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Editorial

Firstly I'd like to extend Barb's and my condolences to Steve and Joy Southgate on the sad loss of Steve's Dad earlier this week.

Incredibly quickly, it seems, it's time for another edition of *Floating Power*. Although this edition is exactly on time the late appearance of the last edition, plus the appearance of two issues of our new email publication, *e-FP*, have certainly caused one or two of my regular correspondents to remark upon the increased frequency of communications from the TOC recently.

Unanimously they have said that they think this a positive change but what do you, the wider membership, think? It would be really good to hear from more of you in 2009 because, as I've said on a number of occasions, this is your magazine and if I'm to try to ensure that it is of maximum interest to the majority of Members I need to know what you think about the current content and the sorts of content/style you would like to see in the future.

Chez-nous its been a tad busy during the past couple of weeks with Barb and myself trying to juggle the production of this edition of *Floating Power*, the production of the TOC 2009 calendar, the production of some new leaflets for the Classic Motor Show at the NEC in November and the refurbishment of our daughter's flat - whilst at the same time having to fit in some repairs to our Morgan (prior to a short break in the Cotswolds later this month) and repairs to our 2CV van after its fuel pump decided to expire outside B&Q last Saturday lunchtime.

We now just have the flat to complete, our garden to put to bed for winter, the lights on the Traction to sort out, the electrics on the Austin 7 to sort, the body on the VW Beetle to weld up etc. etc. so the thought of the relaxation of a day on the TOC stand at the NEC and a weekend away at the TOC AGM in November is very appealing to us - and hopefully perhaps we'll meet more of you at these events this year.

Well, I failed to convince Peter & Sheila Marley to do a write up on the ICCCR for this edition (some excuse about birthdays & holidays!) but Andrew York kindly provided an account of his visit, which you'll find on pages 13 & 14, and because of the significance of the date I've written a short piece on Verdun (pages 15 & 16) which I hope you'll find interesting. Also, in addition to our normal features, we have reports from Alan Crisp on his Irish Tour, from Dennis Hewitt on his Tractions, and some of the really good photographs submitted to the Calendar competition but which there just wasn't room for in the calendar itself.

Again I'd like to say a big 'thank you' to all the Members who have provided content for the magazine, to the contributors to TOCTech and to John Osborne, Bernie Shaw, the section co-ordinators and all the Members whose letters are printed. Don't forget that I always need more input from you for future editions and that I am always looking for interesting photographs for the cover (which need to be good quality prints or, preferably, high resolution digital images). Please, if you can, make a few minutes to send something to me for your magazine.

John Barnes

New Members

The TOC is delighted to welcome the following new members:

2048	Mr Martin Herman	Hayling Island	Hampshire
2049	Mrs Rachel Bradley	London	NW7
2050	Mr Andrew Ridoutt	Norwich	Norfolk
2051	Ms Jane Eost	Tilehurst	East Sussex

Reminder

The last input date for the January/February issue **REALLY** is :

Friday

5th December



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Front cover

Peter Marley in his 1954 Slough-built Light 15 that won the best post-war car award at the 2008 TOC Annual Rally. This photograph was taken in the hamlet of Sarton especially to accompany the article on pages 15/16 - lest we forget.





President Ponders

I am sorry to have to start this message with the news that the father of Steve Southgate, our Chairman, passed away on October 15th.

Mr Southgate always showed a keen interest in our cars, and the Club, and I am sure he will be fondly remembered by those of us who had the pleasure of meeting him. On behalf of the TOC I offer deepest sympathy to Steve and his family on their sad loss.

I was pleased to learn that the 14th ICCCR did have excellent weather – I feel it totally justified my absence - but I was sorry to read that the event was perhaps not the spectacle that many had hoped it would be.

Never mind, I guarantee the Brits will make up for it in 2012!

Despite early morning rain showers the Mid-Shires BBQ was also blessed and we enjoyed an afternoon of sunshine in excellent company.

We had a good quota of genuine Mid-Shires attendees with numbers augmented by several of the usual (outsider) suspects whose support has, over the years, always made it such an enjoyable day. Thanks to all who came – and especially M&M for the now legendary ribs.

The 70th anniversary of the 15/6 in Seclin (at the end of September) also enjoyed superb weather. The venue, a WW1 Fort, was interesting if a little remote. Sadly, the location meant that despite a good display of cars and a reasonable sized autojumble, there was little to do for the less enthusiastic partners who had gone along hoping for a weekend break.

Fortunately Mme. had opted to stay at home, so my enthusiastic co-driver and I had all the time in the world to pick over all the treasure/junk without fear of reprimand (unlike some - unnamed of course – who, although unaccompanied, still managed to find themselves in the proverbial “dog-house” courtesy of the mobile phone!)

It was also very interesting to see the prices being asked (and possibly paid) for “barn-find” wrecks. I am glad I am not in the market to buy a Traction today!

Back home again, the Classic Motor Show is almost upon us. This year the TOC will be taking positive steps to recruit new members during the three days in Birmingham as this is probably one of the best opportunities we have to reach the widest possible public.

We do usually sign up a few members during the event but, with a bit more effort, we believe we should be able to improve on the usual figure of 3 or 4. One initiative will be to offer prospective owners an opportunity to “experience” a ride in a Traction in order to understand for themselves just why we enjoy them so much.

This offer will not be made to all and sundry but, if the stand-staff believe a visitor is showing genuine interest and might be persuaded by first hand experience, we shall do our utmost to arrange it for them. To this end we are likely to be asking members up and down the UK to assist if there is a possibility somebody local to them might be swayed. Stand by for a call.

It is also nearly AGM time. I shall be at the meeting on the Sunday of course but I regret that I shall miss this year’s Saturday night festivities. Nevertheless, I am confident that our Chairman has, as ever, organised an excellent social evening at a very reasonable price. So, if you have not already done so, please reserve your place while you can.

In addition to the “official” 75th shirts and hats (produced by the Arras team), the TOC has also commissioned some new products to celebrate the 75 years of the Traction and these will be available to purchase at the AGM.

On the 75th anniversary front we are gaining steady momentum as our plans finally begin to fall into place and registration numbers increase.

To-date very few UK members have taken advantage of my offer to minimise bank transfer charges. (Perhaps now that we all own the banks nobody wants to diminish their income?). On the other hand - and to my great surprise - 2 **Australian** couples have availed themselves of this service!

Please note - our next meeting is scheduled for the weekend of the 29th November so, if you would like to save on bank charges, the AGM would be an ideal opportunity to hand me an application form and a cash payment in Euros (especially if you have any reservations about entrusting cash to the postal system).

I look forward to seeing new and old faces at the AGM. Meanwhile, let’s make the most of the mild weather and add a few more miles to our odometer readings.

Bernie

TOC 2009 Calendar

Your copy of the 2009 TOC calendar should have been delivered with this copy of *Floating Power*. We hope that you are pleased with the calendar and would like to thank all the TOC members who took the trouble to submit photographs to the selection committee.

The selection process devised in 2007, which worked so well then, was used again and resulted in the choice of the 12 photographs featured in the calendar.

The guiding principles used by the judges were: 1) no photograph that has previously appeared in *Floating Power* or a TOC calendar would be included, 2) because of the shape of the calendar only landscape photographs would be included, 3) only one photograph of any car would appear.

The cover photograph was chosen because it somehow conveys the impression of something about to happen - which is exactly what the cover should do.

Thanks to some 'market testing' it has been possible to hold the costs for additional copies of the calendar at the same levels as last year, despite the fact that costs generally, and postage charges in particular, have increased during 2008.

Additional copies of the calendar can be ordered from :

M J Barnes, *Floating Power*, The Byre,
Brockhurst Lane, Monks Kirby, Warwickshire,
CV23 0RA, UK

Orders should specify the number of copies required, your full name and address, and should be accompanied by payment in £sterling (cheques should be made payable to The Traction Owners Club Limited).

Payment can also be made by credit/debit card, in which case the order must authorise payment to the TOC and must include the appropriate credit card number, valid from and valid to dates, plus the security code from the back of the card.

Every effort will be made to dispatch calendars within 24 hours of order receipt, with UK orders being posted by second class post and non-UK orders by airmail post.

Copies of the calendar will also be available to purchase at the TOC stand at the NEC (14th - 16th November) and at the TOC AGM (23rd November).

The costs for the TOC 2009 calendar - inclusive of postage - are as follows:

Number of copies	UK	Europe	Rest of World
1	£3.60	£4.44	£5.40
2	£6.83	£8.40	£10.26
3	£10.20	£12.30	£15.06

On pages 28 & 29 you can see 'some of the rest' - some of the superb photographs that were unfortunately not selected for inclusion in the calendar because of lack of space.

And don't forget to look out for the launch of the TOC 2010 Calendar competition in January 2009.

TOC 2008 AGM

The TOC AGM will be held on Sunday 23rd November 2008 at the Quality Hotel, Walsall, West Midlands starting at 11am.

Don't forget that the AGM is your opportunity to question the

directors and committee members about the running of the TOC and to have your say about the future direction of the Club.

All TOC Members will be very welcome at the AGM.

Classic Motor Show, NEC 14th to 16th Nov

The TOC will again be present at the Classic Motor Show at the NEC from 14th to 16th November.

This year the TOC stand will be number **1C21** in Hall 1.

And if you've pre-ordered your tickets using the 'Club Early Bird' offer don't forget to hand your ticket stub in at the TOC stand as the Club will benefit from a donation from the organizers for all Club tickets booked in advance and handed in during the Show.

Late news - Mick Holmes has some spare show entry tickets for Friday 14th November. Any TOC member planning to go to the Motor Show on Friday 14th November (and willing to spend some time on the stand to relieve stand staff) should contact Mick by email or by telephone on 0115 911 8218.

e-FP

e-FP, the TOC's new bi-monthly, email only, newsletter has now been launched and so far two issues have been sent to those Members for whom the Club holds an email address.

389 copies of each issue were transmitted to Members.

Unfortunately 37 copies of Issue 1 failed to be delivered because of incorrect/out of date email addresses.

7 of the rejected email addresses were obviously wrong and these were corrected before Issue 2 was transmitted.

30 copies of Issue 2 were again rejected and these email addresses will now be removed from the *e-FP* address file.

The reaction of TOC Members around the world to *e-FP* has been extremely positive although one or two have said that, as good as the electronic version is, it must never replace *Floating Power*.

Once again we would like to assure all Members that there is absolutely no intention of reducing the quality, frequency or content of *Floating Power*.

Floating Power is one of the main benefits of membership of the TOC and as such will remain as the main communications vehicle between the Club and its Members.

There are however some time-sensitive matters that it would be foolish for us not to harness modern, more cost effective and less labour-intensive methods of communication to deal with, and this is exactly what *e-FP* will attempt to do.

So if you have email, you haven't yet received a copy of *e-FP* and would like to see what this is all about, please send an email to the editor at toc_editor@btinternet.com so that your name can be added to the circulation list for the next issue - which is scheduled for end November/early December.

Also, if you have any little snippets of news or information on upcoming events that you think might interest other TOC members, please send them to the editor at toc_editor@btinternet.com.

MSA permits for TOC national events

In April the TOC committee decided that the TOC would rejoin the MSA (Motor Sports Association) but that MSA permits would only be sought for national events.

For some time, MSA Registered Motor Clubs have been able to apply for permits on-line via the MSA website using an electronic application and uploading its regulations.

When a club uses the online application system its permit is emailed to it and is also available to download from the MSA website.

This means it will become more common for the MSA permit on display at an event to have been printed by the club rather than be the original certificate sent from Motor Sports House.

These self-printed permits are laid out in the same way as the original certificates – the only difference being that the signature will have been printed.

Next of kin contact details

The MSA has also issued a reminder to member clubs that it is good practice for event organisers to request next of kin contact details for marshals and all signed-on officials at events organised by clubs.

Having this information makes life much easier if an official is taken ill or injured at a club-organised event.

The late Red Dellinger's cabriolet

At the auction of the estate of the late Red Dellinger, which took place on 30th September (and which caused the early issue of e-FP issue 1), the immaculate 1939 Normale cabriolet pictured below sold at auction in the USA for \$74,000.



Apparently the auctioneer started the bidding at \$200,000 but quickly had to reduce the asking price to \$20,000 before bidding commenced in earnest for the cabriolet.

Red's Normale sold for \$18,000, his nice 1972 DS 21 sold for \$12,000, his 1930's Citroen Diesel Pickup (requiring restoration) sold for \$2,000, a Traction parts car for \$900 and, what was listed as a parts car DS sold for \$4,300. Finally a totally destroyed early DS went for \$75.

Digital average speed cameras coming

New speed cameras that can measure average speeds over vast areas will be used for the first time next summer, following successful trials in London.

The new cameras use digital technology, so they will never run out of film, and do not need to be connected by cables.

As many as 50 cameras can communicate from up to 15 miles apart, automatically reading number plates and transmitting information on speeding motorists direct to a processing centre.

Current average speed cameras only work in pairs and need to be connected by cable. As a result, they are costly to install and drivers can evade detection by turning off between the cameras.

Road Safety Minister Jim Fitzpatrick said 'the new cameras will bring significant safety benefits as well as reduce congestion by making traffic flow more smoothly'.

Surge in car crime expected

Car crime and security are to be put back on the agenda by the Home Office and Police.

Around two years ago the Home Office shelved its vehicle crime team, but it's now reforming as a surge in vehicle crime is expected as the economy falters.

Mike Briggs, security expert at research centre Thatcham, told What Car? that car crime will be put back into the Association of Chief Police Officers' guidelines that all UK police forces follow.

However, until these moves are taken, there will continue to be no national strategy on combating car crime.

A leaked Home Office memo has revealed that the Government is bracing itself for an increase in crime as tough economic conditions continue. Insurers are also expecting a rise in car crime.

Car crime hit a peak in 1995 following the economic downturn of the early 1990s.

Although recent crime figures compare favourably against this high, incident rates are actually only marginally better when compared with levels from 1981 when records began.

Drink-drive limit won't be cut

The Government will not reduce the legal limit for alcohol in a driver's blood, despite suggestions it could save up to 65 lives a year.

Ministers had previously planned to cut the limit from 80 to 50 mg of alcohol per 100 millilitres of blood - equivalent to about half a pint of beer - to come into line with most of the rest of Europe (Malta and Ireland are the only other European countries with a limit as high as the UK).

Road Safety Minister, Jim Fitzpatrick, said his focus would now be on better enforcing the existing limit, and said: 'We are not convinced that dropping to 50mg is the right answer. Drivers who are between 50 and 80mg are not the ones we're most worried about. It's the ones above 100mg.'

A study by University College London showed that lowering the limit to 50mg could prevent up to 65 deaths and 230 injuries on our roads each year.

Eye tests for drivers every five years?

An EU directive scheduled to come into force in 2013 will result in the traditional test of reading a number plate from 20 metres being scrapped.

Instead, the Government will have to come up with an 'appropriate investigation' of eyesight to cover visual ability, twilight vision and eye diseases.

The rules, which are being considered by the Department for Transport, would mean commercial drivers having to have their eyesight checked every five years and private drivers every 10 to 15 years.

LEGISLATION

David Hurley

Regulation of Number Plate Supply in UK

These regulations will be extended to cover Northern Ireland and Scotland from 1 November 2008.

Problems for cars with mascots and MoT testing in Northern Ireland

Guidance has been issued to testing stations to consider that original equipment mascots and ornamentation comply with regulations, which should resolve the problem.

Northern Ireland Parades Commission report

There has been a bare acknowledgment of our letter but no substantive reply, and we will be asking the All Party Parliamentary Historic Vehicle Group for help making progress.

Recreational use of motor vehicles off surfaced roads (in Brecon Beacons) and motor rallies on roads

The Brecon Beacons National Park is consulting on its next Management Plan covering all aspects of the land use for the next 20 years.

It lists various recreational activities which are considered appropriate for the area, but worryingly it lists as 'inappropriate' recreational use of motor vehicles off surfaced roads and also motor rallies on roads.

However their existing Policy R1 does state that motor rallies using roads in the Park will normally be approved if they conform to policy guidelines:

1. no section of route should be used more than once in any 6 week period, nor more than 6 times in any year;
2. daytime events on NP secondary and minor roads or the use of land for stages should be avoided in the holiday season (Easter to end October) and on Sundays, except for small non-competitive road events such as vintage motor-cycle rallies. 'Classic' vehicle rallies will be kept under review;
3. use of roads or facilities in major settlements should avoid the working day;
4. unsurfaced public roads, tracks and paths should not be used if damage is likely to be caused;
5. there should be no damaging effects on 'pressure' or 'vulnerable areas'.

The Federation considers that historic rallies bring in spectators and valuable tourist income for the area and we are seeking details from anyone who has organised events in this area so that we may gather information about the frequency of events and the number of individuals involved both as competitors and spectators. Please send any information to the secretary before the end of October.

Low Emission Zone for London

The tally of people with post-1972 historic commercial vehicles that are kept within Greater London (and which are thus subject to the daily charge for 'non-compliant' vehicles) whenever they are used, has risen by just one to a grand total of seven since the last newsletter was published. Are there really this few?

Paint

The latest news from DEFRA is that the licensing scheme to allow the continued sale of non-compliant paint is unlikely to be introduced before the end of the year.

Private Hire Vehicle Regulations

The saga continues. To recap: hiring a chauffeured car is generally a controlled activity and the relevant legislation is the Local Authorities (Miscellaneous Provisions) Act of 1976 (LA Act). There is an exemption for weddings and funerals. Licensing (in England and Wales) is in the hands of local authorities who have the discretion to set the terms of the licences. Similar arrangements exist in Scotland and Northern Ireland.

Three levels of licence are required: operator (the person who handles the bookings); driver; and vehicle. Those hiring chauffeured historic vehicles for purposes other than weddings or funerals need all three. The first two should pose no problem, and are not generally hugely expensive. The last is a nightmare as authorities may set their own conditions to determine whether a vehicle is 'safe and suitable' and different authorities have different attitudes, some being absolutely rigid in refusing to license anything more than five years old. Conditions, once a vehicle is licensed, can be onerous, such as being required to pass an MoT twice a year.

As reported in the last issue, we asked the Local Government Association what advice they provide to councils, but were told that the LGA does not provide advice on a council's responsibilities under the LA Act. We were referred to LACORS - the Local Authorities Co-ordinator of Regulatory Services. They, in turn, referred us to the Institute of Licensing, which is a registered charity providing advice to anyone involved in the business of licensing.

The Institute of Licensing agree the legislation is a mess, and there is little uniformity of approach. They were pleased to hear from FBHVC as they are in the process of preparing a consultation amongst interested parties with a view to proposing that the Department for Transport should consolidate the existing minefield of legislation and regulation into a unified system that will result in a balanced set of regulations that can be applied evenly throughout the country. FBHVC will be included in the consultation.

EU LEGISLATION

(Extract from FIVA's regular update provided by its lobbying service, EPPA)

Proposal for the taxation of passenger cars

The European Parliament has stated in a non-legislative resolution that the adoption of the European Commission's proposal to link passenger car taxes to CO₂ emissions is essential to help the EU meet its CO₂ emission targets. FIVA has maintained dialogue with the EU Commission's Directorate General for taxation which remains of the view that historic vehicles are not passenger cars as defined by the proposed Directive and so even if this Directive were to be adopted, historic vehicles should still be able to be taxed differently to passenger cars.

End of Life Vehicle Directive amended

The EU is revising the list of exemptions from the general ban on heavy metals in car manufacture introduced under the 2000 End-of Life Vehicles (ELV) Directive. FIVA has been advised that these changes will not impact on historic vehicles as they are already exempted from the Directive.

John,

Am enjoying my copy of **Floating Power** which has just arrived here in Seattle ... this is a mighty fine magazine that has gone from strength to strength over the past few years.

As I was reading the letters I saw an old urban myth re-emerge ... the false story about the security of hotel key cards.

This rumor has been in circulation since 2003 and is factually incorrect ... I am in the business as you will see from my title below ...

For the real deal ... visit

<http://www.snopes.com/crime/warnings/hotelkey/asp>

Regards,

James Simkins

Principal, MTM Luxury Lodgings

[I checked out the website that James refers to above and sure enough the story about hotel key cards being routinely coded with the personal details of the guest certainly is a myth - at least as far as major hotel chains and commercial access control systems is concerned.

It appears that back in 2003 a detective in the Pasadena (California) Police Department issued a warning email based upon a misunderstanding of something she had heard.

The misinformation wave that the erroneous email created was so large that the Pasadena Police issued a retraction explaining that the information it contained was based upon a single incident from several years earlier and that they had no evidence that the warning reflected a current or ongoing issue.

Hotels generally have no practical or functional reason for wanting to encode customers' personal information on their room key cards and even where key cards can be used to purchase goods or services (eg at a resort complex like Walt Disney World or on a cruise ship) guests' credit card information is not encoded on the cards themselves - the cards only contain a flag indicating that the guest has a credit card on file with the resort and is authorised to charge purchases to his room.

So thanks to James for exploding this urban myth - and my apologies for misleading Members. However, despite the reassurances I shall still continue with my normal practice of destroying hotel key cards. Ed]

Dear John,

Super magazine as always,

I am answering your request for photos. The enclosed was taken back in March in my Traction en route for a classic car club rally in Riopar, which is south west of Albacete in Alicante province.

The roads were like the one shown with only the occasional car to be seen. It was, for me, the most enjoyable experience of driving the Traction in the four years that I have owned her. I did some five hundred miles in three days and by the end she was running better than ever!

Before setting off on the return trip I checked the mileage and filled her up "completo". I went to the garage on my return the next day and topped her up with 22 litres of petrol, which - for the 324 Kilometres travelled - works out, unless I am mistaken, to 42 MPG! I was doing a steady 55 MPH on level terrain.

Can this be possible as the book says about 27 MPG. It would be interesting to find out what is the best consumption other members may have obtained.



It seems too good to be true but I can't find any fault with my figures.

Regards,

Melvyn Ford

(Alicante)

[Having learnt a lesson from the last edition of **Floating Power** I decided to check the calculation myself before printing this. Working to 2 decimal points, I make Melvyn's fuel consumption 41.59 mpg - certainly considerably more than 27mpg!! Can anybody beat this? Ed]

Dear Sir

One of the weaker points of the Traction, in common with other cars of that era, is the poor performance of the windscreen wipers.

I wondered whether TOC members were aware of a product called "Rain-x" Rain Repellent.

This product is very simple to apply to the exterior surface of the windscreen (and other glass surfaces) and will improve visibility in very heavy rain without smearing.

It is quite cheap to buy (200ml for around £7) and lasts for some time once applied. Despite having been caught in several downpours this summer, I have not had to use my wipers once.

Toodle Pip!!

Regards,

Mike McDonald

[Thanks Mike. I use a similar product from Halfords and can confirm that they certainly do work. Ed]

Hi John

We have a big steam rally at Henham in Suffolk every year (near to where our dear Gordon had his summer holiday), and this year I took the plunge, crossed the border, and went for the first time. (Unfortunately not in the Big 15)

It was a perfect sunny September day.

Lots of Steam, Traction engines, Tractors, 'Classic' cars, events for kids, queues for food, and lots of ways to spend your money.

Very big and noisy, not really my thing, so we left early for a stroll along Southwold beach and for fish and chips - only then to get caught up in all the show traffic on the way home!

But, there amongst the classic cars were 3 proper Tractions I had not seen before.



Always a rare sight in East Anglia, and a pleasure to see.

Every cloud has a silver lining!

Regards.

Tom Evans

Hi John

Another little snippet for the magazine.

This very nice picture turned up on a recent visit to Randalstown in County Antrim, Northern Ireland



Apparently it is a photograph of a Mr Thomas Murray who drove the B2 Citroen as a taxi for Moore Bros. in Randalstown in the late '20s.

It was a right hand drive car so probably a Slough one. The registration number looks like 1A-4515. I wonder if it is still around?

Regards

Tom Evans

Dear John

Further to Peter Juel Jeppesen's enquiry in the September/October issue of Floating Power regarding the current owner of 413 XUL.

I know at the time that I said I had no record of the current owner of the car but I have subsequently been doing some research and can now confirm that Mark Cooper is the current owner of 413 XUL, which was registered in the UK on 26th March 2008, and that the previous owners were:

- 12/07/39 Arkitekt Erik Fisker, Charlo (?)
- 14/06/46 Johan Olsen & Co, Esbjerg, Denmark
- 07/07/50 Fabrikant Niels Pedersen, Århus, Denmark
- 25/09/52 Aarhus Salafabrik, Århus, Denmark
- 03/10/56 Slagtermester Dag Johs. Andersen, Århus, Denmark
- 14/11/56 Bogbindermester Borge Olaf Sørensen, Århus, Denmark

1961 Åbo Motor, Århus, Denmark
1961-63 Niels Anton Knudsen (with reg no XA-24975)
1963 Anders Solberg ? Riisskov, Denmark
1971-75 Henning Helmer, Nivå, Denmark
1975 - 2005 Hans Lampe, Oslo, Norway (30 years restoring)

The other information that Peter requested is:

413 XUL is a green 11B Normale Roadster with chassis number 147926 and perfo engine number DQ 97401. The car was originally cream or white (vit) and the probable build date was in July 1938

Regards

Robin Dyke

[Robin does it again!! - Thanks Robin. Ed]

Dear Ed

Re: e-FP

Excellent publication if I may say so, which adds to, rather than detracts from the printed magazine.

My 11B, LHV 800P, was previously owned by members of the Conran family, immediately before purchase by Tom Conran.

I believe that for a time it used to stand outside the Conran restaurant Bibendum.

Regards

David Strang

[For those Members who did not receive **e-FP** issue 2 Mick Popka wanted to know if the cars owned today by TOC Members had been owned previously by any well known celebrities. Ed]

Hi John

Re: e-FP

An excellent way of getting information around fast. I hope you manage to keep it up as I know what hard work it is to do these newsletters.

Just a personal snippet, I am going over to France for half term with my daughter (12 yrs) on October 24th for a week. This time last year I took my son (10yrs) on the same route.

We are crossing to Dunkerque, visiting the Museum des Allies which is great (I visited it on the 70th celebrations). Then to Bayeux to see the tapestry, then visiting the D-day beaches.

The car attracted a lot of interest, particularly near the D-day museums. As my Traction is a 1938 7C it was totally in keeping with the museum exhibits - with one big exception- mine works!

Should be a good week even if it rains - although not too much hopefully as the old 6volt wipers are not that great.

Just one other point re ferries. I looked at the ferries from Dover to Calais just before the tunnel fire but did not book as my daughter's passport had not come back. I looked again yesterday and found a massive price hike from £33 to £100 ONE WAY. Talk about profiteering.

I went back to Norfolk line and they had only increased their price from £34 to £38 so I booked with them. I will probably use

them for the crossing in 2009 for the 75th Anniversary in Arras - just on principle.

Keep up the good work.

Regards, Richard Denner- Brown

PS - I have just bought two of the new sweatshirts with the new logo from the Club Shop - excellent!!

[Thanks Richard. Enjoy the trip and wearing your new sweatshirts. Ed]

Dear Ed

On-line newsletter, good idea, the bit about the driving licence certainly woke me up!! Blimey 'guvnor where did that ten years go?

On a different subject do you have any idea how I can check the history of my car ?

I bought it a year ago from Collumbine Autos - Fife, from a certain Bert Clapwicke, where it had been part of a wedding car fleet of Tractions. I believe he bought the business from John & Dot Savelli, who presumably built up the fleet of Tractions.

All I know is that the car was made the same year that I was born. It is a 1946, Paris-built 11BL which was first registered in the UK in 1982, reg.no. OJC 650. Vin no:452089 Engine no:323194

When the car was delivered to me it had absolutely no oil, and I mean no oil - not even a drip in the gearbox, an almost lethal electrical system, and a rather tired interior.

I would say that I am a competent amateur and have since carried out numerous repair/upgrade works but now it would be really good to find out the car's previous life as a French lady, but I do not know if this is possible, or the best way to go about it.

Maybe you can advise.

Thanks,

Richard Engledow.

[As is my normal first action when I receive an email like this I forwarded it to Robin Dyke who promptly came back with the following information. Ed]

Hi Richard,

You have a very interesting car, but it is not 1946, it was in fact made in Paris in early 1940,

The Germans had invaded France, but Paris didn't fall until 15 June 1940. Citroën Traction production continued until the end of April 1940. Some Tractions were built in 1941 (under German control), and 4 in 1942. Citroën restarted production after Libération (8 May 1945) - I think in June.

The chassis serial number range for Monday 1 January 1940 to Tuesday 30 April 1940 was 450001 to 454500. These pre-allocated numbers didn't always quite reach the end of the series, and in this year may have stopped 85 cars short (production was 4,415 Légères).

I have a computer program which estimates the build date of your car as Monday 26 February 1940.

You could write to Conservatoire Citroën, Blvd A. Citroën - BP 13, 93601 Aulnay sous Bois or email catherine.jeannin@citroen.com who may be able to give you

the date of "commercialisation". You have to provide all the numbers and maybe pay a small fee.

Besides the chassis number (VIN) the other important number is that of the coque (body shell). I can't read it from your photo, but it should be 2 letters and 5 numbers. The numbers look like 50560 - but I should be grateful if you could send me the 2 letters.

The engine number should also be in the form 2 letters and 5 numbers. 323194 looks wrong - I wonder if it was AB 23194 perhaps? Please could you check.

I am fairly sure the car was owned by Nick Mackintosh of Perth (who now has a 1949 Light 15) and at some stage it has been restored by John Gillard (Classic Restorations).

The car was originally ivory, the steering wheel is Volants Quillery, and it was advertised in *Floating Power* in March 2002 for £7,000.

John Savelli used to run the wedding car business (Columbine Autos), from Bogend Farm, Falkirk, before he sold up and moved to France (Greuville?). I think he moved before then, so perhaps Bert Clapwicke bought it. Then I think he advertised it on eBay in 2007.

Kind regards,

Robin

Dear Ed.,

Thanks for newsletter Email.....basically a very good idea.

Do we have any contacts with Traction/Citroën clubs or individuals in the north of Germany?

My partner, (who is German) and I are moving to lower Saxony, SE of Hamburg and near to a town called Luneburg.

My Traction is still in the UK at present but will eventually be brought over here and it would be good to have contacts in this part of the world.

Thanks in advance for any information.

Michael Redgrove

[We currently only have one TOC Member with an address in Germany who I'm sure will help Michael but can any other TOC Members help Michael with this enquiry? Thanks Ed]

Hello from down under

I was wondering whether or not anyone has done any research on the paint formulas that were used in the Slough factory?

I am considering repainting my '53 Light Fifteen in its original metallic silver grey. I remember that it was an unusual grey in that it had under tones of purple in it. Quite unlike the silver grey applied prior to 1952.

I also remember that in the harsh Aussie sun the nitrocellulose metallic colours used to deteriorate quickly. This would leave a definite purple bloom to the surface. One could then polish it off and the true colour would be seen. Trouble was that it needed polishing every few weeks.

I am sure that modern paints would be far more durable using a basecoat /clear approach. All I need is the formula to use so that I may achieve the desired result. If I cannot find the original colour I think that I would probably use black again.

I do hope that you can help.

Cheers

Gerry Propsting

Dear Ed,



This photograph of a Slough Lt15 has appeared regularly in a car insurance advert in LVA. Any idea whose it is?

Regards,

John Stewart

Dear John

I enclose a photo of a Runbaken 'oil coil' (as illustrated in FP May/June this year and as advertised by a Club Member in the following edition) now installed in my 11BL.



Fitting it required some work to the body of the car ie new bracket to hold the larger diameter and height of the coil in place of the existing 6 volt, Club-supplied coil (an evenings work).

My car had always been a poor starter from cold but with the extra strength spark (15mm between HT lead and body of car) all is now well. There seems to be extra grunt in all gears too!

So far no problems with the condenser - no doubt this winter's running will tell. By the way I have opened the plug gap to 20 thou.

Alan Hill

Report from the 14th ICCCR in Rome August 2008

Having originally planned to take my 1954 Normale to the 14th ICCCR in Rome a modicum of thought about the logistics told me it just wouldn't be possible unless I took at least a month off work.

The next best thing therefore was to book a long weekend in Rome and to combine the sights of Rome with a day at the rally.

With the family keen on this idea (I wonder why) I set about investigating, via the internet, where the rally site was and how we could get there.

The ICCCR organisers stated on their website that they would provide a free bus to the city - so it seemed the easy option was to take this free bus to Vallelunga (the location of the rally itself). You'll find out how wrong this was later!

We booked flights and an hotel via BA.com - so far so good! We even managed an upgrade to business class - excellent news!! On the day the plane went 'technical' as we boarded - so we ended up flying 3 hours late on a different plane!

Our late arrival in Rome meant most of the places we wanted to visit on the first day were closed, so we wandered around the city marvelling at the magnificence of it all.

What a fantastic City Rome is - we just couldn't believe how much history there is on view at literally every street corner.

The next day, Friday, we bought tickets on the 'hop on-hop off' bus and visited all the main places, The Coliseum, St Peters, The Vatican, Spanish Steps, Trevi Fountain and the Pantheon, to name but a few.

Later, in the afternoon, I decided I'd better find out where the free bus to Vallelunga was picking up from. The ICCCR website did not give any clues so I thought I'd try the Stazione Termini (the main train station in Rome) which was just ten minutes walk from our hotel.

After wandering around for half an hour (it's a big station) I found the tourist information desk, where they told me they had had people all day asking the same question. Unfortunately they had absolutely no information regarding the ICCCR or a free bus!

'OK' I said 'then how do you get to Vallelunga by train'?



Pointing to a sign behind him, which stated 'No train information available here', he directed me to platform 24!!!

Finding that no one in the office on platform 24 spoke English I gave up and went out to ask the taxi drivers outside the station how much they would charge to take us the 20km to Vallelunga.

"€90" was the reply. Phew!!

Back at the hotel I asked the receptionist the same question.

He managed to negotiate a price of €65 for a taxi, which we booked for 09.00 the next day.

That evening we walked to the square outside the Pantheon where we chose a wonderful restaurant from which we could watch the street entertainers.

After our Summer in the UK it was so nice to be able to walk around the city of Rome late into the night - warm and dry.

Saturday dawned, and at 09.00 we took the taxi to Vallelunga.

The excitement grew as we got closer (well it did for me anyway) as we started to see the occasional Citroën.

Strangely though they all seemed to be going the other way.

We made it to the rally site in about 35 minutes and registered, collected our rally plaque and bag of goodies and made our way through the tunnel to the trackside.

What a glorious sight it was, all models of Citroën everywhere around us.



This was our fifth International meeting but the first without the car so it felt strange at first, although we soon got used to it.

A number of people were driving round the race track in their

cars together with a small train to transport drivers from their vehicles parked alongside the track to/from the central rally site.

behind cars driving around the site made us very glad that we weren't there with our caravan!!!

We decided to take advantage of this and did a couple of laps of the circuit ourselves taking photographs of the many vehicles on display.

It was so nice to see the rear wheel drive models which were well represented as always at the International meetings.

After lunch we thought we should find out about the 'free bus' to get back to Rome. The Information tent eventually provided the necessary details - but what the 'free bus' didn't do was take you to Rome!

We discovered that the 'free bus to Rome' actually only took you 10 minutes down the road to the nearest train station, at Cesano, from where you had to take the train to Rome.

The rest of the afternoon we spent looking around the trade stands and the exhibition area - but it was so hot at the Vallelunga race track, and there was so little shade, that we decided by about 4pm that we would start the journey back to our hotel.

Throughout the entire day we met only one person we knew (Barry Annells) and had not seen any UK-registered cars except for one C5 estate at the registration desk. (We found out later that they had all gone to Rome for the day.)

On the 'free bus' to the railway station we passed the campsite (in a field outside the race track) which was packed with more classic Citroëns, tents and caravans.



The bus journey to Cesano was a pleasant drive through the Italian countryside and made us think of the many films we'd seen that were set in Italy as it all looked so familiar.

On arrival at the unmanned station we couldn't find a ticket machine. A young Italian girl pointed us in the direction of the bar a few metres outside the station entrance but they had run out of tickets so we had to travel without one!

The train arrived after we had been waiting for only a few minutes. It was air-conditioned - which was bliss after a day in the hot sun - but our temperatures rose again when the train stopped just outside Rome at a place I couldn't even pronounce.

We sat on the train for some time thinking it strange that we were the only people travelling into Rome at that time on a Saturday evening. Eventually we realised that the train terminated at this station.

We then discovered that we had to change platforms - and rail lines - for the final leg of the journey, all without a ticket.

We had a very enjoyable final day in Italy walking around some of the parts of Rome that we had seen from the 'hop on-hop-off' bus. To us the traffic didn't seem as bad as people made out, and the food (if you like Pizza and Pasta) was great.

The only problem was the cost of a beer, €7 for 0.4L glass, but

even at that price we will definitely be going back.

Everywhere was very dry and the huge dust clouds that rose up

Andrew York

Verdun

Ninety years ago - on 11th November 1918 - the guns fell silent at the end of The Great War.

World War 1, as it is now called, raged from 1914 to 1918 - during which time 12m people of all nations were killed.

	Dead	Wounded
Russia	1,700,000	5,000,000
Austria/Hungary	1,200,000	3,620,000
Germany	1,808,545	4,247,143
France	1,385,300	3,000,000
British Empire	947,023	2,313,000
Italy	400,000	n/k
Turkey	2,290,000	n/k
USA	115,660	205,690

For France the death of 3.5% of its total population was a huge national catastrophe - but when viewed from the perspective that the dead were a generation of the fathers, husbands, brothers, sons and fiancés of France the impact was truly devastating and lasted for many, many years.

The physical destruction of France was also enormous. In the war zone some 1,500 schools, 1,200 churches, 377 public buildings, 1,000 industrial plants and 246,000 other buildings (a significant number of which were people's homes) were completely destroyed.

In addition all steel mills and textile factories and 80% of mines were systematically destroyed during the war, with much of their useful equipment and machinery being transported out of France before the facilities were destroyed.

In the countryside the cumulative work of generations of French farmers was also completely destroyed when, during the retreat of 1918, the ground evacuated by the enemy was razed.

Some 1,875 square miles of forest and 8,500 square miles of agricultural land were laid to waste, approximately 50% of all farm buildings and 75% of farm implements were destroyed and most farm animals were killed.

In 1916 a small, fortified town in the East of France, named Verdun, came to symbolise for the people of France everything about the war – resistance, hardship, despair, hope, inspiration, national pride – and because of this will be forever honoured by France as the most sacred battlefield of the war.

Verdun, which has a history as a fortified camp stretching back to Roman times, was the most powerful fortress in a cordon created by Louis XIV in the 17th century to protect France from invasion and in 1870, during the Franco-Prussian War, it was the last of the great French strongholds to fall.

In 1914 Verdun held tight and allowed France's General Joffre to resist attacks along the line of the Marne.

Also key to Joffre's success were the famous 'Marne Taxis' (a fleet of conscripted Paris taxis) which, during the First Battle of the Marne in September 1914, helped transport the French Army to outflank the enemy advance to bring the Schlieffen plan to a halt and to save Paris from invasion.

In 1915 it was determined by the invading army that Verdun was so important to France that it would be defended to the last

man – in the process causing the withdrawal of soldiers from the remainder of the Western Front of trenches that stretched from the Channel to the French border with Switzerland.

It was also recognised by the enemy that the defence of Verdun, which was at the point of a salient and surrounded on three sides, would be very difficult because the town and its fortresses were virtually cut off from the remainder of France.

At this time access to and from Verdun was limited to a single track, 60cm narrow gauge railway running alongside the road to Bar-le-Duc, some 75 km to the South-west.

By the beginning of 1916 more than 1200 enemy guns had been moved into position to support an attack line of about eight miles around Verdun.

These including more than 500 heavy guns, 13 of which were the 420mm 'Big Bertha' mortars which in 1914 had shattered the supposedly impregnable Belgian forts.

Unlike the Flanders and Somme battlefield areas, Verdun is surrounded by steep hills and ridges which provide immensely strong natural lines of defence.

On the key heights there were three concentric rings of twenty major and forty intermediary underground forts, each of which was superbly sited so that its guns could fire upon any enemy infantry appearing on the superstructure of its neighbour.

With a protective shell of concrete eight feet thick (strong enough even to resist shells from the Big Berthas) some of the major forts, such as Douaumont, were also equipped with heavy artillery and machine guns firing through retractable steel turrets.

General von Falkenhayn's campaign to 'bleed France white' began on 21 February 1916. Fort Douaumont fell on 24th, Fort Vaux held out until June, when it was also overwhelmed. The fort nearest to Verdun, Souville, almost followed but although the fort was completely destroyed the garrison held out and the city was saved.

In July 1916 the attacks on Verdun eased as the Battle of the Somme began and in the Autumn a massive offensive, led by Général Mangin, regained all the ground lost and Verdun was relieved.

In 1916 the road from Bar-le-Duc to Verdun was a dirt road, as was common at the time. Surprisingly also the French Army owned less than 200 trucks, so to supply Verdun every truck that could be found was requisitioned for use by the military.

During the ten month siege of Verdun the equivalent of a Division of soldiers used 700,000 tonnes of stones to try and maintain the surface of the road and to ensure that the slow trundling convoy of one vehicle every 14 seconds - day and night - never ceased.

As a result of their efforts 15-20,000 men and 2,000 tonnes of munitions travelled the road every day.

To keep the road clear for the incessant convoy of vehicles the infantry were required to march in the fields and ant trucks that broke down were just pushed off the road to ensure that the road was not blocked and that the 14 second vehicle spacing was maintained.

The road was so important that the writer Maurice Barrès coined the name: La Voie Sacrée - The Sacred Way. (A name which is remembered to this day on the Demarcation Stones that can be seen alongside the N35, which follows the line of the old road between Verdun and Bar-le-duc.)

And so to the Traction connection.

In order to prepare this report for the November 2008 edition of

Floating Power Peter and Sheila Marley and Barbara and myself scheduled a two day stop at Verdun on our journey to the 14th ICCCR in Rome to be able to visit the area and to take the photographs below.

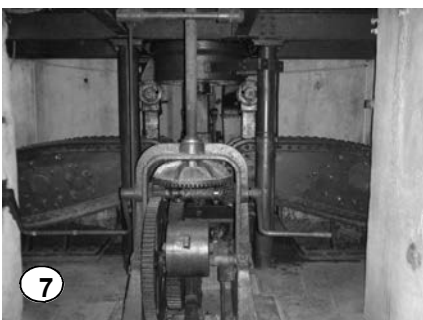
TOC Members interested in visiting Verdun will find that the battlefield areas are extremely well signposted and that enormous efforts have been made to conserve the wartime structures that still remain and to commemorate and honour the memories of the many hundreds of thousands of soldiers who gave their lives in the surrounding Battlefields.

The Verdun Museum (Mémorial de Verdun) at Fleury-devant-Douaumont is absolutely superb and provides an excellent starting point for a tour of the forts and battlefields of Verdun as it contains not only uniforms, equipment, vehicles and planes from the battle itself but also considerable background information on the period, and the area, as well as a cinema showing contemporary film.

John Barnes



Scenes from Verdun: 1: the great ossuary of Douaumont, which towers above the French cemetery, contains the remains of over 130,000 men. 2: the infamous Tranchée du Baionnettes at Douaumont. 3: the entrance to the Memorial de Verdun. 4: one of the lorries actually used during the siege of Verdun on La Voie Sacrée. 5: a demarcation stone on La Voie Sacrée. 6: today the battlefields are well signposted. 7: the mechanism and counterweights for raising one of the retractable steel turrets at fort Souville. 8: Sleeping quarters for troops in fort Souville. 9: Officers' quarters in fort Souville.



"In Committee" – 15th June 2008

After the usual formalities, there was a brief debate on the new concours rules which, it was decided, will be reviewed after the 2008 rally. Bernie Shaw agreed to take on the role of "Rest of the World" representative, following Robin Dyke's stepping down, until a new volunteer is found. John Oates reported that membership stands at 590, but 170 renewals were still outstanding. Tony Piper is investigating new stock for the Club Shop for the 75th anniversary in 2009.

The provision of a second phone line for club spares was discussed but the decision postponed to a future meeting.

John Barnes said that the July/August edition of Floating Power will be on time but that the September/October edition will be late as he will be out of the country; it should be published by the middle of the month. John also indicated that, if anyone else wishes to take on the editorship, he would be happy to hand it over.

Terence McAuley reported that plans for the 2008 rally are on schedule. "Vie en Bleu" at Prescott was successful despite the weather with thanks to Simon Saint for organising the TOC stand. Details of the Seclin 15/6 meeting were given with a brief update on the Paris-Moscow-Paris run.

The 2009 Brittany Rally is likely to finish at Arras for the 75th anniversary meeting. Bernie gave an update on the arrangements for Arras which are proceeding, albeit slowly. Walford Bruen had submitted a report on the 2009 rally which indicated that it would be based near Falmouth in Cornwall and will feature Pendennis Castle. Mick Popka submitted a written report on the bid for 2012 ICCCR in York which said that it is likely to be officially accepted at the Rome ICCCR in August.

The web site statistics showed that there were 8,500 visits during May.

Spares sales were running at £7,500 since April. Some problems had been experienced in obtaining genuine Bendix brake cylinders. Chris Treagust was due to go into hospital but as normal a service as possible will be maintained by Steve Reed and Tony Hodgekiss.

The TOC has again been allocated a large stand for the NEC Show in November where the stand theme will be "Chateau TOC".

The meeting concluded with a discussion on the need to attract more, ideally younger, members. This would be discussed at the next meeting.

"In Committee" – 7th September 2008

The Chairman, Steve Southgate, opened the meeting by saying that, in keeping with the approach taken over the past few years and the fact that he is extremely busy at work, he would be stepping down as chairman at the AGM in November. Walter and Noëlla Callens will be taking over as "Rest of the World" representatives. A trial committee conference call had been successful and a future full committee meeting will be tried, probably in January. This will save on travel and also allow those who can rarely attend to participate.

The AGM notice had been prepared and will be published in the September/October issue of Floating Power. TM had submitted a copy of the 2007-8 accounts showing that the TOC is in a healthy financial state. The problem of paying into foreign accounts was debated, particularly with regard to the Arras event where payment by credit card is not possible. Bernie Shaw offered to act as a single point of contact for fund transfers from Arras.

John Oates reported that membership stands at 550 with 59 leavers, 40 new joiners and 15 re-joiners giving an overall reduction of 4. Tony Piper showed the committee samples of the regalia he had obtained for 2009 which were accepted as suitable for ordering.

Mick Holmes gave an update on the NEC Show stand with requests for various props on the theme of "Chateau TOC". Mick said that 2008 would be his last show and that a new organiser will be needed for 2009.

Chris Treagust stated that the second phone line was needed and that he would submit costs to the next meeting.

John Barnes said that the Sep/Oct magazine will be out by mid-September and will again be a 40 page issue. He had encountered no major problems in editing the magazine from Canada. John explained the proposed e-Floating Power and the trial that had been conducted over the summer. Comments had been overwhelmingly positive.

Arrangements for the 2009 Annual Rally in Cornwall are well in hand with no problems to date. Arras 2009 is now moving forward with a bank account opened and monthly planning meetings. TOC will be providing chauffeured rides "en traction". Hotels are starting to accept bookings and an accommodation list is being prepared.

It was agreed that a members-only area on the web site would be the best way of providing best value for membership. This would allow much additional material to be made available whilst encouraging membership. It may be possible to include the contents of the existing Technical CD but this will need further consideration of how to deal with the key word search facility that it currently offers. There was some debate over how much personal contact details of those who had volunteered for the mutual help scheme should be included on the web site; it will be confined to name, number and area.

A new source of brake cylinders has been found and new sources of Slough bumpers (new and/or re-chromed) were being sought. There was some concern about the condition of some of the area tool sets and some replacement tools had been ordered.

The meeting discussed candidates for 2009 officers and these will be confirmed at the next committee meeting immediately prior to the AGM. The meeting concluded with a discussion on ways of attracting new members and some promotional material and special offers would be produced for use at the NEC.

TOCtech forum

John Ogborne

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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.

Three Wheels on My Wagon

David Boyd recently had a narrow escape when he could well have lost a front wheel from his Roadster. Here he tells the story and passes on some advice to prevent this happening in future.

Coming home in the Roadster from a picnic the other Sunday the steering suddenly felt rather "wobbly" and the front near side brake was grabbing alarmingly.

I put the car to bed and the following day I took the front nearside wheel off only to discover that I could see at least half of the brake linings and the drum was still attached as normal!

Clearly the drive shaft had come partially out bringing the drum with it and thus revealing the linings. But why?

The drum was removed and the cause of the problem was soon revealed. The large castellated type nut which holds the outer bearing in place had worked loose and had only two threads left before it came off completely.

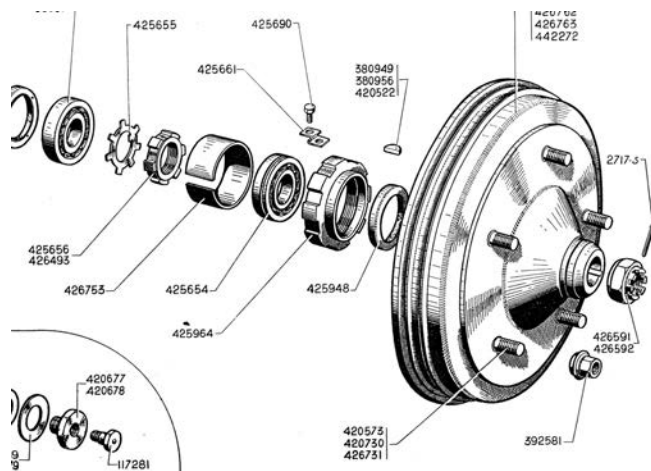


Figure 1. Exploded diagram showing bearings and locking plate

The small bolt holding the metal securing plate which fits into the recess in the nut had worked loose after 2500 miles in France the previous 2 weeks and the plate had come out of position.

As the large nut has a right hand thread and the rotation of the stub axle is in an anti-clockwise direction, the latter slowly but surely wound off the bearing retaining nut with near disastrous consequences.

The outer and inner bearings had moved out with the nut bringing the stub axle/drive shaft and brake drum with it, hence my beautiful view of the brake linings which now had a deep groove round the centre caused by the edge of the drum as it began to run out of true.

Whilst the large bearing retaining nut is normally fitted quite tightly the fact is that, if all else fails, this is only held in place by the small metal tag plate secured by a tiny 4mm bolt into the centre bearing housing.

Over the years these bolts and the thread in the housing often become worn and the plate is not held in place as tightly as it should be. The security of the front nearside wheel therefore depends largely on the condition of this tiny bolt and its plate. Worrying!

The offside wheel is not such a problem as the large castellated nut is similarly right hand thread but the wheel runs in a clockwise direction (unless in reverse gear) and this has the rather comforting effect of tightening the nut.

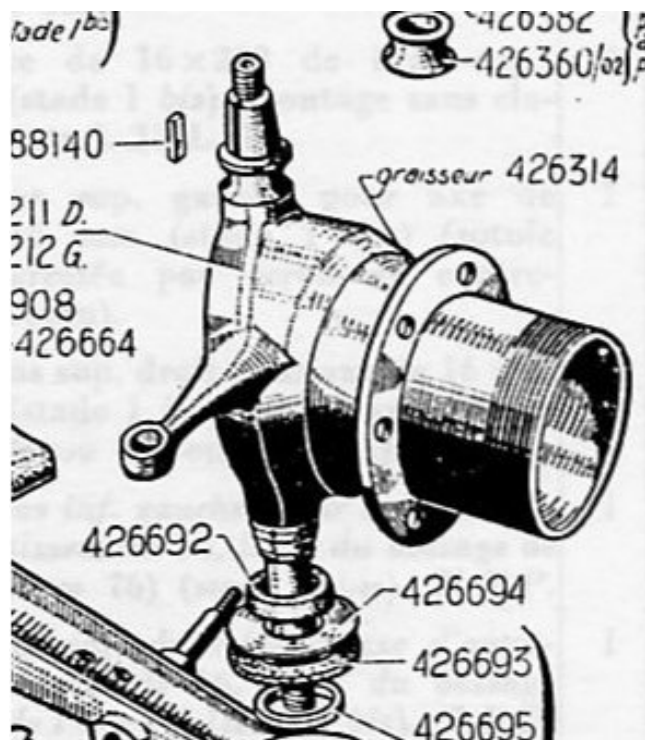


Figure 2. Hub Carrier

I reassembled the near side, tightened the castellated bearing retaining nut and refitted the metal plate and securing 4mm bolt – i.e. all as normal and as it should be.

However to overcome any repetition of this problem in the future I drilled a 6mm hole through the centre of the bearing housing until it touched and thus marked the spacer which fits between the inner and outer bearings.

The outer bearing and spacer were then removed and where the latter had been marked by the drill, a 6mm hole was drilled and tapped.



The spacer and bearing were then replaced and secured by the castellated nut with its metal tag and 4mm bolt. A 6mm x 15mm bolt was then put in place and tightened through the bearing housing into the spacer within using a spring washer and Loctite to keep it secure.

Incidentally, I use sealed inner and outer bearings so there is good adhesion with the Loctite in the absence of lots of nasty grease.

This method may not stop the castellated retaining nut coming loose again at some time in the (hopefully) very distant future but it will keep the distance piece locked in position and eliminate any movement of the inner bearing and the stub axle/drive shaft.

As a result, the brake drum will remain safely in position to allow sufficient time for you to investigate any unusual characteristics which may suddenly occur as happened in my own case.

All of this is of course quite unnecessary if your metal locking plate and 4mm bolt are in perfect condition - but how many are after 50 or more years. Food for thought and regards to all!

Slow Running Problems

Terry Ward is one of our newer members and, whilst he is clearly pretty competent in dealing with classic vehicles, he needed some specific advice on why his Traction is not ticking over smoothly. The following is taken from a series of e-mails offering advice to Terry. I am sure that any other suggestions and advice from other members would be very welcome – and not just for Terry's benefit! The information from Robin Dyke is also of general interest to us all – thank you Robin.

Terry's Initial E-Mail

I am a relative newcomer to Traction and their foibles. I have a 1936 Riley special – a 4 seat open tourer – which I built from the wreck of a saloon which I found in a garden in 1975. It took about 20 years but has been on the road ever since.

My wife is disabled and, as we were finding an open car increasingly less convenient when going any distance, we decided that a later saloon would allow us to go out together more often in an old car.

We have both always liked the style of the Traction (we are of the original BBC Maigret generation!) and started looking for one. I didn't want another prolonged rebuild and in February this year bought a 1953 big boot 11B which was allegedly sound in wind and limb (more or less true).

We love it and use it more often than our boring modern car.

Teething troubles included overheating on motorways (cured by a reconditioned radiator from Chris Treagust) and wiper failure due to grease on the commutator.

Taking the wiper motor out and stripping it down taught me a lot about how weird and different French engineering is from English. The Citroen and the Riley are "chalk and cheese" in every respect.

However, I have one remaining irritating problem which I hope you can help me with. At tick-over the engine has an irregular misfire which I cannot cure. It is most noticeable from the irregular "blat" from the exhaust instead of a steady purr.

I cannot trace it to one cylinder by removing the leads in turn. I have 4 equal compressions of 105 psi. I have checked the

tappets and cleaned the carburettor. I am sure it is ignition related so have changed the plugs, leads, coil and fitted a new distributor from TOC spares.

None of this has solved the problem. The only clue I have is that the misfire is virtually eliminated when I manually retard the ignition fully.

The ignition timing is set at 8 degrees btdc fully retarded and 12 degrees btdc fully advanced which I believe is correct. Apart from the misfire at tick-over the engine goes well with no pinking or overheating.

The car will cruise all day at 100 kph and will easily do 120 kph (if I can stand the noise) so I don't feel it's down on power.

I am good with engines but I don't know what is "normal" for Traction engines. I understand that there is no timing chain tensioner and my engine seems to have a lot of backlash (about 20 mm at the pulley rim) in the camshaft pulley that drives the pump and dynamo. Is this normal?

My only theory for the misfire is that at low speed due to the slack in the timing chain the camshaft is occasionally accelerated by the closing of a valve and the ignition is over advanced for an instant thus causing the irregular misfire. This would fit with the improvement when the ignition is retarded.

This elicited two responses – one from John Ogborne and another from Bernie Shaw.

John Ogborne wrote:

I have noticed a great deal of variation in the way that Traction ticks over. Some purr quietly and regularly but many others seem to be quite lumpy. Mine is not too bad but I have always felt there is room for improvement.

I assume you have adjusted the mixture which has a profound effect on slow running. The ideal way is with an exhaust gas analyser but, assuming you haven't got one, I would recommend a thing called "Colourtune".

I have had mine for ages but I've just had a look on the web and they are still available from AH Spares Ltd at £18.70 – and I'm sure from many others too. It seems to be a simple and effective way of getting the slow running mixture right.

Ignition is clearly another possibility but, as you have a new distributor and renewed all the other bits, it is hard to see how this can be at fault. The problem can be caused by weak bob-weight springs but this should not be the case here although the retarding experiment hints at it. Check the vacuum pipe and that there are no other air leaks in the air inlet path.

The slack timing chain (and yes, they are noisy) is a distinct possibility but that is not an easy one to be certain about and the cure requires engine removal. I don't know how sensitive tick-over would be to a slack chain (maybe others do) so it would be a major step to take without being certain that it would cure the problem.

Finally – and without actually listening to the car – it may be that the tick-over is not atypical of a Traction!

And from Bernie:

In addition to John's thoughts above, I previously had problems which I eventually pinned down to a worn throttle spindle. You sound pretty engine-wise so you may have checked this when you cleaned the carburettor, which I assume will be a 32PBIC on a 53 car. If not already checked it might be worth a look.

If perchance you have a different carburettor (as fitted to earlier models) there are other possibilities. I doubt you have but let me know if you do and I shall frighten you.

Backlash - the backlash at the pulley is not entirely due to lack of timing chain tension. On a '53 engine the fan belt drive pulley is itself driven from the camshaft via an "Oldham" joint (the very last, 11D, units had a much more positive splined drive).

The Oldham assembly is as basic as can be. They start loose and then they get worse just for the hell of it. Fortunately, any play from that point forward is not at all critical to the running of the engine.

I have little doubt that is where most of your pulley backlash is coming from. You can check by removing the fuel pump or distributor which will allow you to see how much pulley movement there is without the camshaft moving.

Terry responded with more details

I'm not sure what carburettor I have. When I took it off to clean it some time ago I looked for any identification numbers but couldn't find any - was I looking in the wrong places? It's probably the 32PBIC and I attach some pictures of it (see below) - can you confirm from those?



Terry's photographs of his carburettor

I think my car is a 1953 - the registration document (British registration in 1972) stated "declared manufactured 1956", but John Gillard (who brokered the purchase) reckons it must be a 1953. The chassis number is 441411.

There is certainly some perceptible play in the throttle spindle. I can't hear any air leaks and temporarily sealing the gaps with a drop of thick oil on the spindle bearings doesn't affect the misfire. However it might be the butterfly fluttering (sorry!) at low speeds. I note that TOC spares do a 32PBIC copy for what seems a very reasonable price compared to my food bill. I am tempted to buy one to eliminate another possible source of the misfire (or hopefully cure it). What do you think?

Thanks for the info about the joint between the camshaft and fan belt drive pulley - I didn't know about it. I will check as you suggest. As I said in my initial email I am not familiar with this engine and probably won't be until something major goes wrong and I have to strip it. The only information I have is a photocopy of a Citroen repair manual which came with the car. I can see the joint on the longitudinal section of the engine. Are there better publications about the repair and detail of the engine?

.....and more from Bernie

Your carburettor is almost certainly a 32PBIC although another small possibility is a 34PBIC, which is identical to look at but with a 2mm wider choke throat and fitted to a few later (11D) engines.

The identification is usually stamped on the left (rocker cover) side of the body casting. If you find the butterfly is secure and sealing the bearings did not cure the problem I would not necessarily suggest investing in a new carburettor at this stage.

Perhaps you could borrow one and see if it makes any difference first? That depends where you live, of course.

I shall include Robin Dyke in the circulation of this reply to determine the year of the car. He can probably tell you the day and hour (if not the actual minute) it came off the production line, along with the name of the first person to turn the ignition key and what he had for breakfast that particular morning.

The Oldham Coupling is used to overcome any possible out-of-alignment of the two shafts. The following gives a good idea of just how crude it actually is: <http://demonstrations.wolfram.com/oldhamcoupling/>.

The Citroen manual is without doubt a very good tool but the spare parts catalogue with its excellent exploded diagrams of all bits is even better for understanding what goes where.

A pdf version is available on the TOC website: <http://www.traction-owners.co.uk/tech/brochures/11%20parts/ta-parts-44-'49.pdf>. If you go to page 55 you can see the Oldham coupling - part No. 452457 - in the bottom left corner of the page.

..... and of course Robin came up with goods

Monday 17th December 1956 or thereabouts. They built another 486 Normales (and some Familiales) by the end of December 1956 (that's about 50 per day). RMR 693 should be a black 11B Normale and the engine number is (or was) AB 27025.

..... but the plot thickens. Bernie responded:

Well, a December 1956 build date ties up with the log book - so that's interesting!

I would have almost certainly expected a late 1956 car to have an 11D lump - but the air-cleaner in the carburettor photos does not support that theory and I cannot tell if there is an oil filler spout to



the front left of the rocker cover in addition to the usual hole in the middle.

I am also surprised that JG said it was 1953. Perhaps he knows something about it that we don't know. Or maybe he was simply referring to the power unit which could easily have been a second-hand replacement at some time (and possibly even supplied by him) - but I would still have expected him to refer to the whole as a '56 car.

So the plot thickens. If it is a 34PBIC carburettor on an 11D assembly, it should have a large flat air filter which sits across the top of the engine. In addition to breathing atmosphere (from above the gear control rods on the left hand side of the car) it should also pick up engine "fumes" from the hole in the centre of the rocker which it completely covers (hence the additional front oil filler).

The 11D had a different crankcase breather too. So, if this is a mixture of 11D and perfo, could a mismatch of filter and crankcase breather be affecting the tick-over?

Is the engine no. still AB27025? What identification marks are cast into the head (between 2 & 3 plugholes) and is there a date on the block (could be either side)? Is the breather a simple vertical tube on a 2 bolt flange or an oval "can" with a complicated pipe arrangement? Is there an oil filler tube at the front of the Rocker cover? Why did the chicken cross the road?

... then Terry uncovers a possible typo.

The car is a black 11B Normale. The engine number is actually AB 27023. I have cleaned up the plate and the last digit is definitely a "3".

Handwritten "3"s and "5"s look similar so do you think there has been a clerical error somewhere? The V5 Registration certificate also says 27025. There is a second Citroen plate just below the main chassis number plate which has EX 11956 on it. What does this mean?

... and there's no stopping Robin now!

EX 11956 will be the coque number. The body parts were pressed in Paris, where most were used, but some were shipped to Slough and Forest. Here the parts were welded to make the body shell (coque) which was then painted and given a coque number.

In Slough, the chassis numbers were pre-allocated in batches of 25 and each number could be identified with a specific order. I should think the same would be true for Paris.

So order 441141 would be launched onto the line with coque EX 11956 and Perfo engine AB 27023 and when it came off as a finished car it was logged as "commercialised".

You can ask Conservatoire Citroën, Blvd A. Citroën - BP 13, Aulnay-sous-Bois 00 33 1 56 50 80 22 or email to catherine.jeannin@citroen.com (you send all the data & I think a fee) and they will give you a date.

My program was developed to estimate the Slough dates (because almost all data was lost), then extended for Paris. Forest data is being programmed now.

The chassis and coque numbers line up quite well - I have data for four 1956 Normales and three for 1957.

439757 EX 10595
440682 EX 11352

441411 EX 11956
441492 EX 12104

443193 EX 13503
443570 EX 13795
444054 EX 13961

I know of 40 AB engines, but the data doesn't always help with vehicle dating as engines get swapped (eg Bernie has AB 28097 as a replacement engine in his 1939 Légère, which we thought late 1955, but I now think is 1954) and engines would not necessarily come out of the stores in date order. This group are all in Slough Light 15s.

Friday 18 June 1954	AB	24682
Tuesday 29 June 1954	AB	25647
Friday 02 July 1954	AB	25666
Tuesday 20 July 1954	AB	26433
Friday 27 August 1954	AB	27433
Thursday 18 November 1954	AB	29475
Wednesday 17 November 1954	AB	29517
Wednesday 24 November 1954	AB	29607
Thursday 21 October 1954	AB	29640
Wednesday 22 December 1954	AB	29742
Thursday 25 November 1954	AB	29749
Wednesday 01 December 1954	AB	29917

Your engine looks as though it should be mid-1954, so perhaps it was delayed in Paris, or is a replacement. The engines and gearboxes would have been assembled in Paris, then boxed-up and shipped to Slough.

There should be a date code on the engine casting. You should be able to identify the day and the month and then there will be a letter. A was for 1950, B 51, C 52, D 53, E 54, F 55, G 56.

The gearbox will also be stamped with a date (and also the part number) - but gearboxes get swapped too.

.. then more details on the air cleaner from Terry:

When I first had the car the air cleaner had the original pressed steel brackets intended to bolt onto the inlet manifold. They had been twisted to fit onto the exhaust manifold studs. On my first long journey at speed the noise from under the bonnet was unbelievable. I found that both straps had sheared right through and were vibrating. Broken welds showed that this had happened before. I fabricated the flat steel supports as a temporary measure. So the air cleaner is definitely not designed for the inlet manifold.

.. and, finally, the resolution! (slightly abbreviated)

The backlash which I thought must be the timing chain was in fact the Oldham joint as suggested by Bernie (checked by removing fuel pump to see the camshaft). There seems to be very little play in the timing chain (good news!). The better news is that I think I have solved and cured my misfire with help from your hints and by rethinking the whole problem.

When I first had the car it came with the manual advance retard knob in the advanced position (which I assumed was normal and correct) and with a misfire at tick-over. I found that fully retarding the ignition stopped the misfire and so left it there. Very soon after I took the car to Southampton and it boiled up and lost a lot of water after 30 minutes at motorway speeds (60 - 65 mph). The same thing happened on the way back! I advanced the ignition and drove more slowly and got home without further problems. I thought the overheating was either due to running retarded or a blocked radiator. I put in a reconditioned radiator and left the ignition advanced. The car went perfectly well like this with no

overheating but with the misfire at tick-over.

The distributor was worn in all directions so I fitted a new one, changed the other ignition components, and cleaned the carburettor.

I had to retune the engine when fitting the new distributor and it was here that my brain failed and I made a stupid mistake. I read in the manual that it should be set at 12 degrees btdc.

Someone had told me that the manual advance range was about 4 degrees so I found the 8 degree slot in the flywheel, turned the distributor until the points just opened and fixed it there with the manual knob fully retarded.

I then advanced the knob to where it was before and there was no change - engine ran well but still had the misfire at tickover. My elementary mistake was that I roughly measured the manual advance range and found it to be about 8 degrees.

I knew of the 2:1 ratio but applied it the wrong way round thinking that 8 degrees at the distributor was 4 degrees at the crankshaft (DOH!). So the timing was wrong when I got the car and I reset it to about the same place.

Anyway, the reason for the misfire was that the ignition was too far advanced. I have never had this cause a misfire before on any other engine I have dealt with.

Usually, I have found that over-retarded means that an engine ticks over OK, pulls well, won't rev, and overheats. Likewise, over-advanced means ticks over OK, won't pull, revs well and pinks under load. Oh well - we live and learn.

I wanted to get the timing absolutely right and I normally time engines dynamically so here is what I did. As the play in the Oldham joint will always only be in one direction due to the drag of the fan, pump and dynamo it is reasonable to use the pulley for timing so I made a pointer to touch the rim of the camshaft pulley (a piece of stiff wire fixed behind the grease nipple).

I then fixed the engine using the slot in the flywheel and made a mark on the pulley at the pointer. I wanted to check that this was in fact 8 degrees btdc so I removed the plugs, shone a bright pen-torch so I could see the piston crown, found tdc, and made another mark on the pulley at the pointer.

By measuring the distance between the marks and knowing the pulley diameter a little basic geometry (and remembering the 2:1 ratio the right way round!!) allowed me to confirm that it was 8 degrees.

I then made a third mark at 12 degrees and painted it white. I then set the manual advance knob vertical (about a third of the way through the range) and, using a timing strobe light with the engine running, set the timing to the 12 degree mark.

I was now certain the timing was set at 12 degrees with the knob vertical but could still adjust it a bit either way if I wanted to experiment. Setting it thus at 12 degrees finally got rid of the misfire.

I was slightly concerned it might overheat but I have just come back from having lunch with a friend and did 65 - 70 mph round the M25 for about 40 minutes. No overheating, no loss of water, no perceptible drop in oil level (also plugs are chocolate brown and oil is still more oil coloured than black after being in there for 1500 miles) - bliss!

Unladen Weights

The world-renowned Traction expert Dr. Yves Haft has supplied the following data on Traction unladen weights which will prove useful for those having to do battle with the MOT testing station.

Model	Weight
7A	900 kg
7B	900 kg
7S	1025 kg
7C	1025 kg
7C eco	1025 kg
Light 12	1025 kg
11AL	1060 kg
11AM	1060 kg
11BL early	1060 kg
11BL	1070 kg
Light 15	1070 kg
11A	1100 kg
11B early	1100 kg
11B	1120 kg
Big 15	1120 kg
11A Limousine	1130 kg
11A Familiale	1170 kg
11B Limousine	1140 kg
11B Familiale	1180 kg
11B Commerciale	1210 kg
15 Six	1325 kg
15 Six Familiale	1350+ kg

There is a correction to the weights of the 7C models. For MOT tests in the UK the "braking" weight is needed, which is possibly the "unladen" weight plus fuel, driver (and perhaps 1 passenger).

Distributor Problems

Following the article on distributors in the last issue, Martin Nicholson e-mailed for advice on uneven running with his Slough Light 15. Here is the correspondence so far, albeit still rather inconclusive. I am sure that Martin will be pleased to hear of any comments and suggestions.

Martin's e-mail

I read with interest the article re Distributors in the current FP. Funnily enough after some months of uneven running (no problems with starting!) and much discussion with Pete Simper, I (We) have come to the conclusion that a new distributor is called for.

As you will recall I have a Slough built Light 15; (with a "Lucas" Distributor, therefore 12v, which has done about 7000 miles). I recall reading in FP or maybe it was the Citroenian, some time back that the Ducellier was a much better proposition than the Lucas.

Naturally, living in France, I am in a better position to obtain a Ducellier than a Lucas "replacement".

Presumably the problem would be 12v against 6v, unless Ducellier make a 12v, but with Nigel Webb's closing remarks, viz. even after fitting a new Lucas replacement "the performance is still very lumpy"; and Tony Hodgekiss's comments re "recons to the pivots", it seems clear that the Lucas Replacement is not 100% the answer? Any comments?



John Ogborne replied:

Firstly, the distributor is not voltage dependent. The contact breaker will certainly not mind how many volts it sees and neither will the condenser, but the value of the condenser (i.e. how much capacity it has) will be different for a 6 volt system. The condenser value needs to be matched to the inductance of the coil, which will vary between 6 and 12 volt systems. So a Ducellier distributor itself will be fine from an electrical point of view, but the condenser will need to be changed. However, I would be more concerned about the mechanical interchangeability. I have just measured up Lucas and Ducellier distributors and found the following:

The shoulder around which the clamp fits is 36.6 mm in diameter and only 5mm deep on the Lucas, whereas the Ducellier is 30.6mm and 11mm deep.

The main shaft diameters are of course identical at 27mm, but the shaft length between the lower edge of the clamp shoulder and the point where the coupling emerges is 37mm on the Lucas and 42 on the Ducellier.

This is only on a sample of two distributors but I have no reason to suppose they are unusual. It would seem that if you opt for the Ducellier, you will also have to change the clamp.

I fitted the CTA replacement for the Ducellier and got a big improvement. The main problem with mine was that the spindle bushes were badly worn so the spindle was wagging about and giving erratic opening and closing of the points; the bob-weight pivots could also be contributing to the problem as suggested by Tony but I didn't think to check that.

However, I am not sure why a Ducellier is intrinsically any better than a Lucas – were there any specific reasons? In some ways the Lucas is better because it has a micrometer adjustment on the vacuum unit.

With regard to Nigel's problem, I am convinced that he has got hold of a distributor that was intended for a much faster-revving car where the bob-weight springs are too strong and the vacuum unit is set at an inappropriate value. We will be looking into this over the next few weeks.

I'm not sure that any of this is of much use to you. My usual approach is to try to borrow a known good unit – be it a distributor or any other part – and try it; however, this is clearly more of a problem for you in France. Alternatively you could get a new one together with the clamp bits (second hand).

... Martin responded.

As regards the 12v bit, it was the condenser that I was not sure about. The old magazine article.... I can't remember what the reasons were; and I have no idea where to start looking; 20+ years of FP and Citroenian? I vaguely recall something about the Traction started life with the Ducellier and therefore....

I did check Depanoto's catalogue and, whilst they show distributors, it is not clear what make they are; and, they show a change in model sometime in 1951. It would be interesting to know what happened then.

The only difference in the photos is that one appears to have a vacuum advance/retard shown, the other doesn't.

... and John came back with:

The only difference pre-1951, as far as I know, is that a vacuum advance unit was fitted. In fact I think the distributors are identical

other than that, and can see no reason why they should be different.

I think Lucas ones always had the vacuum unit. However, both CTA (TOC Spares) and Depanoto units (which I believe are actually the same and made in India) are for the French clamp arrangement and may be problematic to fit to a Slough car.

If you do buy a new one, there is an option of side or vertical contacts - but I would still opt for getting another one to try.

Floating Power Vibration Elimination

Whilst the original 'Floating Power' concept of engine suspension for the Traction was undoubtedly a major design innovation I, personally, have always been slightly suspicious of it.

This is because in my car, which I bought some 4 years ago, I have been unable to stop engine vibrations being transmitted through the body via the rear engine mounting into the box bolted to the bulkhead.

Several attempts at removing the box on the bulkhead, centring the rear engine rubber mount by raising or lowering the volute springs, and refitting the box have not cured, or even noticeably reduced, the vibrations in the body shell or through the steering wheel.

I was therefore very interested in the Silentbloc replacements for the volute springs that I saw on sale at the 14th ICCCR in Rome.

I was less interested however when I saw the price - €100 per pair – and decided that I'd think about them!!!

Driving back from the ICCCR event to the hotel that night reminded me of why I needed to do something, and a chat with Barrie Annells (who has had the silentblocs fitted in his car for some time) convinced me that action was finally necessary.

So, €100 paid (well it will be when I re-imburse Barrie at the AGM), I took possession of my set of silentbloc engine mounts, their one page fitting instructions (which consists of about 6 photographs with handwritten instructions in German and French) and a statement from the seller that fitting was easy and would take one hour.



Photo 1 - The silentblocs, as received

And so it proved, the most difficult part of the job being the removal of the volute springs. From start to finish replacing the volute springs with the silentblocs took almost exactly one hour

(but I did stop for a cup of tea midway through).

As can be seen from the following photographs the sequence of events was very straightforward:

1. Take the weight of the engine on a jack



Photo 2 - Engine supported by trolley jack and wood

2. Remove the rear engine rubber mounting block and replace the square box on the bulkhead
3. Slightly raise the rear of the engine and remove the volute springs complete



Photo 3 - no volute springs

4. Slip the locking plates (with their clever little holding



Photo 4 - one of the lock plates with it's clever little holding wire

wires) inside the supports for the volute springs on each side of the engine compartment and screw in the silenblocs themselves. (The clever little holding wires slide down underneath the locking plates once they have done their job of holding the plates in position to start the silentbloc bolts)

5. Screw the central support bolts down through the engine support arms into the top of the large nuts on top of the silenblocs making sure that there is a locking nut above and below the engine support arm on the bolts. (I needed to lower the engine at this point to make everything line up.)



Photo 5 - fitting the silentbloc unit

6. Level the engine and tighten up the locking nuts onto the engine support arms

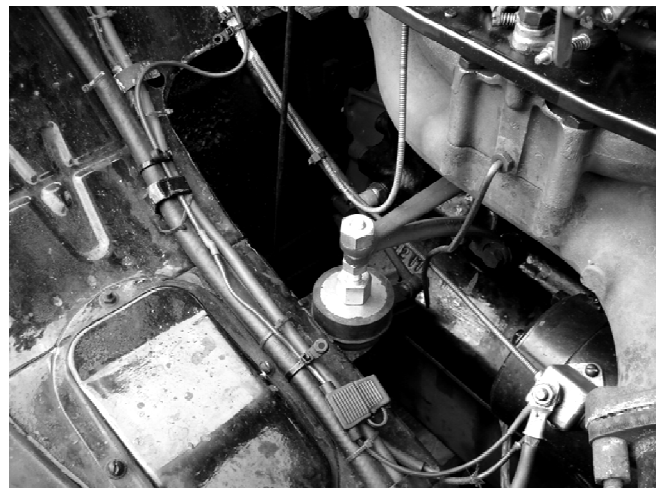


Photo 6 - the silentbloc in place

7. Job done.

And the result? The engine vibrations that I have suffered for the past 4 years were immediately eliminated - so now I can focus on trying to stop the individual rattles that exist in the car.

Apparently some 190 sets of these silentbloc sets are now in use (mainly in Switzerland) so if you are interested in knowing more contact:

Walter Rey,
Schöneckstrasse 23, CH-8215,
Hallau, Switzerland
telephone 00 41 79 336 93 23
or email w.rey@gmx.ch.

John Barnes

My Tractions

Like many others I first fell in love with the Traction when I saw them in war films as a child. During my teenage years whenever I saw one on the road, which wasn't often, I knew that I had to have one.

In 1968 a friend of mine, Ray Saunders, bought a Big 6 (this was also the time that I first heard of Fred Anells). So that was it - time to have a Traction of my own.

Although money was short (we had just set up home) when I heard of a Traction for sale in Cambridge I was on my way.

The car, which was a small boot, pre-war model, was in an outbuilding at a vicarage and in a sorry state. Rain had done a lot of damage to the back and, amongst other things, the brake drums were seized.

WD40 is wonderful stuff, so after spraying copious amounts into the drums, we towed it back to Edmonton, North London. It wasn't too bad a journey, despite the smoke from the WD40 coming from the drums each time I tried to brake (as you know the towed car is supposed to do the braking).

Back at home the serious work began. Those were the days when parts could still be found in garages. I remember that I found a pair of bumpers still wrapped in the waxed paper and I also bought a second-hand bodyshell.

However circumstances changed and I had to sell everything - restoration hadn't started, although some stripping down had - and the car went to someone in Essex. If they read this then maybe that's a cue for another article.

Owning another was always in my mind but it was not until August 1991 that I bought my 1955 Normale from Marcus Lasance.

I still own this car and since I bought it it has had the front floor replaced, 4 door skins and 2 door bottoms replaced, the roof and bonnet resprayed, seats recovered, new carpet set, headlining, door panels. It has also been rewired.

At that time I knew Robin Rother very well and bought from him, amongst other things, 4 Pilote wheels, spare doors and a pair of 15CV Marchal headlamps (which are now on the Normale).

I saw my second Traction on HTV News in 1999. Somebody in Trowbridge, Wiltshire had inherited the contents of a motor museum from a relative in South Africa and had shipped everything to the UK.

The news item showed the forecourt of a garage in Trowbridge that was selling everything on his behalf with, in the background, a small boot Traction. I telephoned them and asked about the car. They said it was metallic silver and right hand drive. "So it has leather seats and a wooden dash" I said, "No" was the reply "it has cloth seats and a metal dash".

I went straight over, it was a 1949 Paris-built, export model, right hand drive Légère. I bought it, with part of the deal being an MOT, but during preparation for the MOT the alloy casting on the steering rack fell apart. A call to Dennis Ryland secured a reconditioned right hand drive rack which the garage had to pay for.

Since then it has had the seats recovered, new door panels, carpet, headlining and a re-spray. I have also fitted the Pilote wheels that I got from Robin Rother and a pre-war flapped bonnet that I got from John Gillard.

I know the wheels and bonnet are not right for the year but I like them. I still have the original wheels and bonnet. I am often asked why it is metallic silver. The answer is that all export

models left Paris in primer and most people in the forties had their cars sprayed in metallic paint.

I was working at that time but an opportunity for redundancy and an early pension came up - which I took. I set up Traction Wedding Cars and use both the Normale and the Légère for the business. As David Boyd says "I wish I had done it earlier".



For quite some time however I had wanted a wide bodied Traction cabriolet but two things had stopped me - the cost of a genuine one, and the fact that I had only ever seen BL's come up for sale.

In August 2004 I came across a German website that had a wide bodied cabriolet for sale, which the website stated was registered as built in 1939. It was obvious however from the photos on the site that the car was in fact a converted Normale saloon (the main giveaway being the rectangular holes in the Jambonneau'x).

I contacted the owner and asked for a price, made a much lower offer and was turned down. I kept looking - but with no success - and I also kept my eye on the website to see if the car was still available.

In March 2007 I approached the owner again and arranged to go to Frankfurt to see the car.

I took with me a lot of photographs of my 1955 Normale (brake drums, back plates, driveshafts etc., etc.) to enable me to know what I might be getting myself into and I spent a lot of time underneath the car inspecting it.

I had also made many enquiries about how to best go about paying and bringing it back and I had found a company in Germany that would allow me to draw cash through them. I had also found an insurance company in the UK that would insure the car on it's German registration plates so that I could drive it back.

I must admit I was expecting to be very disappointed, even though I had asked the vendor to send me up-to-date photos before I left the UK - which he did. On seeing the car I was very pleasantly surprised. The conversion parts were all metal, the mechanicals were genuine Traction and it had an ID19 engine (although tired). The lack of rust also pleased me as I do not mind mechanical work but bodywork is expensive.

I bought the car and had it brought back to the UK on a trailer by Antonia Loysen - www.transautoclassique.com. She was recommended to me by John Gillard and I would recommend her to anybody.

The reason I didn't drive it back was that it was on German historic registration plates and the registration number had to be surrendered before export (although I kept the plates).

I also asked the vendor to get a TUVA (the German equivalent of the MOT) before the car was collected, which he did, but judging by the work I had to do before the UK MOT I am surprised that it passed in Germany (but maybe they aren't as rigorous there).

When the car arrived in the UK I started the process of MOT and UK registration. The work that I had to carry out prior to the MOT was as follows:-

- ◆ Hand brake – fitted correct handbrake cables
- ◆ Rear brakes inefficient - replace brake shoes both sides
- ◆ Steering
 - ⇒ Replace worn steering column worm gear bearings
 - ⇒ Replace steering column rubbers
 - ⇒ Overhaul steering rack
- ◆ Fit bottom ball joint adjusters due to excessive play in bottom ball joints
- ◆ Fit new track rod ball joints
- ◆ Replace rear silencer and tailpipe

The car passed its MOT first time on the 31st August 2007. The registration process was easy except that I forgot to take one of the required two German documents to the Bristol DVLA office so it was two weeks before I could drive the car.



Since then, and based in part upon information supplied by Wiljan Cats and Peter Larson - to whom I am enormously grateful, I have been bringing the car nearer to 1939 specification by:

- ◆ Fitting
 - ⇒ a pre-war flapped bonnet,
 - ⇒ short slot radiator grille,
- ◆ Removing
 - ⇒ the bumper overriders,
 - ⇒ the waffle pattern wing embellishers and fitting duck foot pattern ones (I know that it shouldn't have any but at least these ones were only available 1946/7)
 - ⇒ the Mercedes steering wheel and fitting a Traction 3 spoke one
- ◆ Replacing
 - ⇒ the 1955 glove box sticker with an earlier one - albeit one from 1947
 - ⇒ the front number plate with a 'moustache' plate
 - ⇒ the 1955 rear light with an 'F' plate and light.

The electrics are 12 volt with an alternator but it had a Bosch wiper motor which I have replaced with a Marchal one. On the electrics side of things it seemed that there was a problem with the alternator as it didn't charge the battery.

As it turned out the problem wasn't with the alternator, neither was it with the battery. The reason that the alternator was not charging the battery was that the charging light bulb was too low

a rating and the alternator couldn't sense it. Higher rated bulb fitted – battery charging.

I have also changed the layout of the dashboard to bring it more in line with the layout in 1939 and fitted a blanking plate where the ashtray was, together with round knobs to replace the 1955 oval aluminium ones.

Other things I have done include overhauling the gear change mechanism behind the dashboard, fitting a new rocker shaft, fitting the exhaust downpipe stabiliser bar which was missing and fitting the correct bulb holders. The next thing will be an engine overhaul next winter.

I knew that the conversion kit parts were originally purchased from the UK and I have now been able to confirm that they came from Peacock Engineering. My opinion is they are quite good - but this is only as a result of my comparing them with photographs of genuine ones.

I was very surprised to find that the door frames are not cut and shut but that they look very similar to the inside of the cabriolet doors in the parts books.

I expect a lot of you are wondering why I have bothered with a lot of these changes, considering the car isn't original - it's just the way I am I suppose.

I 'lost' both my saloons - my 1955 lhd Normale and my 1949 rhd export model Legere to my wedding car business so I needed something solely for myself to enjoy and play with.

There are still things I need to do - for instance the hood isn't right but that will be put right at some time - but I enjoy the car a lot.

Did I pay too much for the car and have I spent too much on it since? Who knows. What I do know is that a genuine 11BN cabriolet was sold at Bonham's Retromobile auction in Paris last February for €126,500.



Dennis Hewitt

Southern Ireland Tour, 2008

We have long fancied a trip to Ireland and were attracted to a 7-day trip which ERL were organising. ERL (European Routes for Leisure) is, they say, *probably the leading independent Leisure Routes organiser in the UK, and has organised routes and rallies for discerning Automobile Clubs and Groups throughout Europe.*

We have been with them a few times and, apart from one experience where the hotels were not up to our standard (three nights in an Express Holiday Inn in France is not quite what we look forward to), we have found them to be good people to travel with.

The ethos of ERL is to provide style, quality and value – travelling through some of the most beautiful countryside in Europe between unique, often ‘off the beaten track’, locations.

Routes are planned well in advance to ensure that participants are able to complete each planned day with a leisurely drive that will neither tax the vehicle (whether vintage, classic or modern) or the driver (and passengers).

Rarely does a day include more than 200 miles of driving – most days are between 100 and 150 miles, and often less.

Routes are ‘re-reccied’ shortly before the off to ensure that no last minute ‘diversions’ have been created, and if necessary, to provide alternative routes.



The famine ship Dunbrody

To join the Tour we had to take the ferry to Rosslare from Fishguard - which was a first for us. The ferry is modern and fortunately the three plus hour crossing was calm.

On arrival in Rosslare we stayed at a hotel just overlooking the harbour, which meant an easy and relaxed start to the tour and a chance to get to know some of the other people.

The cars ranged from rather fine Derby Bentleys, several Aston Martin and Jaguar E Types (ERL run the events for both these clubs) to our humble and battered Citroën with the scars of the Peking to Paris rally still evident on its bodywork.

The first day of the tour we visited the historic famine ship Dunbrody, which is a replica of a ship used to transport the poor and needy to America and Australia during the terrible famine years in Ireland.

On board there were guides dressed as passengers who showed us around. Usually about half the 300 or so steerage passengers on these boats died before reaching the New Lands of America and Australia. It was a moving experience.

We then drifted along quiet roads, savouring all that is nice in



The Flying Boat museum at Foynes

rural Ireland - all that is except the nasty bungalows they seem to be putting up just about everywhere. There is a great deal of house building in Eire and not all very attractive.

Our next stop was the Flying Boat Museum at Foynes on the River Shannon, which was the base for the flying boats coming to-and-fro from America.

The trust that owns the museum has built a boat from plans supplied by Boeing as all the flying boats of this period were destroyed, shame. I have always liked the idea of flying boats but it seems they were cold, noisy and very expensive.

Most of their fuel was used in taking off, so for the Ireland to New York trip the plane had to stop a couple of times to refuel; but the journey time of 23 hours was ‘super quick’ in those days compared to the 4 days the journey took by boat.

We eventually arrived in Killarney for a three night stay at the Lakes Hotel, which looks out onto the grand lakes (where you could have a room overlooking the lakes if you paid a supplement).

Staying in one place on motoring tours is a good idea if possible as it means you can unpack and you also know where to head for at the end of a day. And should the need arise you also have somewhere to fettle your car.

The following day we were to think about this as we travelled through the Gap of Dunloe. On the descent the Citroën suddenly spluttered and dropped to firing on three cylinders.

Changing the non-firing plug did no good so, with all my spare parts (e.g. coil, distributor, H-T leads etc) safely in my garage at home, it fell to the RAC to get the car on a truck and back to Rosslare.

Meanwhile I returned to the Lakes Hotel in a boring, hired Toyota which we had to use for the remainder of the tour. Surprisingly this nice, new, modern, draft-free car with its a/c was not as comfortable as the Citroën, and it had no style either.



The roadster climbing through the Gap of Dunloe



1935 Bentley 3 1/2 litre Tourer

In total three cars broke down, the others being a 1929 REO Flying Cloud Sedan (failed head gasket) and a Mors Tourer (magneto problem). Both these cars were new to me and beautifully prepared - but age got to them.

The Gap of Dunloe is what motoring in rural Ireland is all about - quiet roads shared only with horses and traps full of American tourists.

The countryside is devoid of people but you see derelict houses that remind you of the million or so poor souls who were forced off the land by famine and general overcrowding in past times.

Those members of the tour who were not sorting out car problems went to Muckross House which was built in 1834 and occupies a wonderful setting on the lakes by Killarney.



The ferry across the River Lee

The next day was a 100 mile run around the Ring of Beara - which is really little more than a circular route around the country. Fortunately the weather was kind to us and we saw more of the hills, sheep and bungalows which abound in this part of Ireland.

The tour then took us to BallyCotton via the Kilgarvan Motor Museum where there are about 20 cars in a shed in a farmer's back garden.

None of the cars in the museum you would want to own - except perhaps an Adler pre-war saloon car (but then just for interest) - and I personally feel it is sad to lock cars away in these small museums and not use them, or even care much for them.

We continued on across the river by ferry and almost into Cork, where we visited the Queenstown Heritage Centre - from where



At Rosslare the hire car starts its journey back to Kilarney

many of the emigration ships left for America and Australia.

The Queenstown Heritage Centre contains a really good museum and, as it is situated right on the quay where the emigrants embarked, it doesn't need much imagination to journey back in time to the mid-19th century.

We stayed that night just to the East of Cork, right on the coast near the Ballymaloe House Hotel where we, Valerie and I, had dinner.

The following day, the last one of our tour, the weather was again good for our visit to Ballycotton harbour - which is off the beaten track but a gem of a place to see. Then, just a little further up the coast, we stopped for coffee in the company of the 1935 Bentley 3 1/2 litre Tourer shown opposite.



Glass blowing at the Waterford Crystal Glass Factory

The highlight of the final day for us was the trip to the Waterford Glass factory where, amongst all the high-tech machinery, glass is still blown by skilled men who serve a 7 year apprenticeship.

Although Valerie and I already had many Waterford glass 'bits' cluttering up our house and collecting dust apparently still more were required!!! However the roads leading to it were the quiet rural ones we had come to expect and enjoy, and as usual we travelled through many little villages - each with 2 or 3 pubs. Surely, as in England, a feature of village life that will soon disappear.



unbelievably - the Irish Sea is like a millpond for the crossing

It was then time for us to be re-united with the Citroën at the ferry terminal, for the hire car to be returned to Killarney, and for us to splutter and back-fire our way on to the boat.

Reflecting on the tour during the crossing back to Fishguard we decided that the really nice thing about the route we had followed was the many little river crossings which gave time to take in the surroundings and to chat to other drivers and their passengers. All in all this was a good trip with great cars, hotels and roads. What more could you ask for from a Classic Car Tour?

Alan Crisp

TOC 2009 Calendar—some of the rest



Steve Shinebroom



Nic Shaw



Walter Callens



Trevor West



David Boyd



Dennis Hewitt



Steve Reed



Barry Curtis



Mike Tebbett



John Parker



Mike Tebbett



Dave Winspear



Sheila Marley



Peter Fereday



Clive Hoskins



Dirk Pont



TRAXION - TAN club magazine
May-June 2008. Pages 102-146

Events

Annual gathering 14th Sept 2008 at Sneek (North-Holland)
Paris-Moscow-Paris 2009. After their visit to Arras the teams will depart from Paris on July 18th.

History

Galeries Porte Bagages : 4 page report, with lots of photo's and illustrations, about all sorts of Traction roof racks.

Reports

-AGM : over 100 members were present.
-Citromobile : weekend May 1st.
-Tour de Bourgeois : April 30th - May 4th, destination: Chalons en Champagne. The rally formula has been proved powerful and once more the weekend was a success. Over 80 teams participated, they discovered the beautiful region in their own time and tempo, enjoyed good food, found nice company and of course tasted the champagne..... On the first day, on the esplanade Charles de Gaulle in Epernay, there was a meeting with the TU-section of the Champagne-region, Jérôme Collignon (author and co-webmaster of the Tractions 1934-site) was one of the visitors and brought with him a gramophone to play records with the favourite music of André Citroën.

Technical

A thorough investigation and report on motor-oils.
Traction-navigation - a report on the conversion of GPS system to operate at 5V, for use in the Traction. And it worked!

Walter & Noella Callens

TRACTION AVANT—the quarterly magazine of the French Club, Traction Universelle.

The cover of edition 76 of *Traction Avant* magazine shows eight rather jolly Traction Universelle présidents (current and past).

Inside there is the second part of the story of the forty year history of the Traction Universelle club with articles, photos and adverts from the period 1977 - 1986.

The writers recall that their first outing of cabriolets and coupés was on the 11th May 1968, and the report includes a good photograph of Joe Judt's roadster (CRY 788) with its bonnet covered with trophies and with what appears to be half-a-dozen bottles of Martini.

Other items include within the magazine are a report on the Rétromobile 2008, and an article about the Traction-DS which took part in the run to Dakar in 1982.

Sadly there are obituaries to Pierre Terrasson (1913-2008) who was responsible for most of the testing for Citroën at Monthéry.

There are also 12 pages of reports produced by the secretaries of the regional sections of the TU and recording some of their very impressive activities.

Robin Dyke



To read the magazine of the Citroën Classic Car Club of Australia go to <http://www.citroenclassic.org.au/>.

TRACTION AVANT—the quarterly magazine of the French Club, Traction Universelle

Edition 77 of *Traction Avant* contains the third part (1987-96) of the history of four decades of the Traction Universelle club. They participated in all the ICCCR events (Loreley, Flevohof, Herning and Clermont Ferrand).

There was the 50th anniversary of the 15-Six, a "raid" from Halifax to New Orleans, and the Amsterdam to Moscow rally.

There is a good report of Ronald Knoth's Pertrac Roses tour for Sophie's Place written by Olivier de Serres. Our visitors were particularly impressed with Slough Tractions and one of our Life Members was modestly described as one of the greatest Traction mechanics.

Olivier also reviews most of the magazines of foreign traction clubs (including our own *Floating Power*) under the title "La Chronique de la TSF" (Traction Sans Frontières).

Other articles include the rediscovery and restoration by Michel Dubreuil of his great grandfather's 11BL.

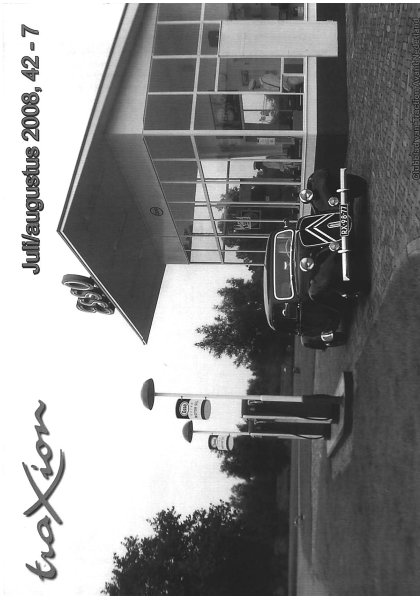
There is an account of an 11B in Hungary and Christian Meens (who often comes to our rallies) writes about his trip on the RN7 in winter.

Han Schook discusses the 11A prototype with a V8 14CV engine which was based on the union of two 1303 cc blocks - was it a myth or reality?

There are technical articles on 15-Six big-ends and on the key in the tapered stub axles.

The section news runs to 15 pages, and the magazine lists in the margins useful addresses of contacts and specialists.

Robin Dyke



TRAXION - TAN-club magazine
 July-August-Sept Pages 150-198

Events

Some results of the opinion poll done about the annual "Hemelvaart-rit 2008" rally were published. These were: *Overall Response : 77%. Did you have a good time : 98% yes. Do you plan to go to Arras next year : 59% yes. Do you think a gala-dinner at the end of the tour is important : 64% yes. Remarks : there was no bar in the hotel !!! There were also many thanks to the organisers and lots of compliments about the road-book 'Du vin-du pain-du Citroën....'*

Novelties

The Club has had a limited edition woollen blanket specially made for the annual gathering in SNEEK on September 14th. It is in the colours of a Traction interior (grey-grey and brown-beige), with a woven design of a Traction on it. Both sides can be used: one side has a light-coloured image on a dark background and the the other side is the opposite. The size is: 1.30m x 0.80m, and the price is €52,50.

History

The history section contains a copy of the original 3 page letter from the N.V. AUTOMOBILES CITROEN – AMSTERDAM, dated December 1933, to all the Dutch Citroën garages regarding the control of the electrical parts and the light bulbs.

Reports

Tractions in the Mid summer sun : In June, 2 TAN-members participated in the annual rally of the Svenska B-11 Klubben in Härnösand, 500 kilometers North of Stockholm, Sweden.

Walter & Noëlla

TRAXION - TAN-club magazine
 October 2008 Pages 202-226

Events

Announcements :
 New : "Hemelvaartrit 2009" from May 20 – May 24. Destination UNKNOWN : this as always stays a secret until one week before the start of the rally. There's also a competition too, using clues in future Traxions members can guess the destination and, possibly, also win a nice price.

New : details of the 15th ICCCR 2012 in York

Repeated : details of the Paris-Moscou-Paris tour in 2009

Repeated : "75hours for 75years" in Arras. A plea was made for cars for the museum and help for the weekend itself. It was also reported that Hotel-reservations are coming in regularly for Holiday Inn & Ibis.

Members Journeys

A report was published about how a TAN-member planned his summer holidays really well. Apparently he contacted a TAN-member in Florida who owns 2 Tractions.... and he was able to drive one of the Tractions on holiday taking part in an oldtimer/classic car/custom car tour in and around Orlando.

Reports

TAN/Annual gathering in Sneek (photo on cover). There were participants from the Netherlands (of course), the UK, France, Belgium and ... one from Coupeville, Washington, USA.

A 5 page report on the 14th ICCCR-Rome.

A 4 page report on the 70th anniversary of the 15-Six in Seclin.

Walter & Noëlla

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

2008 n° 2 72 pages

An 8 page report continuing the story of the birth-place of the Ami 6 in Rennes-la-Janais. The report contains with lots of photos from the production-hall.

A 4 page story about a competition during the years 1942-1945 launched by the C.O.A. (le Comité d'Organisation de l'Automobile) and the S.I.A (Société des Ingénieurs de l'Automobile) asking engineers to design a Paris-taxi (to compete with London's taxi cab) to be produced by Citroën.

58 proposals were submitted to the competition, 5 were chosen but apparently Citroën refused to deliver the (spare) parts needed ... so Paris never got its own taxi.

Citroën AKL 1964 : the story of a luxury "delivery-duck" 2CV.

These small vans, for the Dutch market, which were mainly produced in Vorst, Belgium, were bigger and more luxurious than the Paris-built 2CV fourgonettes.













A report about the DS in the movies : Two films were featured - "Les aventures de Rabbi Jacob" (with Louis de Funès) and "Le mariage du siècle".

Tourism:

A report on the *French route 66* = the N7 from Paris to Menton.

Part 2 of a report on the Arc de Triomphe — the centre of Paris.

Walter & Noëlla

Section Co-ordinators			
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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
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Northern		Stan Platts	1a Moorlands Road, Birkenshaw, Bradford, BD11 2BH Tel: 01274 683848
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Surrey, Hampshire & Sussex borders		Steve Reed	No 1 Terwick Cottage, Rogate, Nr Petersfield, Hampshire. GU31 5EG Tel: 01730 821792. For details of section events and regular meetings please contact Helen or John on 020 8330 7216 (open all hours)
Welsh borders			New Area representative required. Please contact Bernie Shaw for details of what's involved. Tel: 01933 274382 email: bernie-pearl@lineone.net
West of England		Terence & Jane McAuley	7 The Normans, Bathampton, Bath, BA2 6TD Tel: 01225 466 939 email: mrsjane.bear@toucansurf.com
Rest of the world		Walter & Noëlla Callens	Antwerp, Belgium Tel: 0032 50 425 836 (w/ends only) walternoella.callens@hotmail.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 8.00pm onwards (or arrive earlier for a good pub meal).

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

In the last few months attendance at the meetings has grown and we have been pleased to welcome many old and new faces to The Royal Forest.

Our last meeting in 2008 will be WEDNESDAY 12th NOVEMBER, which is two weeks later than usual as some of the members will be on holiday.

For 2009 the first meeting will be 25th February from 8.00pm onwards.

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 Simper

Peak Section

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

Our last meeting on Sunday October 5th at the Yew Tree in Cauldon, just south of Ashbourne, was well attended and we were not surprised that the delicious pork pie defeated the appetites of our new members Marty and Diane Baker.

Our next meeting will be on Sunday 7th December at the Hollybush in Makeney. This is a popular pub so in order to try and sit together we need to be there for midday.

We hope everyone can make our last meeting of 2008 but if not we wish you a Merry Christmas and Happy Tracting in 2009

Bev & John Oates

South West Section

Plans for next years rally on 19--21 June are coming along nicely. Various different members of the Section are busily working on schedules/sponsors/maps/venues/caterers/bands etc. As our most recent rally planning meeting, on 7th September, was one of the few sunny days recently five Tractions came along.

We are rather spoilt for choice when it comes to visitor attractions down in the South West so hopefully we will be able to put on an un-missable event! There is also some interest from our friends from the Brittany rally so put the date in your diary now!!

Walford Bruen

Surrey, Hampshire & Sussex Borders Section

The Surrey, Hampshire & Sussex Borders Section meets on the third Sunday of each month. Full details of future meetings can be obtained from Helen Shelley.

Our September meeting coincided with The Surrey Classic car show at The Rural Life Centre, Tilford nr. Farnham. It was decided to join with other Citroenist's as Chris Salter had had the idea to have a French car area. (although we did allow our adopted Riley driver Spike to join us).



The weather was kind and the whole show was extremely well attended with every make of car, motor bike and bicycle possible and people dressed in the appropriate period costume for their car. Even the visitor's car park overflowed with many classic cars.

Julie and Steve Reed looked particularly well turned out.

An invitation is extended to all members of The Traction Owners Club, families and friends, to join together for our annual Christmas Lunch at The Barley Mow, The Street, West Horsley, Surrey on Sunday 21st. December 2008.

The reasonably unruly are especially welcome. For those who would like to attend please let Helen know and she will send you a menu and booking form as soon as they are available. Pre-booking and pre-payment is essential.

On January 1st. 2009 we will be joining the Vintage Sports Car Club meet at The Barley Mow at 12.00. noon. Traction's are much appreciated by the cognescenti, and the others as well!!

If you are feeling particularly lithe and lissom on New years day, why not make an even earlier start at Brooklands Museum for their New Year's Day Meet which begins at 10. am? As The Barley Mow is only fifteen minutes drive from Brooklands you could do both.

We look forward to seeing you all in your multitudes.

Seasons Greetings to everyone and may the year 2009 be a joyous one.

Helen Shelley

Scotland Section

There will be a small Section get together and pre-Christmas Lunch at the Feugh-Side Inn on the B976 Banchory to Aboyne road, six miles west of Banchory, at 1pm on Sunday 7th December. The Inn has an excellent reputation for good food.

If you would like to join us call Andy Burnett on 013398 86290 or Eveline & Ian Crossan on 01330 811266.

Weather permitting we may also incorporate a pre-lunch run from Aberdeen to Stonehaven with a short stop for coffee en route.

For more details please call now.

Frank Grant

West of England Section

Next meeting is the 2009 planning meeting at the Tunnel House at Coates, near Cirencester, on January 11th - 12 noon on. Come armed with bright ideas and a healthy appetite.

Pip pip

Jane & Terence

Rest of the World

This month we have sent out 110 emails to Traction-owners/ TOC correspondents outside the UK informing them that we have taken over from Robin & Sue and asking them to please send us news bulletins and announcements that they think will be of interest to TOC-Members. We have also told them that if they have any questions or suggestions we will be pleased to communicate them to the appropriate TOC representative on their behalf.

Everyone has been told that we can be contacted either by email at: walternoella.callens@hotmail.com, by fax on: 0011 (00)32 3 325 52 14 or phone us on 0011 (00)32 50 42 58 36. but to note that due to work obligations we can only take phone calls at the weekend (check out our local time though!)

We will do our best to keep you informed about important Traction-happenings where the TOC is involved....

For instance - for TOC Members who want to escape from the cold British winter the New Zealand Traction-club has sent us details of a tour it has organised in January 2009 to commemorate the 75 years of 'le Traction'.

The tour will start in Auckland on Friday 19th January and end in Masterton on Friday 23rd January, just in time for the start of the National Citroën Rally which will take place there from 23rd - 26th January.

Rally venues will be based around Masterton, the hub of the Wairarapa region, which is situated in the lower North Island. For more information on the pre rally tour log onto www.tractiontour.com.

Closer to home TAN, the Dutch Traction Club, will hold its "Hemelvaartrit 2009" from Wednesday 20th May to Sunday 24th May 2009. The destination, as usual, is a surprise and the first clues will be given in the next edition of TRAXION (TAN-club magazine).

One hundred & fifty three 15/6s from France, UK, Netherlands and Switzerland were present at the Fort de Seclin from 29th to 31st August - amongst a total of approximately 300 Traction's (and their proud owners) - to celebrate the 70th birthday of the 15/6.

A special display of 8 Slough-built 15/6s was one of the main attractions, together with an autojumble and several 15/6s for sale. During the afternoon tour the Nordeuche Club (2CV-club North of France) provided participants with fruit juice, coffee, tea & 'mignardises' and at the end of the tour the mayor of Seclin surprised everyone with a speech and a 'champagne & mignardises' reception. Later, in the evening, there was a 'lively' dinner punctuated by cabaret performances from members of TOC, TAN and TU.

Walter & Noëlla Callens

November 2008

- | | | |
|---------|---|--|
| 2 | London to Brighton Veteran Car Run | Cars start from Hyde Park between 07.01 - 8.30 |
| 14 - 16 | Classic Motor Show | NEC, Birmingham. Details from Mick & Moira Holmes |
| 22 | TOC Christmas Ball | Quality Inn, Walsall, West Midlands. Details - Steve Southgate |
| 23 | TOC Annual General Meeting | 11am Quality Inn, Walsall, West Midlands. |

February 2009

- | | | |
|--------|--------------------|---|
| 6 - 15 | Retromobile | Paris Expo. For more information see www.retromobile.fr |
|--------|--------------------|---|

April 2009

- | | | |
|----|---------------------|---|
| 26 | Drive it Day | Contact Section co-ordinators for details of local arrangements |
|----|---------------------|---|

May 2009

- | | | |
|---------|-----------------------------|---|
| 2 - 3 | Citromobile | Weermarkthallen, Utrecht, Holland |
| 2 - 4 | TOC Ireland tour | For details please contact Terence McAuley |
| 16 - 17 | MotorMart Autojumble | Beaulieu. Details from www.beaulieu.co.uk |

June 2009

- | | | |
|---------|-------------------------|--|
| 19 - 21 | TOC Annual Rally | Pendennis Castle Cornwall. Full details to follow. |
|---------|-------------------------|--|

July 2009

- | | | |
|-------------|--|---|
| 9 - 15 | 25th Brittany Tour | Details to be confirmed but it is understood that the Brittany Tour 2009 will encompass the 75th anniversary event in Arras |
| 10 - 13 | 75th anniversary event for the Traction Avant | Arras, Northern France. For latest details see: www.75heurespour75ans.com |
| 18 - 28 Aug | Paris-Moscow-Paris tour | Tour organised by CAAR Netherlands. Details from Terence McAuley |

August 2009

- | | | |
|---------|-------------------------------|---|
| 22 - 24 | 151st Egham Royal Show | Egham, Surrey. Country Fair with normally over 100 classic cars in attendance (including Andrew York's). Further details to follow. |
|---------|-------------------------------|---|

November 2009

- | | | |
|----|-----------------------------------|-----------------|
| 29 | TOC Annual General Meeting | to be confirmed |
|----|-----------------------------------|-----------------|

June 2010

- | | | |
|---------|----------------------------|--|
| 11 - 13 | St-Valéry-sur-Somme | joint TOC/TU tour. Further details from Robin Dyke |
|---------|----------------------------|--|

August 2012

- | | | |
|---------|-------------------|---|
| 16 - 19 | 15th ICCCR | Pickering, Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk |
|---------|-------------------|---|

If you know of any forthcoming events that are not included in this events diary that may be of interest to other TOC members please inform the Editor

Paris-Moscow-Paris 2009

I met up with Will de Hek, who is organising this trip, at Seclin in August. He tells me that plans are progressing and he has about 50 cars signed up so far, which is enough to go with.

There have been some changes to the route as set out on the TOC website, in that it now goes from Helsinki over to Tallinn by ferry, and than on to Riga before heading to St Petersburg and Moscow (see www.caar.nl for latest route).

This opens up the possibility of jumping off at Klaipeda back to Kiel if one wanted a shorter trip that did not involve the evil empire at all.

I have been tempted by this idea, but the little devil in my head

keeps saying that the whole thing has to be done. It should be quite an experience - one to remember in our dotage, which may not be that far away!

Apparently, only 2 or 3 cars from UK are currently signed up, so we could do with a few more (if only so we can take on the Dutch at footie!).

If anyone wants a chat about the trip give me a ring or email me.

Das vedanya comrades.

Terence McAuley
TOC Social Secretary

TOC Puzzle page

Answer to the The Traction Riddle (September/October 2008 puzzle)

There are five different Tractions, each a different colour and model. The owners of the Tractions live next door to one another and are all of a different nationality. The five owners drink a certain type of beverage and use a certain type of oil in their cars. No two owners have the same model of Traction, use the same type of oil or drink the same beverage. Which one owns the roadster?

1. The Brit owns the red car
2. The Dane has a Normale
3. The German drinks coffee
4. The owner of the yellow car lives on the left of the owner of the blue car
5. The person who owns the yellow car drinks water
6. The person who owns the Commerciale uses Mobil oil
7. The owner of the white car uses Duckhams oil
8. The person living in the centre house drinks wine
9. The Norwegian lives in the first house
10. The person who uses Esso oil lives next to the one who owns the coupe
11. The person who owns the roadster lives next to the person who uses Mobil oil
12. The owner who uses Castrol oil drinks tea
13. The Norwegian drinks water
14. The French person lives next to the person who owns the green car
15. The person who uses Esso oil has a neighbour who drinks beer

In the TOC Version the five models of Traction were:- Legere, Normale, Commerciale, Roadster, Coupe. The five types of oil were:- Shell, Castrol, Mobil, Esso, Duckhams and the five different beverages were: - water, tea, wine, coffee, beer

The fifteen pieces of information given are sufficient to identify the nationality of the person who owns the Roadster, despite the fact that they identify only four models of car and only four types of drink.

This was proven by the fact that the first reply from a TOC member that I opened correctly identified the owner as the GERMAN so congratulations to David Baird from County Down who is the winner of the £20 TOC voucher.

Thanks to all the other Members who sent in their answers to the Riddle. The correct answer is shown below.

House	1	2	3	4	5
Colour	Yellow	Blue	Red	Green	White
Nationality	Norwegian	Dane	British	German	French
Model	Legere	Normale	Commerciale	Roadster	Coupé
Drink	Water	Tea	Wine	Coffee	Beer
Oil	Shell	Castrol	Mobil	Esso	Duckhams

November/December Riddle (from Dennis Hewitt)

There are 2 containers, one contains a Coupé, the other a Roadster. Each one is guarded by a single guard, so 2 guards in all. Each guard knows which container contains which Traction. One guard always tells the truth, the other guard always lies. You do not know which Traction is in which container and you do not know which guard lies and which guard tells the truth. You can only ask one question of one guard to find out which Traction is in which container. What is that question?

TOC Annual Rally 20-21 June, 2009

As I write this (7th October) my Bank (and yours!) are teetering on the brink of collapse, and our (and everyone else's!) economy seems destined to follow. So here's a ray of sunshine in the gloom...

"Float in Power to Cornwall" is our title for the TOC Annual Rally for 2009... and we sincerely hope many of you will do just that!

The scheduled dates are 20th and 21st June... when the sun is, of course, always shining here!

So why not come and sample what Cornwall has to offer... breathtaking coastal scenery, endless sandy beaches, castles, tin mines, cream teas and much more.

A fine, upstanding body of Cornish Traction Owners are busy making all the arrangements (or are they just meeting in pubs?) and here is what has been planned so far...

Saturday's main event is a scenic drive which will take us to both the North and South coasts (where else can you say that?), and will include a visit to a tin mine (fascinating both above and underground), a drive through the ancient Celtic landscape around Zennor and a visit to Mount's Bay, where the windsurfers flutter in the sparkling seas before St Michael's Mount (poetry!).

All this and a trip to one of Cornwall's most picturesque sandy beaches!

As we hope to attract a number of visitors from Europe next year (Brittany is only a stone's throw away) Saturday evening's dinner and dance will have a distinctly Breton flavour, with live music and a caller to get you all up and jigging!



Sunday will take us to the "jewel in the crown"... a day at Pendennis Castle, high on the point above Falmouth.

With its manicured lawns, impressive battlements, and its stunning views over the crystal clear sailing waters of Falmouth Bay, Pendennis Castle offers the perfect setting for the Concours d'Elegance and to display our cars whilst we perhaps take the opportunity to explore the old fortifications or even to visit Falmouth itself.

Recognising that Cornwall will involve a bit of a journey for most Members many of you may want to make a holiday of it - so the local TOC members (a friendly bunch!) are keen to arrange additional mid-week trips

and "get-togethers" for those Rally visitors who express an interest.



A stunning aerial view of Pendennis Head and Castle, Falmouth Bay

Photo courtesy of Kevin Foster, Moorgoods Helicopters Ltd. Helicopter Charter, Training & Aerial Photography

For those of you not familiar with the area - in addition to "holiday Cornwall" we of course have the Eden Project, Tate of St. Ives and many wonderful National Trust properties to explore (take a look at www.visitcornwall.com (Cornish Tourist Board) for further information).

We are endeavouring to keep costs to a minimum, and have set a target of no more than £50 per head to include the dinner and dance.

All being well, full details/itinerary and a Booking Form will appear in the next issue of **Floating Power**.

If that seems a little earlier than usual... we do get a tad busy down here when the big yellow ball appears in the sky... so the early booking of accommodation is advisable.

Please feel free to contact me at mail.howard@btconnect.com (or 01872 862386 for those without t'internet) if you wish to express an interest, or ask any questions.

We very much look forward to welcoming you to our beautiful county, so do join us and "Float in Power to Cornwall" in 2009.

Howard Spiers

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



1939 11BL Paris-built with several Belgian parts. Carrosserie, motor and mechanics are in good condition. Excellent chrome work. New tires and wheels (Lambert Nivelles), brakes and drive shafts. Ready to drive and use (without work). colour: pale blue. Price to be negotiated. Contact Walter Callens, Tel:0032475479302 email waltercallens@telenet.be



1955 Familiale. LHD, fitted with 11D engine and 123 ignition, good runner but needs some attention to slight body damage. MOT to July 2009 £ 6500 ono. Contact Alex on 07961001702 or email yeats_alex@yahoo.co.uk



1951 Slough built Lt 15 small boot. Very original car £6,750. MOT until July 2009. contact Richard on 01423 504217 or email richard.hall33@ntlworld.com



1953 11BN. LHD, reluctant sale after 32 years of fond ownership. Generally good running condition, MOT until May 09. Interior could do with attention. Body work sound, except for minor rust spots. Stainless bumpers. Photo's available on request. O.i.r.o. £7500. Tel. 01263 837565 or email eric.vanhoek@gmail.com

1955 Slough built Lt 15 sunroof version, owned/dry stored since 1983 still needs full restoration (a club record?) red leather seats stored in house are in great condition. Additionally have 4 x South African A/B grade doors, 4 x new hub caps, 4 x unused tyres & tubes, plus other stuff such as new starter motor, carb etc. The car has full V5 document - original registration number. Get it done for the 75th, sensible offers for the lot, haggle/discuss with Geoff on 01823 442052 or mobile 07778 389 739 or email fototek@onetel.com

PARTS FOR SALE

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

For Sale: Two Michelin 165 x 400 part-worn tyres with approx 4mm tread remaining - £25 each. Two Michelin 165 x 400 inner tubes - £5 each. Tel: Robin Dyke on 01865 858555 or email: jrobinjdyke@btinternet.com

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.vintage tyres.com

For Sale: Early 7 series spare wheel cover—this is the type normally seen on early French cabriolets and coupés. Also Robri wing embellishers: Front pair 274 D and 274 G for all models before 15/1/1938, Rear pair 216 D and 216 G for all models before 15/1/1938, Rear pair 216-GS D and 216-GS G for 11 and 15cv after 15/1/1938 but prior to 1953. Also set of Legere chrome chevrons and Marchal headlamp lenses. Offers please. Dennis Hewitt email:

denhewitt@f1550.fsnet.co.uk. Tel no: 0044 (0) 1934 834274

Overhauling your cylinder head? Cooling problems? Stainless steel (316) water tube for the Traction cylinder head. 422mm x 20mm O/D x 2mm wall. Pre-drilled and ready to fit. £20 plus postage. Telephone Steve: 020 8532 0813

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

PARTS WANTED

Wanted: Brown steering wheel boss for 1950's Slough Car (2 spoke wheel). Please call Tom Evans on 01603 628668 (H) or 07808335123 (M) or email tiger.tom@zen.co.uk

Wanted: Set of externally mounted chevrons for a pre-war Normale grille. These are the type that are flat in the middle and have a raised piece along each long side. Please call Dennis Hewitt on 01934 834274 or email denhewitt@f1550.fsnet.co.uk

Wanted: 3 speed gearbox and bell housing for 1956 Paris built light 15. Due to failure of the gearbox housing which split on my car damaging the bell housing as well. Please contact John Cresswell, Tel 0208 560 3261, email: jcress23@aol.com

Wanted: For the restoration of my 1939 Slough Roadster, 3 Pilote Wheels and a Right Hand Door and anything you may have that is specific to the Roadster. Contact Phil Allison 01256 761444 or 07899 658634

Wanted: for 1911cc engine complete valve rocker assembly, push rods and camshaft, also curved Marchal headlamp glass. Dafydd Evans 01654 700289 or email dafyddje@waitrose.com

Wanted: Factory workshop manual covering 1950 11BL Traction Avant, text and diagram two part type. Please contact Clive Hoskins 01726 813207

Wanted: Dimensions, drawings, photographs or anything else that would assist me in making a replica of the wooden tool box that was originally supplied with my 1946 (pre-war) Slough-built Light 15. Please contact Reg Taylor on Tel: 0027 (0)31 705 6391, Mobile: 0027 (0) 82 414 6207, SKYPE: reghtaylor or email: reg.taylor@textilehorizons.co.za

MISCELLANEOUS

DVD of Annual Traction Rally 2007, No music, no commentary, just the glorious sight and sound of classic Tractions. List of participating cars. £4.99 each, including postage. Tel: 07867 971110 or nicholasveomans7@hotmail.com

Excellent B&B and Self-contained Self catering in idyllic farmhouse in pretty hamlet in Poitou-Charente (second sunniest region in France). Bring your Traction or simply visit mine! Poitiers 40 mins and La Rochelle 1 hour with cheap Ryanair flights. Well behaved children and dogs welcome. Stabling and garaging also available. Double, twin & single B&B rooms **from €25pppn**. Breakfast from organic home produce, continental or full English. Vegetarian option available. Self catering sleeping up to 6. Also expert bi-lingual house-hunting assistance offered in this wonderful region. Just let me know your requirements in advance and I can arrange viewings and accompany you if required. For further details email: carla.perry@wanadoo.fr or call 0033 549 27 91 82

Wanted: Two Tractions (or a Traction and DS), and an SM for a wedding just north of Whitchurch, at Combermere Abbey, in Shropshire on the 25th April 2009. The Tractions are required to transport the bride and bridesmaids from the venue's gate house no more than one mile towards the Abbey, and the SM to transport myself and the best man. If any TOC members can help would they please contact Mike Hughes on T: 01625 418 718, M: 07887 671150 or email: mikehughes@axisped.co.uk



2009



TOC 2009 Calendar

A limited number of copies of the TOC 2009 calendar are available for sale. Please send orders plus payment in £sterling to: M J Barnes, The Byre, Brockhurst Lane, Monks Kirby, Warwickshire, CV23 0RA. Delivered for you to post to friends worldwide in time for Christmas.

Number of copies	UK	Europe	Rest of World
1	£3.60	£4.44	£5.40
2	£6.83	£8.40	£10.26
3	£10.20	£12.30	£15.06

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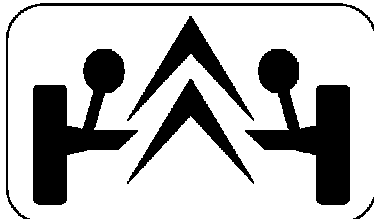


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New Floating Power binders are now available in deep blue leatherette finish with gold foil blocked spine. Each holds twelve copies, held in place by strong elasticated strings so there is no damage to the magazines. Supplied by post in sturdy corrugated card sleeves they are available now from the editor. Hurry while stocks last!

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