling.

I am pleased to say that "Celeste" was the centre of attention and did us proud by sailing through all of the tests without a problem before being signed off as fully roadworthy.

I was elated and felt it called for a celebration, so what did we do? You got it, back to McDonalds for yet another hamburger!

A few weeks later, on a bright sunny morning when God was in his heaven and all was well with the world, the phone rang. It was H.R. Services telling me that they had my historic plates for collection. Five minutes later I was in their office tenderly caressing those most hard come-by sheets of metal.

As I lovingly ran my fingers over the registration plates bearing the number **H 4827 BBB** the trials and tribulations of the previous six months just seemed to ebb away and it is good to think that perhaps the next person who asks H.R.Services to register their historic car will have an easier time as a result of my experience.



"Celeste" finally bearing her Historic Spanish Plates

So was it all worth it?

...../cont

The benefits:

- Frequent visits to H.R. Services to see Chloe who must surely have the best figure this side of Barcelona! [please address any complaints about this sexist comment to Melvyn and not to me - JB]
- Car is now legally on the road in Spain
- An ITV test is only required now once every five years - as opposed to annually.

You may also be interested in another 'Do-it-yourself' effort which was successfully embarked upon when it came to the point of a very necessary re-spray.

For the record other long-suffering 'Citroën Widows' should beware of the filching of precious nylons, which are apparently highly satisfactory for filtering paint. Also kneeling pads being whisked away and cut up to make extra rubbing down blocks for a poor unsuspecting cousin who arrived most conveniently to get involved with this job. For Stan this was truly a holiday with a difference - he found muscles that he had not realised existed.

The disadvantages

- Distinct possibility of obesity, chronic heart disease or CJD due to excessive hamburger consumption.
- Premature onset of poverty resulting from the high cost involved.

If only one had a crystal ball and could be certain of the weather when planning such a stupendous effort it would definitely make for smoother progress.

Nevertheless, "SHE", eventually finished, makes her debut looking quite something in her coat of Sunset Grey. You will see by the enclosed snap that the expression on John's face marks his innermost feelings. 'Never again' were the famous last words.

Melvyn Ford

P.S. Over here the Traction is known as the Once Liger (Light Eleven) so both Spanish and French horses are more powerful than their British counterparts!

As you will probably know by recent correspondence from my husband to you, in search of advice and information for fitting a towing bracket to the Citroën, he plans yet another big effort with "SHE".

The Fairer Comment

"SHE"

Now my golden opportunity has arrived to have a furtive look at 'That Magazine' which is surreptitiously whipped away on its arrival by the man of the house!

It seems to me that it is both opportune and ironic that the aforementioned cousin (Stan) is coming for yet another holiday very shortly. Little does he know what is in store for him, poor chap. But we are so grateful for his cheerful help and inventive turn of mind.

My eye catches the plea by you for much desired material, but am a little uncertain if I am eligible to supply this. However you may be interested in the feminine point of view.

I would like to say how pleasing it is to note that - with very few exceptions - Citroën drivers seem to have a refreshingly friendly feeling to other passing Citroëns. Our children are always very gleeful on meeting 'another one' and wave furiously. Invariably they get a cheery salute in reply.

As I write this I can be pretty certain that very soon a rather scruffy husband will shortly arrive - smelling strongly of engine oil. Yes, "SHE" is having a de-coke and some starter ring or other fitted. At least we shall be saved from such unsavoury remarks as 'something has dropped off' or a rueful glance being cast at me - a mere woman driver - as on pressing the starter an ear-splitting noise came forth.

As anticipated, John has duly arrived smelling of oil but highly elated, and assures me that "SHE" goes like bird. How very smug we shall feel on our next outing.

Evelyn Hoskins

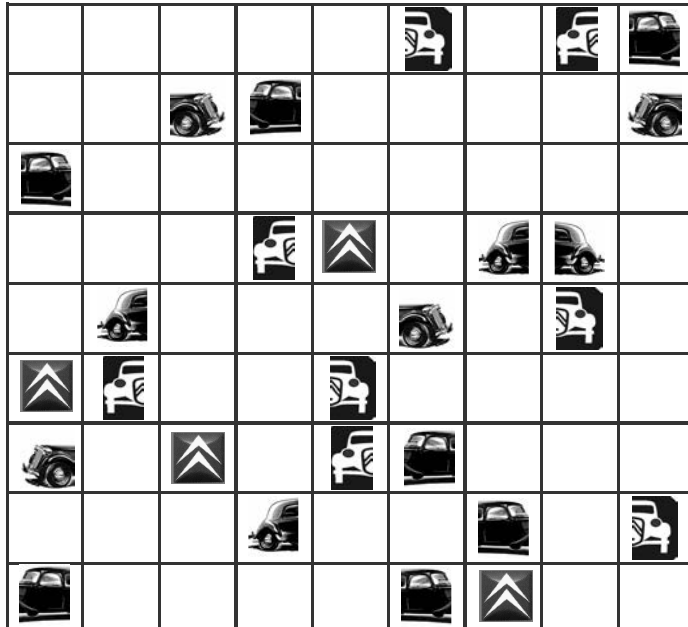
[This letter first appeared in *The Citroënian* in August 1958. JB]



John Hoskins at the wheel of his 1946 Light 15 on completion of it's restoration in 1958

TRAC-O-DUKO

Fill in all the squares in the grid so that each row, Column and each of the 3 x 3 squares contains each of the Traction shapes shown below.



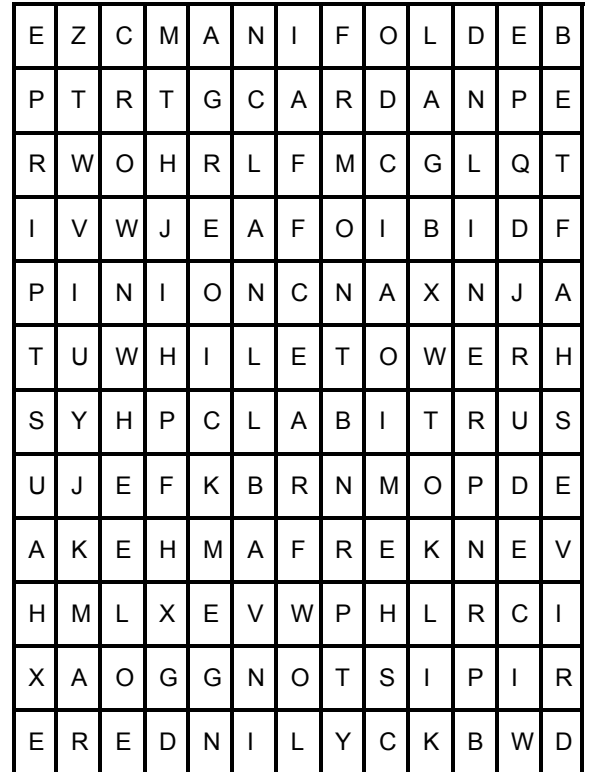
Puzzle M/A01

difficulty rating - medium

For technical reasons it has not been possible to print the answers to both of the TRAC-O-DUKO puzzles from the January/February issue. The answer to the second puzzle can be found on the TOC website. Any members without Internet access please contact the editor to have a copy sent direct to them. Apologies

WORD SEARCH

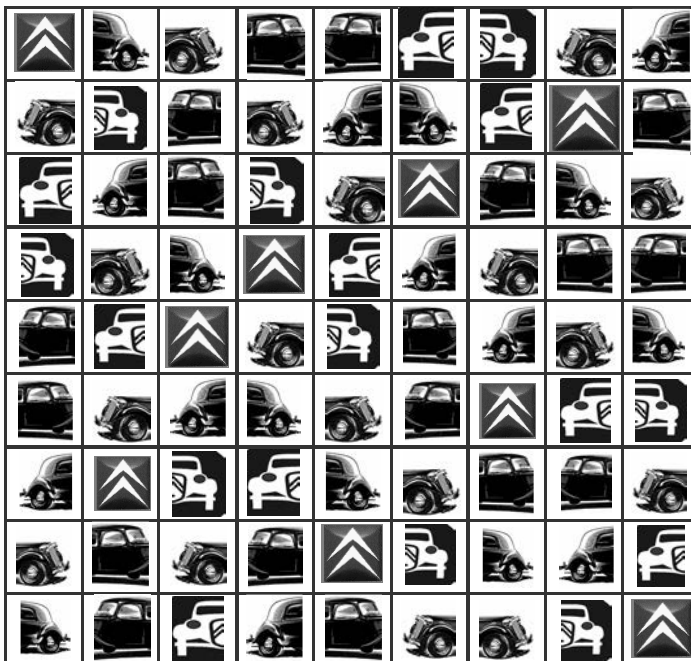
Words may be horizontal, vertical or diagonal in any direction. Some letters may be used in more than one word.



Find these words:

- | | | |
|------------|----------|----------|
| TRACTION | MANIFOLD | GEARBOX |
| EXHAUST | ENGINE | CYLINDER |
| CROWNWHEEL | CARDAN | PINION |
| DRIVESHAFT | PISTON | LINER |

Answers to puzzles in the January/February issue of Floating Power



Puzzle J/F01

difficulty rating - medium

Werizz-it?

The 'Citroen Bar' is in Sevilla, Spain at the entrance of the 'Parc Exposition' - famous because some of 'Lawrence of Arabia' was filmed there.

Wotizz-it

1. Original Upper Arm (Right Hand) Steering Joint for 1939 Legere (replaced under anaesthetic in 2005)
2. 1948 Bus based on U23 chassis, power unit and transmission

Unscramble-it

1. BRA OR CUTTER (11) - Carburettor
2. FAIR ENID LEFT (12) - Differential
3. I BURST IDIOT (11) - Distributor
4. ASTRO ROBIN (7, 3) - Torsion Bar
5. DRAIN CANNER (5, 6) - Inner Cardan
6. RE COMIC MALE (11) - Commerciale
7. AIL IF LAME (9) - Familiale
8. AXE FOR BAIL CUT (4, 9) - Faux Cabriolet
9. ASK THE ADGE (4, 6) - Head Gasket
10. A LARD GIRL RIOT (8, 5) - Radiator Grill

TOCtech forum

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

I am always delighted to receive technical queries by letter, e-mail or phone but in all cases I also refer them to Mick Holmes at the TOC Helpline for his opinion and to circulate to other members with specialist knowledge.

One of the strengths of the magazine, and this column in particular, is the opportunity to share experiences and technical knowledge so I would like, whenever possible, to publish these queries.

No matter how insignificant you may think your technical problem and/or solution is, it will almost certainly benefit from publication, either by someone coming up with the answer or by others learning from your experience.

Please let me know if you do not want an query published, or if you are happy for it to be included but only anonymously, otherwise I shall assume that I can include it. So keep them coming – the more the merrier.

Please use the "toctech" e-mail address for all technical e-mails and attachments.

John

Coil Robbing and Electronic Ignition

Regular contributor David Boyd has come up with a few comments about the coil robbing article last month and, in particular, some consequences of fitting electronic ignition. It would be interesting to hear from others who may have experienced this effect. Here is David's letter.

In my last letter on the above subject, I finished by saying that a new battery had solved the problem – i.e. the engine would only fire when the starter was pushed in whilst the piston was on the up-stroke such that the extra current with no load from the starter was sufficient to fire the motor. Well, it didn't work!

The car was standing for about two weeks and the six volt battery lost some of its charge. The result was that the engine would not fire. Only with the starter in and the piston going up would it run. All very frustrating and so it was back to the drawing board.

However, one thing was peculiar with this car and that was that it was fitted with electronic ignition from a reputable firm – Jolley Engineering of Malvern.

Enquiries with them soon solved the problem. It appears that for six volt electronic ignition to work properly it needs a minimum of 4.75 volts from the battery.

With a low battery, and probably a starter motor that had some wear requiring more current to function satisfactorily, it was all too much for the poor old (actually quite new!) electronic ignition

which was clearly getting less than the required voltage.

The remedy – at least for me – was to replace the distributor with a standard six volt SEV (or Ducellier) distributor and the engine now starts perfectly.

So the advice is to avoid six volt electronic ignition if you can. I am told that 12 volt systems work well. Another problem solved!

More Electrical Problems

Alastair Carter has encountered some problems with failing condensers and I thought it would be useful to include the resulting correspondence for the benefit of other members. So far, there is no explanation.

Alastair wrote:

I have a 1952 Lt 15 slough built (LHD if that matters). I bought the car in May 2007 in good order and drove it home some 200 miles on the day I purchased it with no mishaps. Later I replaced the clutch and gave the car a good service and an extensive greasing as required. The service improved the performance of the car markedly.

However in the last six months I have had to fit three replacement condensers due to a recurring misfire. As soon as a condenser is fitted the misfire goes away. Initially I thought I had a bad quality condenser and possibly a second one, but not three.

The initial two were bought off the "net" (a classic electrical parts site – I cannot remember the name) but the one I fitted last week was from the club. All is well at present, although I have only covered around 50 miles or so as yet!

I have noticed that the ignition coil looks very new and I have a feeling it was fitted only just before I had the car. Also the wire from the coil to the side of the distributor is new and modern; it is connected to the + symbol on the coil. The car is positive earth).

So I have a suspicion that the wrong voltage coil is fitted hence the condenser failure. Can you tell me the correct voltage coil which should be fitted? Also is there any type of ballast resistor fitted anywhere?

John Osborne replied:

As your car is Slough-built it will be 12 volts and therefore need a 12 volt coil. Unless someone has done a conversion, which I very much doubt, there will be no ballast resistor.

The new coil is probably a Lucas item or a Lucas equivalent. Assuming it has type number somewhere on it, try hunting around on the net to see if you can identify it. Try a search on, for example, "Lucas Coils" and you will probably come up with loads of possible sources of original and replacement types that will confirm that it is the right (or wrong) one.



You say that the car is positive earth - i.e. original. This means that the usual connection convention for the coil will apply unless the new coil is designed for negative earth; this makes it important to identify the coil type.

The convention is that the + terminal should go to the contact breaker and the - terminal to the ignition switch. This is opposite to what you have. On the other hand, if the coil is actually designed for negative earth, then the connections you have are correct. The optimum solution is a twelve volt, positive earth coil.

Symptoms of a wrongly connected coil are usually pretty obvious, and include difficulty in starting and rough running, so it may well be that you have a coil designed for negative earth in which case the connections are correct. (Page 12 in the Sep/Oct 2006 FP may help to clarify this).

You can always try reversing the connections to see if performance deteriorates - it should be pretty obvious with a quick test drive and should do no harm.

As to the failing condensers, it may be that they were the wrong ones or that they were from a faulty batch from the supplier. If the breakdown voltage is not sufficient - either because it is faulty or the wrong type - then a condenser will fail very quickly. T

he Club one sounds as if it might hold up. If by chance the new coil is a 6 volt one by mistake then you will overload the condenser and burn out the points but the car will certainly have a good spark in the meantime!

I would not imagine that wrong polarity of the coil will cause the condenser to fail although the resulting misfiring may not help. I would start by checking the coil type - could you possibly contact the previous owner? I would also continue using the car to see what happens but carry a spare condenser in case of trouble.

Alastair replied:

I have now covered about 100 miles with the condenser from the club fitted and, currently, all seems well in that department. The coil is a Lucas one and the markings do tend to suggest it is 12v positive earth.

..... followed by:

The condenser issue has raised its ugly head again just when I was convinced all was well! I was on my way to work and, as happens, the car lost power, began to misfire and back-fired a bit.

So I stopped to fit a new condenser (I am carrying a spare now at all times and can fit one in about three minutes at the roadside!).

I have decided to replace the coil and see what happens.....

A Temperamental Clutch

Alastair Carter has been suffering from a clutch with rather erratic behaviour. Again, I hope the correspondence will be helpful to others.

Alastair wrote:

I have used the car quite a lot today and came to change gear just by my house, but the lever refused to move so I coasted into the drive. I let the car cool down. With the clutch dipped (engine running or not) I have to bang the gearlever to effect a change but all gears are selectable. I have disconnected the arms that run to the gearbox and the gearlever is free to move as would be normal, so I suspect no fault there. I have now reconnected them.

I am thinking that I have some sort of fault with the clutch interlock....any thoughts? I did fit a clutch and release bearing last summer and all has been fine in the transmission since then.

Incidentally, there seem to be no unusual noises from the transmission and the gearbox oil was changed last year too and filled with correct grade and amount (I am not aware of any leaks so I assume it is all still there!).

John Ogborne replied:

It does sound like the clutch/gear lock which it is possible to check without too much trouble.

With a bit of a fiddle you can undo the single bolt and take off the cover at the base of the selector tower to reveal the lock adjuster. Sometimes the screw works loose. It is not easy to retighten the screw but with patience it can be done. It should be adjusted such that there is about 2mm clearance between the fork and the rod.

If this is not the problem check that the gear lever mechanism is OK. The springs are apt to break and, even though it seems OK with the rods disconnected, may be jamming when they are in place.

Have a good look under the dashboard (some gymnastics required!) to make sure that the lever part is aligned with the slots in the gate and that the remains of a fractured spring are not getting in the way.

If the lock adjuster is not the problem and you are happy with the gear lever mechanism and rod adjustment, then I can see no other explanation than a fault in the box itself.

This could either be with the selectors, the lock mechanism within the box, or the gears themselves although the latter seems unlikely if there are no extraneous noises.

The other possibility is that the clutch is not releasing (and hence neither is the lock) when fully depressed. However, this would also be apparent from noisy complaints from the gearbox!

Alastair replied:

It was the lock adjustment. I managed to adjust it as you suggested and all is well.

Noises Off

Long-term member Graham Bradley has been getting strange noises from the nearside rear of his 1953 Légère. Whilst some suggestions have been proposed, Graham would be pleased to hear from others who may be able to help.

He can be contacted at graham.bradley174@yahoo.com, on 01473-259223 or via this column. It would be helpful if any e-mail replies (to this and any other item) could be copied to tuctech@btinternet.com so that they can be published in a future issue.

Graham's query:

I have a particular and peculiar problem with my 1953 11 CL. I have had the car for 40 years, and it has always had a lumping sound at the NSR when going over rough road surfaces, but not bad enough to unduly worry me.

In recent years the lumping seems to have gotten worse, and

distortion has appeared on the outer sill, behind and just in front of the leading edge of the rear wing, the sill is dented in BUT HAS NOT BEEN HIT ! the wing is unaffected.

I have removed the wing and cut a section out of the outer sill in the corner, expecting to find weakness in the inner suspension support and longitudinal member.

THERE IS NONE, in fact it is all in excellent condition !

I can find no structural rust or weakness in the areas of the floor or seat support sections, can you, or others offer any advice ? as I am running out of ideas.

Mick Holmes replied:

First of all, if you have visible signs on the sill then there is some movement in the monocoque which, if the sills and floor are sound, could be higher in the body.

Have you noticed any change in the door shuts? - this can help in placing the seat of the problem. Have you seen any creases in the roof above the window over the rear wing, or in front of the rear wing 15" above the sill between the wing and door shut?

Also have you checked that the rear shock absorber in good order? If not, this could lead to the body hitting the bump stops.

Engine Overhaul

In this two-part article Robin Jones describes the overhaul of the engine in his 1952 Slough-built Light 15. He entitles it "Traction Tribulations", so read on to find out the problems and to learn from his experience.

After the usual round of cooling system troubles and adjustments to cure rough running two years ago, I discovered a more serious problem with my Traction. In driving around town, which is mostly what it was being used for, there was nothing apparently wrong - she started OK, ran smoothly with no odd noises, seemed to have enough power and used only a minimal quantity of oil. However once I put a wheel on a motorway or dual carriageway and went over about 50mph for any period the oil consumption was truly horrendous. I discovered this on a trip to Lancashire where I used five litres of oil for a 550 mile round trip. Fortunately I stopped at frequent intervals to check, otherwise Mr Seizure would definitely have paid a visit when the oil ran out somewhere on the M6.

Closer inspection revealed it was not leaking from any seal or gasket and it did not appear to be burning it (at least there was no visible blue smoke). The cause turned out to be crankcase pressure building up to force the oil out of the ventilated filler cap. First I tried the easy option and removed the breather downpipe (on the LHS underneath the engine coolant drain plug) to check for blockages - no such luck! I was going to have to dig deeper. Next I tried one of those large diameter sink plugs - the sort that goes over the top of the plughole and is held against the sink bottom by water pressure. This was a neat fit under the standard oil filler cap and turned the latter into a sealed cap. Result - it transferred and worsened the flow of oil from the top to the breather pipe, so much so that even at idle speed there was a steady drip! About the only dubious benefit was that the engine stayed cleaner without all the oil volcano-ing out of the filler and running down the sides! A compression test confirmed my worst fears and revealed cylinders 2 & 4 to be well down on compression - this had now turned out to be a major refurbishment exercise.

A few months of psyching up for the task followed. I should explain that I live in a top floor flat in London and the car is in a

standard size garage 5 minutes walk distance with no electric power, light, heat, running water, or similar luxuries. Having de-junked the garage of all extraneous things (bye-bye sailboard, mountain bike etc) and after careful work with tape measure I calculated that I just, but only just, I had room to stand the engine across the front of the garage if the car was pushed back to the end wall.

I set about dismantling the front end using as much ingenuity as I could in placing the parts removed, thus the radiator shell went on the back seat, radiator, generator, upper cross-member etc into the boot, the bonnet leaves went onto the car roof suitably protected by an old curtain. I made up a wooden "cradle" to hold the engine to the dimensions shown in the original workshop manual, the only difference being that it sat flat rather than tilted with the gearbox uppermost. I tracked down an hydraulic engine hoist for hire that fortunately split down small enough for transport (my everyday car is a Rover 25). Having drained all the fluids and disconnected all the necessary components the engine came out with remarkably little trouble once I'd sussed out that it needs to tilt quite considerably for the clutch actuator housings to clear the lower cross-member - think "U boat doing a crash dive" to get some idea of the angle necessary. I used a webbing sling under the water pump housing as shown in the manual and, being of a cautious nature, I ran another smaller loose sling back to the rear lifting eye in case I got too enthusiastic with the tilt angle. One important point for those contemplating a similar exercise is to remove that engine breather pipe before doing anything else as it will be snapped off when the engine "lands" on the wooden cradle - fortunately I was tipped off about this else would probably have needed a new breather on the shopping list.

With the engine on the deck it was an easy matter to disconnect the gearbox - no, I lie, what lunatic came up with those silly little bolts? - the ones with a tiny head with only two flanges. Much rummaging in the toolbox produced the only thing I had to fit these, being a small 6/7mm open ended spanner. This wouldn't quite go on properly for the bolt in the recess between the fan pulley layshaft housing and the projection for the timing hole. Jamming the spanner on endways & using long nosed molegrips on the flanks of the spanner did it in the end but it was a mangled & chewed bolt that eventually came out (first item on the shopping list!). I still had the hoist to support the weight of the gearbox as it was disconnected. The engine ancillaries all came off easily enough apart from the combined manifold "nest". One of the studs broke straight away and it stubbornly refused to part company with the head. Much work with hammer and drift and levering with large screwdrivers and cold chisels eventually did the trick, albeit with some minor damage to the metal flange of No.4 port. The head lifted off easily enough, although I nearly forgot to disconnect the oil transfer pipe at the rear first - fortunately it will "stretch" a bit!

I had already decided that I would limit my dismantling and replacement as far as possible to only those components I knew or suspected to be at fault.

Immediately prior to my purchase of the vehicle it had had a new timing chain and a check upon the crankshaft end-float so I didn't intend to touch these areas. To enable work to take place only on the engine parts at fault would entail departure from the specified method in the workshop manual. I was not going to remove the crankshaft (unless inspection showed signs of wear in the big ends or main bearings), the timing gear, or camshaft. I would still of course need to get the engine onto its LH side in order to remove the pistons and connecting rods.

I still had the trusty hoist, so I could re-sling the engine around the lower bell-housing brackets and right hand engine mount bracket, with another webbing adjustable "roof rack" sling on the LH mount which I then progressively released to turn the engine on its side



and land it back on the cradle. See photo 1.

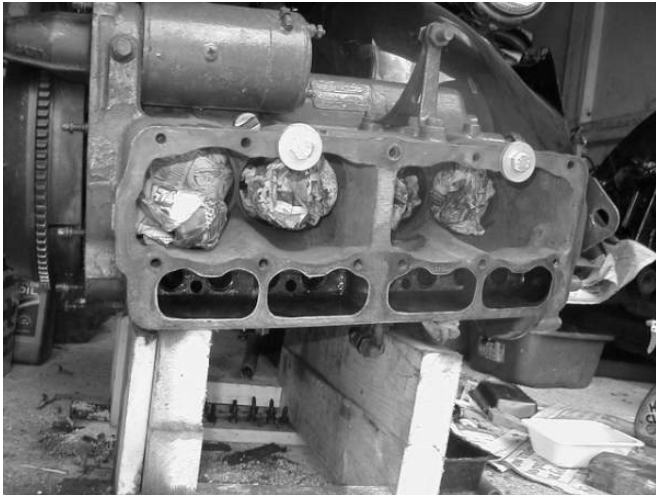


Photo 1

The sump then came off, followed by an attempt at undoing the unions on the oil feed pipe. I managed eventually to get the pump end loosened but I gave up with the crankcase end having attacked it alternately with gas torches and a plumber's pipe freezing kit. Obviously it is only possible to use an open ended spanner on the union nuts so this limits the pressure that can be applied before there is a risk of "rounding" the nuts. The oil pump also took some "persuading" having released the pinch bolt and locknut. With the way clear, I was able to undo the big end caps and slide each piston up its barrel. As numbers 2 & 4 came clear two halves of a top ring fell onto the floor – the root of the problem at last.

A careful study of the big ends (white metal in my case) showed very light scoring only, and micrometer readings taken at right angles to each other across the crankpins showed negligible ovality. This confirmed my decision not to interfere with the crank or main bearings. Photo 2.

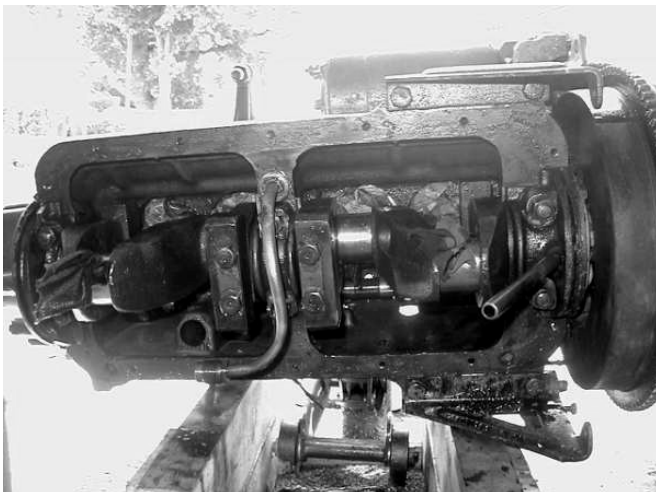


Photo 2

Having received warnings about the potential trouble from a distorted engine block, I spent some time with a straight edge and set of feeler gauges measuring longitudinally and laterally across the barrel tops. I couldn't detect any warping within the limits of the kit I was using. The next task was to get the barrels removed from the crankcase. I found an off-cut of 4x2 inch timber which just fitted between the crank counterweights and the bottom of the

barrels. Much sawing and rasping of one end produced a rounded wedge shape profile which fitted snugly in the lowest tapered part of the barrels and a thinner metal rod then acted as a drift between the hammer and the wooden wedge. As usual with these things, three of the barrels came out without much trouble but the fourth one put up a hell of a fight.

Having taken the cylinder head, pistons, and barrels back to my loft (dark and cramped, but at least I had power), separated the pistons from the con-rods by heating them in the oven (make sure you have the oven cleaner for use before the next Sunday roast) and, using a two legged puller, sandwiching the piston against a backstop with a gap for the gudgeon pin to slide through. I cleaned them up - oven cleaner useful again here for the remnants of hard carbon deposits on the piston crowns - and was thrown into indecision about the best course to take. The obvious thing was to get a new piston/cylinder set but, on the other hand, there seemed to be remarkably few signs of wear in the existing ones and there was no "lip" in the barrels at the top or bottom of the piston travel. The pistons were a little scratched and the top surfaces a little pitted but they polished up reasonably. There were, however, scratches down the side of Nos 2 & 4 barrels caused by the sharp edges of the fractured piston rings and areas of minor corrosion-like pitting. There was also the nagging doubt as to what had caused the ring breakages in the first place. I decided to let the machine shop be the arbiter of whether it was possible to resuscitate the old components. They seemed confident they could hone out the scratching without taking the dimensions out of tolerance so I left the barrels with them and got on with dismantling the head.

At the very least it seemed a pity to have the head on the bench and not take the opportunity of rebuilding it to run on lead free fuel. Removing the valves showed I had a problem of burnt and pitted seats (Nos 2 & 4 again!). I also wanted to do something about the infamous cylinder head water distribution tube. This is a whole separate subject area in itself and I will cover it in another article. Suffice it to say that I crimped over the visible end of the tube at the front of the head behind the water pump, grabbed the metal "tang" so formed with a pair of long nosed pliers and pulled. Result - about two inches of wafer thin ultra corroded multi perforated metal. I took the dismantled head along to the machine shop with a set of new valve guides courtesy of TOC spares and instructions to check it for flatness, install new valve seats and the guides, and to blow out the water channels with an air line to try and get rid of the last remnants of the "boiler" tube.

Back to the garage again and to tackle the thorny problem of how to clean up the rust, sludge, shrapnel, remnants of dissolved cylinder head tube, and general detritus from the engine block without contaminating the crankcase or pushrod housing areas. I couldn't find anything of the correct size to form "bungs" in the barrel housing so resorted in the end to loads of tightly scrunched newspaper crammed into the apertures. Several treatments of engine cleaner followed by water flushing, brushing and blowing out with a nozzle in the end of a foot-pump - the nearest I could get to compressed air! - to get rid of the build up. The amount of solid sludge blocking the engine drain hole was unbelievable. I eventually drove a small diameter tommy-bar through it but not without difficulty. The critical dimension from the outside face of the drain hole is 110mm - if you have cleared that much you have reached the inside of the engine block.

My anticipated timescale for the task was by now slipping drastically. The "1000 Tractions in Dunkerque" meeting had now gone by so the next deadline I was working to was my summer holiday in late July. Although some of this delay was of my own making, I did have several long waits for parts and for machining to be completed.

.....to be concluded in the next issue.

French Leave

In most years I usually manage to get away to France in July for a week or so, usually taking the Traction of course. Members may remember seeing some record of my excursions in previous issues.

This year things got a little complicated as my wife suffered a serious back problem earlier in the year and following hospitalisation required rather more care and attention than normal.

Consequently it was not until late August that the Doctor gave her the all clear to take a holiday, and at the drop of a beret so to speak, we booked a ferry and took off for France for a few days.

Interestingly my wife insisted we take the traction, as she found the ride much more soothing than our modern Fraud Mundaneo.

The intention was not to go too far, so we bumbled about in Normandy and then down into the verges of the Loire. We stayed in some rather lovely small hotels, and generally relaxed and enjoyed the experience.

The Traction as always, went down very well with the French, and was well received wherever we went.

One day we spotted a derelict traction in a field, so after a swift brake application and swifter turn around we bumped down a farm drive into the farmyard to investigate further.



The car was soon surrounded by howling dogs, so discretion (and cowardice....) and all that, saw us staying in the car. A door in the farmhouse then was flung open and a young chap appeared, took one look at the car and was all smiles.

The dogs were corralled and we invited to view the contents of the barns! He owned a 1938 Traction, as well as a host of other Citroens including a beautiful DS, H vans, 2CV cars and vans, a mehari, a couple of Ami, etc., etc. A very nice bloke indeed.

The wreck in the field was a late Commerciale, but in a very sorry state, the floor having rioted away completely. It was good to meet such a young, probably mid-20's, yet very enthusiastic Citroeniste.

I was allowed to make a call on M. Boutet at the famous Depanoto, and picked up a pair of new lenses for the 'Jockey' indicators on my car.

I had last been here in October when I bought a spare engine block, crankshaft, half-shaft and gearbox for my 1927 2.5 litre Donnet Type K.

I brought this entire lot home in my 2CV by the way, much to the amazement of the Depanoto staff. As a by the way, my Donnet is quite rare, only two known, mine and a car in Norway of all places.

The car was designed for Donnet by Maurice Sainturant, who was of course later one of the Traction design team and responsible for the engine.

I have made several visits to Depanoto over the years, it is well worth the detour - as the Michelin Guide used to say.....or perhaps still does. Our visit coincided with some young members of the VSCC in (on?) their 1905 Mors, powered by a 1915 V-8 8.3 litre Curtiss aero engine.....and we thought we were eccentric using a 1939 Traction for a French holiday!

France seems to have suffered with the weather this year in a similar way to the UK, and we actually cut our holiday short by a few days, as the weather had deteriorated to almost constant rain.

Another factor was the increasing difficulties I was having with the clutch. The clutch action had become rather odd, and at times the clutch would not free at all, which was rather embarrassing.

Then on the way home the problems became worse, and not only would he clutch not free, but clutch slip was also evident. I simply could not understand what the problem might be.

However by fiddling with the clutch adjustment, and with careful driving we were able to get home under our own power.

When I stripped the clutch out I was amazed to find that two of the five springs in the driven plate had fallen out and had got mixed up with the mechanism. It was not a pretty sight!

Fortunately the clutch driven face on the flywheel was undamaged, so I have fitted a new diaphragm clutch obtained from Mike Tennant.

Although people have told me I could expect a lighter clutch I have found that this is not the case, the pedal pressure being pretty much as before. However the smoother, judder free take up is very welcome, and must surely be kinder on the transmission.

The clutch job only took a day or two (I seem to have had a lot of practice at taking the engine and gearbox out for various reasons!) and the car was soon back on the road.

The haste was partly driven by a request to take part in the filming of "Churchill at War" for the BBC, due to appear I believe some time early in 2008.

Part of the action is supposed to be in France in 1945, and the filming was being undertaken at a large house near Frome in Somerset, a house that possessed a passing resemblance to a French Chateau.

My car was joined by another Traction (a 1947/48 model I suspect since it did not have that moulding around the rear window, but had pilote wheels, tubular seats, and a bonnet with flaps not louvres.....anoraks again I am afraid!) and a circa 1938 Chenard-Walcker.

These other two cars were supplied by an agent and arrived on trailers, so sadly I did not get to meet their owners. I assumed in my innocence that the cars would just be parked up as background shorts, so was rather surprised to be told that I was also to be on camera!

I was sent off to wardrobe and kitted out with a rather natty three piece that made me look like a spiv, and then I had a 1945 type haircut, which has caused my wife no end of amusement (see photograph overleaf).



Amusingly the director took exception to the original yellow

wheels on my car because they would “distract the viewers from the action”, and a minion was therefore tasked with blacking them out.

This was achieved by black emulsion mixed with washing up liquid, a mix that I found to my relief later washed off easily with plain water!

There were in fact only two scenes using the cars. In the background of one scene I am loading Churchill-ian luggage into my car whilst the main characters do their bit in front of camera, and then in the other ‘Churchill’ and ‘Clemmie’ get into the Chenard, followed by two other characters jumping into my car which leads the procession out of the Chateau forecourt and away down the drive.

It was all good fun, and most interesting and informative to see from the ‘inside’ how a film is made.....and of course the fee more than paid for the new clutch!

Mike Tebbett

The Return of the Prodigal Son 55 years on

It all started in February 1952 when my father Ted Simkins, an electrical engineer by trade, purchased his first “good” motorcar, a pre-owned 1948 Slough-built Citroen Light 15.

Having returned to South Africa in 1948, the country of his birth in 1919, it had taken some time to establish himself and his young bride after the challenges of World War II ... particularly as they were without the benefits of family and other support systems in the Colony, as it was then.

He was mighty proud of that car ... solid timber dash, quality carpeting and leather upholstery ... a far cry from the ever popular, but more austere French vinyl, plastic and steel versions.

Interestingly, having flown 3 tours with 88 Squadron during the war ... one of just three survivors of the original pilots of this Boston low level twin engine bomber group, he never had to take a driving test or license ... it was automatically granted on the premise that if one could fly, one could drive. There were times later in life that we queried that hypothesis ...

A fine motor vehicle it was ... made better by his profession as an electrical engineer and subsequent solutions to some of the “Prince of Darkness” challenges posed by Lucas ... it was modified by appropriate relays to address some of the more glaring shortcomings, principally the ignition switch which also carried the burden of driving lights.

Dark burgundy leather and deep red carpets, together with good legroom and the absence of a transmission tunnel, made it exceptionally spacious inside for a vehicle of those overall dimensions.

The entire mechanical aspect of the car was focused to the front of the firewall ... as my father told me, the only reason that rear wheels were provided was to keep the boot from dragging on the road.

By early May 1952, my mother Daphne was under observation in hospital from complications linked to the arrival of her third son ... me.

Her parents were visiting from the UK ... in those days it was still possible to circumnavigate Africa, which they did, and in between the events surrounding an addition to the family, my

father toured them around South African and Southern Rhodesia (as it was then).

On the morning of May 17th 1952, my mother was discharged from the “Queen Vic” maternity hospital, with the words of “see you back in 10 days or two weeks for the delivery”.

Departing the hospital at about 8:30 am, mother and father proceeded home, with a stop on the way for some grocery shopping.

On arrival back there, my father proceeded up the road to a garage he rented ... our little house did not have one. Proceeding indoors, my mother suddenly realized that some little guy was in a hurry ... it was not going to be another 10 days or even 10 hours before he arrived in this world.

While Grandfather was dispatched to recover Father and Citroen, Grandmother realized that there was some midwifery potential here ... and then accompanied my mother in the back seat of said Citroen as rapid progress was made back to the “Queen Vic”.

Not rapid enough ... as it transpired. Despite dark threats of “don’t you dare make a mess of my car” emanating from the drivers seat, by Clarendon Circle in Johannesburg (perhaps a mile and a half short) I had arrived in this world.

We duly made it to the maternity hospital and walked up to the front door together ... well, perhaps a slight exaggeration.

By 1958, visiting Kruger National Park, the Citroen passed the 100,000 mile mark ... by 1963, after some 146,000 miles she was laid up after running her white metal big ends.

My father kept her ... originally for a couple of years ... for my older brother, before I inherited her, together with the very fine Citroen repair and tools manual in 1970.

As a civil engineering student with some knowledge of things mechanical, I enjoyed her as a daily driver for many years.

She stayed with me as I joined the hotel industry in 1972 until finally, a lack of time and money (those who know anything about the hotel industry will be able to readily relate ...) I sold her on in 1979, together with a 1951 “big boot” model as seen in the wedding photo in this article ...

While at University, she was subject to typical student pranks ... without a locking bonnet, some wise guy switched two HT leads ... we still made it home, if somewhat slower than usual.

On another occasion, with the appropriate spare part not available, I externally connected a condenser that was too large to fit in the distributor ... one end disconnected after some 9 months, but again, I was able to limp home.

On another notable occasion, facing a 400 mile trip back from Durban to register for 2nd year university, I left it to the last moment for overnight travel and enjoyed another "Lucas moment" ... the headlight switch was combined with the ignition switch ... I had a choice of headlights or spark, but not both.

The trip was at 25 mph with head out of window, in an effort to see where I was going. In all the time I used her as a daily driver however, she always got me home ... it was with great delight that I carried a tow rope and was always the first to offer a tow to cars in extremis which were some 20 years younger than mine ...

She carried my bride Valerie and myself some 3,000 miles on our honeymoon in 1976 ... Cape Town and the South Cape coast.

She was my daily driver during my National Service in the SA military in 73/74 ... not that I was supposed to have transport during that time.

At one point she was a delightful daffodil yellow ... before becoming a somewhat more subdued bamboo over chocolate brown, using the natural curves along the sides and C pillars to define the break. She was indeed, special.

In the 80's, sans Citroen, my career in hotel management developed, culminating in company transfers to Hong Kong, Los Angeles, Tokyo and Sydney, Australia.

In 2000, I ended a 28 year association with Westin Hotels & Resorts and headed to Seattle to join an old colleague of mine in a small Hotel Management Company based in the Pacific Northwest ... coincidentally, also the home of a Series 1, 4.2 E-Type convertible that I had acquired in the early 90's.

Came early 2002 ... approaching my 50th birthday ... and I pined for the old Citroen. I was heading for South Africa for my birthday (and my mother's 80th) and I resolved to try and locate her again.

A two month advertisement in a national newspaper and an e-mail chain eventually turned up a hot lead 3 days before my birthday ...

The owner at the time was Tony Niemandt and he was initially not interested in even speaking to me ... he had acquired the Citroen in 1982, engaged Steve Le Roux, Chair (then and now) of the Citroen Car Club of South Africa to restore her to a high level and subsequently put just 11,000 miles on her in 20 years (my father and I had done 273,000 miles in 25 years).

When he heard the story, he relented ... and then some. He welcomed myself, my wife and my mother on the day and hour of the 50th anniversary of my birth ... I was able to reinstall my mother on the rear seat of the car and take her out for a drive at the precise time, 50 years on, that I had previously "inconvenienced" her ...

The challenge then became to persuade him to part with her ... this is a car that evokes great emotion and sense of ownership.

Two and a half years later, he graciously agreed and in January 2005 the transfer was completed. I have a great sense of gratitude to Tony for his understanding of why she is so special to me.

So ... many years on ... the prodigal son returns ... that being me ...

During the past three years, I have not had as much opportunity

to drive her as I would wish as living in Seattle makes that an impossibility on a regular basis.

Come February 2008 though ... as my daughter is to be married on the West Cape coast (80 km north of Cape Town), I will have the opportunity of driving her down to the Cape via some well known historic towns and places in South Africa ... Mafeking and Kimberley (of Boer War siege fame), the Fish River Canyon and Calvinia.

My father was born in this small Northern Cape town in 1919, exactly 12 days before his father died from the Spanish Flu ... both in the same (and only) sizable brick building in the area, the local hotel.

My grandfather is buried there and has the distinction of being the only English name in the military section of the town cemetery ... he served in South West Africa as Captain in the Natal Mounted rifles during WW1.

As we consider retirement in that part of the world, we have recently bought a house in Plettenberg Bay, with exceptional garage facilities, and the old girl will be heading there as her new permanent home.

She visited most parts of Southern Africa in her youth and together we plan to extend her experiences over the next 20 odd years.

James Simkins



TL - 1952 Grandmother midwife with armed guard. South Rhodesia
 TR - 1974 Army duty
 Centre - 1958 100,000 miles up. Kruger National Park
 Bottom - 2002 50 years to the day, and hour. Re-united.

Dear Mr Poxon

I am a member of C.C.C. and have a 1946 Light Fifteen. What I want to do is fit a towing bracket suitable for a caravan. I have in mind a 12ft van, so that the towed weight can be kept to about 15 cwt.

Will you please be good enough to let me know the correct way of fitting the bracket, or let me know where I can get this information. There is no one down here I can get advice from and although I have written to Slough the two drawings they sent only gave provision for towing about 10 cwt.

Your early reply would be much appreciated as I have only about 4 weeks left before my holidays, and I want to go with the van. I enclose S.A.E. for reply and, if any cost of drawings etc is incurred please let me know and I will remit at once.

I feel a little despondent as most people frown on towing with front-wheel drive but, since reading the article on "Towing with a Citroen" by the Rev. Bell in the Citroënian, I feel it may be possible. I have written to the Rev. Bell and asked how his bracket is fitted but he is not a technical man and has not been able to give the information I want.

Yours sincerely, J L HOSKINS

Dear Mr Hoskins,

Many thanks for your letter of the 25th. Several other members have written regarding the towing attachment for the Light Fifteen and the details were in fact printed in the magazine some considerable time ago. However, as we now have many new members, I thought it desirable to have this information re-printed and you will find the details in the next copy of the magazine.

Yours sincerely, JOHN POXON

Fitting of Towing attachment to Light Fifteen, Big Fifteen and Six Cylinder

In order to fit a towing attachment to the above cars, first obtain from the factory, if possible, the bumper bracket re-inforcing brackets. I'm not sure whether these are still obtainable, but if they are not, it is a job that an ordinary blacksmith could readily do.

Detach the bumper and the fixing brackets and have new brackets made of approximately twice the thickness of the original. You will notice that these brackets fix on a flange around the back of the body and on the forward side of this flange a strip of metal needs to be made which will form a backing strip, so sandwiching the actual body pressing between the backing strip and the new heavier brackets.

Having gone this far, either the existing bumper iron can be reinforced or again a stronger one can be made, and if it is not necessary to travel with the bumper in position this can be readily be made of angle iron. In the case of older cars with the small type luggage boot, some difficulty may be experienced in fitting the towing hitch at the required height and also obtaining full opening of the boot.

It is now advisable to fix a 4in. To 6in. Strip of 1/8in. Plate from the centre of the towing hitch under the boot and this piece of metal should go as far as possible up to the rear axle well and be fixed with about a dozen 3/16in bolts and nuts or rivets. The great thing is to spread the stress over as wide an area as possible.

The rear end of this strip should be suitably bent to fix the centre of the towing bar approximately at a point where the hitch is fitted. This will give a very rigid towing attachment and there should be little or no tendency to side movement.

The same principle, of course, applies to both the large and small boot version and the Six, but of course the brackets would have to be of a slightly different shape to suit the slight differences in the body design, but the all-important thing to remember when fitting a towing hitch is to make absolutely certain that it is as rigid as possible. Any whip is likely to cause trouble and fracture the rear of the body.

Most people find it desirable when using the Light Fifteen or the Big Fifteen for towing to raise the rear torsion height, and these can be safely raised up to ten millimetres.

The above correspondence and technical article appeared in the July 1958 edition of *The Citroënian*.

They are reprinted here by kind permission of the editor of *The Citroënian*

This report, which was first published in the East Anglian Daily Times in November 2000, is reproduced here by courtesy of Archant - the UK's largest independently-owned regional media business.

East Anglian Daily Times, Friday, November 3, 2000

Chip pan fat keeps this Citroen running

TONY Blair might be working up a lather over fuel prices, but a Suffolk engineer reckons he has come up with the perfect solution - chip fat.

And if the threatened blockade goes ahead and the region grinds to a halt Malcolm Sagers might find he has more friends than the prime minister ever dreamed of. The car-mad father is running his 1953 Citroen on a home-made fuel concocted from used chip fat, caustic soda and methanol, and says the classic vehicle is running better than ever on its new diet. As well as the better performance he says there are no noxious diesel fumes or black smoke, and the fuel and its by-products - soap and glycerine - are all biodegradable.

But the biggest bonus for semi-retired Mr Sagers, who lives on the Studlands Park estate in Newmarket, is the price. It costs him about 27p to make a litre of his chip fat fuel compared to the average 84p-a-litre cost of diesel in Newmarket - a massive saving of almost 60p.

Mr Sagers, 53, and his wife Susan, who runs her more modern Citroen on the ingenious recipe, have even driven to Wales and back on the new fuel and they intend to keep using it until the Government brings prices down. The engineer got the idea for making his own fuel during September's crisis. "We had been on holiday in Spain and France, and we came back to this. "I had always wanted to try

my hand at making my own fuel and thought this would be the perfect opportunity."

He had heard of someone in Zimbabwe making diesel fuel out of corn oil and with more detailed information from the internet he was soon down at his garage in Nimbus Way mixing up his first batch.

"The whole process takes about an hour, but then the mixture needs to stand for eight hours, so you're left with the fuel on top which can be drained off leaving the by-products behind.

"I reckon I have now developed my technique so I could produce 15 gallons a week," he said.

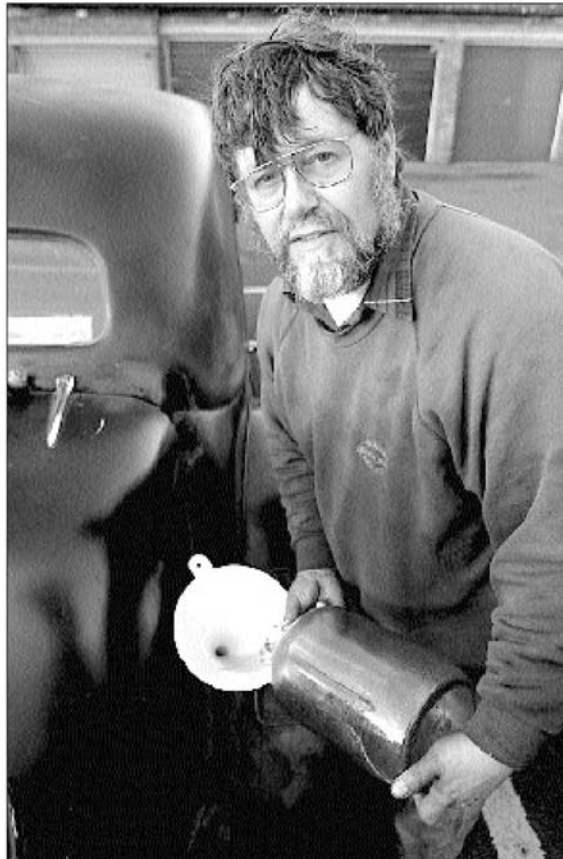
Mr Sagers, who says his local fish shop is only too pleased to let him have the used fat for free as they usually have to pay to have it taken away, is legally allowed to produce his own fuel, but would be in trouble with the taxman if he started selling it as an alternative fuel.

He is, however, hoping the chip fat fuel will show the powers that be there are viable and effective alternatives to conventional petrol and diesel.

A spokesman for the Department of Transport said the Suffolk engineer was ahead of the game in Britain.

"As far as we are concerned it's perfectly legal.

"We are currently doing a study looking at how effective and feasible it is to make fuel out of waste products such as vegetable oils and are expecting the results at the end of next month."



OUT OF THE CHIP PAN . . . Car-mad Malcolm Sagers, from Newmarket, pours some of his home-made fuel into his 1953 Citroen Photo: MICHAEL HALL

La Traction de mon Père

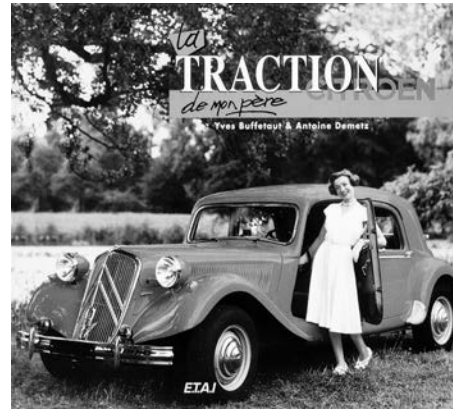
by Yves Buffetaut & Antoine Demetz

ISBN : 2-7268-8277-3 published by E-T-A-I
price 26.70 euros easily and safely purchased for their website www.etai.fr

This is an excellent small format coffee table book of 120 pages with good photographs on almost every page. In it the history and development of the Traction is reported on a year by year basis.

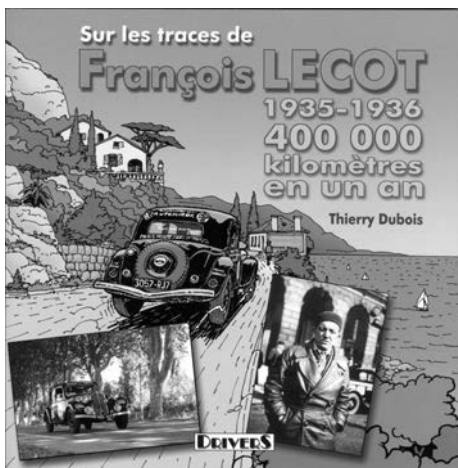
Turning the pages you will come across occasional more specialized topics - Six roadsters, the V8, various wheel types, cops and gangsters, etc..

The book is written in French, but in a clear concise style which should enable readers to enjoy the book.



Sur les traces de François Lecot

Thierry Dubois



If you have a small coffee table then you may like this book about François Lecot who, at the age of 57, drove 400,000 kilometres in one year in his 11AL Traction. "Sur le traces de François Lecot" is written and illustrated by Thierry Dubois and published by Editions Drivers, ISBN 2-35124-008-1. It is priced at 29€ and can be bought easily on-line from Librairie du Palmier www.editions-palmier.fr (with postage and charges should cost about £27). If you have a larger coffee table then there is the well known book "François Lecot 400,000 km en Traction" by Fabien Sabatès and Gilles Blanchet.

François Lecot was an enthusiast of endurance driving. In 1930 he drove 100,000 kms in 111 days in a tiny Rosengart (based on the Austin 7) and by 1933 he had participated in another half dozen notable events. In 1934 he started to drive Citroëns, beginning with a Monte-Carlo Rally in a Type 45 coach before testing the Traction in the extremes of the Sahara, on a round tour of Belgium and France and Paris-Moscow-Paris postal in 1934.

In 1935/36 his epic achievement was the 365 days of driving 1,120 kms a day from his *Hotel & Restaurant de Paris* at Rochetaillée-sur-Saône (just north of Lyon), one day to Paris and back and the next day to Monte-Carlo and back. This Traction was a well prepared 11AL with two 65 litre tanks, extra lights and horns, and a second accelerator pedal (to alleviate fatigue).

I liked the small format of this colourful book which is 21 cms square and about 1 cm thick and contains 142 pages. The text (in French) is well set out and there are so many photographs, and of course lots of Thierry's wonderful drawings.

Biotreck Africa

Sur les traces de la Croisière Noire

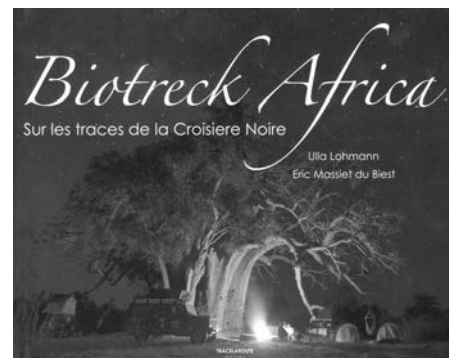
by Ulla Lohmann & Eric Massiet du Biest
published by Editions www.T3.fr
ISBN 2-912257-29-8
75.00€

This is a coffee-table book par excellence, with wonderful photographs on all the 272 pages

Two Tractions (Scarabée Rampant & Escargot Volant) plus two support 4x4s (Spartacus & Popeye) successfully re-ran the 1924 Croisière Noire (Kégresse).

The route south was through Tunisia, Algeria, Niger, Chad, Cameroon, Central African Republic, Congo, Uganda, Kenya, Tanzania, Zambia, Botswana, Namibia to South Africa. The adventure took five months and covered 25,000 kilometres.

Scarabée Rampant is a 1950 11B Normale with an ID19 4-speed gearbox with a catalyser to reduce NOx and CO2 emissions which ran on an agro-carburant fuel. Escargot Volant is another 1950 11B Normale but with a DS engine and gearbox, a catalyser, and disk brakes. Both cars behaved impeccably.



Robin Dyke



CITROËN MAGAZINE

Citroën Magazine is a high quality, commercial magazine with interesting reports on (mainly modern) Citroëns.

Issue number 54, January 2008 has 31 pages. This edition contains reports on:

European Motor Show Brussels, 2008

Reports on the world-premiere of two new Citroën-models: the smallest van NEMO COMBI and the 'New C5':

The report states that the new models attracted superlative comments only.

Design:

Citroën Magazine reports that ten future models are being designed by Citroën. These include a 'berline coupé' C4 based on the concept-car C-AIRDREAM.

In design terms Citroën is ahead of the competition - once more - in innovation by creating and using electronic car-systems for security, navigation, telephony, music etc.

Environment

AIRDREAM will be the Citroën label for environment-friendly cars. The concept-car C-CACTUS, the family-hybrid for the future, consumes only 2.9l/100km.

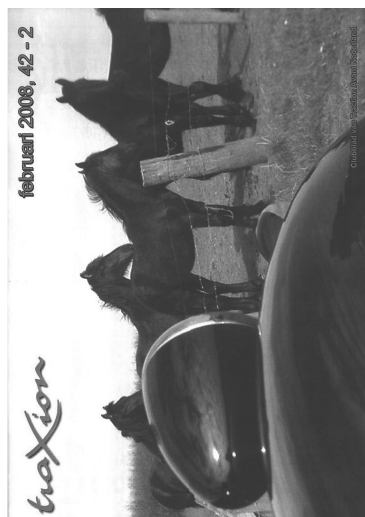
C42 Showroom

Citroën Magazine reports that Citroën feels at home again in its "Showroom C42" on the Champs-Élysées. Apparently the displayed glass artwork in origami weights 86 ton (86000 kg).

Rallying

Sébastien Loeb, in his C4-sport, is world-champion for the 4th time running.

Walter & Noëlla Callens



TRAXION

Traxion is the club magazine of Traction Avant Nederland (TAN). It is published every month except August and is now in full colour.

January & February 2008. Pages 1-45

News:

A report about a TAN-member encountering, last summer, a Vorst-built Traction parked (where it had been for many years) in the front garden of a Belgian house. What was once a beautiful grey car was now in terrible, irreparable condition.

Events:

Announcement of the "Tour de Bourgeois" the national TAN-rally from 30th April - 4th May 2008. The destination is unknown at this stage - but despite this it is almost fully booked. Announcement of the Annual Gathering 2008: "It Giet Oan!" which will take place on September 14th in Sneek.

History:

A photo-report on a range of Traction-noses, such as E.T. (Emile Tonneline), D.G. (Denichère et Gilbert), Joseph, OLD, Foucher-Créteau, Chausson, E.V. (Edouard Van Hoegaarden), Jocourt. Also a photo-report on a range of radios fitted in Tractions: Monarch 'la route qui chante!', Mildé-radio, Le Poste de TSF-Citroën (all French), Philips (Dutch), Sound bilradio (Swedish) and Novak (Belgian).

Reports:

A reprint (in Dutch) of the story by Karel Beukema toe Water that was published in Floating Power Sept-Oct 2007.

Technical:

A report on the use of endoscopy techniques, using miniature cameras, to inspect the inside of engine cylinders without removal of the head.

Walter & Noëlla Callens



CITRO EXPERT

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

2007 n° 6 80 pages.

This edition contained reports on:

DS:

Innovative in 1967: A 6 page report about Citroën innovation such as the DS 'seeing' around corners with its turning (80°) headlights.

SM:

A 6 page report about Citroën's rallying activities with the SM. In 1971 the SM participated successfully in the Maroc-rally. In 1972, following poor result, Citroën was forced to conclude that the SM was too big and too heavy for rallying.

Vorst:

A story about the plant in Vorst, Belgium where Citroën produced Tractions from 1934 till 1957. It used the factory from 1926-1980 and apparently the plant is now operated by Volkswagen.

XM:

A story about the famous blue/white XM-ambulances which were the cars preferred by ambulance operators throughout France.

Chaprons:

Another 6 page report about the last CX-LANDAULETTES re-styled by Henri Chapron. The question posed by the report is 'how many special CX-s the factory in the Rue Aristide-Briand, in Levallois-Peret, delivered in 8 years?'

Tourism:

a report on visiting Carcassonne which concludes that it is like a journey back in time to medieval times.

Walter & Noëlla Callens

Section Co-ordinators

Eastern	Steve Shinebroom	2 Fallow Fields, Loughton, Essex, 1G10 4QP	Tel: 01245 328 009 email: steveshine@btinternet.com
Ireland	Norman Moore	69 Killane Road, Limavady, County Londonderry, Northern Ireland, BT49 0DT	Tel: 028 7776 3755
Lakes & Border	Bob Cuppage	Branthwaite House, Caldbeck, Wigton, Carlisle CA7 8HB	Tel : 01697 478301
London	Peter Simper	215 Whitton Road, Twickenham, TW2 7QZ	Tel: 020 8891 1093
Mid-shires	Peter Riggs	6 Newton Close, Rushden, Northamptonshire, NN10 0HR	Tel: 01933 419863
Northern	Stan Platts	1a Moorlands Road, Birkenshaw, Bradford, BD11 2BH	Tel: 01274 683848
Peak	Bev & John Oates	55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP	Tel: 01629 582154 email: peak.toc@virgin.net
Scotland	Frank Grant	Dun Donnachaidh, Crathie, Ballater, Aberdeenshire, AB35 5UL	Tel: 01339 742272 email: frankgrant@btinternet.com
South Midlands	Simon Saint	Snigs End, Danes Green, North Claines, Worcestershire, WR3 7RU	Tel: 01905 454 961 email: janeandsimonsaint@hotmail.com
South West	Walford Bruen	Wintersland, Southerton, Ottery St Mary, Devon, EX11 1SD	Tel: 01395 568909 email: kembru@btinternet.com
Surrey, Hampshire & Sussex borders	Steve Reed	No 1 Terwick Cottage, Rogate, Nr Petersfield, Hampshire. GU31 5EG	Tel: 01730 821792. For details of section events and regular meetings please contact Helen or John on 020 8330 7216 (open all hours)
Welsh borders		New Area representative required. Please contact Bernie Shaw for details of what's involved.	Tel: 01933 274382 email: bernie-pearl@lineone.net
West of England	Terence & Jane McAuley	7 The Normans, Bathampton, Bath, BA2 6TD	Tel: 01225 466 939 email: mrsjane.bear@toucansurf.com
Rest of the world	Robin Dyke	18 Henfield View, Warborough, Oxon. OX10 7DB	Tel: 0044 1865 858555 or email johnrobindyke@btinternet.com

Eastern Section

The Eastern section meets every two months on the LAST WEDNESDAY of EVEN months at The Royal Forest, Rangers Road, Chingford, London E4 7HQ from 8.30pm onwards.

The Royal Forest is within easy reach of East London, North London, Essex, Hertfordshire, and is close to the A10, M11, M25 and A406

Steve Shinebroom

London Section

The London Section meets on the last Tuesday of each month 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).

Pete & Sue

Mid-Shires

28 letters were sent to TOC members in the Mid-Shires area during January. Virtually all of them were returned and a very high percentage of members were very positive about taking part in regular section events.

I am currently analysing all of the responses and in the next issue of Floating Power hope to report on progress towards the re-establishment of the section and the preparation of an initial calendar of events for 2008.

Peter Riggs

Peak Section

The Peak section normally meets for lunch in a variety of hostelrys in Derbyshire on the first Sunday of every second (even) month.

In addition to the Annual Rally the events we have scheduled for 2008 are:

Sunday April 27th. Richard Carlin has agreed to organise a "Drive It Day" Run leaving Ashbourne at around 11.00 and ending up at a pub for lunch.

Sunday June 1st. We will be joining the High Peak Historic Vehicle Club on their 30th, and last, Run - starting and ending at the Pavilion Gardens in Buxton. Closing date for entries is 17th May.

Sunday August 3rd. 38th Cromford Steam Rally - we will be showing our cars at this excellent local meeting. Closing date for entries is 1st May.

Bev & John Oates

Scotland Section

The Scottish meeting and events programme for the rest of 2008 will be:

May 25th, Elgin. A visit to the Moray Motor Museum and Johnstons Cashmere Mill with a nice lunch somewhere in between.

June 29th, Dundee. A visit to RRS Discovery and the Verdant Jute works and restaurant, a great day out see www.rrsdiscovery.com

July 27th, Alford Motor Museum. a multi-marque club meeting, a visit to the Museum and a chance to talk nuts & bolts and compare widgets to your hearts content over a superb tea!

31st August, Rosslyn Chapel, and a nice lunch. See www.rosslynchapel.org for more details of Rosslyn Chapel.

28th September, The Falkirk Wheel and again a nice lunch, please see www.thefalkirkwheel.co.uk

Frank Grant

South Midlands Section

20 April 2008-Drive It Day. This year 'Drive It Day' will be marked jointly by West of England and South Midlands with a meeting at The Tunnel House at Coates near Cirencester which was the venue for the West of England meeting in January.

Good food is available and the idea is to meet there at lunch time and afterwards to walk along the nearby disused canal. Please contact Terence McAuley or me for further information.

24 & 25 May 2008 - La Vie en Bleu. This is now an annual event at the Bugatti Owners Club site at Prescott near Cheltenham. The TOC had a display of cars at last year's event which was very successful and well attended, despite the bad weather on the Sunday.

This year there will be a larger display put on jointly by The Traction Owners Club, The Citroen Car Club and 2CVGB. A Citroen UK hospitality unit will be part of the display and the local Citroen dealership will also be displaying a number of cars.

Although we will have a generous display area there are obviously constraints and so each club is looking for 6 vehicles for the display.

Apart from being a French car weekend this is also a two day hill climb race meeting with vintage and classic cars on display and racing.

There is plenty of general parking space and you don't have to have a vehicle in the club display to come along. The atmosphere is very evocative of the period and having been there last year I thoroughly recommend it.

Come for one day or both, there is a camping area for those who want to stay over.

There is an entry fee for all, whether you are displaying a vehicle in the club area or not. The fee is £15/person/day on the gate or £12/person/day booked in advance with no fee for children under 14.

To book in advance go to www.prescott-hillclimb.com or 'phone 01242 227979.

If you would like more information about the club display or if you would like to display your vehicle please contact me on 01905 454961 or e-mail at janeandsimonsaint@hotmail.com.

Simon Saint

South West Section

A sub-committee has now been formed to organise the 2009 Annual rally which is likely to be based in deepest Cornwall,

possibly in early July.

After the initial meeting, which took place outside a delightful Devon pub in the lovely February sunshine, the sub-committee went to inspect Mark Harding's Sixes -- one from Slough the other "decouvable" model from Paris via Vietnam.

A general get together will happen some time in April.

Walford Bruen

Surrey, Hampshire & Sussex Borders Section

Our Christmas lunch at the Malting House was, as usual, well attended with over 40 members present. At our January meeting we welcomed new member Gerry Walton, from Epsom, with his blue Slough-built Traction and 14 other members.

The revised diary for 2008 is now as follows:

March 16th	The Fairmile, Cobham from 12 noon
April 20th	Drive It Day. The London Section, led by Pete Simper, will join us for a combined drive along the A25 to Heaver Castle in Kent. For those wishing to convoy from The Fairmile meet at 10.30am to leave at 11.00am. Alternatively meet en-route or at Heaver Castle for a picnic lunch at 12.30 (weather permitting).
May 18th	The Fairmile, Cobham from 12 noon
June 1st	Woking Classic Car Show and Fete at Prins Willem Alexander School playing fields on the B382 at Maybury near Old Woking, Surrey. Free entry with your classic car from 10.00am. Open to general public from 12.00 - 5.00pm. Entry forms available from Helen.
June 15th	The Fairmile, Cobham at 12 noon.

Information on planned meetings and outings for the rest of 2008 will appear in the next issue of *Floating Power*.

Helen Shelley

West of England Section

Herewith the 2008 events for us:

20 April. Drive it day. After some casting about for suitable venues, it seemed we could not do better than return to our January haunt of the Tunnel House, near Cirencester. We go there in the dead of winter so it might be fun to explore the canal and environs when the weather is (one hopes) a little warmer. It's also where we get the best turnout of the lot.

24-25 May. La Vie en Bleu at Prescott near Cheltenham. While this is not strictly a regional event, it is on our doorstep. See more details elsewhere. Hot and cold running Bugatti's -what more could you want. This can be Saturday or Sunday, or both for the real petrolheads.

8 May. A visit to Wilton House near Salisbury (to give the south of area folks a go). Apparently it is a good day out - more details to follow.

3 Aug. A visit to Wells. The proposal is lunch at the Britannia Inn, followed by a trot down to look at the Cathedral etc, followed by a cream tea in the grounds of the Ogborne residence. They are "at home" that day, which is just as well.

21 September. Again an event on our doorstep. The Tredegar House Car Show is something we have not been to for some years as a group, so it might be nice to have a go at

doing so this year. Good picnic opportunity. If we book before June we get in free.

So, just a few dates, but then you need to slot in all the other more exotic things.... Brest, Rome, Antwerp, Utrecht, Lille, Sweden, Norway, Denmark, Peak District!

And, before you know it, you are back at the Tunnel House and it is 2009!

Pip pip

Jane & Terence

Rest of the World

In the last report I got the dates for two Scandinavian rallies wrong - mea culpa.

The Swedish rally is in Härmösand from the 27th to the 29th of June, which is exactly the same as our rally in the Peak District.

The Norwegian rally is in Rørøs from the 29th to 31st August, and this clashes with the 70th anniversary rally for the 15-Six at Fort Seglin near Lille.

The first two TOC members who sign up with me for the Norway rally can each have a free Norwegian travel guidebook (in English).

The third Scandinavian rally, the Danish, is at Løgstør from 13th to 15th of June (no clashes) at the top of the Jutland peninsular in Denmark.

The drive from Esbjerg to Løgstør is really easy, about 130 miles through beautiful countryside, and Esbjerg is a pleasant overnight crossing from Harwich.

I have received some photos from Germany, where Hubert Krome has restored this 7C. I think the car dates from September 1937, and it looks as good as new.

I am most impressed by the radio. Hopefully Hubert will bring his car to the rallies in Lille or Arras.



Matthew Smith in Korea has sent this photo of his 1955 Comerciale which is enjoying a rest in Brighton.



On a sad note I regret to report the death of Marie-Rose Van Dyck, who bravely fought a long battle with cancer.

Wilfried and Marie-Rose attended our rally at Blenheim Palace, and many of us met them on the Chocolate and Old Lace Tour to Belgium and the 70th anniversary rallies at Versailles and Dunkerque. Wilfried is the proud owner of a light grey Légère with an unusual vinyl roof, pictured here at Versailles.



I am sure that everybody will join me in sending our condolences.

Robin Dyke



Welsh Heartlands Autofest 2008

19th—20th April 2008

The organisers of The Welsh Heartlands Autofest have invited members of the TOC to join them for the whole weekend or just to take part in the DRIVE-IT day activities on Sunday 20th April.

The family weekend event will take place at the Civic Centre & Country Park in Blackwood, near Caerphilly, and will include all classes of vintage and modern classic vehicles plus working vintage machinery.

Some of the attractions at this years will include:

- A Guinness Record Breaking Gathering of Sinclair C5's !
- A Saturday non-stop music show on the outside stage from mid day until mid night !
- Celtic Wrestling all weekend
- Radio Controlled 1/8th scale Monster Truck Racing
- Heartlands Taste Sensation Food Fayre
- Sunday Gulas - a mix of country and folk music and dance
- Land Rover 60th Anniversary Rally
- Brothers of the third wheel AGM and major display
- A Classic Hearse Gathering
- Heartlands CraftsFest marquee
- Childrens rides and entertainment

All pre-entered vehicle and machinery exhibitors will receive a souvenir plaque and free copy of the show guide plus free entry to the festival for the entry and all passengers up to a maximum of 6.

Camping is available from Friday Evening by prior arrangement and bookings for the event and camping can be made on-line at www.welsh-transport-festival.co.uk

Scheldeland Tour

23rd - 26th May 2008

The final programme for this very popular TOC event has now been finalised as follows.

Friday 23rd

Rendez-vous from 2pm in Hotel De Notelaer, Stationsplein 2, 2880 Bornem, where we will have dinner together in the evening.

Early arrivals can visit the market-square, café's & shops or have a drive in their Traction along the banks of the Schelde to the nearby castles & pavilion of Bornem and Hingene. There is free parking at the hotel but no campsite.

Saturday 24th

Visit to the WW2 Human Rights-memorial in Breendonk, followed by a scenic drive to Antwerp, with several stops along the way for lunch and drinks.

Late afternoon check in at the campsite "De Molen" (left bank) or at the 4 star Hotel "t Sandt" (right bank).

Secure indoor parking has been arranged at the hotel or in a nearby garage at a cost of €15 per day (24h). NOTE: There is NO free parking in Antwerp.

In the evening there is an option to join the group at a special Antwerp event (using public transport) in a trendy neighbourhood or to stay in the centre itself. Either way you can enjoy dinner and drinks on the terraces of the many, many restaurants and bars.

Sunday 25th

In the morning we will drive in the Tractions to a Belle-Epoque town district of Antwerp and at noon the cars will be parked in the historic centre of Antwerp where there is a wide variety of places for lunch.

In the afternoon there will be a tourist-stroll through the historic centre of Antwerp followed, in the evening, by an 800 metre walk to an outstanding venue where we will have an authentic Antwerp-reception and an excellent Belgian buffet.

Monday 26th

As it is impossible to drive out of Antwerp on a Monday-morning due to heavy traffic congestion some free visits have been organised to local attractions such as the Carolus Borromeus (RUBENS-church), the Stadsfeestzaal and finally the Observatory.

RESERVATION: to obtain a registration form or for further information please contact :

- the UK/£: Robin Dyke johnrobindyke@btinternet.com
tel 0044 (0) 1865 858555

- euro-countries: Walter Callens waltercallens@telenet.be tel
0032 475 47 93 02

Reservation forms can also be downloaded from the TOC website at www.traction-owners.co.uk

NOTE

Numbers may be limited, the 29 hotel rooms that we have reserved are now nearly all taken so please act now to ensure you can join fellow Club members on this tour. Casual clothing will be suitable all the time but please remember that Sunday-evening is smart-casual. And don't forget your walking-shoes or that you can extend your stay to include Monday night –or longer- in the hotel 't Sandt at the same reduced price as we have for the weekend.

Traction Avant Danmark Summer Meeting

13th - 15th June 2008

Our friends in the Club Traction Avant Danmark would be delighted to see members of the TOC at their summer meeting over the weekend of 13th - 15th June at Løgstør in the HIMMERLAND region of Denmark.

This year's program is similar to previous years with a buffet meal in the hotel on Friday evening. Saturday morning will feature a drive to the town of Aars where the shops have arranged a French weekend (including French entertainment).

Saturday afternoon will include a drive through the beautiful Himmerland countryside to arrive at the hotel in time for a spare parts market, quizzes and to prepare for the Saturday evening grand banquet followed by an evening of entertainment including a good live band.

Sunday morning will be a short drive to the harbour in Løgstør and then to Vilsted to see and hear about the huge reconstruction of a natural lake (which will be one of the largest in Jylland)

For further information please contact Robin Dyke on 0044 (0) 1865 858555 or by email at johnrobindyke@btinternet.com.

Peak District Perambulation

aka TOC Annual Rally

June 27 to 29 2008

With most of the preparations now in place and quite a number of members already signed up I thought I might say a few words about an annual event which is now almost unique to Derbyshire and which occurs in many of the peakland villages.

This is the *dressing of wells*.

This ancient and once pagan custom has long since had Christian associations, though the exact origins are unknown.

Now all but unique to Derbyshire, this is the art of decorating springs or wells with pictures made from growing things as a thanksgiving for the gift of water.



The actual dressing of the wells is done by the villagers and the annual celebration of the blessing of the wells forms part of a festival for the whole village.

The well dressing usually consists of a panel, erected in front or around the well, depicting an abstract or pictorial scene often, but not always, taken from the bible.

The panel consists of a wooden base upon which a layer of puddled clay is applied. The scene is then created using a range of plant material and flower petals with occasional use of other items such as egg shell and feathers.

When the panel is complete it is erected around the well and the ceremony of blessing the well takes place. The dressing then remains in place for about a week.

The historical significance of well dressing is that it probably originates in recognition of the vital importance to a community of a source of water. Our earliest ancestors always chose a location for their settlements near to water.

The first wells to be dressed, on Ascension Day in May, are always at Tissington. From then on approximately 50 villages dress their wells throughout the rest of the year.

At the time of the rally there are well dressings in at least two locations - the villages of Litton and Tideswell - so our Saturday route is planned to pass through them and we hope that you will stop to view this very special spectacle.

Finally one or two points about the rally.

- Accommodation is limited - so **Book it early!**
- There are some quite steep hills to climb - so please make certain that your clutch and brakes are working effectively and **we certainly don't want any broken gearboxes!**
- The Saturday evening meal will be a set three course meal in our own function room. There may be a choice of main dish and a vegetarian option so please watch out for further news.
- There will be a **cash only** bar for the purchase of wine etc. (If you wish to pay for any drinks by card you will have to traipse downstairs to the main bar!).
- Entertainment will be provided by Paul Holmes at his piano bar. Those of you who attended the AGM will already be familiar with his style of music and I hope will welcome him a second time.
- The cost of the visit to Chatsworth is for entry into the house and gardens but **does not include parking**. Therefore anyone not wishing to visit the house and gardens can, if they wish, pay for parking only. There is still plenty to see including Chatsworth Park and the village of Edensor (pronounced Ensor). If you have internet access you can get more information about Edensor by visiting:- <http://www.derbyshire-peakdistrict.co.uk/edensor.htm>
- The entry into Crich Tramway village is **free** to the driver of a Traction and the Traction. **Passengers** in Tractions must pay the normal entry fee.
- Drivers and passengers in "normal" cars must park in the visitors parking and pay the normal entrance fees.
- Also because we are taking part in their 1950's day it would be nice if people could dress appropriately.

Now that the details and costs of the rally are all finalised overleaf you will find your rally application form.

Finally we look forward to welcoming you at the Quality Hotel, Ashbourne on Friday the 27th of June.

Rich Carlin

Britanny Tour

11th - 14th July 2008

The 2008 Britanny Tour will be held in the Brest area of France.

Full details of the Tour are still awaited from CTAB (Club des Traction Avant de Bretagne) but as always TOC members have been invited to take part and if last year's Tour is anything to go by the 2008 event will be well worth attending.

If you are interested in obtaining more details on the Tour, as they become available, please register with Martin Nicholson and he will forward information to you as it becomes available.

Martin can be contacted by email at vicmarnic@wanadoo.fr, by telephone on 0033 233 61 0015 or by letter at La Bessardiere, 11B Rue Auguste Chardin, 50800 St Maur Des Bois, France.

Fleetwood Transport Festival

20th July 2008

The committee of the Fleetwood Transport Festival (known locally as "Tram Sunday") cordially invites the TOC and it's members to attend the 2008 event which is set in the historic town centre roads.

Fleetwood is a seaside location very close to Blackpool, Lancashire, and the event not only attracts enthusiasts but a 30,000-strong, wide variety of visitors including young families - introducing them to the joys that classic vehicles can bring.

In its 24th year the Festival, which runs from 10am to 4pm, includes a HUGE number of trade stands and currently attracts around 60 buses, 180 cars, 20-30 motorbikes and a wide variety of other specialist and exciting vehicles (last year this included a monster truck).

Attendance as an exhibitor or a visitor is entirely FREE and the organisers will be pleased to provide a Club stand for the TOC. All exhibitors are presented with a commemorative plaque and Fleetwood has plenty of shops and cafés to make this an ideal day out for the whole family.

For further details and/or registration please contact Lawrence Weetman at lawrence.tramsunday@googlemail.com or www.fleetwoodtransportfestival.co.uk

Summer Meet Traction Norvège

29th – 31st August 2008

The 2008 Summer Meet of Traction Norvège will be held at RØROS, which is a typical old mining town in the centre of the country, and as always TN will be delighted to welcome TOC members to their meeting.

During the meeting TN hope to give visitors an insight into the history of this mining town in the mountains as well as a sample of the very special atmosphere of Røros. In addition to the town itself there will be drives into the mountains to experience the life in the mines as it once was.

The base for the weekend will be the Idrettsparken Hotel which is only a short walk from the centre of the town and has good parking facilities.

As a final attraction there is also a visit to the tractor museum belonging to TN member Robert Stenseth at Dalsbygda, 30 kilometres south of Røros.

TOC members interested in joining Traction Norvège for their summer meeting should contact Robin Dyke for further details

and registration forms on 0044 (0) 1865 858555 or by email at johnrobindyke@btinternet.com.

70th Anniversary of the 15-Six

29th - 31st August 2008

To celebrate the 70th anniversary of the appearance of the first 15/6 models in June 1938 a gathering of all models of Traction from 1934 to 1957 will take place at the Fort de Seclin, which is 10km from Lille in Northern France.

In addition to the exhibition of 15/6 cars there will be exhibitions and a grand indoor autojumble throughout the three days of the event.

Fort de Seclin itself is an important WW1 Memorial and museum that preserves both the history and architecture of the Western Front between 1914 and 1918.

For further details please contact Robin Dyke on 0044 (0) 1865 858555 or by email at johnrobindyke@btinternet.com.

Conservatoire Visit

25th April 2008

There are still 6 places left for the visit to the Citroën Conservatoire At Aulnay-sous-Bois in Paris on Friday 25th April.

A number of people are travelling by car and there may be spaces available with them for anyone interested in going but who doesn't want to drive in Paris.

Contact Mick or Moira Holmes as soon as possible if you are interested because in early April they have to send a complete list of all the people who will be going on the visit to Citroën .

Mick & Moira can be contacted at m.holmes1@ntlworld.com or by phone on 0115 911 6218.

TOC Annual General Meeting

23rd November 2008

At the February meeting of the TOC committee it was decided that the TOC AGM would again be held in Walsall because of its central position, value-for-money pricing, and good access to the motorway network, which hopefully makes it the most accessible location for the majority of Members.

Following some discussion it was also decided that, because the Saturday evening event has become a part of the TOC social calendar, there would be an event organised for 22nd November.

This year, however, instead of being limited to TOC members and their partners, the weekend package at the hotel (including Saturday evening dinner, entertainment till late and Sunday morning breakfast) will be available to TOC members, plus their families and friends.

The weekend package will therefore offer the opportunity for groups of friends to have a weekend break, top class entertainment, and maybe some retail therapy in Birmingham for the rest of the group on Sunday morning whilst the TOC member attends the AGM.

Steve Southgate confirmed that he is prepared to again make all of the necessary arrangements on behalf of the TOC but would like all Members who might be interested in attending to contact him as soon as possible so that he can get an idea of the numbers he needs to be making provisional bookings for. Please see page 2 for Steve's contact details.

TOC Annual Rally 2008 Booking Form

Friday June 27th to Sunday June 29th 2008

Location: The Peak District of Derbyshire and surrounding area.
Rally HQ: The Quality Hotel and Leisure Centre, Ashbourne, Derbyshire.
Hotels and Camping: See Jan/Feb 2008 issue of *Floating Power* or TOC website.
N.B. Don't forget that you must book your own accommodation!

Driver Details

Name:
 Address:
 Postcode:
 Telephone:
 email:

Car Details:

Registration no: Model:
 Year: Paris/Slough
 Number of passengers: Adult: Child (under 14yrs):

Payments :

	Driver with car Adult		Each Passenger Adult	Child	
Full Weekend					
Administration fee	£ 5.90				
Saturday 28 th Chatsworth House tour of house and gardens*	£ 9.00		£ 9.00	£ 4.00	
Evening Meal	£25.00		£25.00	£10.00**	
Sunday 29 th Crich Tramway	free		£ 8.50	£ 4.50	
Sub total:	£39.90		£42.50	£18.50	
times number	x1		x	x	
Total to pay:	£	+	£	+	£ = £
Sunday Only:	£ 5.90		£ 8.50	£ 4.50	
times number	x1		x	x	
Total to pay:	£ 5.90	+	£	+	£ = £

**Please send completed form and cheque made payable to *The Traction Owners Club Limited* to:
 Rich Carlin, 21 Evans Avenue, Allestree, Derby. DE22 2EL
 To arrive no later than 31st May 2008**

* If you do not wish to make this visit or just pay parking please delete this cost on the form.
 ** This choice will be from a child menu. Any child taking the full menu must pay full price.

ADVERTISING

Charges for advertising in Floating Power

Tractions and Traction-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 per 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 'Tractions 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/fraudalert/section/cashback_fraud.htm

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

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

TRACTIONS FOR SALE



1949 Paris built small boot Normale with dipped bumpers. In good condition and owned by me for 18 years. Recent major overall. MOT Sept 08 Tax Nov 08. Roger Williams wider ratio gearbox conversion for better cruising. Sealed drive shafts. Stainless steel exhaust. Front seat belts plus child seat belts in rear. As new underneath and never welded. As new tyres and 2 new spares. This is a fantastic car to drive and use. Excellent chrome work. £6995. email for more photos/info jonshirl@gmail.com Tel.01442 872399 Mob.07761848510 Located Berkhamstead Herts



1952 Slough built L15: RHD; 88,000 recorded miles; Black; Big Boot model; Bodywork good and solid, one or two minor blemishes; brightwork mostly pitted / needs rechroming; interior needs work - seats and headlining require refurbishing - carpets and woodwork good; Stainless steel exhaust system; Regularly serviced; Engine has undergone partial rebuild two years (1,500 miles) ago - new timing chain - lead-free head - stainless steel head tube - new exhaust manifold - reconditioned dynamo; Recent new brake hoses; Brand new wiring loom just fitted; Some service history; Will be recommissioned for the road with new MoT by the time this ad is published. Telephone 0208 330 2654 or 07904 021440 (Robin)



1953 Normale: good body and paintwork. Stainless steel bumpers and exhaust. Approx 3000 miles since engine rebuild. 12 months MOT. Needs re-upholstery due to mice damage and good home. Bargain at £4600. Peter Simper 0208 891 1093 (after 8pm) 0208 560 3267 (work)



1953 Normale: 40,000 miles from new, full bare metal re-spray, undersealed, no welding, all door shuts in excellent condition, new jointing rubbers to all areas, re-chromed handles and trims, new chromed head lights and hubcaps. wheels shot blasted and painted incl new tyres and tubes, stainless bumpers and re-chromed overriders, new rear lights and indicators, brakes overhauled, new clutch, roof lining and rear seats complete and original, virtually no mileage since Sept 1999. MOT till Nov 08, has hairline crack on exhaust manifold, slight weep on water pump, interior needs carpets, 4 door panels and front seats need overhauling. Offers over £4,000 to Martin

Tucker on 07771 565439 (M) or 0115 9323116 (H) or email m.tucker55@btinternet.com



1955 Familiale. LHD, taxed and MOT'd till May 2008, good runner, needs a little TLC and some attention to slight body damage. £ 6500 ono. Contact Alex on 0208 401 6190 or email veats_alex@yahoo.co.uk



1956 Normale: in beige and ivory, re-trimmed, rebuilt engine, first class body never welded, all door shuts are spot on, good tyres all round, lovely to drive, very light on the steering. 12 months MOT. £8,000 ono. Mick Holmes 0115 911 8218



1957 Normale: LHD. taxed and MOT'd till April 2008. Run regularly. Needs a new home. £ 5500 ono. Contact Alex on 07961001702

Light 15: approximately 1949, very rusty, for spares only. Several spare engines and other parts also very rusty. Offers around £300 for the lot. Ring Mr Dennis Warden on 01926 613154

1947 Light 15 Slough-built, small boot, in need of restoration. The time has come for me to admit that I will probably never get round to it! Stored off-road for the past 15 years, partially dismantled but it is all there. Car is located in central Scotland. For more information and to make me an offer please call Chris Vennall 01555 841205

Type 23 Flat bed truck for restoration. 1911cc, complete and fairly solid. Interesting second world war history. £3,000 or haggle. For full details call 01872 863233 or email les@weal.plus.com

TRACTIONS WANTED

WANTED - Light 15. New TOC member is looking for a Slough-built post-war Lt 15, preferably with large boot and sun roof. Must be a runner and in reasonable condition. Target price around £5k. Please contact Tony 01543 473099 or email aharrisyoaxall@hotmail.com

PARTS FOR SALE

For Sale: Fuel Pump (AC) and heat shield for fuel pump for sale. Robin Dyke 01865 858555

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

For Sale: Early 7 series spare wheel cover. Offers please. Dennis Hewitt email: denhewitt@f1550.fsnet.co.uk. Tel no: 0044 (0) 1934 834274

For Sale: Pair of very good Normal/Big 15 drive shafts + cardens. Please call Tom Evans on 01603 628668 (H) or 07808335123 (M) or email tiger.tom@zen.co.uk

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, Worcestershire. B96 6NA. Tel 01527 894599

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

accompany you if required. For further details email: carla.perry@wanadoo.fr or call 0033 549 27 91 82

PARTS WANTED

Wanted: Steering wheel boss for 1950's Slough Car (2 spoke wheel) and Big Boot catch mechanism or Big Boot lid complete. Please call Tom Evans on 01603 628668 (H) or 07808335123 (M) or email tiger.tom@zen.co.uk

Wanted: Good rocker cover and oil filler cap for my perfo engine. Please call John Barnes on 01788 832807 or email mjohn.barnes@btinternet.com

MISCELLANEOUS

Excellent B&B and Self-contained Self catering in idyllic farmhouse in pretty hamlet in Poitou-Charente (second sunniest region in France). Bring your Traction or simply visit mine! Poitiers 40 mins and La Rochelle 1 hour with cheap Ryanair flights. Well behaved children and dogs welcome. Stabling and garaging also available. Double, twin & single B&B rooms from €25pppn. Breakfast from organic home produce, continental or full English. Vegetarian option available. Self catering sleeping up to 6. Also expert bilingual house-hunting assistance offered in this wonderful region. Just let me know your requirements in advance and I can arrange viewings and

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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

DVD of Annual Traction Rally, August 2007, Hollycombe Steam Fair. No music, no commentary, just the glorious sight and sound of classic Traction. List of participating cars. £5.99 each, including postage. Tel: 07867 971110 or nicholasyeomans7@hotmail.com



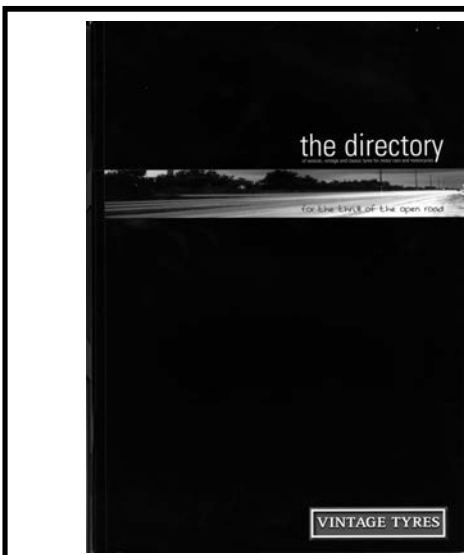
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Free to TOC members

The brand new Vintage Tyres Directory containing up-to-date information on tyre specifications plus tyre history, fitment charts, wheel and beaded edge tyre information.

Vintage Tyres have kindly offered a free copy of their new directory to any TOC members who would like one.

To obtain your copy of this 56 page catalogue (which normally retails at £3) contact Chris Marchant at Vintage Tyres making sure that you mention you are a member of the TOC.

Chris can be contacted at:

Vintage Tyre Supplies Limited
National Motor Museum, Bealieu, Hampshire, England, SO42 7ZN
Tel: 01590 612261 Fax: 01590 612722
Email: sales@vintagetyres.com



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