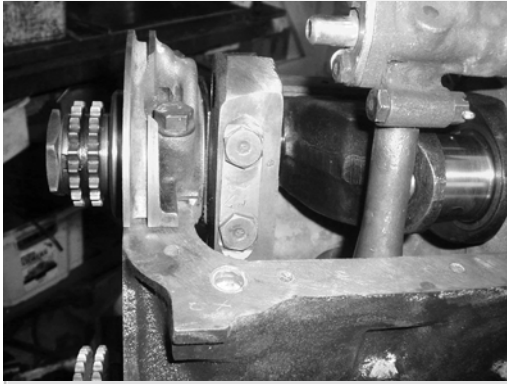


# Floating Power





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## your committee

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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

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

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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

- John Reynolds**  
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# welcome

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## 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

2070 Mr Nick Thorne, Twyford, Bucks  
2071 Mr Robert Duncalf, Buxton, Derbyshire  
2072 Dr Win Rampen, Edinburgh  
2073 Mr Pete Ruffles, Weston-super-Mare  
2074 Mr Tom Rees, London, N19  
2075 Mr Gavin Ripley, Pickering, N Yorks  
2076 Mr George Elliot, Indiana, USA  
2077 Mr Terry Bedford, Hertford, Herts  
2078 Mr John Smyth, Dublin, Rep of Ireland  
2079 Mr Howard Reader, Thetford, Norfolk

Since preparing the last edition of *Floating Power* the Summer has definitely arrived in The Shuswap - the seeds that Barb was planting at the time have grown and we are already eating some of the produce, the asparagus has come and gone, the cherries are now ripe and this week we are picking strawberries.

I've also become a fully paid up member of the Shuswap Chapter of the Vintage Car Club of Canada and we have attended a number of Show and Shines, Cruise Ins and Cruises with members of the Chapter who own an incredible collection of machinery that ranges from Thunderbirds, Corvettes, Mustangs, and other 'muscle cars' through elegant saloons to out and out 'Nitrous' powered Street Rods.

I've also succumbed to the necessity to have a truck on the drive - so there's now a 5.8L 1988 Ford truck keeping the Chrysler New Yorker company. Despite all the time spent having fun we have managed to put together what I hope you will find an interesting edition of the magazine.

As you will have seen on the front cover the communication problems we were having have now been solved and we have a photograph taken just hours ago at the Annual Rally in Cornwall to set the tone. Inside you will find a number of technical articles, reports on Drive-It-Day, the Irish Tour, La Vie en Blue and a visit by Alan Crisp to an unbelievable private collection of cars in the USA amongst other articles.

In the last edition I made my normal plea for input from you - things are now desperate. I have used all of the material that I have been sent in order to complete this edition so unless you take time in the next month or so to prepare and send me new material for the magazine I shall have no alternative but to reduce the number of pages in the next edition.

This is the last thing that I want to do so please take some time to prepare something for your magazine.

John Barnes

COVER IMAGE: TOC ANNUAL RALLY 2009. PENDENNIS CASTLE LOOKING OUT TO FALMOUTH BAY SECTION CO-ORDINATOR WALFORD BRUEN (1939 ROADSTER - FRONT CENTRE) WELCOMES TOC MEMBERS TO SUNNY CORNWALL. Photograph Howard Speirs

## Chairman's Chat



Hello, Bonjour and Bienvenu to the July/August edition of *Floating Power*.

Summer is here at last so there can be no excuse now for not driving your Traction out and about. Those of you who joined or organised an event on Drive It Day thank you - I hope you all had a grand day out.

I am writing this just before setting off for Cornwall and the Annual Rally which will be the furthest we have been in the Traction since the Scottish Rally.

Three weeks later and we should be in Arras for the 75-75 which sounds like it is going to be a spectacular event judging by the e-mails I have been receiving from the organisers. After Arras we are heading south for a nice long rest.

John, our Editor, needs more input for the magazine so please don't neglect to send him your letters, articles, section reports and anything else that you think may be of interest to other members.

I look forward to meeting many of you in the next few weeks.

Bon journée

**Tony Latchford**

## President's Ponderings



June already and, as I write, only two weeks to the Annual Rally in Cornwall. I have already received my rally pack - Wow! - I really am looking forward to being there. Of course it will all be over when you read this but I am sure I got my brakes working properly and did not have to use the Picasso and we all had a great time and are already looking forward to a trip to the Borders in 2010.

With luck this issue will just reach you before Arras. Everything is coming together very well but I am sorry to report we have had a few last-minute set-backs which have led to the cancellation of some of the programme items we had originally planned and advised.

The first main casualty is the Auction - sadly there were not enough entries to make it viable - and the Fashion Parade will be different from that originally envisaged - so be prepared to wear your Period Costume late Saturday afternoon and at the Dinner on Saturday evening.

Citroën will still be providing the C1 as the 1st prize for the Tombola, which will also feature a number of other worthwhile prizes.

And as you will be aware from the recent message to all those who have registered, the organisers have added two other items to the programme - a "Party" on the Sunday Evening followed by a Countryside Drive and Picnic on the Monday morning. (I trust everybody replied to the request for numbers so that we can ensure all those who wish to

participate in one or both will be catered for).

Walter & Noëlla Callens continue to do a grand job of unifying the TOC participants and I regret that I shall not be at the Bistro du Boucher on the Saturday evening but I am looking forward to the Group Photo on Sunday. Having said that we must not forget this is an international event, organised by four clubs representing four countries, and we should be making the most of the opportunity to make new friends and enjoy the company of all fellow Tractionists whether TOC members or not.

And now, the B&W/Colour debate. I have purposely kept my head down until now but I am happy to admit I have always been a dyed-in-the-wool B&W fan. However, having now seen Ed's efforts with the colour version of TocTech (on the website) I think I could perhaps be converted to limited colour.

At the Editor's request the matter was discussed in Committee a couple of months ago, his proposal being to print just the photos in the TocTech section in colour. There was a lot of support for limited colour within those present but I must say it was not unanimous and there are still Committee members opposed to any change. I personally would like to run a trial but that decision should be made by the membership so it will be on the agenda for discussion again at this year's AGM in November.

Please be aware that the AGM venue has changed. It is still in the Birmingham area and only a few miles from the Friendly Hotel at Walsall. It therefore remains very central and, once again, Steve Southgate has secured a very good deal for us. Full details of location, planned itinerary and cost can be found elsewhere in this issue of FP.

And finally - I regret to say I still have absolutely no idea how Citroën plan to celebrate their 90 year History.

**Bernie Shaw**

# toc news

## TOC Membership renewal

Thank you to all the Members who have [cheerfully I'm sure] paid their 2009/10 subscriptions.

Hopefully the Members who have renewed and who are 'Internet equipped' will have already logged on to the 'Members Only' section of the TOC website to see the information that Mick Popka has been amassing there.

As usual a few Members {like myself} haven't been as quick as everyone else to send their cheques off to John & Bev and I'm sure won't mind being reminded that this is the last copy of *Floating Power* that will be sent to them unless they do actually renew their membership.

[John, Bev - my cheque is in the post. Honest!!!!]

## e-FP

The ninth editions of *e-FP* was issued at the beginning of June and April and within 8 hours of it being transmitted Walter & Noëlla Callens had received 12 bookings for the 'alternate' TOC dinner at the Bistro du Boucher in Arras on 11th July.

Walter & Noëlla's comment - "we think e-FP is very effective".

If you are receiving a copy of e-FP in your mailbox but haven't yet read it do open it up and have a look, you might just find it interesting and find the latest format more readable.

## TOC Committee - minutes secretary wanted

The TOC committee has been discussing next year's committee structure and, to spread some of the workload, is now looking for a volunteer to be minutes secretary.

The committee meets five times throughout the year, (one meeting being held the same day as the AGM) in addition to the AGM itself.

Committee meetings take place (alternately) at either Steventon near Abingdon or at Newport Pagnell, with the AGM being held in the Midlands.

The minutes secretary's job would be to take notes at the meetings and to write them up within a week or so - with distribution continuing to be done by the committee secretary - so word processing and e-mail facilities are more or less essential if the process is to be as efficient as possible.

If you would like to take this opportunity to become more involved in club business, please contact John Ogborne (01749 675312 or johnogborne@btinternet.com) as he will be eternally grateful to talk to anyone willing to share some of his workload!

## Brittany Tour 2009

The Club des Tractions Avant de Bretagne (CTAB) have just sent an update on their "Annual Rally" for 2009 - which will take place over the same weekend as the 75 for 75 in Arras.

The Brittany Tour will start at 9am (French time!!!) on 10th July in the car park of 'la Poterne', which is adjacent to the chateau at Fougères, and will proceed towards Normandy and the Pays de Caux region.

The Tour will end on 14th July in the Mont St Michel area.

The cost (which includes 1 route book and rally plaque per vehicle, breakfasts, evening meals, campsite fees and visits) is 145 euros per adult. The cost of fuel, caravan fees, hotels, lunches etc are not covered by the Rally fee.

Any TOC Members not going to Arras who would like to join this year's Brittany Tour need to send the following information to François Marc, 65 rue de Bruz, 35310 BREAL/MONFORT - together with a cheque drawn on a FRENCH bank -

- Surname,
- Christian name,
- Address,
- telephone number,
- email address,
- vehicle type and year,
- number of adults in party.

Alternatively an electronic payment can be made using the following account details:

- RIB:
- Banque:15589
- guichet: 35105
- n°du compte: 0 14299574 40
- clé rib: 24
- IBAN:FR76 1558 9351 0501 4299 5744 024 CMBRFR2BXXX).

For more information contact Martin Nicholson at vicmarnic@wanadoo.fr or Terence McAuley or Walter Callens at the addresses shown on pages 2 and 3 of this edition.

## TOC Club Shop

### 75th Anniversary merchandise

Our new shopkeeper, Barry Curtis, is looking for your feedback. He has the opportunity to purchase for sale in the Club shop 75th anniversary clocks that will look like the image shown at the top of the next page.

The price of the clocks will be approximately £17.99 plus postage and packing each.

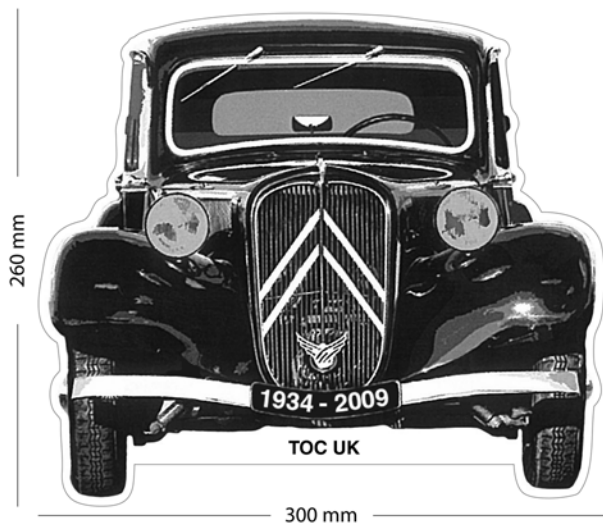


image that will appear on 75th anniversary clacks

Barry also needs to place an order for one 75th anniversary sweatshirt and would like to know if anyone else would like to purchase any 75th anniversary clothing before he does so.

Will any Members wishing to purchase 75th anniversary merchandise (clothing or clocks) please contact Barry as soon as possible on 01243 266129 or clubshop@traction-owners.co.uk.

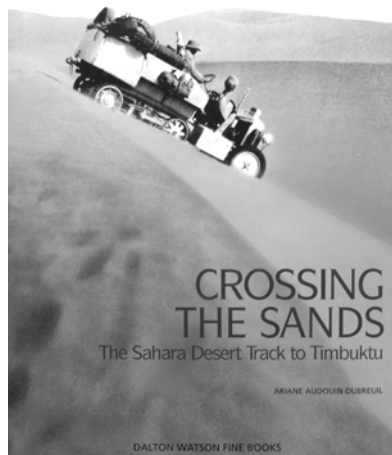
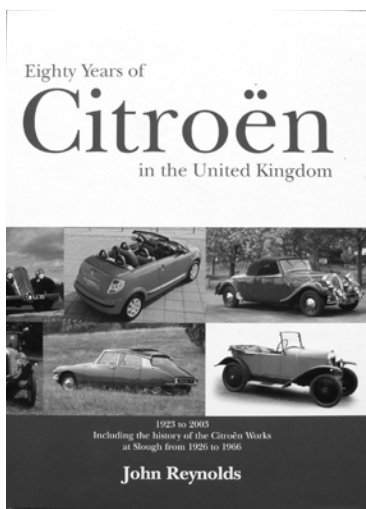
### Books

Barry also has the opportunity to purchase stocks of two of John Reynolds' books for the Club Shop (see images of book covers below).

These would be available to TOC Members at 75% of their RRP (plus p & p) and are:

The books are:

- "80 Years of Citroën in the UK" (rrp £39) - the title is self-explanatory
- "Crossing the Sands" (rrp £35) - the story of the Crossiere Jaune half-track Sahara expedition.



Again if any Members would be interested in purchasing either (or both) of the above books at this significantly discounted price would they please contact Barry as above for more information.

### Other items

Finally, Barry is now considering what stocks the Club Shop should carry. He would therefore like TOC Members to contact him (as above) with their ideas as to what the Club Shop should stock before he formulates his plans for purchasing new stock.

### 75 for 75 - Arras

For those Members who will be in Arras for the 75th anniversary meeting Walter Callens advises that the Saturday evening "75 hours gala-dinner" and the alternative "TOC dinner" are now both fully booked.

If you are going to be in Arras and haven't booked for either event (and you don't want to be a Billy-no-mates) there is still time to contact Walter or Noëlla Callens to see if they can help with arrangements for you.

Also don't forget the gathering at the Place des Héros, in front of the city hall, that has been arranged for Sunday morning for the photo shoot of all members of the Rest of the World-section and the photo-shoot for ALL TOC-members & their cars. Further information from Walter or Noëlla on this event.

### NEC - Classic Motor Show 2009

John Reynolds has stepped forward to take charge of the TOC stand at the Classic Motor Show at the NEC in November with Mick & Moira Holmes.

The Reynolds/Holmes team is now looking for about 10/12 cars to celebrate 75 years of the Traction Avant and would like to display the 'oldest to the newest' with as wide and varied selection of cars as possible. To complement the display of cars John Reynolds is going to enlarge some photos with details telling the story of the Traction from start to finish.

Members are also required to man the stand during the show as Mick, Moira and John will only be available to set up the stand on Thursday 12th November and to break it down on Sunday 15th.

So if you have a car you would like to offer for the stand or if you would like to see the show and are prepared to help man the Club stand on Friday 13th, Saturday 14th or Sunday 15th November please contact either Mick and Moira on helpline@traction-owners.co.uk or John Reynolds on john.reynolds53@btinternet.com.

### TOC AGM - 28/29th November 2009

TOC members will remember that the Quality Hotel at Walsall - where the TOC AGM has been held for a number of years - is no longer available and that Steve Southgate was asked to find an alternative.

Following discussions with Steve The Great Barr Hotel (www.

thegreatbarrhotel.com), which is slightly smaller than the Quality Hotel, is happy to offer us the same deal as last year (£50 per person, £100 per couple) for bed breakfast and 3 course Saturday evening meal plus entry to a Robbie Williams Tribute and Disco.

The bar is adjacent to the function room at The Great Barr Hotel and there is a reception area for those who might wish to escape the music.

If 100 TOC Members (and guests) were to book for the weekend the event would be exclusive to the TOC, as last year, but if less than 100 TOC Members (and their guests) book for the weekend the hotel will market the remaining tickets to the general public (max 130 people).

The 106 room hotel is privately run, has ample car parking and is just 2 miles from junction 7 on the M6.

Would TOC Members wanting to book a pre-Christmas weekend away in the Midlands at the bargain price of £100 per couple please contact Steve Southgate, at [steve@imperial-cars.co.uk](mailto:steve@imperial-cars.co.uk) or on 0121 352 1100, as soon as possible because accommodation at the hotel is limited.

## In Committee

Committee Meeting Sunday 19th April 2009  
Steventon Village Hall, Oxfordshire

Following the successful conference call meeting it was decided that more such meetings will be held in future. Quotes had been obtained for Public Liability Insurance but it is likely that the best value will be to remain with the existing company.

Membership stands at 581 being 6 more than at the previous meeting. Statistics from the DVLA confirm that there is still plenty of room for recruitment of new members. It was agreed that the membership fee will remain at £33.

Barry Curtis, who attended the meeting, has taken over as shopkeeper from Tony Piper and arrangements were made for the stock to be transferred. Designs for the new tax disc holder were approved and authority given to place an order.

It is unlikely that the club shop will be present at the annual rally, but samples will be on view and pre-ordered goods may be collected. There had been no offers to date to organise the TOC stand at the NEC.

The matter of colour in Floating Power was discussed at length. It was concluded that the magazine would remain in black and white at least until the AGM in November when the proposal to change would be once again put to members. It was felt that, with many having been impressed with the examples shown on the web site, it is likely that members will vote for TOCTech in colour with the rest of the magazine remaining in black and white.

e-FP now has a circulation of 407 and a new "pdf" format is being tried. It may be possible to save money by dispensing with the company currently being used for distribution. The new e-FP logo was approved. A decision on changing printers will be postponed until the end of the year.

Six or eight cars had registered for the Irish Rally and everything is well under control with the Cornwall Rally. There are now no TOC members participating in the Paris-Moscow-Paris trip. Provisional plans for 2010 (Northumberland) and 2011 (Kent) were discussed. There were 625 vehicles booked for Arras and all now seemed to be on course for a successful event.

The members-only section of the web site is now ready to be launched; a user name and password will be sent out with membership renewals. Work is underway to include the Technical CD (now a DVD), complete with its search facilities, on the web site in the members-only area. The new version of the DVD, with articles up to December 2008, is now available and copies were being sent to the club shop. The wedding car list has been updated on the site.

Spares sales have been very buoyant with £12k's worth in March alone. There has been increased demand from France due to the £/€ exchange rate. Tyres are in short supply but 20 are expected by the end of May. The stock take had resulted in a provisional stock valuation figure of £65.8k.

Tool instruction sheets, to be sent out to all holders of tool sets, are nearing completion. A discussion on the provision of additional tools, including some rarely-used ones to be held centrally, resulted in an action to obtain firm prices with as great a discount as possible. There was some concern about the quality of some of the new tools and this will be investigated further.

A quotation and sample of a re-chromed bumper had been obtained but it was decided to investigate alternative companies as the quality was not good enough. Quotations on wings and wing-tips are also being sought. It was agreed to drop the £25 inspection fee for members, with commercial organisations continuing to pay.

## TOC website

Members only area

The Members only area of the website has had the following added:

- TOCTech Articles from Volume 1 ('76) to Volume 32 ('08)
- AGM Minutes (2004 - 2008)
- AGM Accounts (2004 - 2008)

Further items will be added in due course.

Username and Password details to access the Members only area have been issued with confirmation of payment for 2009/10 subscription notices to all Members.

If you have tried to log onto the Members only area and your Username and Password has been rejected, please note that the password is "Case sensitive" with no spaces - the first letter is a capital "U" the remainder is lower case and numbers.

Should you misplace your Username and Password a replacement should be requested from Mick Popka.



## Tech Torque

The "Tech Torque" section of the website has recently been updated with three new contributions from Fred Annells. These are scanned copies of:

- Instruction Book for "Twelve" "Light Fifteen" and "Fifteen" (1938)
- Instruction Book for "Light Fifteen" (1939)
- Citroën Guarantee (The actual one that came with Fred's Coupel!)

They can be found, together with much more, at <http://www.traction-owners.co.uk/tech.htm#manuals>. Unfortunately, a web version of the search feature that is available on the TOCTech CD/DVD available from the Club Shop is proving to be elusive (all offers of help welcome). As an interim facility the index of keywords in the TOCTech articles can be downloaded and searched locally. The index is available in Word, Excel and PDF formats.

## Site Search facility

A new Google "Site Search" facility has been added to the site navigation menu which enables all (except the Password Protected 'Members Only' area) of the TOC website to be searched.

## Bromley Pageant of Motoring

Surprisingly I didn't receive a single response to my simple competition in the May/June edition of *Floating*

*Power* - the prize for which was two family tickets for the Bromley Pageant of Motoring valued at £25 each. I can't believe that not one single Member of the TOC knew that the car in question was a 1959 Jaguar XK150S 3.8.

Not wanting to waste the tickets, which had been donated to the TOC by the organisers, I reran the competition in issue 9 of e-FP and within minutes of the newsletter being sent out Steve Shinebroom and Mike Roberts responded with the correct answer.

The tickets were therefore despatched to Steve and Mike and I hope they enjoyed the show.

## Child Car Seats' criteria cause confusion

More than a third of parents interviewed underestimated the age or height at which a child can travel without a Child Car Seat the magazine *Which?* revealed at the start of Child Safety Week in June.

The law states that any child up to 135cm (4ft 5in) or under the age of twelve must be carried in an appropriate Child Car Seat which must be installed correctly to prevent injuries in a crash.

## Restoration Project

I understand from Mike Tebbett that John Aspinall has a new restoration project - a 1938 '7' which is pictured below as it appeared at La Vie en Blue at Prescott in May.



# fbhvc news

## Continuous Enforcement of Motor Insurance

FBHVC's response supported measures to combat the use of uninsured vehicles, but requested that its concerns about the impact of these proposals on the owners of historic vehicles should be addressed. FBHVC raised questions about the accuracy of the MID and also about the extra administrative burden the expected increase in the number of SORN applications would create, as well as the possibility that people could be liable to unfair penalties under the continuous enforcement legislation as well as SORN penalties just for neglecting to renew SORN. FBHVC intends to carry out some further research into the implications of this proposed legislation with the Association of British Insurers.

## Manufacture and sale of vehicle parts

A member club has expressed concern that vehicle parts would no longer be available except from vehicle manufacturers and franchises. This rumour had started as legislation forcing manufacturers to share information on service and repair specifications was due to expire in 2010. The Right to Repair campaign gave details of the 'Regulation of the European Parliament and of the Council on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information' - however as this could only apply to modern vehicles (and commercial vehicles first) it was not considered to be within the scope of the Federation at present, although it was accepted that these more modern vehicles would become historic eventually.

FBHVC will continue to monitor this situation both in the UK and Europe.

## Car Scrappage

The Budget finally brought an end to the uncertainty about car scrappage. There are restrictions built into the scheme and it is voluntary on both sides: car manufacturers and dealers do not necessarily have to sign up for it and individuals do not have to use it. It is also for a limited period until March 2010 or earlier if the funding runs out. To be eligible for the scheme the car intended for scrapping has to be over ten years old, have belonged to the owner for at least a year and be roadworthy with an MoT.

The FBHVC remit is to look after historic vehicles over 25 years old: our vehicles are not the 'old bangers' at which the scheme is aimed - they are well maintained and cherished and we have a wealth of statistics that prove that classics do not contribute significantly in any way to pollution and greenhouses gases. At first glance this scheme would not appear to affect FBHVC members, as most vehicles that age would be worth more than the effective £1000 provided by the scheme, but of course we have to remember that these younger vehicles just might be the classics of the future as well as the future of our

members' hobbies or businesses. FBHVC does not have the power to oppose the scheme but is determined to fight to keep our vehicles on the road and preserve our motoring heritage. With the help of our member clubs we can only hope to influence anyone who is considering scrapping an historic vehicle by education and example.

FBHVC asks all its members to help spread this message and preserve our motoring heritage as well as uphold the freedom to drive our vehicles, and is very pleased to note that members spoken to since these proposals were announced overwhelming support these views.

## Petrol vapour recovery equipment

Motorcycle clubs have expressed concern about proposals for the introduction of petrol vapour recovery equipment to the UK - such equipment is already in use in other parts of the world and has caused problems for historic bikes.

FBHVC has had assurances from the industry that the equipment would not prevent any historic vehicles from filling with petrol. FBHVC also asked how garages would view historic vehicles which would not be able to use the vapour recovery system, as this might damage their recovery volume targets - but have yet to receive a reply to that question.

When unleaded petrol was introduced the dimension of the fuel filler was standardised which would make the introduction of vapour recovery equipment easier, at least for use on modern cars.

## European Commission moves on Intelligent Transport Systems

An amendment was drafted to the European Commission's proposal to establish a legal framework for any future EU level action implementing Intelligent Transport Systems in road vehicles, designed to address FIVA's (Federation International Vehicules Anciens) concerns about potential future mandatory use of ITS systems and the associated problems for HV use.

*(7a) Vehicles which are operated mainly for their historical interest and were originally registered and/or type-approved and/or put into service before the entry into force of this Directive and of its implementing measures should not be affected by the rules and procedures laid down in this Directive.*

The reasons for the amendment were given as:

*Retrofitting of ITS systems would be practically and technically impossible for many historic vehicles. Consequently these vehicles should be exempted from the requirements of this Directive.*

The amendment was adopted by the Committee but now needs to be approved by the whole Parliament and then

agreed by the European Commission and member states. FIVA will continue efforts to ensure this amendment is included in the Directive when it is finally adopted.

## EU agrees new EU tyre noise proposal

The EU institutions have reached agreement on the new standards for tyres designed to reduce carbon emissions and noise pollution from vehicles. The exemption, which applies to tyres designed only to be fitted to vehicles registered for the first time before 1 October 1990, was achieved by FIVA and remains in the final text.

## EU to waive asbestos ban in second-hand products

The European Commission and member states have agreed that the re-sale of asbestos-containing products that had been in use before the 2005 EU ban on the cancer-causing substance can continue indefinitely in order to allow the sale of older "articles" containing asbestos, such as houses and aircraft. The EP has 6 months in which to oppose the Decision – if it does not, the Decision will be enacted.

## FIVA guide for users of historic vehicles

All road users need to be considerate to, and understanding of, other road users. This is especially important for those doing something unexpected or out of the ordinary – such as driving a historic vehicle.

On today's busy roads, the continuity of on-coming traffic often makes it difficult to overtake slower moving vehicles. Taking action to prevent other drivers having to overtake is one of the biggest contributions to road safety that any driver can make.

FIVA therefore recommends that:-

- Drivers of slow vehicles should ensure that any following traffic is given the opportunity to pass at frequent intervals – if necessary, by making use of suitable stopping points.
- Travelling in convoy with other historic vehicles, or with tender vehicles, should, in general, be avoided: groups following the same route should stagger their departure times to avoid such a convoy.
- If a convoy does develop, or is unavoidable, drivers should ensure they leave sufficient space between themselves and the vehicle in front to allow passing traffic to overtake one vehicle at a time. At moderate road speeds, this should be at least 70 metres.
- Drivers of older and slower historic vehicles should plan journeys to avoid commuter rush hour traffic near towns and cities and other busy roads, thus making their journeys less hazardous and more enjoyable.
- If travelling with companions, or a support team, meeting/stopping points should be agreed in advance and each vehicle crew should have route details to avoid the need for keeping other vehicles in sight.

Drivers of exceptionally slow vehicles (ESV), such as steam engines, traction engines, early commercial vehicles, agricultural machinery and road rollers, need to take additional precautions to ensure that they cause minimum disruption to traffic.

The handling of ESVs on public roads requires experience and a good understanding of the vehicle and of laws specific to their use.

ESV drivers should where ever possible:

- avoid town centres, long fast roads, single lane roads, steep hills and difficult junctions
- not drive after dark
- make turning intentions clear to other road users.

In addition to the points noted above, steam-powered ESV drivers should where ever possible:

- have a crew of two or more to assist with maintaining the engine.
- avoid creating a hazard when stopping at the roadside to take water, change gear etc.
- recognise the danger of sparks to people and property and avoid the emission of dark smoke where it could present a problem, e.g. near habitation.
- avoid damage to the road surface i.e when iron straked wheels are used or in hot weather.
- chock-up against the gradient when stationary.
- only use whistles in an emergency.

Events involving historic vehicles on public highways require additional consideration.

Event organisers have a responsibility to ensure that disruption to other traffic is kept to a minimum and should therefore avoid the use of trunk routes wherever possible.

Where a trunk route has to be used, especially by slow moving traffic, organisers should consider the use of temporary warning signs (providing local regulations allow this).

FIVA therefore recommends that organisers should:-

- Plan their events to cause minimum disruption to other road users.
- Provide warnings to other road users in situations where slow moving traffic may be encountered on a trunk route.
- Not penalise participants for having up-graded lighting systems or high visibility markers on their vehicles during road sections of events.

And FIVA therefore recommends that drivers should:-

- Know where they are going without having to follow a vehicle in front.
- Not allow competitive spirit to overcome their duty to drive with care and consideration for other road users.
- Always adhere to traffic signs, signals and rules unless instructed otherwise by a uniformed police officer; and
- ALWAYS Remember they are ambassadors for the historic vehicle movement.

# 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

I thought you might appreciate this 'moody' picture.

Terence McAuley



Hi John,

After years off the road for no fault of it's own my Traction is back out there, some would say about time too. One thing that has changed in the gap, many of us have moved on from maps to the wonders of things like tomtom. Even with the nice little screen on a Traction you can lose one of the new tomtom one models (no I don't get commission).

Anyway I took the Traction to Rouen for a classic car event and for some strange reason I took the longest path, crossing in the north. I could not stretch to the long boat ride this time so my crossing was Norfolkline.

My car is a 6volt, that's the way I like it, even if it's just for that laid back sound of the starter or my clockwork indicators, just love it the way it is.

Rouen is out of range for a single charge on my little tomtom unit and it's charge cable is marked 12v to 24v so things didn't look good for charging it in the car.

The tomtom can be charged by plugging into a USB socket, which is a 5volt feed as also is it's in-car charge cable. No problem - my Traction is 6volts but it isn't fitted with a USB (this must have been an option not ticked on the list when it was built in December 56).

Eventually I went and purchased a flying lead 12volt socket (it doesn't know what voltage it is), hitched it's connections to the battery and plugged in - not the tomtom, but my old phone - I'm not silly.

Wonderful on came the green light and the phone said CHARGING. Next I plugged in the tomtom and YES again a green light on the cable and the unit. So with little more than simple connections to the interior light switch feed and an earth, I have a 6volt socket in my glove box, out of view too.

Although I told a few people what I had done I said not to follow my lead just yet as I wanted to test things out over Easter.

Well here you goes folks, over Easter my tomtom worked like a dream and got me to and from Rouen and also was used to keep an eye out in case I got lost on my way round the tour. Also the old Nokia is still working and was kept fully charged as we went along too, being used as a safety phone (Sad I keep a spare phone). I use the chargers own fuse as I have not fused my socket !!

I am working on updating my LED assisted rear lights - in particular the indicators - and will come forward with info when they are done. One thing is very easy for us to forget, we know they are red and up away from the tail lamps, others don't.

What brought this home to me was when a young friend said something along the lines of "...are wow that's kewl, they are so kewl." He went on to ask "so why don't you use them...."

After I hit him with the handle I introduced some ultra bright LED's to very good effect. It's not that I didn't use them or that they are not bright, they just need extra brightness to grab the attention of people like my young friend who had never noticed anything but orange indicators.

One last thing I have a Gear4 iPod dock and yes it's also running off the Traction 6volt battery via a 3 pin integrated 5volt regulator connected to the unit's standard power-in jack point which is marked '5volts input'.

Don't get excited it's very simple - the little regulator is all of 90p from Maplin, probably less on line from RS and only has 3 connections power in or + and ground or - and last, the 5 volts output, so the minus for the dock goes to common ground (earth in the car).

These regulators will handle 1 amp, the Gear4's own charger is 0.42amp max so the regulator is very happy and is not being overloaded. The Gear4 unit will charge the iPod as you go and mine is attached with sticky back Velcro to the battery box under the dash.

I tend to use the iPod headphone jack and a cable to bring

the iPod out as a remote for the unit, OK so it does not charge when used this way. I would suggest an in line fuse although I don't have one and this should work on 12volt cars too.

There are many iPod docks out there the feed is often 5volts my unit cost £19.95 and sounds fine even over my diff !!

All the best,

David Gale  
david.gale1@sky.com

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Hi John,

In the May/June edition of Floating Power you published a photograph of my Roadster that appeared in my local paper advertising the fact that we were co-sponsoring an event on Drive It Day in April.

I'm pleased to tell you that the Drive It Day event was a huge success - with 90 vehicles taking part and £2,638.70p raised for the Children's Hospice South West.

Regards

Dennis Hewitt  
denhewitt@f1550.fsnet.co.uk

[Congratulations Den - a great effort. The FBHVC in its report on this years Drive IT Day commented on how pleased it was to see that many classic car organisations were using Drive It Day not only to promote the classic car movement but also to raise money for charity. So what about it Section Co-ordinators - why don't you start to plan your 2010 Drive It Day activity and make it a charity fund raising event at the same time? To help start your planning I can tell you that next year Drive It Day will be Sunday 25th April. JB]

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Dear John,

In answer to Orville Platelle's enquiry in the May/June edition of *Floating Power*.

The Slough roadster CFG 715 belonged to Bryan Lawrence of Criterion Motors in Southampton. There is a bridge over the River Itchen called Northam Bridge, perhaps this is where Criterion Motors were. I believe that Bryan Lawrence showed the car at Malvern in 1968. It was owned by a Mr Newman for 30 years, and after his death his daughter Mrs Nicole Finn offered it for sale. At some stage about then the colour was changed from maroon to RAF blue. The chassis number is 102637, so it was probably built around Tuesday 14th December 1937. This would be classified as a 1938 model, and I think it was first registered on Wednesday 5th February 1938. The model code is 7C2, the body code is RPV (Roadster Petite Voiture), the engine is or was 1628 cc, and the steering would be rack & pinion. The car is now in Jersey, and the owner has promised me more details.

Kind regards,

Robin Dyke

Hi John,

Good to get e-FP straight to mailbox and not have to download it from the website, and glad my film enquiries are showing some results!

I have had glorious runs to Wiltshire in sunshine- each fuel stop was greeted by other motorists [in very expensive cars!] RUNNING over to chat and enthuse!!

best wishes

Richard Heffer



Hi John,

Great mag again. Just one comment though on the article entitled "Some things you may not know about your mobile phone"

Comforting though it may be to imagine you can unlock your car door in an emergency by receiving a distant signal via your cell phone, it can't possibly work — not with the technology as it presently stands, at any rate. Here's why:

Your remote car key operates by sending a weak, encrypted radio signal to a receiver inside the automobile, which in turn activates the door locks. Since the system works on radio waves, not sound, the only conceivable way a signal from your spare remote could be picked up by one cell phone and relayed to your car's onboard receiver by another would be if both phones were capable of sending and receiving at exactly the same frequency as the remote itself - which they can't be, given that all remote entry devices operate at frequencies between 300 and 500 MHz, while all mobile phones, by law, operate at 800 MHz and higher.

It's apples vs. oranges, in other words. Your cell phone can no more transmit the type of signal needed to unlock a car door than your remote key is capable of dialing up your Aunt Mary ... though no one can predict what miracles the future may bring.

Regards

Steve Shinebroom

[Thanks for the explanation Steve. As you know I print what is sent to me in good faith but I was assured by the sender that he had tested this out and that it worked. As none of cars has central locking I couldn't try it out myself. JB]

Dear John

In the May/June *Floating Power* there was an article about a barn find 'Rosalie' being auctioned in the small Yorkshire market town of Leyburn and, as I could never resist an auction, I went along "just to see it sold" I told my wife as I got into my jalopy.

The car was all there, complete, lights, interior, seats, windows, screen, all mechanicals. The car was, however, a big pile of rust with a cracked chassis. although it could have been restored with a few years work and 50 gallons of WD40.

All the glass needed replacement because the cellophane centre had yellowed and in places was cracked. The chassis outriggers had all but corroded away and the engine was seized. But amazingly the instruments were all present and correct.

Having just completed a 5 year restoration of a Big Fifteen I knew the difficulties that would be encountered in the restoration of the Rosalie.

The bidding started briskly at £250. I bid up to £500 and then pulled out and then the bidding escalated to £1000, where it stalled, before staggering up to the final sale price of £1600 (plus commission and VAT).

At that price it would have to be restored or be used as a donor car and I take my hat off to the brave soul that bought it (and my wife is still doing handstands that it wasn't me).

The sun was shining (a mistake), the sandwiches (Wensleydale and pickle) were nourishing, the Big Fifteen was running like a Swiss watch, God was in his Heaven and we returned to Carlisle via the beautiful A684, wending our way through Aysgarth past the rather quaint, restored AA box, to Hawes and on to the M6 to Carlisle.

All in all it was a grand day out Gromit.

Regards

Noel Davidson

Dear John

I am the person from whom David Murphy bought Traction LHV 800P which features in the May/June edition of *Floating Power*.

I was delighted to see that it has ended up in the hands of an enthusiast and I hope that he gains as much enjoyment from the car as I have had in the last 15 years.

Whilst it is probably tempting fate to say so it has always been an exceptionally reliable car, no doubt largely due to the TLC lavished on it by John Gillard.

My sale of the car was prompted by an imminent move to the centre of London and I am sure that the car will be much better suited to the open countryside around Dublin than to the traffic of W1.

Yours sincerely

David Strang

Dear John

This epistle relates to a chance encounter at an autojumble in Dorset where TOC Member, Walford Bruen was idling through a box of miscellaneous cards and photographs when he came across a photo of a Traction Avant with a family sitting in front of the car. The car number plate was partially obscured, revealing just the first three letters, UTF.

Walford recognised the car as once belonging to a chap called Rhodri Prys Jones who, prior to his premature death, organised the Welsh Section of the TOC and was a regular columnist in *Floating Power* in the 1970s and 80s.

Being Walford he telephoned Robin Dyke who, from his extensive records, was able to tell him that I now owned the car and was in the process of restoring it. But Walford didn't leave it at that, he also scoured his back numbers of *Floating Power* and in the September 78, December 78, June 79 and July 80 editions he found some of the Rhodri writings that referenced UTF 790.

He also scoured back copies of *The Citroënian* where he found an article, which I think must have been written about 1978, in which Rhodri revealed that the family in the photograph found at the autojumble was that of the original owner, a Mr Higson, and that the following owners were a Mr Graham and a Mr Williamson (who bought UTF with 46,000 miles on the clock).

Rhodri purchased the car from Mr Williamson at 56,000 miles and it was at this mileage that it had the engine completely overhauled and that extensive body repairs, including a respray with Ford Pacific Blue (a shade of blue similar to the original Peacock Metallic), were undertaken.

I understand that the previous owner to myself was a Mrs Supinda Chackraband of London who bought the car in September 1981. The Road Fund licence on the screen, when I bought the car in 2003 from John Gillard, was dated 1983 and my understanding is that the car had languished halfway into a Nissan hut on an old RAF aerodrome in North Wales, where the rats, mice and metal moth ravaged it, for the intervening twenty years.

I took the car to my workshop under the cover of darkness to avoid my wife spotting the rusted wreck and I began the restoration. The whole job took me 5 years!! But its all been worth it. Last year the car was awarded Best Restoration shield and a cup for Best Traction from the Scottish Section of the CCC and this year, Best Restoration shield from the Northern Section of the CCC. Rhodri would be proud.

UTF 790 has done just under 3000 miles in the last year and I would like to thank Walford Bruen and Robin Dyke for their painstaking research into its history - it just goes to show what you can turn up in your old copies of *Floating Power* and *Citroënian* magazines. You just don't know when they may come in handy.

Not bad for a country shop is it, pass the cheese Gromit.

Regards

Noel Davidson

# A beginners guide to the TOC website

To access the Club website you only need access to a Computer (which could be a laptop, a desktop or a mobile phone with internet capability) which is connected to the Internet.

Start the "Web Browser" (which could be Internet Explorer, FireFox, Google Chrome, Opera, etc) and on the address line enter the URL (Internet address) of the TOC Website which is: <http://www.traction-owners.co.uk/index.html> and press enter/return. Your computer screen should now display the "Home page" of the TOC website, which should look like the picture below.:



Image 1 - the TOC home page

Using your mouse and the scroll bar on the right hand side of your computer screen you can "scroll" up and down to see more of the home page (see image 2 overleaf). If you keep scrolling down and you will find much more information including, for example, details of the 75th Anniversary rally in Arras!

As you move your cursor/on screen pointer around the screen using the mouse you will see that when your pointer passes over certain words its shape will change from an arrow head to a hand with pointing finger.

The words that this happens on are normally coloured Blue and underlined. These words are called "Hyperlinks" - which is just a technical name for words that are linked invisibly by special commands within the website to other information that you can display by 'clicking' on them.

Move your pointer to any one of these "Hyperlinks" by moving your mouse and when the shape of your pointer changes click the left hand button on your mouse. Your screen will now display a completely new page of information - which is the information linked 'invisibly' to the hyperlink that you just clicked on.

To return to the TOC homepage from the page that is now displayed on your screen move your pointer to the backwards pointing arrow (which you should find in the top left hand corner of your screen if you are using Internet Explorer) and again click on the left hand button of your mouse. Once you have completed this action and your screen is again displaying the homepage you have mastered the basic skills to be able to navigate around the Club website and to find any of the information it contains.



**OUR OBJECTIVES**

The objectives of the club are to promote interest in pre-1957 water-cooled Citroën cars, and to promote and foster fellowship between owners of such cars. These objectives to be achieved by the publication of a magazine and the organising of events for the mutual advantage of members. Where possible, the club will provide spares and service facilities for members cars.

**Spares**

A large range of spares is available to members and non-members, postal service is arranged by volunteers and collection can be arranged. Payment may be made by cash, cheque or credit card.

**Club Shop**

Clothing, models, signs & posters and gifts for the enthusiast

**Not a Member?**

**Download a Membership Form**  
**and join us today!**  
 (No Car Required)



Click on the ACI Symbol to visit the site of the Amicale and find out more about the group that represents all Citroën Clubs throughout the world!

**Area Sections**

Scotland - Lake & Borders - Peak - Ireland  
Northern - Mid-Shires - South Midlands  
Welsh Border - Eastern - London  
West - Hants, Surrey & Sussex Borders  
South West & Rest of the World

**Google Map**

**Specialist Tools for Loan**

A set of specialist tools, essential for occasional maintenance of the car, is held by a member in each area ready to be loaned out to other members on request.

**Social**

The club has thirteen area sections in Britain, with regular meetings convenient for local members. Each section has its own diary of events, providing an opportunity to meet old and new friends, exchange experiences and help each other with their cars. There are national events culminating in a TOC annual rally, held in a different part of Britain each year, attracting some sixty cars. Stands are taken at important Classic Car Shows such as at the N.E.C., Birmingham. Occasional European tours are arranged, most naturally in France where we join with French Tractionists.



"Floating Power" is the club magazine which is published six times a year in b&w A4 format, with high quality photographs and illustrations. It has been acclaimed to be the best small club magazine.

In the latest 43 page edition of Floating Power (Volume 33 Issue 3)



You will find the following:


**TOC Helpline 0870 012 2002**  
**(Outside UK: +44 115 911 0960)**

Click [here](#) to email TOC Helpline

**Spares Helpline 01243 511 378**  
**Technical Helpline 01730 821 702**

Image 2 - more of the TOC home page

To ease navigation around the site the Index on the left hand side of the Home page (and on other pages) lists the main "Sections" of the Website and the links to other sites. These are as follows:



Home  
 Classified Ads  
 Contacts  
 Diary  
 E-FP  
 Links  
 Members Cars  
 Members Only  
 Membership  
 Sections  
 Services  
 Shop  
 Social  
 Spares  
 TA-L Group  
 Traction Forum  
 Tech Torque  
 Website Search  
 Wedding Cars  
 Whats New  
 Site Map

Site Last Updated  
 1st Jun 2009

- Home – Home Page
- Classified Ads – Cars and Parts for sale and wanted from FP
- Contacts – Contact details for committee members
- Diary – Forthcoming events
- E-FP – FP "Newsletters"
- Links – Links to Traction related websites in the UK and around the world
- Members Cars – Pictures of Members' cars
- Members Only – Restricted area (Requires Username & Password to enter)
- Membership – Details of how to join TOC
- Sections – Details of the local sections which provide the geographical coverage of TOC worldwide
- Services – A directory of Traction Spares and Service Suppliers recommended by TOC members
- Shop – A showcase of the Traction apparel and models available from the club shop
- Social – Details of past and future Traction Social events from 2000 to the present day
- Spares – The latest list of Spares available from the TOC Spares Service
- TA-L Group – Link to the Yahoo Discussion Group for those interested in the Traction Avant
- Traction Forum – Recently set up discussion Forum, moderated by Nick Green
- Tech Torque – Brochures, Handbooks, Manuals, Greasing Charts, news-paper articles– they are all here and all available for you to download to your own computer to view or print!
- Website Search – Enables you to search the site by keyword (excludes Members Only area)
- Wedding Cars – Details of Members cars available for Weddings
- What's New – Details of recent changes to the website
- Site Map – A full list of the sections that make up the website

So there you are - easy isn't it - so why not go down to your local library (if you haven't your own computer) and start surfing now? If you have any questions please give me a ring or write to me.

Mick Popka  
 webmaster  
 01904 701005, webmaster@traction-owners.co.uk



## Shaun's Citroën (part 1)

This particular Citroën was acquired by my Son around about twenty odd years ago and spent the first fifteen years of that time sitting in a barn awaiting some TLC.

Time passed and business commitments continued to keep Sean from working on the car so, as I was coming up to retirement and wondering what to do next, we agreed that would take the car on as a project.

With little thought to the fact that in preparing for retirement I had moved from a large house with a double garage to a small bungalow with a single garage I made the arrangements to have the Citroën transported to my garage.

And so the project began.

Photograph 1 (opposite) shows the state of the car on arrival. It seemed to me that the only logical way to tackle the job would be to strip it down and start from scratch.

But what about storage for the parts (see photograph 2)? Some in the loft some in my wife's potting shed, oh yes, I could use the Summer House, and of course needless to say some could stay in the Garage - problem solved!!!

"Let work commence" - daunted, not me!

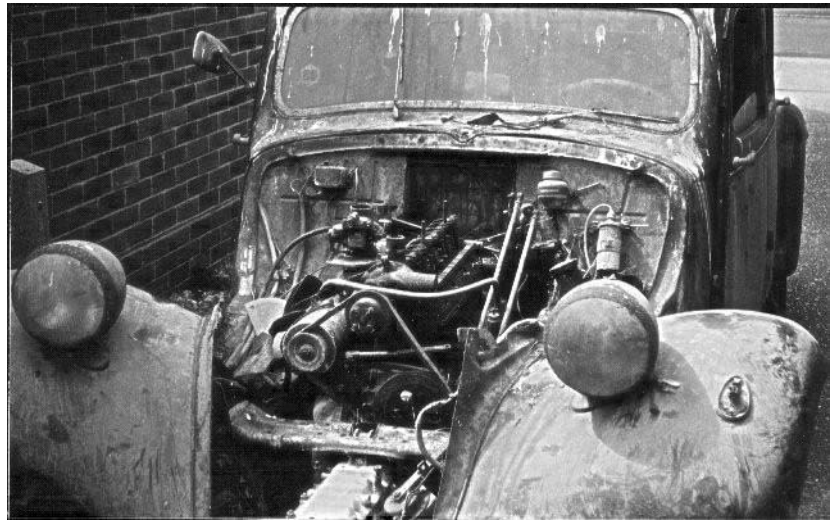
Inspection of the shell, once the car was all stripped (see photograph 3), showed that the first job would be a new floor which I would have to be made complete. The inspection also showed that I would have to be cut out and replace a number of rusty sections of the Window and Door frames - which I recognised would be a lengthy and exacting job as the original shapes would have to be faithfully reproduced to ensure the doors and windows fit freely.

Further inspection showed that the car had at sometime been hit on the rear offside, making some straightening necessary to realign the chassis

I got to grips with the new floor by cutting the old one out and using it as a template to fabricate the new panels. I left an inch of the old metal around the outside edges for the new floor to slot in on top.

Using the old floor 'template' I was able to shape the new steel into a good solid floor which I then welded onto the original edges. All the rusty sections around the windows and doors were tackled in exactly the same way and the new sections welded in and finally the chassis was realigned.

Top - photograph 1 shows the state of the car on arrival  
Centre - photograph 2 shows the parts that would need storing  
Bottom - photograph 3 shows the car stripped out ready for inspection





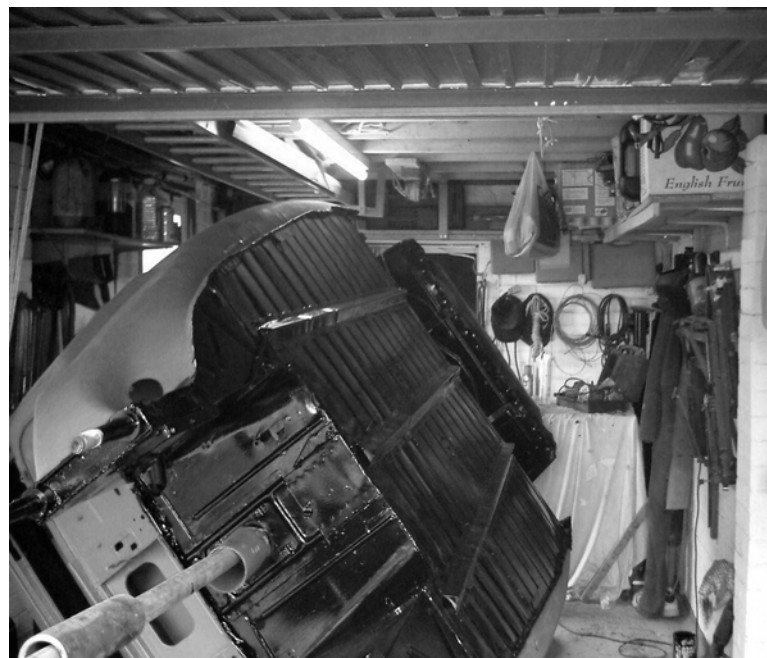
I now felt that I was getting somewhere as the car was ready to go for Sandblasting.

However getting the shell to the sandblaster wasn't quite as straight forward as I thought. Being just a shell, without any of the running gear, the shell needed wheels of some sort to take it down the drive.

However, with the help of the winch and four trolley wheels mounted on a board the shell was mobile again and ready for her next journey..

When the shell returned from sandblasting and priming I mounted it on a scaffold pole in order to make working on it easier. Work could now progress so Watch this space for the next instalment!!!

Top - photograph 4 shows the shell on its way to to sandblasting  
 Right - photograph 5 shows work underway on the floor of the car  
 Bottom left - photograph 6 shows the car back from sandblasting and mounted on its scaffold pipe  
 Bottom right - the new floor completed and painted



## 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.

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### D Engine build - continued

The D crank differs from the perfo in that there are sludge traps drilled in to the big end journals, which are sealed with threaded brass caps. It is essential that these caps are removed and the drillings cleared out.

If you are very fortunate these will come out using a 12mm. Hexagonal drive. Otherwise it's a case of no more Mr. Nice Guy and it is necessary to drive a cold chisel through the plug and unscrew it. Replacement plugs are available either from Steam Car Developments (prop. Roger Williams) or club spares.

The crank and shells of the D engine are very hardy, and in many instances it is possible to accurately mark and re-use the original shells. If you are having the crank ground, ensure that the engineer is aware of the direction of rotation of the crank.

When reassembling, check the rods on the crank to ensure that the journals have been accurately ground, and that the new shells are indeed the right size.

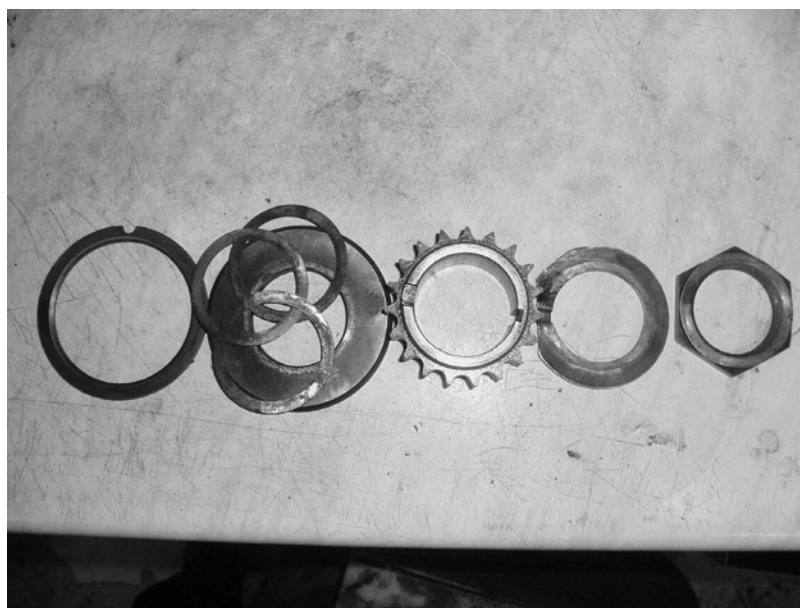
Next check the crank in the main bearings. If that is OK ensure that the end float is correct. On the rear main bearing end of the crank there is a thrust washer on the inside and outside of the main bearing cap.

The end float is set using shims placed under a thick hardened washer which is under the timing chain sprocket. This should be set to 2 to 3 thous.- i.e. free to turn with barely discernible play. (See photograph 1 for sequence of parts.)

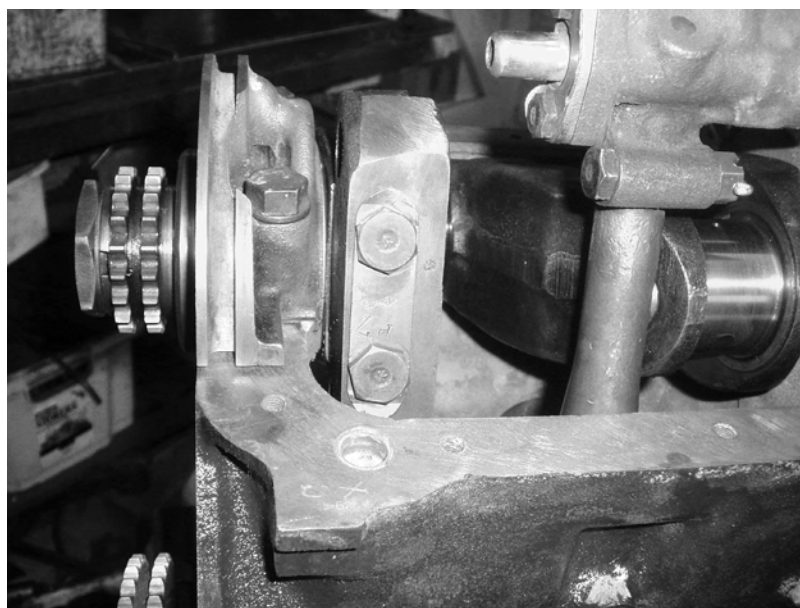
When you have checked the crank in the block it is as well to provisionally fit the oil pump and ensure that there is no possibility that the replacement crank plugs (which are longer than the originals) can foul the stem of the pump - see photograph 2.

If this is in order you can start to build the engine by first fitting the camshaft and followers, then the liners, followed by the cylinder head. Next the pistons and rods the top (block side) front oil baffle, and then the crank.

Next time will be setting the valve timing, and final assembly of the engine.



Photograph 1 - sequence of parts at timing chain end of crank



Photograph 2 - trial fitting of oil pump to check crank plug clearances

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# TOCtech forum continued

## Tight nuts cause knotty problem.....

Recently both our president, Bernie Shaw, and Simon Saint have run up against the problem of an impossibly tight inner front bearing retaining nut - which the action of driving tends to tighten.

The original lock washer is made from rather thin metal, so the single tab which engages with the shaft breaks off, allowing the nut to tighten against the malleable mild steel washer.

I have been able to get these undone by gripping the shaft with a stilson wrench and, with a scaffold pole over the socket handle, applying tremendous torque. The nut comes undone with a pistol shot noise.

Although original Citroën and Peacock shafts are made from metal soft enough for the jaws of a stilson to dig in and grip, shafts from Steam Car Developments (prop. Roger Williams) are too hard.

To prevent the shaft from turning (if a stilson doesn't work) it is necessary to block the engine by putting a pin through the timing hole in the bell housing and engaging it in the slot in the flywheel, then engaging first or reverse gear. In view of the fragility of the gearbox it is best not to use a scaffold pole in addition to the socket handle.

As a last resort to get this nut undone it may be necessary to drill a hole parallel to the shaft through the nut and then to apply a cold chisel at that point.

Whichever method is used to remove the nut it is advisable to scrap it after undoing it. If it is a right hand thread, conveniently the retaining nut for the bronze wishbone bushes is identical. Thus for every car there are 5 right hand thread nuts, and 1 left hand thread.

Guess which threaded nut Messrs. Shaw and Saint have had to scrap!

For reassembly either use a lock washer supplied by Steam Car Developments (prop. Roger Williams) as these are made of much thicker metal, or omit the lock washer.

As evidenced, the tendency is for these nuts to tighten, but if the nut is coming up against the hardened centre of the bearing, the impossibly tight situation does not occur.

## 6v Traction SatNav

Courtesy of David Gale I learned a useful bijou factette. A satnav will run fine if connected to a 6v. supply. The actual machine runs on 5.5 volts.

The SatNav plug that you connect to a 12V lighter socket normally reduces 12v. to 5.5v but it appears that it will also reduce 6v. to the correct voltage. Useful..

## Replacing Bendix Springs in a Benada Mechanism – Ducelier Starter

The Traction starter motor has a thrower or “lanceur” of either the Bendix or Benada type. When the spring breaks (the symptom being that the starter motor is heard to run, but does not engage with or crank the engine), replacing the Bendix type spring is a relatively simple matter. The Benada type springs are altogether different.

David Murphy has sent in the following article on how to replace these.

If you've ever been unfortunate enough to have to replace the bendix springs in the Benada mechanism of a Ducelier starter you'll know that having three hands is not enough. - better to be an acquaintance of a friendly octopus who is good with his tentacles.

The octopus is a very intelligent creature but alas I do not have the good fortune of such an acquaintance. Fortunately however the Citroën DS19 Maintenance Manual has a procedure (Operation DS533-3, Pic 162) that uses everyday workshop tools and materials that can be used as a base.

After lubricating both springs with light machine oil they can readily be screwed into each other as in Fig 1. This is the easy bit.

Essentially the spring ends are bent out to allow the inward pointing “lugs” to be manoeuvred into the pinion slots at one end and the bush's slots at the other.

The anticipation was that once bent out the springs could not be returned to their original shape. This was not quite the case.

2" x 1" box was used for the jig and a 1cm dia bolt for the restraint – see photographs 4 & 5. The box thickness was 2mm and it was reinforced using a small section of 2.5mm between the bolt and the pivot point.

The 2.5mm lever was cut as per Fig 5.

The pinion and springs were slid onto a ½" rod – I used an old section of copper pipe in a vice.

The Citroën procedure suggests bending out the spring ends to a width of 2.4cm ie., from lug tip to lug tip. This was adequate to allow working the lugs into the slots on the pinion but not so for the bush.

Having done the pinion end first the other spring ends were bent out in increments of 1mm to a width of 2.8cm approx before they could be manoeuvred into the bush slots.

This reshaping was done without removing the pinion. The springs were pressed back into shape with repeated and judicious use of the workshop vice and small steel shims so that

only the misshapen sections of the springs were pressed.

The overall diameter of the corrected end of the springs was 4.9mm, this compares with 4.6mm at the outset but adequate I think for reliable operation. The car started on first attempt the following morning.

As with so many jobs the first time round this was time consuming ie., cutting out the jig and the lever, noting the measurements and so on.

For a repeat I would expect it to be a lot quicker and easier. - and the good old octopus can be left in peace.

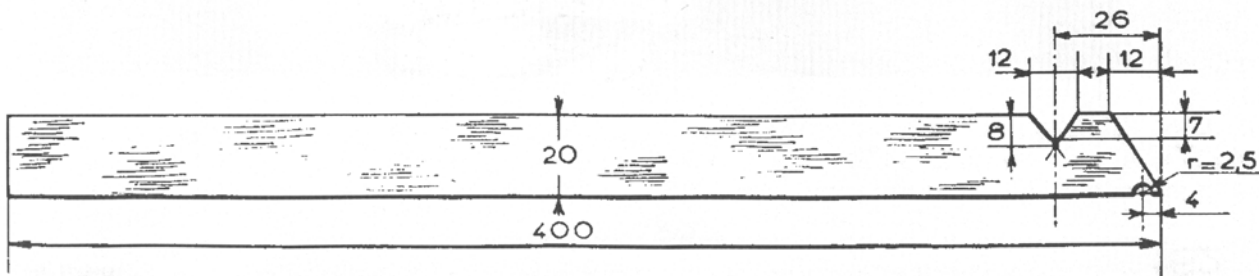
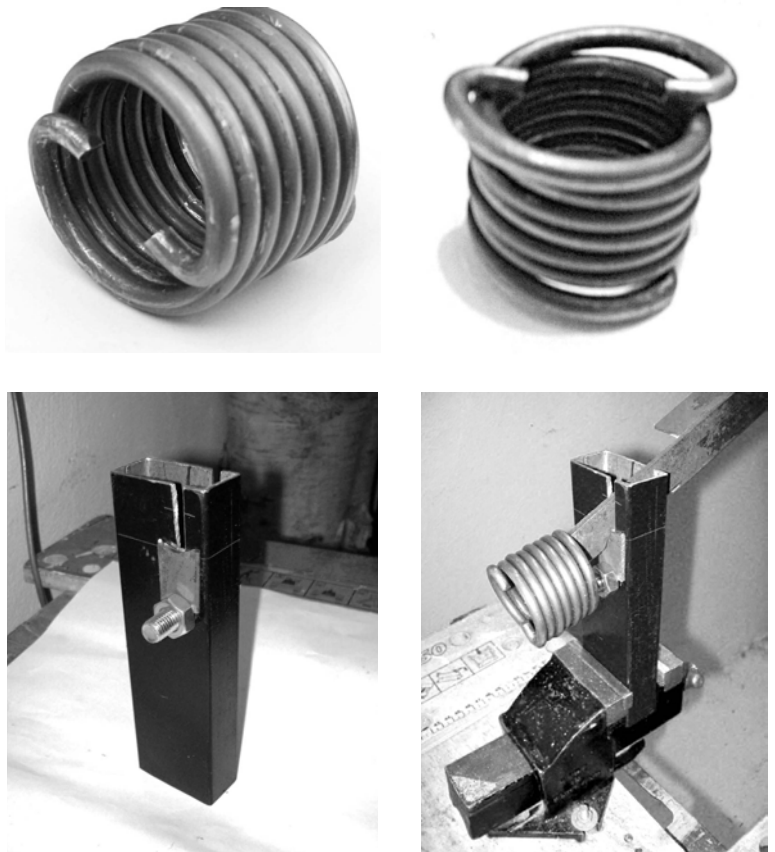
Important dimensions:

- The vertical cut at the top of the jig is 3mm in width and 3cm in length.
- The distance from the bottom of this slot ie., the pivot point to a horizontal tangent on the bottom of the restraining bolt (at the threads NOT the nut) is 3.2cm.

Caution:

As there is a lot of tension in the springs use gloves and eye protection and exercise care when doing this work.

David Murphy  
davidtjm@gmail.com



Photographs above:

Top Left - Bendix Springs prior to treatment. Top Right - Bendix Springs after "reshaping".

Row two Left - the Jig with reinforcement. Row two Right - Bending the Spring Ends

Row three - The Lever

Bottom row Left - Working the Lugs into the Slots Bottom row Right - The Finished Job

# Thank goodness for Loctitty

The engine of my Paris-built 1955 Traction 11 BL (formerly USU 551) I am delighted to say seems to get better and better with the passage of time.

It doesn't burn any oil and the pressure is rock steady. The plugs all have a similar straw colour and even though still a six volt system, it starts first or second pull on the handle whenever I try it this way. In fact the engine runs so sweetly that several members of the classic car club to which I belong down here on the Costa Blanca have remarked on just how quiet she is.

I do believe that driving conditions over here help to prolong the life of an engine - firstly because of the glorious climate, which enables you to drive your car as often as you want and secondly because of the type of driving - long runs on empty roads with no stopping and starting, allows the engine to work at its designed operating temperature under ideal conditions. Also, as we live on a hill, for the first crucial minutes after starting there is little strain on the bearings and other working parts, or so I believe.

The only thing that has concerned me about the engine was a disturbing rattling noise on tickover - as soon as I increased the revs it disappeared. I have lived with this for several years but it has always annoyed me.

At times I have tried to locate its source. My first thought was the water pump bearing and then the dynamo, but slackening off the fan belt made no difference.

Finally I decided to take the car up to a nearby garage, where my Spanish mechanic friend Pepito works. Pepito is brilliant with all things Traction and 2CV having worked at the local Citroën garage for 28 years (his first job).

In no time at all he located the rattling as coming from the water pump pulley shaft and told me to go back home, remove the radiator etc and bring back the worn shaft for him to have a look at.

I had a chat with Mick Holmes on the T.O.C. Helpline who was as friendly and informative as ever and who was well aware of the noise as his own engine also has this and it is evidently not at all uncommon in Traction engines. We both assumed that in view of the age of my car the shaft had an Oldham joint which is known to wear.

No job ever seems to go as planned as I soon learnt when I tried to remove the radiator. One of the bolts at the bottom could not be undone as the weld had broken and it just kept turning round as I tried to get the nut off. In the end I had to grind it off and then take the radiator some 40 miles up the coast to have it repaired!

Getting the pulley off requires removal of the cradle cross member which is secured with four long bolts, which were no problem to undo and remove. The shaft itself is held in by a circular type of castellated nut, which should be removed by a special Citroën tool, but a large screwdriver tapped by a hammer worked fine.

Imagine my surprise when I removed the shaft only to find that it had a male splined end. I subsequently spoke to Mick who informed me that later engines changed to this type of shaft and mine must have been one of the first to have this modification.

My neighbour Peter, who was an engineer and who knows a thing or two about cars, reckoned I should try using Loctite on the splines but I decided to order up a new shaft from C.T.A. Services as I realised that the female splined end of the camshaft may also have worn and felt that by fitting a new shaft at least half the wear would be reduced and that it might do the job successfully.

In due course the new shaft arrived and I installed it. Only (disappointedly) to find that the play was the same as the old one and that the noise was still there.

Taking a philosophical view I contented myself with the thought that at least I had tried and that whilst the radiator was out I had taken the opportunity of cleaning and repainting the engine and associated parts and that the whole engine bay was now looking rather splendid indeed.

But back to square one, and with nothing to lose, I decided to take my neighbour's advice and have a go with Loctite

Neither of us had a tube of the stuff in our garages so I shot up the road again to see Pepito - who unfortunately doesn't speak any English.

After a few minutes of me gesticulating and repeating "Loctite" "Loctite" his eyes lit up and with a broad smile he declared Ahh! "Usted quiere Loctitty" (you want Loctite).

He then went over to his bench and came back with a tube of Spanish "Loctitty" which he informed me was "Verde" (Green) which was "muy fuerte" (very strong).

I jumped back into my 2CV and decided to have a bash at the job even though it was starting to get late. I had already cleaned both ends of the shaft thoroughly so, after liberally applying the said "Loctitty", I bolted the shaft back again.

My neighbour had by this time strolled across to have a

## Drive It Day 2009

look at what was going on and he reckoned it goes off fairly quickly - so after about an hour I moved the pulley gently only to find that the same amount of play was still there!

Bit of a blow here to the old morale as it obviously hadn't worked, but we decided to leave it for a while longer. Later that evening I went down to have another go but it was still the same.

I began to accept that my attempt had failed and I was going to be forever stuck with the rattling noise on tick over.

Next morning I decided just out of curiosity to see how much play there was on the pulley and was amazed to discover that there was - wonder of wonders - none! I suppose Spanish "Loctitty" is just like Spanish women (or so I am told) it won't be rushed!

### *Ahh! "Usted quiere Loctitty"*

It had gone off in its own good time during the hours of darkness and the joint was now rock solid. But would it hold under load when the engine was running?

I refixed the cross member, radiator and dynamo and with some trepidation stretched the fan belt over the pulleys. Filled up the rad with anti freeze got into the car, and with a wish and a prayer pulled the starter.

The engine burst into life and after pushing back the choke it ticked over quietly with just the background noise of the whooshing of the fan, and so it has remained. Success, success, oh the joy when things mechanical go well!

C.T.A. Service were quite happy to return the shaft back into stock and give me a refund but as an interesting aside when my neighbour looked at the shaft closely before I returned it he saw that it was a used item and was probably in the same condition as my original one.

Perhaps that's why my theory on removing half the play didn't work, but then again if it had, I would never have discovered the wonders of "Loctitty"

Melvyn Ford  
Alicante

For Drive-It-Day 2009, the Surrey, Hampshire and Sussex Borders section of the TOC encouraged its members to Drive It in a convoy of their glamorous old vehicles. During a discussion at a pub meeting in March someone suggested we should join up with his other club at a stately house in West Sussex.

Preparation took the form of first checking that we would be welcomed by the other group, the South Hants Vehicle Preservation Society (which we were, enthusiastically), then route proving was needed to check mileage and sign-posting, followed by transcribing it into a route sheet in user-friendly form. The latter were then e-mailed to modern members and posted to all the others. Unusually, the preparations were all complete some weeks before the D-I-D.

On the day itself (surprisingly but happily sunny and calm), despite the preparation work, all participants had turned up without the route sheet. We had eight Traction Avants, two other Citroëns (the extremes, a 2CV and an SM), and a Fiat sports car. Although one Traction left us almost immediately, two others joined en route.

We enjoyed a fifty mile convoy drive along swooping roads across the Sussex Downs, carrying just enough traffic to inform the populace of our passage, and ending at Stansted Park where we found some eighty other vehicles parked in front of the house itself.

The South Hants Society is a broad church of local owners who had brought the full spectrum of their vehicles, from true vintage cars to a 1920s Model A Citroën to a WW2 Jeep to a '60s RR Silver Shadow to a range of Rootes and Leyland saloons leavened with Big Healeys and Jaguars.

So, scrunching gently on the gravel drive, our proud little convoy slowly threaded its way through the middle of this gleaming and multicoloured display; we were surely the icing on the cake.

Receiving no instructions, we decided to park on the grass adjoining the masses, knowing that if it was wrong we would surely get attention. And indeed we did, being directed to a hitherto unused area of gravel in the shade of a chestnut grove.

Our lunch was a pleasant Tractionist tradition, a French picnic, and then most people had a wander among the displayed classics. The park and the house were open, and many members took the opportunity to see inside the latter (now owned by the National Trust, as so many are) which was interestingly and pleasantly presented to us by some of what must have been the original loyal retainers.

At the end of the day, the Traction were among the last vehicles to leave, each of us making individual runs home after an enjoyable day Driving It.

Alec Bilney







*The Surrey, Hampshire and Sussex Borders' Drive -It- Day 2009  
excursion to Stansted Park*

## La Vie en Bleu 2009

This year's La Vie en Bleu was the third to be held since the Bugatti Owners Club started holding this celebration of French motoring at the Prescott hill climb site in 2007.

The TOC has had a display from the first year of the event and was joined in 2008 and again this year by the Citroën Car Club and 2CVGB, the three clubs coming together to put on a joint display and having the benefit of a Citroën UK - supplied hospitality unit organised by Brian Drummond, Chairman of the CCC.

The most noticeable difference between this year's event and the previous two years was the weather. I am not a superstitious person but even I was beginning to think that there might be a curse over this event.

In the first year the rain was practically incessant for two days and last year the racing had to be abandoned on Sunday because of the rain. However I am pleased to say that my fears were proved groundless and that this year it was third time lucky, the event enjoying two days of dry sunny weather over the Spring Bank Holiday, something that seems most unnatural in this country.

My weekend did not go entirely to plan. Firstly I realised shortly before the event that we had lent our camera to our daughter so on the day I had to rely on Brian Drummond for the pictures that appear here. Secondly, although it had been my intention to attend both days, in the end I was only able to be there on Saturday.

Brian's accompanying picture of the whole display was taken on Sunday and shows a good turn out - although only one Traction. As the pictures show, however, there was a good turn out of Tractions together with Jonathan Howard's Rosalie on Saturday.

There was also a good turn out of food in the hospitality unit on the stand which was kindly provided by 2CVGB and organised by Janet John who put in a lot of work and manned the stand for most of the weekend. As in 2008 this was a good joint club event, which I wholeheartedly approve of, as I have said before.

I have to admit that I hardly saw any of the hill climb event as I was on, or around, the club stand most of the time however I did have a wander around the paddock area and the static displays where I saw the derelict Traction obviously awaiting restoration. Maybe next year I will get to see some of the motoring action.

I also had the enjoyable experience of driving a Roadster for the day as David Boyd was unable to attend - but his car was. As always it made a fine contribution to the stand.

The weather made open top motoring very enjoyable and

I deliberately kept off the busiest roads as much as possible but I am under no illusion that my open top motoring is going to continue to be of the 2cv not the Traction variety!

Finally I have to admit that apart from the Roadster experience the highlight of the day was the display by the Battle of Britain Memorial Flight with aerobatic displays by the Spitfire and the Hurricane and several fly pasts by the Lancaster.

Best wishes to all,

Simon Saint





## La Vie en Bleu 2009

Top - John Aspinall's latest project (photo Brian Drummond)

Centre Left - 'side by side' (photo by Janet John 2cvgb)

Centre and Centre Right - photographs of the lineup on Saturday (photos by Brian Drummond)

Bottom Left - The Citroen Clubs' stand (photo by Brian Drummond)

Bottom Right - Traction and Paris Bus (photo by Mike Tebbett)

## Irish Traction Tour 2009

The Irish Traction Tour 2009 took place from Friday 1st May to Monday 4th May 2009 between Bunratty in County Limerick and Westport in County Mayo. For whatever reason the turnout was nothing like the attendance in 2004 when a tremendous number of people from the UK, Ireland and further afield attended.

This year the organisers, Leslie and Joyce Scott, Peter and Sue Simper and Allan and Jan Reece attended with myself and my son Charlie making up the numbers. David Murphy from Dublin didn't make it as the starter motor in his Normale failed just before the event and he wasn't able to repair it in time.

Unfortunately the Simpers' car broke down on the way to the rally and, despite Peter's valiant efforts to repair the car they had to continue to the rally (with Allan and Jan) in a rented car. The drive shaft from the end of the camshaft to the drive pulley had broken.

They managed to repair it in a fully equipped workshop, courtesy of the local tyre centre in Kildare. Unfortunately by the time the repair was completed (welded back together) further damage had occurred to the bearings for the camshaft and a large oil leak was the result.

Luckily they had managed to make it to Ireland before this mishap and achieved one of their primary goals - which was to find the house where Allan's mother was born in a suburb of Dublin.

The group met up on the Friday evening for a meal and a few pints prior to setting off on the Saturday. On the way to our starting off point we picked up my brother in law Cormac Ryan at Limerick Station and he joined us for the day.

After some carburettor cleaning on Leslie's car we were ready to go. We set off mid morning from Bunratty in a convoy of two Normales and a Ford Focus to visit the Cliffs of Moher, followed by the Burren in County Clare - under a wonderful sunny sky.



The highlight of the day for me was visiting Cahercommaun - which is a fort dating from around 800 AD (see photograph bottom left). The fort consists of concentric stone walls and is open on one side to the cliffs and on the other to farmland below. This place is almost unknown and little is known of its past (including who built it). It was definitely worth the walk of around ½ mile each way from the small laneway where we parked.

After that we headed our different ways, some of us stopping off in nearby Kinvara to watch the quarter final of the Heineken Cup between Leinster and Munster (which Leinster won in a most convincing fashion. Luckily they also managed to beat Leicester in the final a few weeks later).

We met up again that evening in Galway City for a nice meal. Leslie and Joyce had to return home each evening to feed a new born calf whose mother had rejected it and to check on another of their cows which was due to calf.

This involved a trip of 2 hours each way, morning and evening, but they did cheat as they did this in their modern car, leaving their Traction in the hotel car park.

The following morning, as foot passengers, we took the ferry to Inis Mor - the largest of the three Aran Islands. This was quite a rough crossing of around 45 minutes each way and I think we were all pleased when we reached dry land.

When we arrived on Inis Mor Peter, Charlie and myself decided to rent bikes to cycle to Dún Aonghasa at the far end of the island which is another spectacular fort (see photograph below right).

Dún Aonghasa is open on one side to cliffs down to the sea hundreds of metres below. This fort seemed to be much older than the one visited the day before with parts dating back to two centuries BC and was well worth the 3 mile each way cycle ride.



## Our local Boulangerie

We met up with the rest of the group, who had time to eat in a restaurant and take a coach to the fort, at the fort. We, on the other hand, had our picnic in bright sunshine at the fort and afterwards we spent some time trying to take trick photos showing Charlie right at the edge of the cliffs when he was actually a good 3 metres from the edge.

On our return to the ferry port with the rented bikes we discovered that Charlie knew one of the boys in charge of the bike rentals as he attends the same school. We gladly pocketed the full refund that he offered us and thanked our lucky stars for the bit of luck.

On our return to Galway we were flagged down by a guy in a Citroën C5. It turned out he has a Light Fifteen and hopefully he will be in contact with the club.

After another excellent evening meal in the hotel we all met up the next day, this time in the rain, to follow Leslie through the most beautiful (if very wet) scenery of South Galway to Clifden for lunch.

We stopped off en route so that Charlie and I could swim in the sea - which we did for a total duration of under a minute - and I can safely say that if I hadn't been accompanied by a 13-year old boy it is highly unlikely that I would have chosen to swim that day.

After a nice lunch in Clifden and the Reeces' purchase of a "beater" for an Irish drum (known as a Bodhran which they already had) our little convoy set off again through spectacular scenery to drive past Ireland's only fjord (Killary Harbour) to Westport, where we arrived mid afternoon.

The Tour ended in a local pub with a cup of tea and Charlie and I bade the group farewell before setting off to drop Charlie back to his school in Limerick.

I managed to get him back to school in about 2 ½ hours - which is not bad going for 115 miles on country roads. I then returned home to Dublin, (another 120 miles or so) bringing the total for the day to around 335 miles and my total for the weekend to 800. As Allan said to me afterwards "They are not bad old cars, as long as you don't take them abroad!"

I would dearly like to thank Leslie and Joyce for organizing the trip and for persevering with it in spite of the small numbers. I would also like to thank the Reeces and Simperts for coming and for knocking a good bit of fun out of it.

Richard Sheil

One of the great pleasures of travelling in France must surely be the Boulangerie and Patisserie. The smell of fresh bread, the mouth watering patisserie.....ah the joys of France!

So how does one get ones fix in between visits to "La Belle France"?

Well we are very lucky here in Malvern for all sorts of reasons, it is a lovely town, it has even more lovely hills, and is surrounded by beautiful countryside..... but even better we have "Le Delice", our very own proper French Boulangerie and Patisserie.

It was some nine years ago that Jean-Michel Vilian set up his business, having moved from Lille with his English wife Angela, and then some six years ago he took over a derelict Bakery and turned it into a genuine Boulangerie and Patisserie.

To walk in the door is to be in France! Traditional French bread, brioche, croissants, pain au chocolat. and a mouth watering range of patisserie - all baked with real French flour!

There is even a delicatessen department which stocks the full range of French cheeses, pates, cooked meats and even garlic in season..... and you can even order in French, and Jean-Michel will politely listen and pretend to understand you!

They like to see my Traction, or the 2CV and even the Donnet. So if you are passing in your Traction, or just need a quick fix of the flavours of France then call by sometime, "Le Delice", 55 Albert Park Road, Malvern.....and no I do not have an interest in the business, I am just a satisfied customer!

Mike Tebbett



## JT

I have known JT for a few years as he has participated in various motor rallies in South America, China, Africa and other places.

He always drives fast and beats up his cars with resulting damage to tyres and engines, but he does not care. He is a fun person to find every evening in the bar for, even though as a alcoholic he does not drink, he has firm and noisy views about everything.

So last year when I was on a hiking holiday with friends in up-state New York I decided to take up his invitation to spend a night with him.

We picked up a hire car in Boston and drove West for a few hours until we were near JT house. When I called to check exactly how to find his home he told me to drive a few miles more, turn left and then follow the road round the lake until we saw a Ferrari and Shelby Cobra on a drive way. This was be his house.

The instructions were followed and the cars came into view, both had their keys in the ignition.

After dinner at a local restaurant and being given the keys to a nearby guest house on the lake, we were asked if we would like to see a few cars he had.

It would have been rude to refuse so we took off, me in the Ferrari (a 599 convertible), the others following in the hire car. Eventually we turned into a track and drove to a drab industrial unit which JT opened.

Once inside we were led through to untidy offices containing hundreds of model cars in illuminated bookcases, piles of books on the floor and on chairs and arcade games.

While we looked around in amazement JT disappeared and moments later we were able to look through the windows of the offices out onto his car collection - 150 cars in a huge building with a polished floor.

All the cars were connected to battery maintainers, as they call them in America, so any one of them can be used at any time. All the car keys were in the cars and two high school students are employed to spend all their spare time cleaning the vehicles, which all shone.

There was no general theme to the collection except he still had the first car he ever owned, his father's favourite car - a V16 Cadillac convertible from the 1930s - and a mass of Jaguars.

The Jaguars were the usual XJ120s, XJ 140s, XJ150s and a couple of E Types, a XJ 220 (which had been timed at 227

mph) and a C and D type. The C type was worth about \$5 million as it had been at Le Mans.

JT knew the history of every car, its previous owner, cost etc.

He had a few Aston Martins including the DB9 which he said was the finest touring car ever built, and who am I to argue?

There were also five Allard's and he was impressed that I knew they were built by Sidney Allard from South London.

JT seemed to like the idea of American brute powered engines in British chassis as he had a few A.C.s; wonderful cars.

He spent time telling us of the charms of his MGA, which he said was the greatest British sport car, almost of all time.

And so we went round the warehouse seeing a travelling church on the back of a 1930 Ford truck, various fire engines, a beautiful 6C Alfa Romeo (1947) convertible which I wanted to buy until I checked the price (£300,000).

Everywhere there were old petrol pumps, petrol station bits and photographs of famous people with some of the cars in this collection. It was just an overload of sensations.

Had we been earlier JT said we could have take out any car in the collection to race around in. Had I known this I would have forsaken any supper to have driven the C Type, just imagine!

JT is a man who knows as much about how cars work as my cat but he has two full time mechanics to keep the cars in order.

The 1941 Buick which he used for the Peking to Paris was back in the warehouse - much the worse for wear. It had been badly prepared, at a cost of \$50,000, prior to the Rally and caused daily problems.

During the Peking to Paris JT bought 2 more cars over the telephone (he never rests) and was so impressed with my Roadster that he had planned to buy the entire collection of Red Dellinger's Citroëns at auction, including the 1938 Traction Avant Cabriolet, however the Wall Street problems put an end to that idea.

I will go back and play with the cars again, one day.

Alan Crisp

Opposite - some photographs of JT's collection of 150 cars



# magazine reviews



## TRAXION - TAN-club magazine

May 2009  
News

Pages 102-122

June 2009

Pages 126 -146

- TAN-members (only) can now choose to have a Traction appear on the screen of their SATNavs instead of an ordinary car. The option is available from the TAN-website

### Events

- The 'Annual National TAN-gathering' will take place on September 6th in Leiden. This year is TAN's 45th anniversary so the meeting will be special.
- TAN AGM 2009 : took place in April near Amsterdam
- "75 hours for 75 years ARRAS" : all Dutch participants are invited to gather on July 10th at 8:00am at Hazeldonk, South of Breda, and drive to Arras together. In the centre of St. Omer, France, there will be a welcome-stand (10am-3pm) of one of the sponsors with a present for everyone ....

### Reports

- "Tour de Montaignu" (May20-24) : the annual TAN-rally took place in the South of Belgium around La Roche-en-Ardenne. 60 participating teams enjoyed the lovely weather, good hotel, good food and, as always, an excellent road book to follow.
- La Licorne (part 1) – 4 pages. From 1936-1938 the body & the engine of the Traction were used to build this remarkable hybrid "voiture économique".

Walter & Noëlla



## TRACTION AVANT - Traction Universelle's magazine

« Traction Avant » is a quarterly production. Issue 80 is a 52 page magazine printed in full colour on quality paper - the first 5 letters are in praise of this. It has an excellent 6 page article on an assortment of headlights, spots, fogs, reflectors and other accessories. I was rather taken with the Pivophare Raymond, a swivelling spot with a 90° sweep, mounted on the bumper and controlled by a lever on the steering column.

Jean Pirot details the fitting of a DS19 engine and 4-speed gearbox in his Normale. He agonizes over the ethics of doing this: with high compression pistons, an SU carburettor and a 12v alternator he fears being burned at the stake. The conversion kit derives from Roger Williams, who he describes as « the English wizard ».

Dominique Peter continues with his restoration work on his 1934 7B. Much of the lower structural bodywork had deteriorated badly, and new sections have had to be fabricated. This is going to be a long job, but Dominique is being extremely thorough. Ever an optimist he reckons the final stages of the restoration of the upper coque will be child's play.

André Midol has toured South America extensively – 32,000 km during the summers of 2005/06/07. He has a green reproduction 15-Six cabriolet built by Marcel Bonhour in 1990: I remember seeing it at Versailles. In his 4th article he describes the journey from Bogota to Buenos Aires, and the restoration workshops he found there.

12 pages are devoted to reports from the 18 regional sections. They are all well organised and active with outings, shows, meetings and of course luncheons and dinners.

André Jacquemain writes that he no longer falls asleep counting sheep: instead he counts the tractions that have booked for the 75-for-75 event at Arras. When he wrote the article he had 567, but I have just looked on the website [www.75heurespour75ans.com](http://www.75heurespour75ans.com) and there are now 672.

Robin Dyke





# 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 26th August 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 28th July at 8.00pm onwards.

**Pete & Sue Simper**  
0208 891 1093

\*\*\*\*\*

## 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 rest of this year are:

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
----------	--



Some of the Tractions at the Peak Section's Drive It Day meeting

4 Oct	The annual pilgrimage to the Yew Tree in Caudon, just south of Ashbourne. If you have never been and you live near enough to join us then it is worth it as it is a pub with much character, superb pork pies and good beer. We'll be there from midday onwards.
6 Dec	The December meeting is likely to be in Richard Carlin's favourite pub near Duffield. tbc

On Drive It Day - see photograph above - we had an excellent turnout of 9 Tractions, a record for our local group. We met at Carsington Water for coffee and then had a pretty, scenic drive through Derbyshire before ending up at a pub for lunch.

We held our regular meeting on 7th June and it was great that 8 members turned out in the pouring rain.

We started with refreshments at our house and then drove in convoy to Heage Windmill - see photograph overleaf - where we were made very welcome and were given a very informative tour of the Windmill by one of the lady Millers.

We were even allowed to use the visitors' room for our picnic as it was absolutely pouring down!!!!

**Bev & John Oates**  
01629 582154



Members of the Peak Section brave the English Summer to enjoy their visit to Heage Windmill. Are we downhearted????

\*\*\*\*\*

## Surrey, Hampshire & Sussex Borders Section

The section meetings for the rest of 2009 will be:

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).

In April, members of the Sussex, Hampshire & Surrey Borders section (see photograph right) met at the Fairmile, Cobham and then convoyed down to RAF Tangmere near Goodwood in Sussex. RAF Tangmere was a world war two fighter station and nearby Goodwood motor racing circuit was a satellite station of Tangmere (then known as West Hampnett).

Surprisingly the weather was good, and on arrival we were met by enthusiastic volunteers. Firstly we were introduced to the museum by seeing a film show of it's history. We then wandered around this deceptively large museum and enjoyed the exhibits and information on display. A cafe provided a snack and later we were able to have a picnic in the grounds before journeying our separate ways home.

On May 31st, for the 5th year, we attended the Woking Classic car show held in aid of the Woking Hospice at Maybury, near Woking in Surrey. This year, we had on display, two Tractions (owned by Alan and Gill Hannah and Margaret Rolfe respectively), an H Van fire engine complete with fire pump (owned by Michael Rolfe). Tim Dodds Wilson presented his 'Raid Australia' Acadiane and his girl friend, Kate, displayed her red 2CV 6 Special. Mark and Lucy attended in their very nice GS Estate, along with Paul and Stella Goodenough in their Lomax Special and John and Myself in our 1924 Citroën 5HP Cloverleaf.

We look forward to seeing fellow TOC members and friends at any of our meetings or outings. For more information on any of our events please phone John or Helen (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

The programme for the rest of the year is:

2 August	The section 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 will be preceded by lunch at the Britannia Inn in Wells (next door to the Osborne residence).

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!

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



The S.H.&S.B. gang at RAF Tangmere



Part of the S.H.&S.B contingent's line up at the Woking Classic Car show



Tim Dodds Wilson with his 'Raid Australia' Acadiane

# 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

## July 2009

- |             |                           |  |
|-------------|---------------------------|--|
| 5 - 10      | Balade Galouise           | Organised by Traction Universalle , Isle de France section, in and around Paris to include drives to see Paris by night 'en Traction' and to Versailles. Details from Daniel.talouarn@orange.fr or a_filliettaz@hotmail.fr |
| 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: <a href="http://www.75heurespour75ans.com">www.75heurespour75ans.com</a>   |
| 18 - 28 Aug | Paris-Moscow-Paris tour   | Tour organised by CAAR Netherlands. Details from Terence McAuley   |
| 26          | Classic Car Summer Picnic | Amberley Working Museum, Amberley, nr.Arundel, West Sussex, BN18 9LT for more info email: <a href="mailto:office@amberleymuseum.co.uk">office@amberleymuseum.co.uk</a> - tel: 01798 831 370                                |

## August 2009

- |         |                                     |   |
|---------|-------------------------------------|---|
| 1 - 2   | Adrian Flux Classic Car & Bike Show | The Liddington, near Swindon, Wilts (J 15 of the M4) Last year the show attracted over 3,000 classic vehicles and more than 25,000 visitors. Entrance costs £10 for a car and up to four people but advance tickets are only £5 at <a href="http://www.adrianfluxclassic.co.uk">www.adrianfluxclassic.co.uk</a> (quote offer code CLASSIC03). |
| 14 - 16 | EuroCitra 2009                      | Le Mans. Celebrate Citroen's 90th birthday. For details and registration go to <a href="http://www.eurocitra.org/index_bon_anglais">http://www.eurocitra.org/index_bon_anglais</a>  |
| 14 - 16 | Danish TA-meeting                   | Helsingør. Details from Walter & Noëlla Callens   |
| 29 - 30 | 151st Egham Royal Show              | Egham, Surrey. For further details see <a href="http://www.eghamroyalshow.org.uk">www.eghamroyalshow.org.uk</a> .   |
| 28 - 30 | Norwegian TA-meeting                | Sola close to Stavanger. Details from Walter & Noëlla Callens   |

## September 2009

- |         |                         |  |
|---------|-------------------------|--|
| 26 - 27 | Geneva Classic Car Show | Geneva Switzerland. High quality exhibition plus auction . More info at <a href="mailto:info@geneva-classics.ch">info@geneva-classics.ch</a> |
|---------|-------------------------|--|

## 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. 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

- |              |                          |   |
|--------------|--------------------------|---|
| t.b.c.       | Raid Malaysia & Thailand | 4 week raid of Malaysia & Thailand organised by Tractions Sans Frontières, France. Details can be obtained from Philippe LASSON, President of Tractions Sans Frontières, France |
| 30 - 1 (Aug) | TOC Annual Rally         | Northumberland. This now a firm date and full details will follow   |

\*\*\*\*\*

## August 2012

- |         |            |  |
|---------|------------|--|
| 16 - 19 | 15th ICCCR | Yorkshire. Details from Mick Popka or register at <a href="http://www.icccr2012.org.uk">www.icccr2012.org.uk</a> |
|---------|------------|--|

If you know of any forthcoming events that may be of interest to other TOC members please inform the Editor

Book online or call the Ticket Hotline **0871 230 1088**  
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# 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](mailto: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. £15,500 ono. [mail@gordonmarine.co.uk](mailto:mail@gordonmarine.co.uk). R.L. Gordon 1832L



1952 LHD Big boot 11BL owned since 1998. Restored and used regularly for domestic and shows. Has been dry stored for the past four years with little use. £6500. Tel 01777 708742 (Notts)



1953 Paris-built 11BL, LHD, big boot, 100000km from new. Top-end overhaul, new battery, distributor and petrol pump. Waxoyl. Interior completely refitted: headliner, seat covers, carpets and door panels all new (see Floating Power Feb/Mar, Apr/May and Sep/Oct 2004). 17 year service history. Maintenance manuals. In regular use. £6800. John Prescott Thomas 0117 973 9195 (Bristol)



1954 L15 big boot. Slough-built and exported to New Zealand. Mileage of approx 110,000 miles appears genuine. Car returned to UK 1992. Seat and door panels professionally recovered in NZ in dark red vinyl. Bare metal re-spray 1994. New crown wheel and pinion, rebuilt gear box 1995, new radiator and head gasket 1997, classic Clayton heater fitted 1998. All work done by Classic Restorations. New exhaust manifold and new hub caps just fit-

ted. Used regularly, kept in heated garage, one owner and MOT's since 1993. 12 months MOT. A very original rust free car. Price: £7,650 Tel Julian 01306 712051 (Surrey)

1955 Light 15 in bits. The car was stripped and all the major repairs to the bodyshell have been undertaken, requires some small additional bodywork repairs to the bulkhead/battery area and other various body panels. All component parts are included. Suitable for restoration or could be broken for parts. Comes complete with original registration on a V5. £ 1200.00 (no offers). Contact Steve Reed on 01730 821792 or email [stevejreed@aol.com](mailto:stevejreed@aol.com)

## Tractions Wanted

WANTED by new member, small boot Light 15 in very good condition. Tel. Graham Eaton on 01636 893 895

## Miscellaneous

For Sale: another one bought for parts (structure gone) 1939 Normale with Pilotes & unusual (factory o/e?) top hinged small boot lid (handled at 4 & 8 o'clock). Most parts available. Tel: Andy on 013398 86290 (Scotland)

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

Does anyone have a windscreen assembly for a L15 Roadster that I could buy or borrow to have copied. I have a contact that can cast the pillars but I need a pattern to work from, any help would be appreciated. Contact Phil Allison 01256 761444 or 07899 658634

Does anyone have a pair of Lucas pattern P90 9 inch reflectors with holders for twin filament lamps that I can buy or borrow or can anyone recommend a supplier. Nick Hall: [aghada\\_hall@yahoo.co.uk](mailto:aghada_hall@yahoo.co.uk), 07941 703 179 (mobile) or 01329 848 530 [daytime].

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](mailto:sales@longstonetyres.co.uk)

Wanted: Headlight glass for 1952 Paris built 15/6. This is a chrome headlight with a raised chrome flute incorporating a small red glass/plastic piece. The details on the glass are ....EQUILUX MARCHAL AGREE AB TP 436A. Frank Button: 01284 828 563



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