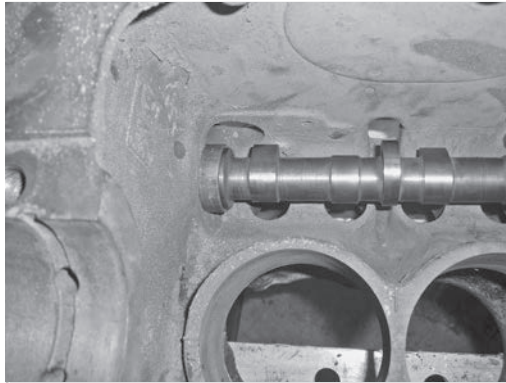


Floating Power





20

8



contents

4	Welcome/editorial
5	Chairman's chat/President Ponders
6 - 10	News
11	FBHVC News
12 - 18	Your letters
19 - 21	TOCTech
22 - 25	This Citroën Affair
26 - 27	The journey back
28	Magazine reviews
29 - 31	Section scene
30	Events Diary
33 - 37	Events
38 - 39	Classifieds

your committee

All the people below, who serve on the Committee of the Traction Owners Club do so as full time jobs. Please therefore be considerate when contacting them and in the de

PRESIDENT Bernie Shaw
 Silvertrees, 2 Hardwick Close, Wellingborough, Northamptonshire, NN8 5AE
 01933 274382 president@traction-owners.co.uk

CHAIRMAN Tony Latchford
 22 Inchbonnie Road, South Woodham Ferrers, Essex, CM3 5FG
 01245 328009 chairman@traction-owners.co.uk

SECRETARY John Ogborne
 4 Whitegates, Bath Road, Wells, Somerset BA5 3LP
 01749 675312 secretary@traction-owners.co.uk

TREASURER Tony Malyon
 58 St Augustine Road, Griffithstown, Pontypool, Gwent NP4 5EZ
 01495 763239 treasurer@traction-owners.co.uk

MEMBERSHIP SECRETARY John & Bev Oates
 55 The Knoll, Tansley, Matlock, Derbyshire DE4 5FP
 01629 582154 membership@traction-owners.co.uk

MAGAZINE EDITOR John Barnes
 The Byre, Brockhurst Lane, Monks Kirby, Warwickshire, CV23 0RA
 07502 134633 editor@traction-owners.co.uk

TOCTECH EDITOR Jonathan Howard
 21 Market Place, Chipping Norton, Oxfordshire OX7 5NA
 01608 643065 toctech@traction-owners.co.uk

WEBSITE Mick Popka
 151 Tadcaster Road, Dringhouses, York, North Yorkshire YO24 1QJ
 01904 701005 webmaster@traction-owners.co.uk

SOCIAL SECRETARY Terence McAuley
 7 The Normans, Bathampton, Bath BA2 6TD

01225 466939 events@traction-owners.co.uk

HELPLINE Mick & Moira Holmes
 35 Mays Avenue, Carlton, Nottingham, NG4 1AS
 0115 911 8218/0870 012 2002/0044 115 911 0960 helpline@traction-owners.co.uk

CLUB SPARES Chris Treagust
 98 First Avenue, Batchmere, Chichester, West Sussex PO20 7LQ
 01243 511378 spares@traction-owners.co.uk

CLUB SHOP Barry Curtis
 22 Kings Drive, Pagham, Bognor Regis, Sussex, PO21 4PY
 01243 266129 clubshop@traction-owners.co.uk

ADMIN & COMMITTEE ARCHIVIST Lynda Ogborne
 4 Whitegates, Bath Road, Wells, Somerset BA5 3LP
 01749 675312 committee-archive@traction-owners.co.uk

TECHNICAL & CLUB HISTORY ARCHIVIST Frank Grant
 Dun Donnachaidh, Crathie, Ballater, Aberdeenshire AB35 5UL
 01339 742272 technical-archive@traction-owners.co.uk

NON-DESIGNATED

Colin Gosling
Mark Harding
 Sunnyside Farm, Parracombe, Barnstable, Devon EX31 4QJ 01598 763241

Tony Hodgekiss
 94 Oving Road, Chichester, Sussex PO19 7EW 01243 781040

Peter Riggs
 9 Newton Close, Rushden, Northamptonshire NN10 0HR 01933 419863

Steve Reed
 1 Terwick Cottage, Rogate, Near Petersfield, Hampshire GU31 5EG 01730 821792



36»



25



« 9

28



27»



so as volunteers. None of them are paid for the work they do and all work from home in their spare time, most around the demands you make on their time. They are happy to help you but may not always be able to do so immediately

Steve Shinebroom

2 Fallow Fields, Loughton, Essex, IG10 4QP 0208 532 0813

Steve Southgate

4 Kingscroft Close, Sutton Coldfield, West Midlands, B74 2HJ 0121 352 1100

EASTERN SECTION CO-ORDINATOR Steve Shinebroom

2 Fallow Fields, Loughton, Essex, IG10 4QP

0208 532 0813 steveshine@btinternet.com

IRELAND SECTION CO-ORDINATOR Norman Moore

69 Killane Road, Limavady, County Londonderry, Northern Ireland, BT49 0DT

028 7776 3755

LAKES & BORDER SECTION CO-ORDINATOR Bob Cuppage

Branthwaite House, Caldbeck, Wigton, Carlisle, Cumbria CA7 8HB

01697 478301

LONDON SECTION CO-ORDINATOR Peter Simper

215 Whitton Road, Twickenham, TW2 7QZ

0208 560 3267 (weekdays) 0208 891 1093 (evenings & weekends)

MID-SHIRE SECTION CO-ORDINATOR Peter Riggs

9 Newton Close, Rushden, Northamptonshire NN10 0HR

01933 419863

NORTHERN SECTION CO-ORDINATOR Stan Platts

1a Moorlands Road, Birkenshaw, Bradford, BD11 2BH

01274 683848

PEAK SECTION CO-ORDINATOR Bev & John Oates

55 The Knoll, Tansley, Matlock, Derbyshire DE4 5FP

01629 582154 peak.toc@virgin.net

SCOTLAND SECTION CO-ORDINATOR Frank Grant

Dun Donnachaidh, Crathie, Ballater, Aberdeenshire AB35 5UL

01339 742272 frankgrant@btinternet.com

SOUTH MIDLANDS SECTION CO-ORDINATOR Simon Saint

Snigs End, Danes Green, North Claines, Worcestershire WR3 7RU

01905 454961 janeandsimonsaint@hotmail.com

SOUTH WEST SECTION CO-ORDINATOR Walford Bruen

Wintersland, Southerton, Ottery St Mary, Devon EX11 1SD

01395 568909 kembu@btinternet.com

SURREY, HAMPSHIRE & SUSSEX BORDERS SECTION CO-ORDINATOR

Steve Reed 1 Terwick Cottage, Rogate, Nr Peterfield, Hampshire GU31 5EG

01730 821792

WALES SECTION CO-ORDINATOR t.b.c

WEST OF ENGLAND SECTION CO-ORDINATOR Terence & Jane McAuley

7 The Normans, Bathampton, Bath BA2 6TD

01225 466939 mrsjane.bear@toucansurf.com

REST OF THE WORLD SECTION CO-ORDINATOR Walter & Noella Callens

Antwerp, Belgium

0032 50 425 836 (weekends only) walternoella.callens@hotmail.com

ADVISORS to the COMMITTEE

Health & Safety Tony Latchford

2 Inchbonnie Road, South Woodham Ferrers, Essex, CM3 5FG

01245 328009 health-safety@traction-owners.co.uk

Child Protection: Lynda Ogborne

4 Whitegates, Bath Road, Wells, Somerset BA5 3LP

01749 675312 child-protection@traction-owners.co.uk



welcome

Published bi-monthly since 1976,
Floating Power is the official magazine
of the Traction Owners Club Limited
Registered office: 58 St Augustine Road
Griffithstown, Pontypool,
Gwent NP4 5EZ

The opinions expressed by contributors
are not necessarily those of Floating
Power or the TOC. The TOC is not
responsible for the results of following
contributors' advice, nor does it
necessarily endorse the products or
services of any advertiser. The editor
reserves the right to sub-edit submitted
material as deemed necessary. This
publication may not be reproduced in
any form or part without the written
permission of the editor.

Missing Magazine?

Please contact John or Bev Oates
01628 582154
membership@traction-owners.co.uk

The closing date for input
to the July/August edition of
Floating Power is
Sunday 14th June

Welcome to the following new Members who have recently joined the TOC

2063 Mr Francois Henot, France
2064 Mr David Lowe, NSW, Australia
2065 Mr Graham Eaton, Newark, Notts
2066 Mr William Van Leeuwen, London SW5
2067 Mr Michael Wrixon, Hayling Island, Hants
2068 Mr Derek Sandeman, Lyndhurst, Hants
2069 Mr John White, Glenrothes, Fife

Well this month as I prepare this edition of *Floating Power* I'm not looking out over the Atlantic Ocean in Gran Canaria I am instead looking out of the windows at the Shuswap Lake, majestic 100-year old Cedar trees and snow clad peaks of the foothills of the Rocky Mountains.

Believe it or not there really are places where looking at the sky you cannot see vapour trails from passing planes, where the nearest motorway is several hundreds of miles away and the only thing you can hear outside is the sound of the many brightly coloured birds that live here.

Unfortunately nowhere is perfect - I haven't seen, or even heard of, a Traction anywhere in the vicinity despite having made friends with several people from the local chapter of the Vintage Car Club of Canada (vintage here being anything more than 25 years old) and technology can be a tad difficult to tame.

Which is why this edition of *Floating Power* coming to you later than planned. Technology has been 'against' us since we arrived here just over a week ago, but we now do have (intermittent) internet access and we do have a phone (provided that we are prepared to climb to the top of the nearest ridge to get a signal).

In this edition you will find articles by Malcolm Bobbitt and David Murphy as well as the normal Traction, Section and Event News, and you will also find that there are quite a number of photographs as well. Thank you to all of the contributors who provided such interesting articles.

In closing I must again extend my normal plea for input from you. I am again running short of material for *Floating Power* and need you to help me bring you a varied and interesting magazine.

Also, as Summer arrives and you journey out in your Traction, please do not forget the Calendar competition or the fact that Jonathan Howard needs your questions and technical tips to provide you with TOCTech.

John Barnes

COVER IMAGE: FAME!!!! After some serious photoshop treatment Richard Carlin's car awaits its public. Photograph copyright John Colley 2009.

Chairman's Chat



Hello, Bonjour and Bienvenu to the May/June edition of Floating Power.

The annual stock take of spares took place on Sunday 29th March and was completed in record time by the volunteers who set too with a will. The spares were all present and correct you will be pleased to know and following completion of the count a magnificent lunch was prepared and served by Vanessa and Julie to all those present, who, thanks to the fine weather were able to eat outside on the terrace of Chris's house.

My thoughts on a colour Floating Power are if its not broken don't fix it. I believe it looks more stylish in black and white.

My car is now in the process of being refreshed and is receiving attention to the doors and paintwork so she will look smart for her 58th birthday. Unfortunately it looks like she will not be ready for Drive it Day on the 26th April but I have now booked for the Annual Rally in Cornwall on the 19th - 21st June - a part of the world I haven't taken the car to before.

After the Annual Rally our next trip will be to Arras in Northern France, on the 10th - 13th July for the 75 for 75 where we hope to meet friends, old and new.

Bon journée

Tony Latchford

President's Ponderings



In February, at the AGM of the Amicale Citroën International, the 75th Anniversary Team and the 20102 ICCCR Team were each "invited" to present an update of the plans for their respective events and the Rome ICCCR team gave a summary of the results of their meeting.

Sadly the Rome ICCCR lost a large sum of money but the organising team is still hoping to recover some of the loss from the sale of videos through the website and at other international meetings

Citroën were represented at the meeting by Mr Denis Huile, Heritage Manager, who assured us of continued Citroën support despite the world economical situation which is badly affecting their current business. He also advised us of a plan to celebrate 90 years of Citroën Cars – probably in October this year. For more detail please see the note in this month's Events Diary.

The ACI AGM takes place during Retromobile, which I thought was smaller this year. It was noticeable that Citroën and Peugeot were the only manufacturers with stands. Citroën's theme was "90 Years of Innovation" with both a Type A and the latest Picasso on display surrounded by the various Citroën Clubs. The 75th Team were also given a booth on the Citroën stand to promote Arras and an encouraging number of registrations were received throughout the show. We now have over 600 paid up

drivers and vehicles with about the same number of passengers.

Regarding Arras, our Rest-of-the-World reps, Walter & Noëlla Callens have two cunning plans. The first is to designate a general meeting point for TOC members in Arras and Café Leffe (on the Place des Heros) is the suggested venue. Their second idea is to get all TOC members – especially the overseas members whom we normally seldom have an opportunity to meet - together at the Belfry for a group photograph on the morning of Sunday 12th July. Put it in your diaries.

Meanwhile, back in the garage, the best laid plans of mice and men Despite actually taking possession of the hardware in March my suspension project remains untouched – but it is not my fault, honest! I have managed to sort out the brakes and I shall also spend a little time on the interior trim in the next few weeks (I've promised to drive a family wedding in May) but otherwise the car has had to take a back seat to other more pressing domestic matters.

So, despite having all the necessary bits as well as copies of the original fitting and adjustment instructions (thanks to Jacques Thibaut of TU Nord, in France), it now looks as if the "Suspension Gregoire" is going to have to wait until after Arras to be re-united with its host vehicle.

As our local (Mid-Shires) section is not organising anything for DiD I hope to join one of the "Southern" Sections on 26th so I look forward to giving the Légère its first real outing of the year then. I look forward to seeing some of you then and also in Falmouth in June.

Bernie Shaw

toc news

TOC Membership renewal

As you will have noticed when your copy of *Floating Power* arrived - it's that time of the year again!!! Yes, it's time to renew your membership.

In order to make life easier for our membership secretaries, John and Bev Oates, please return your membership confirmation and payment as soon as possible.

Amongst the benefits of membership of the TOC are the following:

- *Floating Power* - bi-monthly club magazine packed with news, technical information, restoration tips, event reports, details of forthcoming events and cars and parts for sale/wanted advertisements
- *e-FP* - monthly email newsletter to members containing breaking news, latest event information and member's 'urgently wanted parts adverts'
- TOC website - with members' only area containing reference manuals, technical papers, details of emergency assistance locations and parts throughout the UK, Ireland and France
- TOC parts operation - with more than £60,000 of stock the TOC's own parts operation provides members with service and replacement parts, commissioning the production of hard-to-find parts where necessary
- TOC Emergency Network - a UK-wide network of TOC members willing to provide emergency assistance to fellow TOC members who encounter a problem whilst travelling in their vicinity
- TOC Directory of Parts and Service suppliers - a glovebox publication listing 60+ Traction parts/ service specialists used by, and recommended by members
- Technical Advice - telephone helpline staffed by experienced Traction owners supported by a team of members knowledgeable about all Traction models
- Tool Loan - the TOC owns nine sets of specialist Traction tools which are located around the UK and available for members to borrow when undertaking repairs to their cars
- TOC Club Shop - provides TOC and Traction-related literature and regalia
- Local meetings - thirteen TOC sections around the UK arrange local meetings, events and social activities for members
- National and International rallies - each year the TOC organises whole club rallies. In the UK the last three annual rallies have been held in Derbyshire, Surrey and Yorkshire whilst overseas in the last several years there have been tours to Brittany (three), Normandy, Belgium (two), Norway and to Spain and Gibraltar.
- Ferry discounts - TOC members can obtain a 10% discount off most pre-booked SeaFrance Dover-Calais fares
- Engine oil discounts - TOC members can obtain a 5% discount off Castrol Classic motor oils ordered online from Race Lubricants

TOC website

As reported in previous editions of *Floating Power* TOC 'webmonkey', Mick Popka, has been busily working away to create a 'Members Only' area on the Club website.

This is now ready and amongst other things Mick has loaded to it are various articles from the TOCTech CD.

When you receive your confirmation of membership subscription payment for 2009-10 you will also receive details of your "Username and Password" to access the "Members only" area of the website: <http://www.traction-owners.co.uk/members-Only/Members-Only.htm>

The Username and Password provided will be valid from 1st May 2009 until 1st June 2010, when a new Username and Password will be issued to all members who have renewed their membership subscription for the period 2010-11.

The Username and Password will be in the format Username "User xxxx" and "Password= 99999" (where "xxxx" will be a number from 0001 to 9999 (Note this is not your TOC membership number and "99999" will be a numeric value from 00000 to 99999).

If anyone loses their Username and Password they will need to email the webmaster (webmaster@traction-owners.co.uk) to request a replacement Username and Password. The webmaster will confirm subscription status and issue a replacement accordingly."

e-FP

The sixth and seventh editions of *e-FP* were issued at the beginning of March and April and feedback from Members continues to be very positive.

If you aren't receiving a copy and have access to email please send your email address to me at editor@traction-owners.co.uk.

If you do not wish to receive a copy but would like to read what has been in *e-FP* (and only a very limited subset is reproduced in *Floating Power* itself) back copies are available on the Club's website at: <http://www.traction-owners.co.uk/E-Floating%20Power/Index.htm>

Back issues of *Floating Power*

Occasionally (thank goodness) copies of *Floating Power* get lost in the post and from time to time Members lose copies or particularly want to obtain a copy of a back issue perhaps to make a full set.

To deal with the above eventualities it has been decided that a more formal process needs to be put in place than has been the case up until now and John and Bev Oates have volunteered to provide the 'back issues' service.

So in future should your copy of *Floating Power* fail to arrive on your doormat within a reasonable period of time from the beginning of each 1st, 3rd, 5th, 7th, 9th or 11th month of each year or should you want to obtain a copy of a back issue of *Floating Power* please contact John or Bev Oates by telephone on 01629 582154, by email at membership@traction-owners.co.uk or by post at 55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP.

Replacement copies of the magazine lost in the post will be free of charge whilst a charge of £2.50 (UK) or £3 (Overseas) per copy will be made to cover the cost of the magazine and postage for the supply of back copies.

Please note that it may not be possible to supply a copy of every back issue as the Club does not have original copies of all editions of *Floating Power* except in the Club's own archives.

Brittany Tour 2009

The Club des Tractions Avant de Bretagne (CTAB) have announced their "Annual Rally" for 2009 will be held in Upper Normandy in the Pays de Caux region. This is an area between Etretat and Dieppe on the coast, down to somewhere north of Rouen.

The rally will start on Friday 10th July and finish on Monday 14th July. There will be a one day tour to Arras included. So just right for those of you who wanted to do both tours!!

No other details at present, but anyone interested in participating can contact Martin Nicholson at vicmarnic@wanadoo.fr or Terence McAuley or Walter Callens via the addresses in *Floating Power*.

75 for 75 - Arras

Saturday 11th July

Walter Callens advises that the Saturday "75 hours gala-dinner" is now fully booked. He is therefore suggesting that TOC members who cannot attend the gala-dinner, but would like to dine together on Saturday evening, might like to meet up in the centre of Arras in a typical regional restaurant where a 3 course, traditional, menu is likely to be in the region of 25 euro per person.

Would TOC members interested in meeting up for dinner on Saturday evening at 7.30pm please contact Walter or Noëlla Callens as soon as possible (stating the number of people in your party). They will then make a reservation on your behalf and send you a confirmation.

Sunday 12th July

Gathering at the Place des Héros, in front of the city hall, for a photo shoot of all members of the Rest of the World-section and another one of ALL TOC-members & their cars. Further information from Walter or Noëlla.

TOC meeting point

Some TOC members have suggested that a 'TOC rendez-vous' point in Arras should be arranged - Café LEFFE (Place des Héros 72) - has therefore been nominated as an ideal place to meet other TOC-members so if you are going to Arras in July make a note of this address!

TOCTech CD

In the near future it is planned that an updated Technical Library CD will be produced containing all of the TOCTech contents from Volumes 1 to 32 - November 2008.

It is also planned that this information will be made available in a 'members only' area on the TOC website.

Members who purchased earlier versions of the CD will know that the Technical Library CD contains scanned images of past copies of the TOCTech pages of *Floating Power* with a searchable contents index that allows articles to be found based upon a keyword (eg clutch, waterpump, 6v to 12v conversion etc).

It is likely that the TOC website will also operate in a similar fashion.

Meanwhile the editor has been able to obtain the original input and photographs (many coloured) used to create the last 40+ editions of TOCTech and also has access to copies of *Floating Power* back to Issue 1.

He would now like to hear from any TOC members who might be interested in being able to purchase a TOCTech book if one were to be produced.

The difference would be that instead of scanned images of past TOCTechs the book would contain all the technical articles that have been generated by TOC members over the past 30+ years collated by subject (eg 6v to 12v conversion, stopping clutch judder etc) and presented in separate chapters.

The book, which would be likely to have between 400 and 600 pages of information, would be printed on high quality, grease resistant paper with coloured photographs and delivered in a 4 ring binder so that individual pages could be removed and taken to the garage and new pages could be added as updates in the future.

The price of the book would be dependant upon the number of copies printed but is unlikely to be less than £30 per copy.

At this point the idea is being floated to judge if there might be sufficient demand to warrant doing the work - so if you would be interested in purchasing a copy of such a book (if it were to be produced) please let me know.

Please note that this will create absolutely no commitment on your part - I just need to know whether anyone (other than me) might be interested in having such a Traction-specific technical reference book.

Committee Teleconference Meeting: 18th February 2009

This was the committee's first attempt at a full meeting using a conference call. The result of the experiment will be discussed at the next full meeting, to be held on Sunday 19th April at Steventon, Oxfordshire, and a decision taken on whether to proceed with further meetings of this type.

John Reynolds was welcomed to the committee. Treasurer Tony Malyon had been unable to find an alternative savings account in the current economic climate that would improve on the existing one with Alliance and Leicester. The situation will continue to be reviewed.

Membership stands at 575. To assess how many potential new members there are in the UK, John Reynolds agreed to contact DVLA to find out how many Tractions are currently "SORNed".

A volunteer for taking over the club shop had come forward following the appeal in *e-FP*, but the decision on the appointment would be delayed until the latest issue of *Floating Power* had come out and given a chance to others to volunteer.

Details of some very attractive insurance deals had been received and it was agreed that a survey would be made of members' insurance rates to gauge value for money for a given level of cover.

Costings for printing *Floating Power* in colour had been received; it would cost an additional £7k per annum for full colour throughout. Other options include staying with B&W and colour only for technical articles – an additional cost of about £2k. The results of the web survey will be discussed at the next meeting.

It was confirmed that bookings were being taken for the Irish Tour and that arrangements for the 75/75 meeting in Arras are being finalised. Bookings for the Cornwall Rally are steadily growing and the 2010 rally will be in Northumberland.

There had been no progress on the proposed new section in N Wales/Cheshire. The members-only section of the web site is ready to be launched and this will be done with a single user name and password for all members, which will be issued with renewal confirmations. In future, it will be possible to set personal user names and passwords.

Tony Hodgekiss had now received comments on the tool instruction sheets and he will be incorporating the changes prior to issuing them to tool set holders. A pair of prototype front wing tips had been ordered with a view to having a small quantity manufactured if the quality of the prototypes is satisfactory.

Some discussions took place on the DVLA V765 scheme for obtaining an original registration number and it was confirmed that the TOC is registered.

A new venue is being sought for the AGM in November as the hotel that has been used for the last few years has been taken into administration.

TOC Spares List

It had been hoped that a copy of the new, enhanced TOC Spares List would be included with this copy of *Floating Power* - unfortunately the work to create the new list and to include in it all the latest (rapidly changing) prices of the spares available from the TOC Spares operation has not yet been completed.

Hopefully the new style Spares List will be available for distribution with the next edition of *Floating Power* - but meanwhile the latest (old style) list showing the current prices is available on-line on the TOC website for those wishing to check on prices before ordering parts from Chris Treagust.

An Exciting Barn Find

A 1933 Citroën 'Big Twelve' Saloon was recently discovered in a North Yorkshire barn. It is of 1767 c.c. (four cylinder engine) and is finished in blue over black. Complete in every detail it was first registered in Leeds and supplied new in August 1933 by the Headingley Motor Co.

A badge at the front proudly proclaims that the car is fitted with 'Floating Power' engine mountings and it has a three speed full synchromesh gearbox.

The car cost £230 when new but is likely to have sold for considerably more than this at Tennants Auctioneers' weekly Antique & Home Furnishing Sale in Leyburn, North Yorkshire, on Saturday 25 April.



Michelin Tyres

Supplies of Michelin 165x400 tyres should now be available again as Michelin have recently produced another batch.

Agreed Value Insurance available online

Specialist motor insurance broker Herts Insurance Consultants (HIC) has introduced an online version of its 'agreed value' insurance scheme.

Motor enthusiasts who've spent a lot of money restoring an historic or classic vehicle do not want to have to negotiate its value with the insurance company in the event of it being written off.

An agreed value for the vehicle is therefore a vital part of classic car insurance policies but up until now agreeing a value with an insurer has often been difficult and time consuming.

Andy Morton of HIC says: "We can now agree a value for almost any vehicle and it won't involve many questions, just sight of some photos - which can be uploaded via the HIC website - and an explanation of your valuation."

Morton says that in most cases HIC is willing to accept the valuation that the owners themselves put upon their vehicle.

"We've come across loads of examples of people who've put a lot of work into their motors and can't get fair cover - even after hours of phone calls and a lot of leg-work, let alone automatically online," he points out. "These include some heavily modified - or restored - classic vehicles."

An agreed value won't always help reduce the premium, but it will ensure that the vehicle is insured for what the owner truly believes it is worth.

With HIC an agreed value has a modest additional charge of £11.75 if you do it online, or £15.75 if you do it in the traditional 'offline' way.

For more information visit www.hertsinsurance.com or call HIC on 08451 290290.

Citroën's new C3 Picasso goes on sale

Citroën's brand new 'Spacebox', the double-award winning C3 Picasso, went on sale in the UK on April 9th. To make the stylish MPV even more appealing to new car buyers Citroën is offering an exclusive low cost servicing contract deal on all C3 Picassos registered before the end of April as well as a reassuring 'Citroën Secure' scheme on all Citroën Finance agreements.

For just £200 (inc VAT), C3 Picasso owners can enjoy the peace of mind of a three-year/35,000 mile scheduled servicing contract - a £289 saving from the normal retail price of £489 inc VAT.

A one-off payment is made when the vehicle is purchased and, with nothing further to pay, the costs of scheduled servicing, an annual vehicle 'health check', and brake fluid replacement are all covered for up to three years or until the specified mileage is reached.

Providing customers with added reassurance in the current economic climate, the Company is extending its 'Citroën Secure' offer to cover the C3 Picasso. Provided free of charge with all new Citroën Finance agreements, the scheme allows a customer to return their vehicle without any additional financial liability in the unfortunate event of them being made involuntarily redundant.

Fancy a challenge?

The Adventurists have added a new three-wheeled offering to their growing list of no back-up adventures that fight to make the world less boring and save a bit of it by raising loads of money for charity.

The 'Mototaxi Junket and the Search for the Lost City of Ascuncion' will take 80 teams from around the world into the wilds of South America where they will battle across the Andes, through rainforest and desert in the humble Mototaxi.

Designed for short trips on flat terrain in urban areas, the Mototaxi is a stroke of mechanical genius that looks like a cross between a moped and a sofa, and handles like the latter.

The brave teams will cover around 4000 kilometres from the start line in Lima, Peru, through Bolivia, and on to the finish line in Asuncion, Paraguay. There is no set route, no back up of any kind and each team

must raise at least £1000 for the official charities which has to be donated directly.

With 80 teams from round the world taking part it's likely the first event, starting in October 2009, will raise £100,000 for charity - and since the Junket opened it's doors recently 50 teams have signed up from seven different countries, including South Africa, UK, Switzerland and Australia.

The Junket starts on 24th October 2009 and is expected to take around two weeks. The Official Charities are Operation Smile and Rainforest Foundation UK.

There are still places available so if you feel that the world economic crisis isn't enough of a challenge more information about the mighty Mototaxi Junket and the Search for the Lost City of Asuncion can be found at: mototaxijunket.theadventurists.com

Toys for the Boys

For Members who simply can't resist Tractions in miniature... here's an unusual offering from Hobby Classic of Spain.

This 1/32nd scale replica of the 15/6 is cast in resin, with a plastic chassis and rubber tyres. Assembled by hand, the attention to detail is astonishing... the very French looking driver even puffing on his Gauloise, with small wisps of "smoke" clouding his forward vision!

In a static display model, this fog wouldn't be a problem... but this one actually goes! Yes... it's a front wheel drive Slot Car, so you can get the old track out of the attic, build Le Mans and take it for a spin.

Having said that, at around £150 a piece for one of only 300 made, this might prove somewhat costly. Better perhaps, to leave it on the wonderfully cast plinth, and admire the craftsmanship and superb paint finish.

If you can find one, you won't be disappointed. But be quick! The product code is Hobby Classic CL-16. Once on the "Google trail" you may also discover a Rally prepared DS... complete with mud! Hobby Classic also offer a pair of very charming ladies in a DS19 Cabriolet... but sadly, only in 1/32nd scale!



Cartakeback to Underpin CITROËN's £2000 Scrappage Scheme

As the exclusively approved end of life vehicle service provider to CITROËN within the UK, Cartakeback.com have been selected to underpin CITROËN's £2000 cashback scrappage scheme which was launched last month in advance of the possible Government Scrappage Incentive Scheme.

Cartakeback will offer a guaranteed free collection service to vehicle owners who trade in their old car as part of the CITROËN Scrappage Scheme, as an extension to its usual service where scrap cars are de-polluted to remove all hazardous materials before being recycled to the government targets of 85%.

CITROËN will pay £2000 cashback against the purchase of a qualifying new CITROËN passenger vehicle when customers scrap their old car through Cartakeback, in addition to any existing cashback offers in a bid to promote the replacement of older cars with cleaner, safer and better equipped new ones.

Expert calls Motor Industry Scrappage Scheme "madness"

Plans for a government car scrappage initiative have been branded as 'madness' by a car industry leasing expert.

The motor industry, led by the Society of Motor Manufacturers and Traders (SMMT) and the Retail Motor Industry Federation is urging the UK government to follow its European counterparts and set up an incentive scheme to reward consumers who trade in their old cars for new ones in an attempt to boost new car sales.

Ling Valentine, immigrant Chinese car leasing specialist and owner of the UK car leasing business, LINGsCARS.com is adamant this new scheme to reward people for scrapping perfectly road worthy older cars would be an environmental and economic catastrophe.

"All the motor industry is concerned about is a short-term gain at the expense of everything else. If there is an oversupply of new cars to the industry, getting rid of tens of thousands of reliable older cars is not the solution."

"You have to ask who would benefit from this scheme as imported cars make up the vast majority sold in the UK. A temporary sales-boost will simply benefit foreign car manufacturing plants, with little benefit to British workers."

"This scrappage scheme is a short-sighted fix to a much larger problem created by overproduction, blinkered design and greed. Why not take it a step further and pay people substantial cash bonuses to scrap perfectly good TVs, fridges, radios and kettles. Clearly this whole rationale is complete and utter economic madness."

The call for such a scheme comes amid falling car production. UK figures show a drop of 59% in February 2009 compared to the same month in 2008. According to the SMMT, only 59,777 cars were produced in the UK last month.

Bromley Pageant of Motoring

Bromley Pageant of Motoring 2009 will be held at Norman Park, Bromley, on Sunday 14th June. The show opens from

9.30am and parking is free. The event has taken place at Bromley for more than 20 years and now covers the entire site at Norman Park with more than 3,000 show vehicles, crowds of more than 27,000, 150 clubs, trade and auto jumble areas and lots more.

The Bromley Pageant is the biggest one-day classic vehicle show in the world and features an automotive extravaganza of classic cars, trucks, motorcycles, tractors, stationary engines and much more.

Ticket prices are £10 for Adults when booking in advance or £12 on the door with Senior Citizens tickets costing £7 in advance and £8 on the door. Children's tickets are £4 in advance and £5 on the door. A family ticket for two adults and two children costs just £25 in advance or £30 on the door.

For discount tickets call the 24hr hotline on 0871 231 0839 (lines close on 11th June) and for car entries, trade stands and general information call 01775 768661.

You can also book online at www.bromleypageant.co.uk where you can also download booking forms for clubs, cars for sale and one make entries as well as getting the latest updates.

The organisers of the show have kindly agreed to provide two family tickets for entry to the 2009 Pageant for The TOC to make available to members.



To win one of these two family tickets Members must correctly identify the make of the car in the above photograph, which was taken at the 2008 Pageant [a clue - it isn't a Citroën].

To enter the competition write your name, address, TOC membership number and the make of the car on a piece of paper and post it in an envelope to the address shown on page 2.

The family passes will be awarded to the members who send the first two envelopes that are received containing the correct answer. [Please note only postal entries will be accepted, emails and phone calls will not be accepted, and letters MUST be addressed to John Barnes - Ed.]

fbhvc news

Consultation on a Scheme of Continuous Enforcement of Motor Insurance

This is the official title of the long awaited document which we have previously called 'insurance from the record'.

The FBHVC is supportive in principle of the government's desire to reduce the significant number of uninsured drivers and vehicles in the UK and is preparing a response which will raise some detailed points as outlined in previous newsletters.

The consultation confirms our previous understanding that appropriate allowance has been made for the exclusion of vehicles which are under SORN, or pre-SORN (that is, were last taxed before 31 January 1998).

An important development is that in the first instance it is proposed that a warning letter will be issued, not an automatic penalty letter, which had been mentioned previously. It will be important that this should be reacted to – not left to one side and ignored!

The proposal envisages that if you only insure your vehicle for short periods you will be required to surrender your tax disc and declare SORN (even if it is a nil rate historic class) on expiry of the insurance cover. Inevitably this will increase paperwork and visits to the post office.

We will of course be keeping you informed.

Minor Modifications to MoT Test Content and Fee Maxima

In essence this is the routine annual review of fees (being raised by inflation) but with two additional items being added to the MoT test.

The first addition is to check that any towing attachment fitted is not in an obviously unroadworthy state and is unlikely to become detached under load conditions. It is hoped that this measure will reduce the number of accidents caused by trailers becoming separated from the towing vehicle. The phrase 'worn balls' was not mentioned but came into your correspondent's mind!

The second proposed measure relates to the more detailed inspection of number plates and contained text that seemed to assume that all vehicles carry reflective number plates. However the draft Statutory Instrument annexe did not show any amendment to the complicated age concessions that we currently enjoy for historic vehicles.

We have however received verbal confirmation that the existing legislation remains unaltered. Our response emphasised that any text in the tester's manual should make the position clear regarding number plates on our vehicles, rather than using the misleading statements in the consultation document.

The purpose behind this measure is to ensure that vehicles carrying plates with an illegal background which could prevent ANPR cameras identifying them will fail the test.

Paint

FBHVC has responded to the Consultation on Implementation of the Paint Product Regulations 2005 Addressing Monitoring and Enforcement Issues supporting the proposal to abandon a licensing scheme for the supply of paint products that do not comply with current legislation in favour of a code of practice for suppliers coupled with guidance notes for the benefit of local authority enforcement officers.

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

The second phase of this consultation has now been postponed from January to May-June. The secretary had been informed that motor rallies on roads, organised by 'responsible societies', would be classed as a legitimate activity and therefore not subject to a ban.

Ethanol in petrol

Following our appeal in the previous issue for information about anyone who has experienced problems as a result of using petrol containing ethanol we have had two responses.

The secretary has also contacted four companies who sell petrol tank sealants to ask if the product is suitable for use with biofuel. So far only two have responded, one confirming that there are no known problems, and the other with a 'don't know!' We hope to have more to report next time.

Bayford & Co Ltd slashes leaded petrol price

Bayford & Co Ltd, has been working hard this winter with their new blending partner to increase efficiency within their blending and supply chain. The result: a reduction in the price of leaded petrol by up to 65 pence per litre (a reduction of £2.95 per gallon in old money) for leaded petrol in 2009 compared to 2008.

European Parliament approved paint stripper ban

The European Parliament has supported a proposal made by the European Commission last year to ban the use of dichloromethane in paint strippers. The proposed ban will not apply to licensed professionals who will be allowed to continue to use dichloromethane in paint strippers under stricter conditions.

This exemption is very important for historic train and building restorers – and also some vehicle restorers – as the banned product allows paint to be removed from wood surfaces without damaging the wood.

your letters

Please send your letters and emails to:

John Barnes, TOC Editor, The Byre, Brockhurst Lane, Monks Kirby, Rugby, Warwickshire CV23 0RA
email: editor@traction-owners.co.uk

The deadline is the 10th of the month

John

On a visit to Paris with the car at New Year we decided to visit the Citroën showroom on the Champs Elysée to see a Traction. We were disappointed to see that the oldest car on display was an SM, however we did manage to get a photo of the concept car - somewhat different to what was on show 75 years ago!!!! What do you think?

Regards

Barry Curtis



Dear John

I especially enjoyed the article "Cooper Racing Cars" by Fred Grant (Jan/Feb 2009). It's a great story. Initially I wondered why the Traction gearbox had been used in their rear-drive car, given that it is recognized as a 'weak link' in the Traction drive-train. Thinking about it, there are now two obvious (to me) reasons:

1. It's a very compact unit that 'folds' the drive around, back to the differential under the main shaft input. Further, having an aluminium casting, it's very efficient from a weight point of view.
2. While the traction engine runs backwards as viewed from the timing chest end (normally at the front of the car), they would have wanted to couple the Traction transmission to a normal rotation engine. By using rear-drive, and turning the whole unit around, this would automatically produce the correct rotation of the wheels.

Yours

Ian Stokes
Member 1917

John

Attached (below) is a picture in an occasional series of Tractions being used as God intended - in this case getting logs in for the winter.

Terence McAuley



Hi John -

Just a quick note to say thank you very much for sending me a copy of the Jan/Feb 2009 "Floating Power". Much appreciated.

I, for one, think the layout is much improved (I have borrowed a previous edition from Mick Popka).

If I might offer a small (constructive) criticism, TOC News could do with some pictures to break it up a bit - but I realise you can only work with what you are given . . .

Dan Fletcher
dan@77design.co.uk
Tel. 01422-881436

[Dan isn't a member of the TOC but was kind enough to develop for us, free of charge, the new digital *Floating Power* logo on the front cover of the magazine, a new digital version of the TOC logo and the new colour e-FP logo. By way of a 'thank you' for his work I sent Dan a complimentary copy of the Jan/Feb edition so that he could see his new logo in situ. Ed]

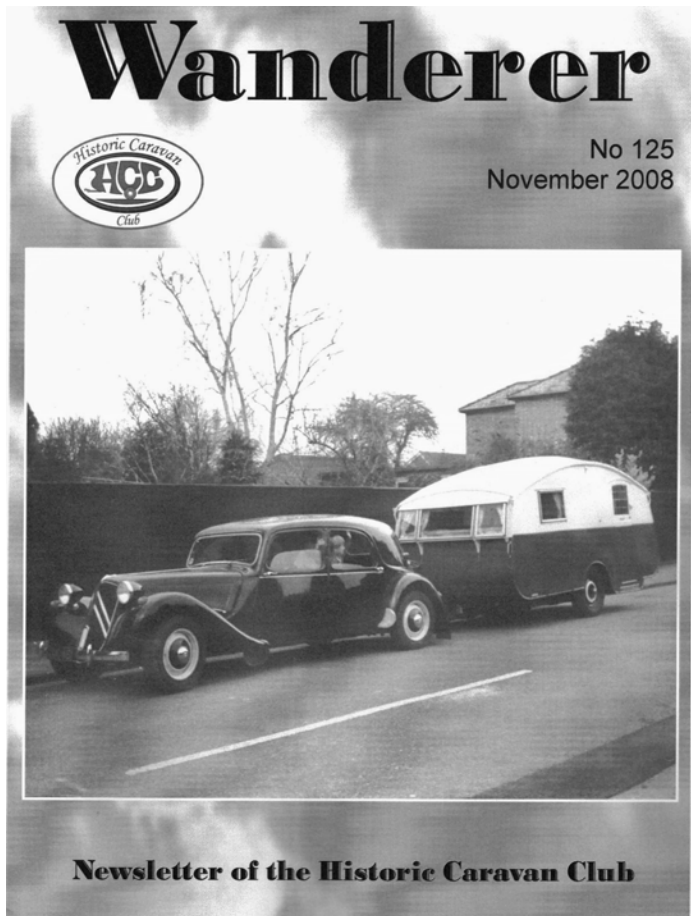
John,

Traction owners strike me as being a contemplative lot – an ideal characteristic I would have thought for photography so why not have a competition for the best photo of the year. The prize need not be a kings ransom eg., a years free sub to FP for first prize, a few bottles of wine for second etc. But I think it would help to recognise and promote the effort. And who knows, the calendar might become a latter day work of art reaching the heights of the Pirelli calendar and promote the cause of Traction which as we know is a design icon and a work of art in itself!

Your sincerely

David Murphy
Member 1935

[David's idea seems like a good one to me - what do other Members think? Should we have a competition for the best photograph of the year? Ed]



Hi John,

I've been meaning to send you this picture from the front page of the Historic Caravan Club for some time now. The background may look strange but it is I think clouds...

The outfit is owned by Paul & Mylene Gallagher. The caravan is a 1936 Winchester, I don't know about the car although it looks like a mid fifties Normale.

www.traction-owners.co.uk

Hi John,

As spring is now well advanced and most of us are looking forward to our Summer Traction-ing adventures I thought you might like to see that even in the Dordogne the Winter can bring snow.

This is my car at Alles sur Dordogne after just an hour of snow last Boxing Day.

Best regards,

Ronald Knoth



Are they members of the TOC?

Andrew York

[As a copy of *Floating Power* isn't posted to the Gallaghers my assumption is that they aren't members of the TOC - so I've challenged Andrew to convince them to join the Club this year - Ed]

Is this the world's most travelled Citroën?

This unusual chrome grilled RHD Légère was built in Paris in 1951 for export to Australia. It was discovered by the present owner in a Sydney Citroën dealership in 1985, whereupon his wife promptly purchased the car for his birthday. (The perfect bride without a doubt !!!)

In 1987 the car and its new owners emigrated to Cornwall in the U.K. where, after eleven years of almost daily use, Geoff Brooks and Vic Vickerstaff undertook a complete restoration (at the request of the owners good lady wife... whatta gal!).

However, before the rebuild was complete, they decided to move again... to New Zealand!!!!

Our photograph (overleaf) was taken on the day she left

Floating Power - Volume 33 issue 3 May/June 2009

Cornwall, on her third epic journey, this time south bound again!

Geoff commented "Given the mileage this car had covered, the gearbox was in almost mint condition!"

One imagines she also holds some kind of record for average fuel consumption!

Bon voyage old girl...

Howard Speirs

Hello John,

In response to Orville Platelle's letter in the March/April edition of *Floating Power* I would like to refer him to the article in the November/December 2008 issue of *Floating Power*.

My 1949 Traction is a right hand drive export Légère model built in Paris and not a Slough-built Light 15 as Orville thinks. The French headlights are therefore correct.

Many RHD Légères were built in Paris and exported to various parts of the world, including South Africa.

Orville is right about the bonnet and wheels - I changed these because I prefer the car this way. However I still have the correct louvred bonnet and BM wheels that I can put on if I wish.

My Légère's last South African registration number was BRZ 407T. I say last because I understand that all South African registration numbers were changed at some time.

I believe that my car was owned by Denis Winnicott in South Africa before it was put in a museum.

Stephen Le Roux thinks that he restored the car in the 80's. He is fairly certain my Légère would have been sprayed in a charcoal black colour by the Paris factory, in the type of paint that was not particularly shiny, before being exported



The dashboard of Dennis's car - clearly showing it's French origins



Curvaceous mature lady seeks antipodean soul mate. Must be willing to travel.

to South Africa. I would love to have this confirmed by whoever was the first owner but I think that will be unlikely.

The earliest known owner in South Africa is Hennie Dekkar - who owned the car around 1978. At that time it was metallic red, with a chrome grille and a radio aerial fitted to the drivers side "A" post.

It then passed through various hands (including an executive car company and an Indian owner) until it was bought by Denis Winnicott.

Dennis had the car restored to original spec. by Stephen, including a painted grille, removal of the radio aerial, fitment of a replacement gearbox (the gearbox fitted to the car when I bought it has no date stamp on it) and a re-spray to metallic silver grey.

Denis Winnicott used the car for weddings (as do I) but nothing is known about why it came to be imported to the UK or about the collection it was supposed to have been part of in South Africa.

Stephen has been very helpful and has sent me some photos of the car in its metallic red period. He sold the car on behalf of Denis to another architect in Cape Town - Barry Slavin, who also owned a 2CV, a very good Pallas and a Citroën XM 2 litre.

The Légère then went to the Executive Car Sales Company, who Stephen believes sold it to an Indian man, who apparently hardly ever used it and who Stephen could never contact.

Hi Everyone

I would like to introduce myself officially to all the TOC members., although some of you may know me from the Citroën Car club as I write a column called French Connexion every month.

My friends call me Greeney but I am actually Nicholas Greene and have recently joined the TOC after I fulfilled my dream of obtaining a very sad but never-the-less beautiful 1954 11BN that had been resting in an enclosed barn since 1986. We dragged it out turned her over by handle a few times, cut the fuel line to feed it from a plastic tank and stuck a new battery on her, 5 minutes of preparation and she started up, what a joy, albeit with a rusted away exhaust she sounded rather noisy but ran fairly smoothly. I was smitten and struck a deal there and then.

I live in the farmhouse on the top of a hill in the beautiful Limousin area of France. Being quite active in our area everyone knows the Greenies. The locals call my house the 'Musée d' voiture' as I have always got some classically French vehicle on the go but when the TA arrived it caused a stir, I had to reorganise the main barn to be able to get the Traction in and be able to work on her so I left it outside for a couple of days in the lovely autumn sunshine to blow the cobwebs away. No exaggeration about 15-20 people came up to see her and tell me all their stories, sometimes with tears of joy or sadness in their eyes as they remembered their past.

I already knew our house was known locally as the "Gestapo house" which was actually a slight hyperbole as during the war and German occupation it was taken over by a German captain as the local 'governor' but what I didn't know was that the captain also commandeered a Traction from the village and would drive around in it and park it outside the house. Considering I was the only owner/occupier of the house since the war it prompted a bit of discussion locally, I was not only inundated by visitors at the house but everywhere I went in the village, even the local boulangerie I was swamped with questions and stories, including some very fascinating stories of the resistance because this was a very resistance active area run by Georges Guingouin.

I heard from others that the locals all used to be impressed I wore a beret. When they talked about me (as the French do) they always used to say "he wears a beret you know" They now say "he wears a beret and he is rebuilding a Traction you know" I will have to make a local announcement when it is ready to be rolled out of the barn I cant wait!!

In my enthusiasm and excitement of at last owning a Traction I started looking around for information especially considering I had already started pulling it apart for a total restoration and found there wasn't an awful lot available and what there was being kept close to peoples chests.

eBay searches produced various parts and automobilia including books and manuals, I get quite fanatical and like to collect a whole portfolio of paperwork and information as it adds to the enjoyment of the vehicle and it usually involves using the internet to some extent so I thought I would add to the information available. I had already self built a website called www.mygoddess.co.uk which was originally devoted to my lovely DS but now I have split it into two to accommodate "Josephine" the Traction, so if you fancy visiting it to see where I am at now just click on the TA on the home page and follow the links, there are even links to the moment it started up on 'you tube'.

I was looking through various sites looking for information and realised I couldn't find a forum devoted to the Traction. I had found in the past they are usually great for gleaning information or just simply adding a question and waiting for the answer and I knew already of the Dutch and French forums as well as the 'yahoo ring' but thought I would put my computer skills to the test and create a Traction dedicated forum.

I launched it on the 1st of November to a fanfare of one.. me!! Three months down the line it has nearly 600 posts and over 50 members. Please feel free to visit and use it, it is very light hearted and already holds a raft of helpful information, When someone registers I clear them myself manually and I keep a close eye on it as the administrator for any problems like "spammers" or people that just join to be disruptive and will continue to do so.

A link has been put on the TOC site but here is the address if you fancy typing it in the address bar <http://tractionavant.forumcircle.com> Amongst the sections is a swap shop which has been quite successful especially for one of your TOC members and indeed myself; Howard Speirs put a request in for a steering wheel as his cracked while driving, luckily enough I had a spare one in good condition and instead of charging him for it have done a deal for a jar of marmite and a kilo of decent mature cheddar when we get to meet in ARRAS in July...

Incidentally I am hoping to have Josephine ready in time for ARRAS so maybe I will get to see some of you there. Although Black at the moment I am going to put her back to her original colour of AC122 Iceland Blue so look out for me and say hi - I may even be wearing the old beret. In the meantime come visit the forum and join in with the Traction frivolity.

Nicholas Greene

Stephen thinks that this person had other classic cars and that he could have exported them all (including BRZ407T).

Tractions are always subject to changes to suit the whims of the owner, take Vick Vickerstaff's 1939 Light 12 on the front cover of the last issue of *Floating Power* as a case in point.

A 1939 Slough-built car should not have chevrons, it should have a small triangular badge high on the right-hand side of the grille.

When I asked Vick about this he said that he preferred the look of the chevrons (although he still has the badge).

Neither Vick's car nor my Légère are likely to win any concours competitions because of the changes we have made but we enjoy our cars the way they now look.

Regards

Dennis Hewitt

Dear Editor,

As the owner of a 1953 Slough-built Traction Avant Light 15 who has recently moved to live in France I thought you might be interested in the following bizarre histoire for your readers.

By the way I am still jumping through hoops to register the L15 in France and then I have a 1984 Panther Kallista to get on the road!!!!

Anyway to my little histoire:

- I recently received from the DVLA a notice that my photo Drivers Licence (D/L) expires in April which I was asked to return with £15 and a new photo (failure to do so making me liable to a £1000 fine and possible further action).
- Rang to say that I am now living in France as notified to them in September and that their letter had been redirected to me in France.
- They denied ever receiving details of my French address, however they did agree that they have on record the export of the two cars (contained in the same letter!!!).
- Because I now live in France they said that they WILL not re-issue the photo D/L. They advised that I contact the French Prefecture and demanded the return my UK D/L.
- I then contacted the French prefecture, as advised, and was informed that they WILL not issue a French D/L until I have been resident in France for one full year.
- So I am now driving illegally in France as I have a non-existent UK address on my (non-valid) UK D/L.
- I then re-contacted the DVLA and was informed that I am "technically able to drive" until 2015, as shown on the back of the D/L, although on the front it clearly shows "expiry April 2009".
- When I asked for confirmation that my UK D/L was in



This photograph of Dennis Hewitt's 1949 Légère with its South African registration first appeared in an article about Stephen Le Roux's club, workshop and cars in the March 1995 issue of *Citroën Revue*. The car is photographed at the Parys event in SA in 1987 and the photograph was supplied by Joyce Le Roux..

fact an EU D/L I was told "Yes but it has to comply with each individual country's requirements and we can't consider you as you are a French resident!"

- I'm now waiting to see what Avis say about this the next time I try to hire a car at Gatwick!!!

Have any other TOC expats suffered similar problems I wonder?

Nigel Dent
YHN 362 (Citronella)

Dear John

I thought that it was time for another airing of the following "Prince of Darkness" Jokes which a friend of mine recently sent to me.

It's a humbling thought isn't it that a whole generation of young motorists doesn't know why these are funny - but we know it wasn't funny when it happened to us!!!!

David De Saxe

A collection of Joseph Lucas -- Prince of Darkness jokes

The Lucas motto: "Get home before dark."

Lucas denies having invented darkness - but they still claim "sudden, unexpected darkness."

Lucas--inventor of the first intermittent wiper.

Lucas--inventor of the self-dimming headlamp.

The three Lucas switch settings --DIM, FLICKER and OFF.

The other three Lucas switch settings --SMOKE, SMOULDER and IGNITE.

The original anti-theft immobiliser devices--Joseph Lucas Electric products.

In 1947 Lucas tried to get Parliament to repeal Ohm's Law but they abandoned their efforts when they met too much resistance.

Did you hear the one about the chap who looked into a Land Rover and asked the owner how he could tell one switch from another at night as they all look the same?" "He replied, it doesn't matter which one you use, nothing happens!"

Why do the English drink warm beer? Because Lucas makes the refrigerators.

Alexander Graham Bell invented the Telephone, Thomas Edison invented the Light Bulb, Joseph Lucas invented the Short Circuit.

Lucas systems use Alternating Current - theirs just has a random frequency.

Hello John.

Me again. Enclosed please find photo taken by me in 1969 at Northbridge Motors in Southampton.

My question - do any Members know if this car (CFG 715) still exists?

After all, it was only 40yrs ago!

Regards



Orville Platelle

Dear Sir

Re: Scrappage Scheme for old cars

The Government has now announced their scheme to help us buy new cars.

Apparently we can now get £2,000 for scrapping our old cars - so the Government has doubled the value of some members' cars.

Dr Yves Haft

Hi John,

I have a 1949 Paris built BL. I joined the TOC some time ago and find all the articles in *Floating Power* very good and was particularly interested in your description of using LED's for some of the lights.

I have attached a photograph (below) to illustrate my concerns. This was taken before I obtained an English registration number (now it is 617 XLR).



Since I started driving 617 XLR on the road I have been concerned that the rear lights, particularly the indicators are not seen well enough by following vehicles. There are three bulbs in the rear cluster, tail light, brake light and indicator light. The brake light and indicator light almost mask one another and are only 15W in any case so not very bright!

I have been thinking about adding rear indicator lights using LEDs in parallel with the indicator light system but I'm not sure where to put them.

As LEDs use very little current I think this might work and have toyed with the idea of locating the LED's in the rear window, maybe even with a stop light (not very period I know but it could be a lot safer).

I would be interested in the comments of other Members and your suggestions they might have to solve my problem.

Regards

Keith Duncan
Member 01997

Wedding car company enters vehicle in Drive It Day event

A WEDDING car company from Yatton is one of the sponsors of a vintage vehicle event in April.

Traction Wedding Cars is also taking part in Drive It Day with its Citroen Traction Avant cabriolet.

This year's Drive It Day is on Sunday, April 26, and all the money raised will go to the Children's Hospice South West.

At least 75 vintage and classic cars will gather at Wookey Hole Caves from 9.30am, leaving at about 11am for a short scenic run to Street, where the cars will be displayed at the Grange in Clarks Village.

The success of the day depends on voluntary donations from the public and gifts from local businesses.

As well as making a donation, Traction Wedding Cars, which is situated in Claverham Road, has also donated a raffle prize of a ride for-up to four people in one of its Citroen Traction Avant saloons.



An article spotted recently in his local newspaper by Julian Taylor. Dennis Hewitt says that the organisers of the charity event are Brimar Fundraising.

Hi John

My mother sent me this photo, recognizing the car as similar to my own.



She took it of my father while they were on a cycling holiday through Brittany in the early 1950's.

The town is Pleyben, I wonder if the car (6980 FJ4) is still on the road ?

The tandem, I am told, hasn't been used in years.

Regards

Andy Beauchamp

Dear John Barnes,

Steve Kemp gave me some current issues of *Floating Power*. Photos of my roadster were in some of the first editions, the buggers never returned the slides! Perhaps you still have them.

The remaining slides from the 70's are now on disc and a few are attached. One will be of Roadster as found at scrapyards, another 2 with Walford Bruen at Doune hill climb, some scrapyards stuff. Do you want more of racing etc?

I had a small boot Light 15 (LFJ 971) as a student and went to Morocco with her. I sold the car in 1985 but understand she is now for sale in Durham.

The VSCC allowed pre-war cars in and I went round France in 1973 looking in scrapyards and found the car in the town of Gannat, near Vichy. for 2000 francs (£160).

I raced and hill climbed, in 70's, carried out a 'Peacock' restoration in the late 90's and did Wiscombe and Prescott this year. Unfortunately the head gasket went last Friday.

Regards

Willie Sellers



[If any one knows what happened to Willie's original slides (3 of Prescott and 2 of Traction with gas bottles on roof and wood burner to make CO) which appeared in FP during its first year of production could they please let me know as he doesn't seem to believe that I haven't got them. Thanks Ed]

TOCtech - issue 46

TOCtech forum

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

Jonathan Howard

21 Market Place
Chipping Norton
Oxfordshire
OX7 5NA
01608 643065
toctech@traction-owners.co.uk

Clarification - clutch thrust race

Following a telephone call from Roger Williams I should clarify part of the last article about the clutch thrust race conversion for use with a D flywheel. Roger pointed out that the centre part of the suggested bearing could rub on the carrier. Although this would be harmless and inaudible, it is nevertheless not ideal.

Either the centre of the carrier could be lightly machined, or a thin spacer cut from tinfoil or even card could be placed between the outer part of the bearing and the carrier.

Using this wider bearing also necessitates repositioning the three holes for the retaining rivets of the cover.

Cylinder Block - continued

Continuing the adaptation of a D block to a Traction, there are two possibilities regarding the camshaft and pulley shaft. In either case the D cam followers should be replaced with Traction ones, as these will be matched to the Traction push rods.

Route 1. Retain the D camshaft

The D camshaft can be retained but bear in mind that this has slightly different valve timing characteristics and will result in a slight loss of flexibility and low down torque.

The camshaft was elongated in 1962, and consequently the pulley shaft was altered, so the two shafts must be matched.

Although the pulley shaft is a direct fit into the bell housing, it is too short. This can be remedied by pressing out the centre part of the shaft from the internally splined sleeve by 15mm.

The Traction pulley is a direct fit to the shaft, although instead of a woodruff key a 4mm. Square section key is used.

The pulley retaining bolt is an obscure fine thread 10mm. If this has been lost the bolt that retains the oil pump in the block and the bolt that retains the reverse gear layshaft in the gearbox are the same.

Route 2. Fit a perfo or 11D camshaft.

The perfo or 11D camshaft will run perfectly in the D block with only a minor modification needed.

Because the D block had provision for a camshaft actuated hydraulic pump, the front camshaft bush was moved forward in the block, and will not align with the older cam. Running like this would result in a dramatic loss of oil pressure, because of misaligned oilways.



Photograph 1 - Camshaft front bush, turned to offset oil feed hole to the front

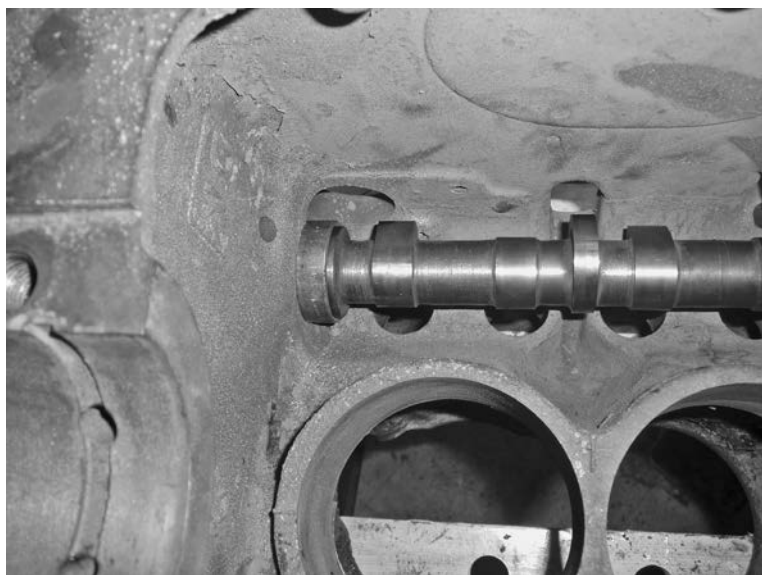
To remedy this, drive the front bush out of the block. You will see that the oil feed hole is offset.

Turn the bush round so that the oil feed hole is now offset to the front (see photograph 1 above) and drive it back in to the block, ensuring that the hole lines up with the oilway that passes from the front main bearing.

Remove any burrs that may have been made on the bronze bush, and try the camshaft in the block, ensuring that it turns freely.

Job done. (see photograph 2 overleaf).

TOCtech forum continued



Photograph 2 - Camshaft fitted

This means that you can use the original Oldham joint and pulley shaft without modification (photo 3), and you will have fitted the camshaft that was originally matched to the perfo head, retaining the original running characteristics of that engine.



Photograph 3 - Oldham joint

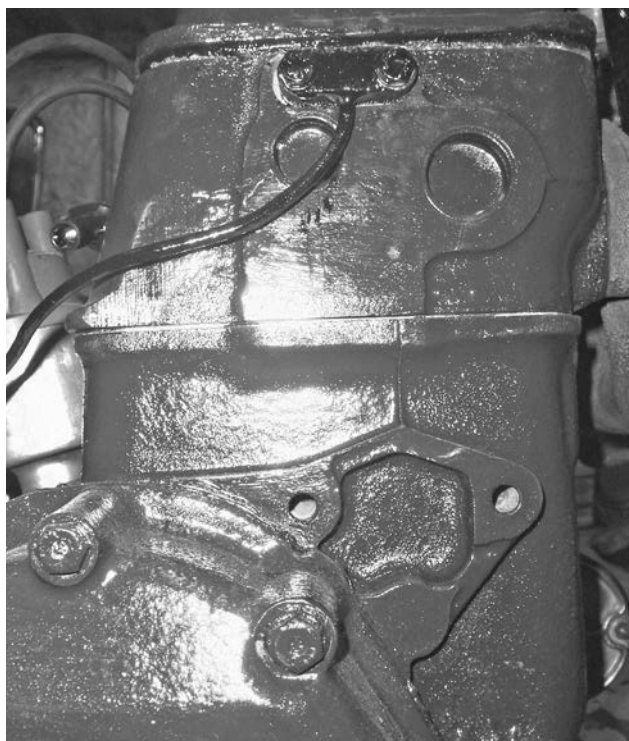
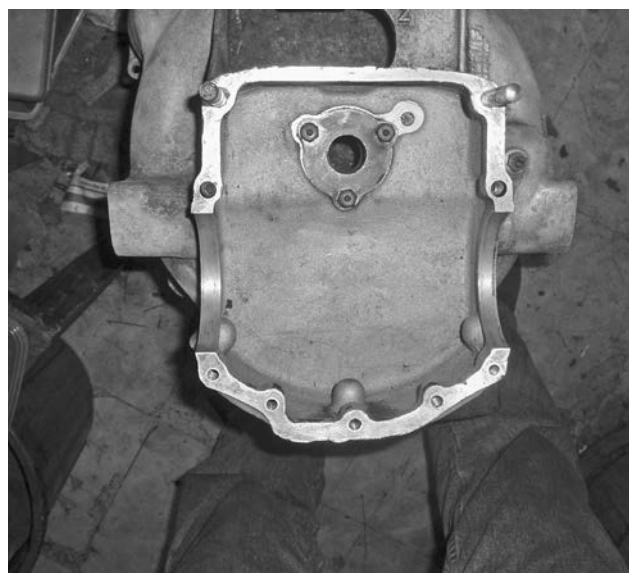
In the next edition of TOCTech - more on checking and building the engine..

Right top - photograph 4 : original front Floating Power engine mount
Right bottom - photograph 5 : original rear Floating Power engine

Traces of Floating Power!

When rebuilding gearboxes I have often been intrigued by the three bosses inside the bell housing (photograph 4) where the front "floating power" engine mounting was originally attached (the rear mounting being on the back of the engine - see photograph 5 below).

'Floating Power' was an engine mounting system that Andre Citroën licenced from Chrysler in 1931. In April 1932 it was introduced on the C4, it was carried over to the Rosalie and then in 1934 to the Traction. It was abandoned in December of that year in favour of the "Pausodyne" system, but it is curious that vestiges of "Floating Power" remained until 1957...



Sill Repairs

I had a call last month from a TOC Member about replacing sills.

FIRST A TOC HEALTH WARNING.

Repairing sills is DIY possible but an enormous amount of work as the rot usually extends in to the floors and wheel arches - so even if you consider your time as free the cost of repair panels, paint & consumables, and interior trim is prohibitive and you will not get your money back!

Slough cars seem to fair worse from rot and I remain convinced that the semaphore slots and lack of sill drain holes are to blame.

Outer sills and front horn extensions are available at about 150 Euros per side plus postage, but as always the question is if the outers have gone how bad are the inners?

Assessing the problem

The only way to find out is to have a look, but be prepared for the worst. I have seen a French import with chicken wire and filler patches!

The sill has three components - the outer sill, the inner sill and the centre sill (sometimes called the membrane).

The critical area is within the rearmost metre on both sides, the centre sill carries the three captive nut mountings for the rear tubular cross-member that provides all the structural strength at the rear of the shell and carries the rear suspension.

Remove the seats and carpets/felt but don't go daft and strip the whole car, just expose the inner sills and floors for now so you can see any rot.

Check carefully for any holes and soft spots, tapping gently with a drift - but don't go punching holes with an old screwdriver!

It is vitally important to check the integrity of the inner structure and mountings and make any necessary repairs, before covering them with new outer sills.

Tackling the work

BE SAFE - PUT THE CAR UP ON AXLE STANDS.

Repair only one side at a time as the shell may distort if you attempt to work on both sides at the same time!

Choose the side of the car with the worst outer sill (most likely they will be breaking up along the bottom face and separating from the inner sill flange).

Refer to photograph 1 - the Citroën picture showing the three captive nuts. This is what you are looking for...

Carefully cut away enough of the old outer sill to reveal the extent of any corrosion and assess the damage.

The other two photographs of my car below show that, using the same technique as for the doors (see Floating Power July/August 2008) I had to make repair sections for the centre sills on both sides,

Next time I'll go into the repair in detail - yes, It gets worse!!!

Frank Grant

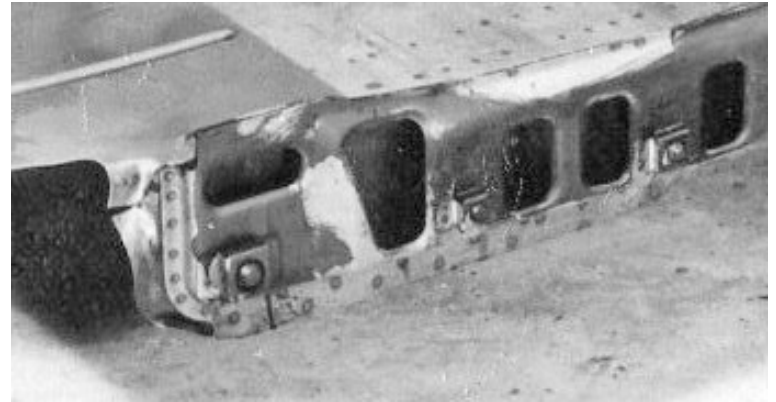


Photo graph 1 - the three captive nuts on the centre



Photo graph 2 - repairs to the right hand side of Frank's car



Photo graph 3 - and to the left hand side

This Citroën Affair

It's too many years to remember exactly how and when it happened. This Citroën affair, I mean the cause of so much turmoil and many escapades in my life.

I suppose it was the school holiday to Paris which was the starting point, and which was quite an adventure for a nine year old experiencing his first trip abroad. If I correctly recall, it must have been in the spring of 1955; it was certainly before the announcement of the DS because my father would have told me to watch out for the spaceships on wheels to be seen on the streets of the French Capital.

The school group made its way to Paris via train from Victoria to Folkestone and then overnight by ship to Boulogne. I'm able still to visualise the bare and noisy quarters we occupied on the Channel crossing: we slept in bunks enclosed by railings which were there to stop passengers falling to the deck when the vessel rolled on rough seas.

A similar vessel to that in which we sailed, without roll-on-roll-off facilities, remained in service as late as the early 1980s when Citroënist David Conway and I travelled to Paris, sans voiture, for the 50th anniversary of the Yellow Raid..... but I digress.

Arrival at the French port meant clambering with hard brown suitcase into the railway carriage which, by BR standards, seemed big and spartan with its green Rexine upholstered seats.

Exactly how we got to our billet, a boarding school situated on Rue Jomard in the hardly salubrious north-east faubourg of Crimée, in the 19th Arrondissement, I have no idea but suspect we were taken there by coach from the Gare du Nord.

The school party was accommodated in an upper floor dormitory, the camp beds offering little comfort. Then there was the daily trek to the showers, the ablutions overseen each morning by a fierce attendant whose penchant was to scream at us. Though our schoolboy French didn't reach to such jewels of vocabulary she expressed, we nevertheless understood her demands loud and clear!

Breakfast was taken in the salle à manger which was simply furnished with long benches and tables; coffee being poured into Pyrex type bowls into which we dipped our baguettes. My education in matters French had begun!

There were the obligatory visits to the Tour Eiffel, a trip along the Seine in a glass topped tourist boat, a study of the masterpieces in the Louvre, and a march along the Champs-Élysées. We visited the Notre Dame and travelled by Metro to Montmartre, Sacré Coeur and Versailles.

Crimée itself presented the real feel of Paris with its streets and squares bordering the Bassin de la Villette and the Canal de L'Ourcq where it joined the Canal Saint Denis.

The aroma of garlic, tobacco and the distinctive fragrance of the Metro intermixed with the odour of hot metal and brake linings lingers on. Some of the Metro trains were ancient to say the least, while others were new and rode on rubber tyres.

It was Paris where I discovered large black Citroëns which I later recognised in the Maigret films shown on television, and the buzzing, smaller, corrugated nose-down types I now identify as being 2CVs.

Long after the school trip I travelled around my native London keeping an eye out for the same cars as I'd seen in Paris. Father was delighted I was taking an interest in the more important things in life, but my mother remained unimpressed as I excitedly pointed out Traction Avants and the somewhat rarer Deux Cheveaux.

It was my father who introduced me to the DS soon after it made its appearance on our streets, after which life, motor wise, became all the more exciting. Father and son would look at cars, compete to identify them from afar and agree that the breathtakingly wonderful DS was more electrifying than Dan Dare's inter-galactic craft that graced the front page of The Eagle.

Digressing, again, who remembers those evocative cutaway drawings placed over The Eagle's centre pages? Was the DS ever featured in this respect?

My father never owned a car, nor could he drive, but that didn't prevent him from dreaming of the opportunities. He often talked about taking driving lessons and buying a car, probably a sit-up-and-beg Ford Anglia or Prefect, perhaps an Austin or Hillman, but it never happened.

Instead it fell to me to learn to drive in an Austin A40 Farina, and to pass the driving test at the first attempt soon after my eighteenth birthday. From that moment on I was desperate to buy a car.

Alas a Citroën was out of the question, both on price, and because a 'safe' British car was somewhat more attractive to my parents, even though I was paying for it from my hard earned savings. If only I had been able to convince them at the time that Citroëns were British-built, the factory being a mere bus ride away from where we were living. If only...

I've jumped the gun here for my first car had nearly been an Austin Seven - for the grand sum of a fiver with no questions asked. Nearly, but not quite! My parents had discovered that their fifteen-year old son was about to embark upon a mission of madness, though to me at the

time it didn't seem so reckless. Every week the local paper had adverts for old cars under a tenner, some for a five pound note and others in exchange for a pint of beer.

Having seen the said Austin Seven advertised in the rag, I enlisted the help of a friend to acquire what was almost certainly a dilapidated moth-eaten example, and to somehow get it the mile or so home, pushing and heaving it along the streets.

Once I'd got the car home I had every intention of getting it in running order. The problem was that at the time I was too young to take driving lessons and passing the driving test was a future ambition.

As for my mechanical expertise, that was as much lacking as my knowledge of maths. At least my father was an engineer and plumber and he'd know what to do, or so I thought. Oh for the impetuosity of youth!

I was successfully persuaded by father to wait until I had saved for a car that in his and my mother's opinion was more acceptable, and one which I could actually use quite safely and legally on the road.

As it happened, that first car was a great disappointment though other family members felt otherwise, especially as it had a Morris badge on the front, which to them meant a lot, BMC being perceived as the bastion of the auto world.

My preference had been for a split-screen Morris Minor although I yearned for something sporting, though an MG, Austin Healey or Triumph would, sadly, have been out of the question. The decision to buy a four year old 1100 for £350 was, therefore, an anticlimax.

Looking back, I had let myself be talked into buying the 1963 Morris 1100 because this was seen as being a vehicle I should have, rather than one I wanted, which didn't bode well for a long and happy relationship.

The Dove Grey example with its red interior looked the job but reeked of one of those tablet air fresheners the previous owner had insisted on placing in the glove box.

The bill of sale for the car stated 'sold as seen and tested', which had been a good ploy by the previous keeper as the 1100 was one of the first built and to prove horribly unreliable.

I experienced all sorts of problems with the car which hadn't been properly addressed from new, the most troublesome being the drive shaft U-bolts. Moreover, the previous owner hadn't wanted to spend much money on servicing, the fitment of re-tread tyres indicative of his make-do philosophy.

Was it any wonder the vehicle was spending more time in the garage than on the road, the resulting repair bills proving worryingly expensive. At least the car had front wheel drive, and its designer a Citroën enthusiast!

Eighteen months or so was enough to suffer the



SMH 244 in the New Forest around 1974/5



SMH 244 showing the smaller than usual headlights



1947 Slough-built SMH 244 on a visit to my parents' home in Uxbridge around 1976

unfortunate 1100 and I was seduced by a pristine maroon Farina Austin A60 Cambridge which, whilst hardly offering dynamic and exciting motoring, served me well for two or three years, during which time I had left home and was living in Winchester.

Finding myself eyeing up other cars, one being the superbly shaped Daimler V8 250 saloon, sibling to the Mark II Jaguar, I knew it was time for a real change. I went as far as having a test drive in the sumptuous Daimler with its wood and leather interior and wonderful performance.

Because the brakes pulled to one side on the test drive I declined to buy the car, which with hindsight was ridiculous as I could have instructed the garage selling the car to correct the malfunction. And yes, I've regretted not buying it ever since!

Cars that I found myself ogling whenever the opportunity arose were those bearing the Double Chevron. Evening excursions to Southampton after work would often result in me stopping to peer through the windows of Citroën dealer Criterion Motors where I'd longingly gaze at the display of DSs.

When an obviously cherished black, right hand drive Traction Avant appeared in the showroom, I was hooked. A Citroën it had to be and though I couldn't afford the Traction, or the very expensive DS, I shelled out my savings on a brand new Dyane 6 costing a little over £800.

One weekend when visiting my parents in Uxbridge, I became aware that a Citroën event was being held at nearby Amersham Old Town. On arrival I found the street filled with Tractions, along with a sprinkling of other Citroëns.

I got talking to Tony Hodgekiss, Bernie Shaw and Fred Annells who began showing me the differences between Paris and Slough built cars, Légères and Normales, Big and

Light Fifteens and Sixes. So, there we are, it's all their fault I developed symptoms for which there is no cure.

The blame for Tractionitis is extended to Graham Brice who, one evening at a Citroën meeting in London near to Waterloo Bridge, invited me to sit at the wheel of his lovely silver Light Fifteen. Oh dear! The comfort, the style, looking along the bonnet through the raked windscreen, the mustard spoon gear lever sprouting from the dashboard - need I say more?

Back in Winchester I met Roy Forward who was selling a Slough-built Traction which was languishing in a garage not five hundred yards from where I was living. Opening the garage door revealed a somewhat grimy Light Fifteen which obviously hadn't been on the road for some time.

Having removed boxes from in the front of the vehicle, dusted grunge from the bonnet and roof, and on opening the car's doors experienced the characteristic aroma which is a mix of oil, petrol, leather and musty furnishings, it was time to fire the engine.

Roy explained about priming the carburettor and giving the engine a couple of turns on the starting handle before switching on the ignition switch and pressing the starter button.

How the battery had sufficient life in it to turn the engine I'll never know, but the exhaust fumes were appalling and we escaped to open air before being overcome. Meanwhile, the engine continued to throb away with customary agricultural commotion..

I should have walked away there and then, but no, here was a 1947 Slough-built Light Fifteen, and my heart had ruled my head.



1955 Slough-built model exported new to South Africa and pictured, still with local registration, in 1990 when returned to the UK

Having collected together the £190 necessary to finalise the purchase, SMH 244 was mine. Its first run was to the local garage to fill up with petrol, and I didn't even care that the engine was running hot and water was dripping from beneath the car. Get it home, I told myself, I'll sort it out.

How many times have we heard this?

That Light Fifteen of mine looked slightly odd when seen in company with other Tractions, the headlights being smaller than those fitted to other vehicles, but nevertheless they were the original items.

The Slough factory - in common with other British car makers in the late 1940s - often had problems with supplies, which meant that specified components were not always available.

Exactly where the headlights in this instance were sourced I do not know, but they looked much like those fitted to the contemporary E93A Ford Prefect that was built until 1948/9.

I sold SMH 244 in 1978 before venturing to Australia, the car ending up some time later in John Gillard's care at The Arches near Waterloo Station. I'm happy to report that the vehicle has survived and the last time I heard of it was in Jersey, fully restored and supporting a local index number.

It was twelve years before I acquired another Traction, again a Slough-built car, but this time a May 1955 model and therefore one of the last to be produced at the works.

I'd heard about the vehicle, that it was for sale and, interestingly, that it had spent all its life in South Africa and was remarkably rot free. The owner having died,

the deceased's family were repatriating to the UK and had shipped the car in advance.

An export model, it didn't have a sun roof, which was some consolation as it meant less risk of corrosion compared with home market examples. The car still had its South African plates and thus began a good relationship.

A decade on, and wearing its age-related FSK 989 registration number, the Traction was sold, and sold again before going to its present home where it is being carefully tended.

Am I suffering withdrawal symptoms I ask? Please, please do not take pity on me by trying to relieve the pains associated with this ailment.

I have less garage space than I once had, have to spend time looking after a 1960 (1961 model year) Slough-built ID19 that was once Citroën Cars' own vehicle reserved for use by the firm's directors.

Then there's the Citroën C6 (alas not the 1930's variety) to run, and a wife who still worries about my sanity when it comes to motorcars.

Motoring, and Citroëns in particular, have been part of my life since nearly buying that crumbling Austin Seven at the age of fifteen in 1961. The number of cars I've owned since then makes for depressive reading in terms of money spent, which could have been used for more sensible and practical purposes, the nature of which escapes me. But what's more sensible than Tractions, 2CVs, Amis, GSs, DSs, CXs, Xantias and XMs?

By the way, do you want to hear about adventures with a Velosolex, Renault 4, Fiat 500C Topolino and 126, a Bentley Mk VI and more? No, perhaps not....

Malcolm Bobbitt



FSK 989 pictured soon after acquisition in 1990

The journey back

Having spent many years browsing through classic car magazines I frequently wondered would family emergencies ever stop cropping up and forcing me to divert the funds I had carefully built up?

The day finally arrived however when I had amassed sufficient funds to make my dreams come true. So I spoke to Traction supremo John Gillard who sent me photographs of available motors at varying stages of restoration and prices.

Bleary-eyed I took the early "cattle class" flight from Dublin to Stansted and the train from Stansted to London to visit the hallowed hall.

On my arrival John gave me a tour of the lovely motors, including a beautiful white Roadster, that were undergoing 'treatment' at his Emporium - a few of which you can see in photograph 1 making their way up the ramp to the "operating table".



to fit a replacement exhaust manifold and thrust bearings for the gearbox the decision was made to go for the '11D-engined' model.

So it was that a few weeks later I again took the "cattle-class" plane to London to collect my dream. After a final tidy up John drove me across central London whilst filling me in on some of the car's history.

For instance, it was first registered in Avignon and one of the previous owners had been design guru Sir Terence Conran who, I had to confess I had never heard of.

Eventually the time came for us to swap seats and in a leafy square I took possession of my new car.

Whilst I was a little nervous of driving in London I was also like a child at Christmas time who couldn't wait to get my mitties on the wheel!



I wanted a car in good condition, requiring little or no body work or major mechanical attention. Whilst I am happy to do minor repairs my preference was to become familiar with the car and its sounds and nuances before progressing to having to undertake serious repairs or renovation.

John had two cars that I was prepared to consider - one that was in excellent condition with a Perfo engine and 6 volt electrics and a second in very good (though not excellent) condition but with an 11D engine and 12 volt electrics.

We took a drive in both and after negotiating with John

So after a photoshoot of the 'handing over of the keys' I bade John farewell at Euston Road and headed for the M40 and the drive back to Ireland.

Everything went well until, somewhere near Birmingham, whilst trying to figure out how the wiper switch worked I wasn't concentrating sufficiently on the road and ended up travelling on the M6 instead of the M42.

Very annoyed with myself, after having spent so much time planning the journey, and having had so much time on the motorway to check out the controls,

Swearing at myself (UK Tractionists may not be familiar with the term I used which, although in common usage in Ireland, is not listed in Collins English dictionary and roughly translated "a silly person who utters a lot of nonsense through his mouth." I was now concerned about catching the ferry but determined not to drive the car any faster.

Arriving at a motorway toll booth I was outraged at the charge of £4.50 - but after the tollbooth attendant said "That's a beautiful car you've got there, Sweetheart!" I told her to keep the 50p change from the fiver I had given her.

As John had warned me that it can get quite boring driving for hours on the motorway in a Traction I had taken the precaution of bringing some music with me for the journey.

The miles of the M6 through Staffordshire and Cheshire duly rolled by to the sound of "Cream" playing "Tales of Brave Ulysses" with Ginger Baker's masterful playing of the drums, Eric Clapton's legendary skill on lead guitar and Jack Bruce terrific on vocals. Wonderful stuff.

Listening to the music I started to think about a name for the car. I thought of "Dolly" but remembered that someone in *Floating Power* already used that, so I needed to find something original.

When I eventually turned onto the M56 I was sure that I would not make the ferry that evening so, using my mobile phone I rang offspring in Dublin and politely asked him to surf the t'internet and find a B&B in Holyhead.

His choice was Mrs Parkes at Min-Y-Don in Newry Street, who turned out to be a Traction admirer who kindly let me use the family car park.

The high speed ferry next day had a rough crossing - but nothing near enough to stop me enjoying a celebratory morning drink of course having travelled over 300 miles on my first run and no bother with the car.

Eventually, through the rain and squall, appeared a green and misty isle - so what about the name for the car? Just think, who survived 50 years of use and abuse . . . French . . . sings beautifully . . . iconic figure . . . tough . . . still admired over 70 years after her birth . . . of course there's only one name it could be . . . Edith.

David Murphy

Far left - cars on their way to the 'operating table'

Left - a leafy square (somewhere in London)

Top right - the deed is done under the watchful eye of an interested observer (poised for a quick getaway as he hasn't closed his car door)

Centre right - Mrs Parkes takes a break from cooking breakfasts

Bottom right - boarding the ferry at Holyhead



magazine reviews

TRAXION - TAN-club magazine



February 2009 Pages 26-46
March 2009 Pages 50-74
April 2009 Pages 78-98

News

- In addition to Traxion several TA-clubs now produce their magazines in colour, recently the Danish Club "TAD" started full colour production.

Events

- The Tour de Montaigu (May 20-24) will take place at La Roche in the Belgian Ardennes. Everyone is invited to visit and can participate for 1 day on Thursday May 21.
- Float in Power to Cornwall : invitation to participate in the TOC annual rally.
- Paris-Moscow-Paris has entries from the Netherlands, France, Germany, Spain, Australia and the UK. The Belgian and Swedish entries have cancelled so there are still some places available. The start will be at the Palais de Versailles.
- 75h for 75y: (at March 31) more than 600 teams are registered
- TAN is looking for (the last) 15 cars for the museum.
- REIMS 2009 : 22nd event March 6 : again lots of spare parts were to be found

Reports

- From 1935-38, after the bankruptcy of Citroën, Michelin restarted the production of the 7UA and the 11UA, formerly Rosalie. They were mainly used as taxis eg. in Amsterdam. A TAN-member bought one in 2005 and has restored the car to the original Amsterdam taxi specification.
- After 72 years a TRAXION visits its first owner. During the TAN-weekend 2008, Robert Radevan found the original owner of his Traction (March 24th 1936) and visited this family in Breban (Champagne), he was able to find out the complete history of his car.

Technical

- Oléo-Pneumatique Suspension - part 1 & 2 (8 pages): The miracle of the Citroën-suspension = floating on the road to infinite distances....
- Copy from the article June 2008 "La CX en route" (CX club Nederland).

History

- "Volants et Antivols" : steering wheels and locks.. 5 pages of well documented text about all kinds/types of wheels and locks eg. Volants QUILLERY, Volants BREVEX, Pare-Vol PRELAC, Antivols NEIMAN, Sécurité Absolue PECAZAUX, montre de volant (watch) ELBO... to be continued.

Walter & Noëlla



section scene

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.

The next meeting will be 24th June from 8.00pm onwards.

Happy Tractioning

Steve Shinebroom
0208 532 0813

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).

The next meeting will be 26th May at 8.00pm onwards.

Pete & Sue Simper
0208 891 1093

Mid-Shires Section

Unfortunately I just missed the input deadline for the last edition with my Section update. Suffice it to say that I received just one call in response to my appeal in the January/February issue (thank you Jonathan).

With Summer approaching there will now be opportunities to get the Traction out and to enjoy a day out together at an organised event, at a place of interest or over a pint and sandwich.

Please give me a call if you have any suggestions. In the meantime I shall follow up on some ideas and dates and circulate these in due course.

Peter Riggs
01933 419863

Peak Section

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

The events planned for the Summer months are:

7 June	There will be a mystery tour in the Derbyshire Countryside with a picnic somewhere..... want to know more?? Then contact us...
2 August	Visit to the Cromford Steam Rally. By the time you read this it will be too late to apply to bring your Traction!! However it is a good Show to come along to anyway

Bev & John Oates
01629 582154

Scottish Section.

The CCC Spring Weekend Break in Dunkeld was a great success with excellent weather, hotel and food.

The TOC was well represented with stalwarts Mick & Moira Holmes, John & Iris Davidson, Ian Smith, Andy & Sheila Burnett and Phil and Paula Wild (still on honeymoon having been married only the previous Saturday).

During the Saturday of the vent two previous TOC Scottish Section secretaries, namely Ian & Wendy Nairn and Kenny & Julie Cocker, paid a visit. Kenny has very recently had a heart by-pass operation, he is recovering well and sends his regards to his many well-wishers and friends in the TOC.

On the Saturday Bill & Susie Wright, and friends, had organised a scenic run (with lunch) that was well attended. Other members took the opportunity to do a spot of shopping and sightseeing at nearby Pitlochry or Perth, whilst others decided to stay in Dunkeld, where pipe bands and the Atholl Highlanders in full regalia were marching to celebrate the 200th anniversary of the Telford bridge over the Tay at Dunkeld.

After Dinner the well known Scottish accordionist Jim Lindsay played until great music to accompany the Scottish dances that went on until midnight.

The weekend was deemed such a success by those attending that the hotel has already been booked for next year - so same place, same weekend - same price!!!!

Our next event is "Motorvation" at the Grampian Transport Museum, Alford on Sunday 19th July. Motorvation has grown over the years to be a fine event. I have reserved a Club stand as a base and would like to develop a joint TOC/CCC/2CVE presence year on year.

Could I please ask for a little help from our Scottish Members? In these very hard financial times I have "accepted" a new contract that allows me only one weekend off in four and very few opportunities to swap with colleagues.

I have already 'used' one for Alford in July so it will be very

difficult for me to organise (or even attend) events for the foreseeable future!

So, if you attend a local show or have a day out with fellow Traction/Citroënists please send me your pictures and anecdotes for Section Scene.

Also, if you would like to host your own event, please call and I will give all the support I can.

Frank Grant
01339 742272

Andy Burnett

South Midlands Section

LA VIE EN BLEU - 23th & 24th MAY, 2009

This is an annual event organised by the Bugatti Owners Club at the famous Prescott Hill Climb near Cheltenham and is a celebration of the French Automobile.

Last year the TOC had a joint stand with the Citroën Car Club and 2CVGB and we will have the same arrangement again this year.

We will have our own designated display area and Citroën UK have kindly agreed to supply us with one of their mobile exhibition units which provides a very welcome facility and a substantial focal point for the stand. There will be a French market, catering and a licensed bar and the Bugatti Trust will be open to visitors.

The main attraction will be watching the various vintage and classic racing cars competing on the hill climb, including a demonstration of the Bugatti Veyron.

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

The site is about 3.5 kilometres due East of the A435 between Evesham and Cheltenham via the village of Gotherington. OS Map ref. 987297. Post Code GL52 9RD.

At the present time we anticipate that there will space on the stand for 6 vehicles from each club, however we are hopeful of having a larger area than last year. If you are interested in putting your car on display, please contact me as soon as possible on 01905 454961 or at janeandsimonsaint@hotmail.com. You could display your car for one or both days.

Entry fees for all whether or not you are displaying your car in the Club stand are per person as follows:-
On the gate Saturday £15, Advance purchase ticket £12
On the gate Sunday £15, Advance purchase ticket £12
Weekend Ticket £26, Advance purchase ticket £24

You can purchase advance tickets over the phone on 01242

673136 or 679796 or email: club@bugatti.co.uk

There will also be an Autojumble. Pitches will be available at a cost of £10 for a 5m x 5m pitch. Camping will be available at a cost of £7 per unit/per night.

Simon Saint
01905 454961

Surrey, Hampshire & Sussex Borders Section

The next Section meeting on May17th will be at The Fairmile, Cobham, from 12noon onwards.

On June 21st, for those not attending The National Rally, there will be a Section meeting at The Fairmile, Cobham, from 12noon. onwards.

Section meetings for the rest of 2009 will be:

July 5th	Citroën and Renault day at the Rural Life Centre, Tilford nr. Farnham. All Citroën cars welcome.
July 19th	Arundel Castle, Wildlife and Wetlands Centre, free electric boat trips around The Wetlands. Meet at The Fairmile to convoy 10.30a.m. or see you there.
August 16th	Weald and Downland Museum, this date coincides with A Steam Rally at the museum so plenty to see. Meet At the Fairmile 10.30a.m. to convoy or meet there.
Sept. 20th	Rural Life Centre Tilford Road Nr. Farnham. Surrey Classic car show. Plenty to see train rides, and exhibits of how life used to be in the Country. We will try to arrange for a TOC area. Contact Helen to book.
Oct. 18th	To be decided.
Nov.15th	Meeting at The Fairmile, Cobham
Dec 20th	Christmas Lunch in the Malting House, at The Barley Mow (bookings only through Helen).

We look forward to seeing fellow TOC members and friends at any of our meetings or outings.

For more information on any of the above please phone John or Helen also, should you wish to join in a convoy please phone Helen in advance so the convoy doesn't leave without you.

Helen Shelley
0208 330 7216 or mobile 077 905 383

West of England Section

By the time you read this, your Tractions should be out of hibernation and the source of the Brue discovered.

The programme for the rest of the year remains as before: (but please note the correct September date):

23/24 May	La Vie en Bleu at Prescott. To date we have had rain and gales for this, so this year we should get lucky. Simon Saint is the main man for this so watch this space, or rather his space!
-----------	---

21 June	TOC Annual Rally, which everyone will be going to.
12 July	Another minor matter somewhere in France.
2 August	A much more important event: Time for a BBQ chez M et Mme Hackett. Usual thing, turn up, bring food, burn food, eat buns, go home.
13 Sept	Stoberry Park in Wells. This is a proper, grown-up, visit to an "open garden" day, part of the National Gardens Scheme (£3.50 on the gate), there will be cream teas as an added bribe. This is preceded by lunch at the Britannia Inn in Wells (next door to the Osborne residence). It was cracking good lunch last year so we thought we would come back for seconds.

And that's it for 2009. We could do more but there are only so many weekends in the year and there is even rumoured to be a life beyond Traction.

Once Santa has been again, it will be time to gather at the Tunnel House once more, another year older and more sensible, on the 10 January 2010!

Pip pip

Jane & Terence McAuley
01225 466939 mrsjane.bear@toucansurf.com

Rest of the World

Bringing us a taste of Summer USA-based TOC Member Mark Gluck has sent us these photographs taken at the New York City parade and celebration on Bastille Day 2008.

The parade included three Traction Avants - Garret Clifford's lovely black over maroon '54 Normale, Herb Fischman's black '53 Légère, and Gerald Gaspeil's unique '39 Familiale.

They were joined by a slew of 2CVs, DSs and such.

The Eastern USA Traction Avant Family is growing (or at least discovering each other).

Regards,

Mark Gluck



Herb Fischman's black '53 Légère



Gerald Gaspeil's '39 Familiale



Garret Clifford's lovely black over maroon '54 Normale

Walter & Noëlla
0032 50 425 836 (weekends only)
walternoella.callens@hotmail.com

Some things you may not know about your mobile phone

Emergency. The Emergency (mobile phone) number worldwide is 112 so even if you are out of the coverage area of your own mobile network in an emergency dial 112 and your mobile will search available networks and connect you to the emergency services. The number 112 can be dialled even if the keypad of your phone is locked.

Remote keyless Entry. If you lock your keys in a car that is equipped with remote keyless entry you can call someone at home on their mobile phone using your mobile phone and, with your mobile phone held about a foot from your car door have the person at home press the unlock button on your spare car key set whilst holding it near their mobile. Your car will unlock and save someone having to bring your spare keys to you.

To disable a STOLEN mobile phone. To check the serial number of your phone key in * # 0 6 # and A 15 digit code which is unique to your phone will appear on the screen. Write this number down and keep it somewhere safe. In the event that your phone is stolen phone your service provider and give them this code so that they can block your handset. Once this has happened even if the thief changes the SIM card your phone will be totally useless. You probably won't get your phone back but at least you'll know that whoever stole it can't use it or sell it either.

events diary

Please send details of future to:

John Barnes, TOC Editor, The Byre, Brockhurst Lane,
Monks Kirby, Rugby, Warwickshire, CV23 0RA
email: editor@traction-owners.co.uk

May 2009

2 - 3	Citromobile	Weermarkthallen, Utrecht, Holland
2 - 4	TOC Ireland tour	Please contact Leslie Scott +353872592447 or lesliescott@eircom.net
16 - 17	MotorMart Autojumble	Beaulieu. Details from www.beaulieu.co.uk
22 - 24	Swedish TA-meeting	Kastlösa on the isle of Öland. Details from Walter & Noëlla
23	Retour du baliseur Somme 2 (1949)	St Valery sur Somme. Meet of 1950/60 cars to welcome home Somme2
23 - 24	La Vie en Bleu	Prescott, details from Simon Saint

June 2009

14	Bromley Pageant	Bromley Pageant of Motoring. book online at www.bromleypageant.co.uk
19 - 21	TOC Annual Rally	Pendennis Castle Cornwall.

July 2009

9 - 15	25th Brittany Tour	Details to be confirmed but we think it will end in Arras
10 - 13	75th anniversary event	Arras, Northern France see: www.75heurespour75ans.com
18 - 28 Aug	Paris-Moscow-Paris tour	Tour organised by CAAR Netherlands. Details from Terence McAuley

August 2009

14 - 16	Danish TA-meeting	Helsingør. Details from Walter & Noëlla
29 - 30	151st Egham Royal Show	Egham, Surrey. For further details see www.eghamroyalshow.org.uk .
28 - 30	Norwegian TA-meeting	Sola close to Stavanger. Details from Walter & Noëlla

September 2009

26 - 27	Geneva Classic Car Show	Geneva Switzerland. High quality exhibition plus auction . More info at info@geneva-classics.ch
---------	-------------------------	--

October 2009

3	Swiss Classic British Car Show	Morges Switzerland, on Lake Geneva
3 - 4	90 years of Innovation	Citroën worldwide celebration to celebrate 90 years of car manufacture. Possibly clubs will be asked to supply vehicles for displays in showrooms etc. Watch this space.

November 2009

28	TOC pre-Christmas Dinner/Dance	venue to be confirmed
29	TOC Annual General Meeting	venue to be confirmed

June 2010

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

July 2010

30 - 1 (Aug)	TOC Annual Rally	Northumberland. Firm date, full details to follow
--------------	------------------	---

August 2012

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

'Float in Power to Cornwall'

TOC Annual Rally 2009

19th to 21st June

Well... as I write this, we are only a few bookings short of 40 Traction's heading to Cornwall in June! Of course... we shall not turn away the 41st or 42nd... in fact... the more the merrier!

The response from our UK members has been terrific, and we also wish a safe and pleasant trip to our travellers journeying from France and Holland.

In an attempt to be forward thinking, we hope to post our Rally Handbook to all participants a few weeks in advance. We felt it might be advantageous to know what's about to happen... instead of reading about what should have happened, whilst on your way home.

All being well, we shall also include your "Float in Power to Cornwall" windscreen sticker. So everyone else will know where you're headed... even if you don't have the first idea!

As an extra incentive to book NOW... we have to order these stickers very soon. It is probably fair to say, that all bookings received BEFORE MID MAY, will receive one of these unique collectors items (!)... but later bookings may well miss out.



Howard Speirs' Traction at the A38 border crossing between England to Cornwall. Don't forget that the UK Government's new e-borders anti-terrorism legislation means that you will now need your passport in June to cross The Tamar River into Cornwall.



Free now, or circa £100 on ebay in a few months... you have been warned! In any event, those wishing to attend the Saturday Dinner & Dance MUST book by Saturday 6th June at the latest please, so that we can finalize numbers with the Hotel.

It was pointed out to me that my mention of a "Bring & Buy" table might bring offers of homemade jams, prize artichokes and the like. Of course, I should have said "Citröen Autojumble"... the intention being to fill your cars with Traction-related "stuff" for the journey to Cornwall, and then sell/buy/swop it for other members Traction "stuff" for the return trip. I'm still trying to work out if all this carriage is carbon neutral? However, as a mans needs are manifold, if anyone cares to oblige... there would certainly be room on the table for a homemade Lemon Drizzle Cake or two...

Our Saturday "West Cornwall Convoy Run" has been tried, tested and enjoyed... full directions will be in the Handbook. We start from Asda's huge car park in Falmouth, so petrol fill-ups, snack and drink shopping and... err... "useful facilities" will be available. But don't overdo the snacks... the Geavor pasties were the biggest we had ever seen (and very tasty too!)

So to all of those who have booked (and all of those who are just picking up their pens!) we very much look forward to seeing you at the BBQ on Friday evening, or in the sylvan setting of Asda's car park on the Saturday morning. In the meantime, look out for the brown envelope on your doormat in early June...

And in closing, I promised a Cornish Glossary of car terms for the beleaguered Traction owner. There is, in fact, only one such word in the Cornish dialect... which covers every eventuality... "Wun-go-will-ee?" Well... what more does one need to know?!

Hoping yours'll-go... and get you here with a smile on your face.

All the best,

Howard Speirs and the SW Rally Team

P.S. Booking Forms can be printed from the TOC Website or copied from the Jan/Feb 2009 issue of *Floating Power*.

"Motorvation" - Grampian Transport Museum in Alford

19th July 2009

There will be a TOC/CCC Club Stand at the "Motorvation" Event which is being held to celebrate the motorcar, the 40th anniversary of the film *The Italian Job* and 50 years of the Mini. This high profile event will be managed by George Walker Events and is set to top the bill on the GTM events and show calendar for the year!

Amongst the attractions at what is expected to be the biggest and best ever "Motorvation!" the Mega Minis Stunt Team will perform in their spectacular and unique style. Known for being one of the largest classic car/motocross stunt shows touring the UK and Europe this is a thrilling and highly skilled action packed arena display.

There is also a Celebrity Driving Challenge where the stars get behind the wheel of a variety of wonderful vehicles to show off their driving skills - or not!! Whilst Motorvation is a serious motor event featuring a vast array of various classes for exhibitors it is also a family day with all the fun of the fair and lots more besides, and visitors will also have a chance to visit the brand new Collections centre.

If you would like to know more about this event please contact the TOC Scottish Section co-ordinator Frank Grant on 01339 742272. Frank will also be pleased to help with any B&B and camping enquiries.

TOC Scottish Section

75th Anniversary Event

Arras, Northern France, 10th - 13th July 2009

Total registrations have doubled again in the last two months and we now have payment for over 600 cars and drivers plus a slightly higher number of additional passengers. Following a surge of new applicants at Retromobile the French are now clear leaders with over 230 registrations knocking the Dutch back to second place with a very respectable 160+ paid up drivers.

The Belgians are next with just over 60 and TOC is close behind having now passed the 50 mark (although we do have TOC members in the Dutch, French and "Other Country" totals). Overall, about 11% of total TOC membership have now signed up for the event whilst TAN registrations represent 17% of their membership!

Walter & Noëlla Callens, our Rest-of-the-World reps, have suggested we designate a general meeting point for TOC members in Arras. Café Leffe on the Place des Heros is proposed, being ideally situated and serving excellent beer and good value food day and night. As Arras will present a rare opportunity for some of us to get together with our RoW members Walter and Noëlla would also like to get all TOC members to the Belfry for a group photograph on the morning of Sunday 12th July. At this stage we are not sure if it will be feasible to get the cars there too but a group photo will certainly be an excellent souvenir for us all.

"Baptême en Traction". I repeat my note from last FP - The object of this event will be to provide an interest for some of the non-tractionists who find themselves caught up in our event by offering short rides. It is envisaged that this will primarily be of interest to those who have not previously been in a Traction but I anticipate there may be some older people, perhaps with pleasant memories from their youth, seeking one more ride for nostalgia's sake. Finally there could be some LHD Traction owners who would like to experience the added export luxury of a Slough car. To this end I ask all TOC members who will attend (French or Slough car owners) to let me know if they are prepared to spare a couple of hours on Sunday, (12th), to help with this worthwhile P.R. event.

Auction - Entries are invited for the auction to be held on Monday 13th. There are four categories of lots:
• Traction cars • Other (Non-Traction) pre-1975 Citroën cars • Good Condition Traction Parts • Citroën Automobilia.

For cars there is a non-returnable fixed entry fee of €150 - but there is nothing else to pay whether or not the vehicle is sold. If you have a car or other item to sell please contact the Auction Organiser Francois Henot: tel 0033 (0)3 22 60 67 71, email francois.henot@orange.fr or 511 route des canadiens, F-80230 Saint Valery sur Somme, France

Bernie Shaw

Egham Royal Show

29th - 30th August 2009

Dear TOC members,

I am the chairman of the Egham Royal Show committee and we put on a two day show each year.

This year, on Saturday 29th & Sunday 30th August, we are organising the 151st show and would like to invite TOC members to join us. The show has an horticultural and agricultural basis with cooking and handicraft competitions, farm animals, a dog show, a vintage car section and daily ringside entertainment plus a barn dance on the Saturday night. Please visit our website www.eghamroyalshow.org.uk for more details.

We are looking for volunteers to help out prior, during and after the show so if anyone feels inclined to give a couple of hours of their time we'd be very happy! If any member would like to talk to me about visiting the show my home number is 01932 787593, email ayorkphx@aol.com or to Douglas Newton, our show president, who organises the vintage car section on 01908 511894 or email tiagol.t21@btinternet.com

Regards

Andrew York

Arras

July 10-13. TOC meeting point

The 'TOC rendezvous' point in Arras will be Café LEFFE, Place des Héros 72, Arras. So if you are looking for someone from TOC this is where you will probably find them!!! Make a note of this address!

Saturday July 11th. 7:30pm

TOC Dinner

An alternative to the "75 hours gala-dinner" has been arranged for TOC Members who would like to dine together on Saturday evening. An Arras restaurant serving a typical 3 course traditional regional menu at 25 euro "all included" per person has therefore been arranged. Members interested in attending please contact Walter or Noëlla as soon as possible (walternoella.callens@hotmail.com), stating the number of people in your party.

Sunday July 12th. 9:30am

TOC Photo shoot

Gathering at the Place des Héros, in front of the city hall, for a photo shoot of all members of the Rest of the World-section and another one of ALL TOC-members & Tractions

Walter & Noëlla Callens

Prescot

"La Vie en Bleu"

Saturday 23rd May

On the Saturday of the "La Vie en Bleu" weekend, that is the 23rd May, there will be a flying display by the RAF Battle of Britain Memorial Flight - three aircraft will take part - the Avro Lancaster, a Supermarine Spitfire and a Hawker Hurricane should be good!

Sunday 23rd May

On Sunday there will be a display by a vintage biplane - a Stompe, they were made in Belgium so it is nearly French!

Just two more reasons to come to this fantastic weekend extravaganza!!!

Mike

CELEBRATE IN STYLE

BUGATTI MARQUE 100 YEARS/BUGATTI OWNERS' CLUB 80 YEARS

LA VIE EN BLEU
23/24 MAY 2009

TICKET HOTLINE 01242 227979
PRESCOTT HILL CLIMB, GOTHERINGTON
GLOUCESTERSHIRE, UNITED KINGDOM
WWW.PRESCOTT-HILLCLIMB.COM

SUPPORTED BY

PRESCOTT
BREWERY

WWW.PRESCOTTALES.CO.UK

◦ STOP PRESS: BBMF LANCASTER, SPITFIRE AND HURRICANE DISPLAY ON 23 MAY ◦

"Strictly for TOC Members looking for a real
once-in-a lifetime Adventure"

WWW.GLOBE-DRIVER.FR

Dream your life or live your dream!



We are ready for it !!!
The big GLOBE DRIVER's event 2009:

Traction pioneering

FIN DEL MUNDO ?



TRACBARGENTINE 2009

*an Adventure crossing Argentina
through Chilean Patagonia
down to Ushuaia...*

from October,30 - till November,22

*Buenos Aires - the Pampas - Bariloche -
scenic Patagonian tracks - Ruta 40 - Carretera Austral -
Glacier Perito Moreno - Tierra del Fuego -
Ushuaia - the End of the World?*

Info, details, reports and subscriptions now on globe-driver.fr

*And for 2010... Rally Qhapaq Nan through
High Andean countries to Machu Picchu..
and more than that...*

*medias@globe-driver.fr
tel. +33 611 15 01 22*

COME WITH US !!!

Classified adverts

Classified Adverts

1 Small ads are free for current members of the TOC and are for the disposal of vehicles and parts that are their personal (private) property.

2 Ads for accommodation from members are charged at £6 per insert.

3 Members' ads should include your membership details or payment.

4 Ads from non-members cost £12 per insert and must be accompanied by a cheque payable to "The Traction Owners Club Ltd."

5 Ads may be edited or refused, and the Editor cannot guarantee insertion into any specific issue, although every effort will be made to publish an advert in a specific month if requested.

6 The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes. Please write legibly, and if you email your ad please only use plain text and no colours.

7 Ads for VIN plates, V5 documents etc. will not be accepted.

8 Ads received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.

9 Ads are only accepted by post or email, and must be sent to the address above. If ads are sent to any other address they will be delayed or may even fail to appear at all.

10 Ads sent by email should be in plain, unformatted text.

Trade Display Adverts

Trade display advertisements cost £240 per full page, pro rata rates apply for panel advertisements less than one page. Other trade advertisements cost £5 per column cm.

Warning

Unless members specifically request otherwise all advertisements that appear in the 'Tractions for Sale' and 'Parts for Sale' sections of this magazine will be displayed on the TOC website approximately one week after the magazine is published.

In recent months advertisements on the TOC website have attracted attempted 'phishing' and 'cashback fraud' attacks on TOC members.

Members should therefore maintain the utmost vigilance when dealing with responses to their adverts.

If in any doubt check out the following websites for advice on what to look out for:

<http://www.met.police.uk/fraudalert>

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

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

Please send adverts to:

John Barnes, TOC Adverts, The Byre, Brockhurst Lane, Monks Kirby, Rugby, Warwickshire CV23 0RA

email: editor@traction-owners.co.uk

Tractions for Sale



1949 LHD Big 6. The 'MAIGRET' car with history. Small boot. Black. Extensive recent mechanical upgrade by Classic Restorations. Very fine classic car. £17,500 ono. mail@gordonmarine.co.uk. R.L. Gordon 1832L

1951 Light 15. RHD. incomplete & past restoration but on 4 wheels with original registration (OKX 445) & current V5C registration document. All parts there (rack, dash instruments, bell housing, panels etc) for a RHD conversion or donor. £250 Telephone Andy Burnett on 013398 86290 (Scotland).



1952 RHD big boot Light 15. 1948 Slough Built Light 15. RHD, small boot, imported from South Africa hence no rust. Little used, garaged, grey body, black wings, paint work needs attention. £6500. Please call Michael Burt on 01305 761 271 (Dorset)

1955 Light 15 RHD sunroof, bigboot version, owned and dry stored since 1983 sale includes 4x South African A/B grade doors (therefore 8 doors !) 4x new hub caps, 4x unused tyres & tubes, plus other stuff such as new starter motor, carb etc. The car has full V5 document with original registration number. She needs restoration, but the leather seats are near perfect. Haggle price/discuss/get pictures from Geoff Pagotto 01823 442052 - or email geoff@pagotto.co.uk

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: Battery box 32cm x 22.5cm x 18.5cm (Zinc plated) £14 contact Steve 07798 841005 (Loughton)

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

Breaking for Spares – several Lt 15, Big 15, BL and BNs. Some excellent engines, gearboxes, racks, cradles, axles - most mechanical and electrical parts, some panels and upholstery. Also limited 'D' mechanical & body parts. Delivery may be possible. Telephone Andy Burnett on 013398 86290 (Scotland).

Perfo crankshaft – professionally cleaned & reground – big end & mains to .75mm webs cleaned out & balanced. Now surplus to requirements thus £60.. Telephone Andy Burnett on 013398 86290 (Scotland).

1956 Legere Bodyshell. complete with rear axles & wheels in place (therefore towable) sand blasted & self etch primed but more work needed to make perfect for conversion or donor shell £200. Telephone Andy Burnett on 013398 86290 (Scotland).

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

Miscellaneous

New Book: Citroën 1945-64 in the Nostalgia Road Classic Marques series; 52 pages, many illustrations. £9.95 inclusive of P&P. Pre-order direct from author, Malcolm Bobbitt, Javel 4 Holmewood Paddock, Cockermouth, Cumbria CA13 0DN. Tel 01900 825581, malcolm.bobbitt@goog-lemail.com

Citroën DS-Design Icon. Signed copies of this fully illustrated 192 page book direct from author, Malcolm Bobbitt, Javel, 4 Holmewood Paddock, Cockermouth, Cumbria CA13 0DN, Tel 01900 825581, malcolm.bobbitt@googlemail.com. £35 inclusive of P&P



Citroen Classics

Tel: 01784 452299

⤴ Repairs ⤴ Parts ⤴ Servicing

⤴ Electrical ⤴ Rustproofing



6 Volt to 12 Volt converter now available.

Now you can run a 12V car radio, sat-nav or other accessory from your 6 volt electrical system.
This is purpose designed specifically for the 6 volt automotive market.
See our website or contact us for details.

www.citroenclassics.co.uk

Unit 8, Tims Boatyard, Timsway, Staines, Middlesex,
TW18 3JY



The CLASSIC CITROËN INSURANCE

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

Classic Car Specialists established 1965
Immediate cover available by telephone
www.heritage-quote.co.uk

For a quote call
0 8 4 5 8 1 1 8 1 1 8

