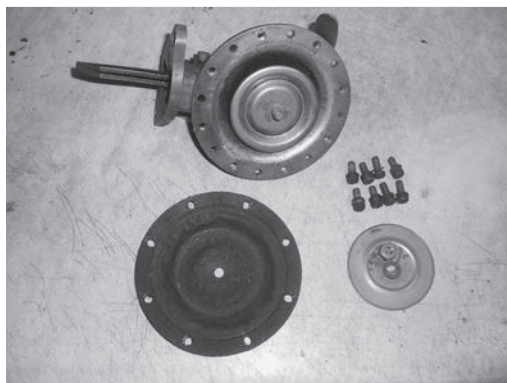


***Floating
Power***



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your committee

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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

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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 November/December
edition of *Floating Power* is
Friday 9th October

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

2080 Mr David Luckman, Bewdley, Worcs
2081 Mr John Gardner, Preston, Lancs
2082 Mr Geoffrey Suter, Merland, FRANCE
2083 Mr Ben Dummer, Grantham, Lincs
2084 Mr Colin Bunn, Ripley, Derbyshire
2085 Mr Benno Schmitz, Welsum, NETHERLANDS
2086 Mr Brian Norwood, Sidcup, Kent
2087 Mr Ashley Neale, Hearne Bay, Kent
2088 Mr Brian Farey, Alton, Hampshire
2089 Mr Brian Finch, Burgess Hill, West Sussex
2090 Mr Timothy Dodd-Wilson, Woking, Surrey
2091 Mr Steven Wright, Stockport, Cheshire
2092 Mr Hans-Peter Dürr-Auster, SWITZERLAND
2093 Mr Karim Cadamagnani, SWITZERLAND
2094 Mr Robert Fussell, Chatain, FRANCE
2095 Mr Alan Fish, Huddersfield, West Yorkshire
2086 Mr Alberto Alberio Jimenez, Cobisa, SPAIN

Welcome to the September/October edition of *Floating Power* and thank you very much for awarding me the Barbara Longden Trophy (for services to the Club) at the Annual Rally. It is very much appreciated.

Given the importance of 2009 as the 75th birthday of the Traction Avant and given the recent highly successful TOC Annual Rally, you will not be surprised to find that this issue contains several accounts of each event and some absolutely superb photographic images.

The more observant amongst you will already have noticed from looking at the contents list on page 2 that I have changed the sequence of the regular items in the magazine by bringing the Section Reports closer to the front of the magazine immediately after the TOC News section.

At the risk of being too controversial and of upsetting some Members my reason for doing this is that I believe the Sections are a really important element of the TOC and that we should give more visibility and support to the Section Co-ordinators.

I think its also no accident that with the high visibility of the TOC over the past couple of months that we are welcoming 17 new members to the Club in this edition.

My contribution is to provide a more prominent position for Section reports - but as always I can only print what I am sent - and I have to say that at the end of my third year of editing *Floating Power* I am still waiting for their first reports from some of the Section Co-ordinators.

Finally I would like to sincerely thank all the Members who responded to my pleas for input - there is now sufficient in the 'bottom drawer' to get us to the end of the year - but I still need more. And I would also like to remind everyone that there are only two months left now to submit entries for the TOC 2010 calendar competition.

John Barnes

COVER IMAGE: MEMBERS OF THE TOC ASSEMBLED FOR THE PHOTO SHOOT IN THE PLACE DES HEROS IN ARRAS DURING THE 75 HEURS POUR 75 ANS EVENT. Photograph Walter Callens

President's Ponderings



First, the good news - my brake problems are finally cured – thanks to a replacement set of 10" front shoes ex Jonathan Howard. Fortunately I was back on the road just in time for a superb weekend in Falmouth in excellent company at the TOC Annual Rally. Once again we were spoiled. The organisation was superb, raising the bar yet further for the organisers of future events. Congratulations to all concerned.

Arras also finally happened and, even four weeks later, I am still not sure I can believe it.

From an organisational point of view I can say it went well. Despite needing to sleep for several days afterwards, my overriding memory is of a very enjoyable weekend filled with camaraderie of a level I have not previously experienced at any other event – Citroën or otherwise. The overall experience was made all the better by superb weather for the main three (and a bit) days.

Of course there were glitches and hiccups but these were probably more obvious to the organisers than to the general public and the feedback received so far has been nothing but encouraging.

As there is still some merchandise to sell and an official video will be available shortly it will be some time before we shall know if the weekend was a financial success. In addition, most of France is now on holiday so other information is not getting through either.

Nevertheless I am certain we exceeded the target of 1000 Cars that we had set out to achieve and the "Lecot" car completed the 75 hours with only minor incidents. I expect to advise more precise figures for everything in the next Floating Power.

The TOC's main contribution – the "Baptême en Traction" was very well supported and I am exceedingly grateful to all who helped with the event. Alec Bilney had made a large sign for the roof-rack of his 15/6 to ensure we were not missed and we had about ten other cars and drivers making the baptême runs – including one Dutchman and one Frenchman who joined us – all of whom were kept busy throughout the whole of the 3 hours.

One of our most memorable "customers" was our first, a delightful, elderly lady who had recently become widowed. She arrived armed with her own wedding photo of bride and groom in a Traction driven by her cousin and was obviously very happy to have had the opportunity to be in a Traction once more.

Another young couple appeared to take a trip in each of the cars but, like many, seemed to prefer the mother-in-law seat of the Southgate cabriolet.

Two of my passengers were a couple of friends, one of whom was local. She had invited her friend to Arras for the weekend with the sole purpose of treating her to a ride in a Traction! I can still hear Mme. Shaw mumbling "Some treat!" as I drove out of the Grand' Place but they obviously enjoyed it as they giggled and chatted incessantly, recalling various trips in family Tractions in their youth.

In return for their rides all passengers were invited to make a donation to Les Restos du Coeur, a nationwide charity similar to the Salvation Army. Most were very generous and their donations were placed in a sealed box which was then given, unopened, to the Charity. We await their advice as to how much we managed to collect for them.

Unfortunately I could not attend the TOC dinner on the Saturday evening but I understand it was a most enjoyable evening for which Walter and Noëlla Callens must be thanked. They also organised a "photo-shoot" on the Sunday morning at the Belfroi where we managed to get the majority of TOC members and a good number of cars together for a once-in-a-lifetime group picture.

So to those who came to Arras - thank you for your support but I should like to give special thanks to all those who assisted with the setting up and manning of the TOC stand in the museum and the execution of the Baptêmes on the Sunday.

And now it is time to look forward again – this time to the 90th anniversary of the launch of the first Citroën Car.

As anticipated the Company is planning to hold similar celebrations in a number of European Capitals on Saturday 3rd October and there is an invitation to all Citroën owners to participate.

For more detail of the London event and how to become involved please see the official Citroën Press Release printed in this edition of *Floating Power*.

Bernie Shaw

toc news

e-FP

e-FP - the monthly newsletter of the TOC - is now being distributed in full colour to more than 400 Members of the TOC and interested parties.

The six page July issue (issue 10) included a request from Steve Shinebroom that Members visit the website of the Right to Repair Campaign (www.r2rc.co.uk), which says:

"The car service and repair industry is about to change forever. And change for the worse.

That's because, at the moment, you have the right to service or repair your car wherever you wish. You might take it back to the manufacturer. Or maybe you prefer to take your vehicle to an independent repairer.

But, in 2010, when key European legislation is due to disappear, so will your freedom of choice. Unless we work together now to stop this happening.

So, what's it to you if independent car garages are about to be driven out of business? Well, there's the cost – to you, the vehicle owner – for starters. Put simply, if the only place you're able to service or repair your car is at a manufacturer dealership or manufacturer-approved franchise, prepare to be hit hard in the pocket. In fact, research shows that you can expect your car service and repair costs to be double*.

The Right to Repair Campaign would like you to sign their petition which you can find on to their website.

As you will have seen in July/August edition of *Floating Power* the FBHVC is of the opinion that this could only apply to modern vehicles (and commercial vehicles first) but will continue to monitor the situation.

So whilst the FBHVC does not see an imminent threat to our classic vehicles there may well be a threat to our more modern transport so Steve would like all Members to consider signing the on-line petition at www.r2rc.co.uk. in case there is any future impact on classic and historic vehicles.

Issue 10 also contained more details of Members' favourite films containing Tractions, further debate on colour vs black & white for *Floating Power*, a question about the performance of different spark plugs in the Traction and Steve Reed volunteered to compile a handbook of good B&Bs and restaurants recommended by TOC Members.

It concluded with details of July events, TOC classifieds (items wanted by Members) and a list of quick links.

The twelve page August issue (issue 11) included a request from the TOC shop manager, Barry Curtis, for Members who might be interested in buying a copy of a new book by Gijbert-Paul Berk, titled "André Lefebvre, and the cars

he created at Voisin and Citroën" to contact him in order that he can decide whether or not to buy stocks for the Club Shop.

At this point it isn't possible to tell Members exactly how much the book will cost but unless the TOC can sell the book to Members at a price less than that generally available from Veloce Publishers there would probably be no reason for the Shop to stock it.

This biography of André Lefebvre (which is written in English) provides a revealing insight into the work of a practically unknown aeronautic engineer who, after building and racing competition cars for Gabriel Voisin in 1933, created for André Citroën the revolutionary front wheel drive Traction Avant (light fifteen in the UK) the TUB (1939) – Citroën's first front wheel drive utility van that was succeeded by the H and HY vans (1947) – the Deux Chevaux (1948), and, last but not least, the DS (1955).

The newsletter continued with several general interest motoring stories and in the 'Members Write' section the debate on colour vs black & white and spark plugs continued.

Malcolm Bobbitt, who has compiled the Light Fifteen Column for the Citroën Car Club's magazine for more than 20 years, reported that he has decided that it is time for some new blood to be injected into the column and has given notice to the Editor of his intentions.

Malcolm and Chris Burmajster (the Editor of The Citroenian) are therefore looking for a Traction fan who is a member of the CCC to hand over the reins too - so if you are interested in compiling this monthly column please contact Chris at editor@citroencarclub.org.uk for further information or to express your interest.

The 'Members Write' section continued with a new theme , which is likely to run for some time, in which Members describe the cars that share their garages with their Tractions.

Geoff Alton shared photographs of his immaculate, multi-coloured 2CV and his superb DS Cabriolet, Mike Bigland shared photographs of his 1928 Willys Knight and his 1978 TVR Tamar, James Simkins shared details of his fleet which includes a 1966 Series 1 4.2 E-Type (convertible), a 1989 V12 XJS (convertible), a 1997 XJR (his daily driver) and a 2005 Victory edition XKR (convertible).

Dr Thomas Loebenstein from Austria shared photographs of his 1951 15/6 together with his 1967 DS 21 Cabriolet Usine 1967 and his 1960 Steyr Puch Haflinger. He also said that he has booked his flights and hotel in Birmingham to man the TOC stand (at the NEC) on Saturday 14th November and will be bringing some very good Austrian white wine [So if any other members are hesitating about offering their services for the TOC stand on Saturday 14th November this might be just the incentive you need!!! Ed].

Martin Herman shared with readers that he owns a white lhd 1955 lwb Familiare/Commerciale which he uses for weddings and family picnics, a Triumph TR8 convertible (v8) which is awesome, two A35 vans with windows undergoing restoration (thanks to Wallace and Grommit), 1957 Sunbeam Alpine undergoing restoration, and for daily use; 1989 Mercedes 240 sport AMG Estate (with towbar !)

The issue concluded with details of August events, TOC classifieds (items wanted by Members), a list of quick links and a short story from Steve Shinebroom that illustrates the bizarre world that we live in today.

90 Years of Citroën Cars

Citroën Cars have issued a Press Release (reproduced on page 35 of this issue) which details how the Company plans to mark its 90th Anniversary with a major assembly of Citroën Cars at the Ace Cafe in London.

They are keen to work with the UK Citroën car clubs and would like as many TOC Members as possible to participate.

Despite relatively short notice, the TOC intends to put on a good show in support of Citroën on this special occasion and believes that every TOC member who is able to will be keen to be part of this unique event.

The programme is not fully finalised yet but the date, Saturday October 3rd, is firm so Citroën UK is requesting that everyone interested in taking part makes direct contact with Citroën Cars, Slough, through one of the following two email addresses : jemima.chalcroft@citroen.com or katie.read@citroen.com

The TOC believes it would be good for the Club to show a united front and therefore asks everyone who sends an e-mail to Slough to also copy it to both Tony Latchford (chairman@traction-owners.co.uk) and Bernie Shaw (president@traction-owners.co.uk) so we may be aware of who to expect and, if feasible, co-ordinate the TOC presence.

If there are any Members without e-mail who would like to participate would they please contact Bernie or Tony using the addresses or phone numbers inside the front cover of FP and Bernie/Tony will take care of registration for them.

TOC Club Shop

Some new items have been introduced to the Club Shop and the relevant page on the TOC website has been updated. Additional pictures of the items for sale have also been so please take a look, or better still why not treat yourself or a friend.

Items currently available from the Club Shop include the following:

Item Description	Price
Hi-VIS vest with TOC Logo Available in sizes L & XL	£6.00 each

www.traction-owners.co.uk

Andre Citroën: Engineer, Explorer, Entrepreneur - by John Reynolds (hard back)	£20.00 each
Baseball Cap - black or yellow (Traction Owners Club)	£6.99 each
Golf Umbrella - yellow & blue (Traction Owners Club)	£18.00 each
Traction Owners Club Bumper/Grille Badge	£20.00 each
Embroidered TOC Blazer Badges	£5.00 each
Embroidered TOC Badge for Overall etc.	£5.00 each
Enamel Traction Lapel Badge in red, black or white	£2.50 each
TOC Windscreen Sticker - Silver/Blue	£1.00 each
Mugs with Traction Decoration	£1.50 each
Poster 'Les Tractions' (48cm x 68cm)(£2.50 each
Poster '3D Traction' (59.5cm x 42cm)	£2.50 each
Poster 'Traction Avant' (42cm x 59cm)	£2.00 each
Greetings Cards (A5 landscape - pack of 6, with envelopes)	£1.50 per pack
Various Posters (43cm(W) x 30cm(H)) Special Offer whilst stocks last	£1.25 each
Sports Shirts TOC Motif (S, M, L, XL) Various colours	£14.00 each
Sweat Shirts TOC Motif (S, M, L, XL) Various colours	£18.00 each
Tee Shirts TOC Print (S, M) Various colours	£6.00
Tee Shirts TOC Print (L, XL) Various colours	£7.00
Autosculpt Traction (Pewter like finish) 5.5cm(L) x 2cm(H) x 2.5cm(W)	£4.50 each
Traction Clock	£17.99 each

VAT is included in all of the above prices but postage and packaging is additional and is charged at cost (and will therefore vary dependant on the items purchased).

Goods are normally sent by 1st class post or recorded or special delivery if they are being dispatched to an address outside the UK.

Please contact Barry Curtis using the contact details on page two to purchase any of the above.

Barry reported that he was unsure about what items would

sell at Arras on the Club stand and therefore didn't know what he should take. He decided to fill the boot of his car with clothing, umbrellas, books, badges and model cars and sold 80% of what was taken - for a total of £548.00!!

He says that next time he will need to fill the back seat as well.

Classic Motor Show - NEC - 13/15th November 2009

Mick Holmes reports that he now has sufficient cars for the display on the Club stand at the Classic Motor Show at the NEC but that he still needs volunteers to help man the stand on Friday and Saturday 13th & 14th November.

If you are able to help please contact Mick by email on m.holmes1@ntlworld.com or by telephone on 0115 9118218.

TOC AGM weekend - 28/29th November 2009

The 33rd TOC Annual General Meeting will be held in a private suite at The Great Barr Hotel, Pear Tree Drive, Birmingham, West Midlands (www.thegreatbarrhotel.com) on Sunday 29th November and will start at 11.00am.

Tea, coffee and biscuits will be provided for attendees at the AGM at The Great Barr Hotel, which is situated adjacent to Junction 7 of the M6 motorway.

To celebrate the TOC's 33rd anniversary Steve Southgate has arranged a weekend stay at The Great Barr Hotel for TOC members and their guests which includes, on Saturday evening, a 3-course dinner (with a choice of 3 starters, 3 main meals, and a vegetarian option, followed by a selection of sweets, coffee and chocolate mints) in the fully air-conditioned Palm Court Restaurant.

Also included within the price is after-dinner entertainment on a grand scale - which hopefully will guarantee a full house. And should the entertainment prove too much for some guests they will be able to retire to the Oak Bar for a modest imbibe.

Last year's Black and White dress code proved so successful and popular that it has been decided to repeat it for this year.

The cost of double/twin room, Saturday night 3 course meal, entertainment and breakfast Sunday morning is £100 per couple - yes - £50 per person. Please note that this year the meal is not a carvery meal and that the service is guaranteed to be better than last year.

For last years event Steve was able to pre-book 50 rooms - all of which were taken by the 60 TOC members and 40 guests of members who attended for the weekend.

This year Steve has only been able to pre-book 40 rooms - so it really is important that you contact him as soon as possible to reserve your place at the final TOC Social event for 2009.

To reserve your room contact Steve Southgate on 0121 352 1100 (eves) or 07747633329 (all reasonable hours) or email steve@imperial-cars.co.uk.

TOC Club Tools

In the last revision of the layout of *Floating Power* the icon

indicating which Section Coordinators hold sets of tools owned by the TOC was unfortunately omitted.

During 2009 members of the committee have been working on checking the status of each to the sets of tools, repairing or replacing them where necessary and producing a set of operating instructions to ensure the safe usage of all the tools in each set.

Sets of tools are held by the co-ordinators of the following sections:

Eastern Section
Ireland Section
London Section
Northern Section
Peak Section
Scotland Section
Surrey, Hampshire & Sussex Borders Section
West of England Section,

If you are planning to do some major work on your car and would like to borrow one of the sets of tools please contact your nearest Section Coordinator at the address shown on page 3.

Treasury collects less tax from drivers despite fuel duty increases

Cash-strapped UK drivers are generating less tax for the Treasury despite the Government piling on the fuel duty burden, AA research into the Government's latest fuel retail sales figures reveals.

In the first quarter of 2009, falling retail sales of fuel and diesel produced £97.3 million - or 2% less - in fuel duty income than in the same period last year, despite a 2p - or 4% - fuel duty increase to 52.35p a litre on 1 December 2008. By the first quarter of 2010, fuel duty will have risen a further 7.34%.

Despite a collapse in fuel prices into the early part of January and gradual recovery to 90p a litre through to March, retail sales figures from the Department of Energy and Climate Change show that UK petrol stations sold 212,000 fewer tonnes of petrol and 220,000 fewer tonnes of diesel. The shortfall reduced fuel duty revenue from £4,829,514,980 in the first three months of 2008 to £4,732,217,440 in the first three months of this year.

Much of this fall in forecourt sales can be accounted for by the UK moving into recession, leading to lower business activity and drivers cutting back because of pay freezes, redundancy or reduced income from savings. However, soaring fuel prices in 2008 had already started the trend with 331,000 fewer tonnes of petrol and 18,000 fewer tonnes of diesel sold from retail outlets during the July-September 2008 period of record fuel prices, compared to the same period in 2007.

Comparing first quarter fuel retail sales during the past four years of high oil and fuel prices, the Treasury has been getting a diminishing return from increased fuel duty.

Comparing 2006 with 2007, fuel duty rose 2.65% and increased tax revenue 6.77%. However, the 2007 and 2008 comparison shows that fuel duty rose 4.14% but increased tax revenue 6.50%.

**Notice is hereby given of the
Annual General Meeting (AGM) of the Traction Owners Club Limited (TOC)
to be held at
The Great Barr Hotel, Birmingham B43 6HS
on
Sunday 29th November 2009 commencing at 11.00 am**

The business shall be to receive the report of the Committee, to approve the report of the Treasurer, and to elect the Directors and Committee Members. There is one resolution proposed by the committee:

Resolution 1. That the TOCTech section of Floating Power be printed in full colour starting with the January/February issue until further notice.

Members are invited to submit additional proposals of relevance to the business and activities of the TOC. Proposals must be from a fully paid-up member, in writing, and received by the General Secretary by 10th October 2009. They must include the names, membership numbers, addresses, and signatures of the proposer and seconder.

The TOC has five Directors at present. The Articles of the Association require that one third of the directors be elected at each AGM. Nominations are accordingly invited for two fully paid up members to stand for election. The two longest serving Directors will step down and will have the option to stand for re-election together with any other nominees.

The TOC committee, excluding ex-officio members, currently comprises 17 members. TOC rules require that one third of the committee stand down. Nominations are accordingly invited for new committee members. The six longest serving members will stand down and will have the option of standing for re-election together with any other nominees.

Nominations are also invited for the post of General Secretary and the post of Treasurer.

All nominations must be from a fully paid-up member, in writing and received by the General Secretary by 10th October 2009. They must include the names, membership numbers, addresses, and signatures of the nominee(s), the proposer(s) and seconder(s).

A notice of all valid resolutions and nominations will be circulated to all members on a proxy form, allowing members to nominate a proxy and indicate their voting intentions should they not be present at the AGM. The form will be inserted in the November/December issue of Floating Power and, if a proxy vote is required, the completed form must be received by the General Secretary by 13th November 2009.

By order of the Company Secretary

Nominations and Resolutions to be sent to: John Ogborne, TOC General Secretary, 4 Whitegates, Wells, Somerset BA5 3LP

THE TRACTION OWNERS CLUB LIMITED

INCOME AND EXPENDITURE ACCOUNT
- YEAR ENDED 31ST MARCH 2009

	2009	2008
	£	£
Turnover	45,138	31,831
Cost of sales	35,168	19,628
	-----	-----
GROSS PROFIT	9,970	12,203
Other operating income	23,122	22,660
Distribution costs and administrative expenses	19,858	17,318
Other operating charges	3,850	3,946
SURPLUS OF INCOME OVER EXPENDITURE BEFORE TAX	9,384	13,599
Tax on ordinary activities	(185)	(186)
SURPLUS OF INCOME OVER EXPENDITURE AFTER TAX	9,199	13,413
	-----	-----
General fund brought forward	102,362	88,949
GENERAL FUND	-----	-----
CARRIED FORWARD	111,561	102,362
	=====	=====

BALANCE SHEET - 31ST MARCH 2009

	2009	2008
	£	£
Tangible Fixed Assets	962	1,202
Investments	750	750
	-----	-----
CURRENT ASSETS		
Stock	68,773	67,477
Debtors	5,478	3,086
Cash at bank and in hand	39,005	30,681
	-----	-----
CURRENT LIABILITIES		
Creditors falling due within one year	(3,407)	(834)
	-----	-----
NET ASSETS	111,561	102,362
	=====	=====
CAPITAL AND RESERVES		
General fund	111,561	102,362
	=====	=====

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 28th October 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 29th September 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:

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

Bev & John Oates
01629 582154

Scotland Section

The Scotland sections Summer meeting was at the 'Motivation' event at the Grampian Transport Museum, Alford on 19th July where a joint stand was shared with the CCC and 2CV Ecosse.

The weather gods were not kind as the 19th turned out to be a very wet day but there was a nice sunny spell late in the afternoon.



My thanks on to all who attended and made the meeting such a success.

Frank Grant

Surrey, Hampshire & Sussex Borders Section

The section meetings for the rest of 2009 will be:

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).

On Sunday 16th August the Sussex, Hampshire & Surrey Section had a good convoy of five Traction and one DS (guess who was in the DS) from the Fairmile to The Steam Festival at The Weald and Downland Museum near Goodwood.

The roads were not busy and driving along the Surrey and Sussex lanes was, as always, a pleasure.

Another two Tractions, which were driven straight to the event, were waiting for the rest of the Group on its arrival.

Our luck held out regarding a brilliantly sunny day, the steam festival was all one would expect - and more - with not only steam rollers and the other sorts of traction engines but also a steam bicycle and a steam-driven horn gramophone with the steam coming out of the horn.

There were also stands showing the ancient crafts that are being revived and a permanent exhibition of 44 buildings - ranging from a charcoal burners camp to medieval shops and houses - each of which has been carefully dismantled and rebuilt on the site, which gave us plenty to look at.

I only have one apology to make to my fellow members I did not foresee the raid of wasps we had to endure at our picnic (the photograph below was taken before they arrived) but at least it proved that it is better to stick to drinking tea at picnics.



The Surrey, Sussex & Hampshire Borders picnic - before the arrival of the wasps

We were also very pleased that we had almost one of every design of Traction in the convoy to help new members Brian and Kerrie Finch with their decision as to which model of Traction they wish to buy. Until then we welcome them to our area meetings and to the TOC as a whole.

Helen Shelley
0208 330 7216 or mobile 077 905 383

The Start of a Dream.....or is that an Obsession?

BRIAN.....We recently got married and have just bought a house together. While unpacking boxes that hadn't been opened for years, Kerrie came across a model of a 1934 Traction Avant.

I then told her that I was given the model after visiting a car show at Long Ashton Park, Bristol in the early 90s. It was there that I saw my first ever group of Tractions 'in the metal' and the beginning of my long term love of what to me is, a very elegant and classy car, with the ongoing thought that one day I would love to own one.

Kerrie said "So why don't you find out about owning one?" which started an internet search for Tractions and my finding the TOC. Reading the e-magazine resulted in a phone call to Helen Shelley and John White of the Surrey, Hampshire and Sussex Borders Section who invited us to attend their next event - an outing to Arundel on the 19 July.

We arrived at the car park in Arundel full of excitement about seeing some Tractions and were not disappointed, driving round we first saw Marcel's small boot Normale, resplendent with French and English flags mounted on the front bumper.

While looking for a parking place we glimpsed at least three more Tractions before we finally met up with Helen, John and some more owners who we joined on a river boat trip up the Arun to the Black Rabbit Pub at Offham and back.

After seeing the pub from the river it was decided that a meal there was required but before we left the car park I was invited to try out the driving position in a Traction (having never even sat in one before). Making our way back to the Black Rabbit in the convoy of Tractions we couldn't help smiling as onlookers smiled and waved - It looks like you can't be the shy and retiring type if you own a Traction!!!

At the pub we found a table large enough for the whole group and over a convivial meal we heard all about Traction owner-



Marcel's small boot Normale, with French and English flags, heads the convoy to the Black Rabbit Pub at Offham.

ship and about the different models of Traction.

After a couple of hours chatting (doesn't time fly, when you're enjoying yourself) we missed the rendezvous with the other Traction owners and only managed to get a close look at Marcel's Traction, more time at the next meeting though.

We still have to make up our minds about which model we would like to own, but we have been informed that there is an event at the Capel Classic Car and Bike Show on the 15th August which, this year, is featuring Citroëns - including Tractions - and should help us choose our model.

KERRIE..... the first memory that I can recall of seeing a Traction Avant was in Vietnam in 2000. I was impressed by the styling of the car and thought it looked fabulous.

Then a couple of years ago I was introduced again to Citroëns when a work colleague in Australia took me driving in her Orange 2CV.

Anja and her French husband, Stephan, are both fanatical about their Citroëns and have a collection of various models which they are continuously working on and playing with.

So when Brian's model Citroën appeared out of the box it was not difficult for me to encourage him to follow his dreamsnot that he needed much encouragement as he immediately started surfing the internet to start the now ongoing research in order to purchase one.

We are both car enthusiasts and in truth were both very keen to discover what we could about the Traction and to find someone we could speak to about obtaining a Traction.

Our subsequent introduction to the TOC, our conversations with Helen & John, our outing to Arundel for a meet with the group and seeing and touching a Traction has proved an invaluable experience for both of us and we are both now looking forward to the event at Capel and to the local TOC meeting at the Weald and Downland Museum in August.

Brian has joined the TOC and now all he has to do is send off the joint membership form for me.....hint, hint.

Brian & Kerry Finch

West of England Section

The programme for the rest of the year is:

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 at 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 Ogborne 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

Rest of the World Section

The 75 Year Itch - Arras 2009

The Belgische Oude Citroën Club handled the "welcome". Traction Avant Nederland took care of the museum. La Traction Universelle looked after food, drinks and entertainment. The Traction Owners Club took care of the "Baptême", the international contacts and lent a helping hand wherever needed.

Nearly 800 teams pre-registered from 18 different countries and throughout the weekend shuttles brought the participants from/to different places.

Thursday

All the cars for the museum arrived on trailers, vans and big trucks...ARTOIS EXPO was as busy as the Quai Javel in the 1930's, the Dutch people took the lead.

Friday

Participants arrived throughout the day and were welcomed very efficiently. The Belgian and French clubs did a good job. . Friday-evening, in the Pré Fleurie (a venue 2 km outside of Arras), we had the BBQ/garden-party which was well organised and well catered.

Saturday

There was a lot of interest from participants, and also from the many, many visitors, in the 75 Tractions displayed inside the museum. Amongst the 75 cars displayed were those of Général de Gaulle, Président Coty, Alan Crisp, Fred & Barry Annells, Tim Walker, Walford Bruen, Steve Southgate, Derek Fisher, Marcus Lasance... and our 7B 'Isabelle'.

In the afternoon we went to the, English language only, lecture by John Presnell during which he mentioned Robin Dyke and his database of TRACTION production-dates and numbers. John's lecture was preceded by an address from the grandson of André Citroën and followed by talks by Olivier de Serres and Jérôme Collignon, both writers of TRACTION-books.

During the day there were more than 1000 Tractions in the car-parks in and around Arras.

On Saturday evening over 400 people attended the gala-dinner at the Pré Fleurie. For those unable to get tickets for the gala dinner there was the extremely successful TOC-dinner at the Bistrot du Boucher, which 90 people from the UK, Ireland, France, Australia, Germany, Canada, Holland, Belgium attended. Special guests were TOC-member n° 1 and the first lady.

Sunday

At 9am there was the TOC photo-shoot in front of the City-hall, Place des Héros, which was attended by approximately 80 TOC members with about 30 cars.

From 10am-1pm the "Baptême en Traction" was provided by the TOC. Although there were not many pre-registrations, the event was a success with people wanting a Traction ride making a donation to "RESTOS du COEUR".

A number of TOC member-owned Tractions were available for a 10 minute-drive through Arras and a member of T.U.-Nord also volunteered to do several drives with customers as well.

At midday it was rumoured that there were 1200 to 1400 Tractions in ARRAS.

The LECOT-hommage, into which Cathérine Philibert put a lot of effort, ended at noon. A Traction was driven for 75 hours around Arras by 75 different drivers, amongst them TOC-drivers who drove at the worst times (eg at 4am).

On Sunday afternoon there was the parade - with giants, brass bands and of course Tractions - which the public thoroughly enjoyed. Daniel Delsalle put in a lot of work organising this parade and also wrote the "75 heures pour 75 ans" anthem, which sadly wasn't performed.

In the evening there was the "bal populaire" at the Pré Fleurie from 9:30pm onwards.

Monday

In the morning it took several hours to tidy and clean up ARTOIS EXPO and once the Tractions were moved from the museum to the car-park, they had to be put on the many trailers. Again the TAN-members did a lot of work and we left, at 3pm, when the last lorry drove off.

We had a lovely, busy weekend and enjoyed very much meeting TOC correspondents from all over the world.

Walter & Noëlla

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

Dear John

I was surprised to see the Stig, somehow present at the Helmingham Festival of Classic Cars this August, making an immediate bee line for my 1938 Traction Roadster.



He indicated that he thought, with the Traction's famous road holding, the car might very well take a leader board position in Jeremy Clarkson's Top Gear TV programme.

I am still waiting for the official invite.

Marcus Lasance

Dear John,

Here are some statistics from my traction database.

Out of more than 4100 entries

84% are left-hand drive
16% are right-hand drive

50% are black
12% are red / maroon / Bordeaux / Burgundy
10% are white / ivory / cream
9% are blue
8% are silver / grey
6% are green

Kind regards,

Robin Dyke

Hello John

Re- the LOCTITTY article in *Floating Power* July /August - no doubt the majority of members know that you can remove the water pump without removing the radiator and cradle by removing the top hose, pump/dynamo belt, the top radiator stay bars and of course the bonnet.

You can then pull the top of the radiator forward and remove said heavy pump - but don't forget to empty the radiator first

On another topic TOC Members may not know that the ANDERTON boat lift at Northwich in Cheshire is still fitted with 16 massive HELIX gear wheels designed and produced by the Citroën Company before the 2nd world war. They are no longer in use but are carefully maintained.

Alan Reece

Dear John,

Firstly, a heartfelt thanks to everyone whose efforts made 75 heurs pour 75 ans such a brilliant success, and Arras such a spectacle. Did anyone spot two identical cars among the 1300 ?

At the Expo, I sneaked a look under the bonnet of the '57 11BL. The chassis no. is 676002. Mine is 677005; does this mean she could be (one of) the youngest alive? (unless you know differently...) How do I find the exact build date?

On the TOCTech front - I can't be the only person with a cracked steering wheel, and I suspect replacements may be getting scarce.

After the 1500km trip to France, mine was extremely whippy - almost terminal.

I've found a great epoxy resin by Unibond, which comes with a self-mixing syringe, as used in dental impression materials. The fine tip means that after running out the cracks with a bur in your Dremmel, they can be filled without voids.

As it's quite runny, cover with plastic insulating tape, turn the wheel over and repeat. After an hour, peel off the tape, trim and polish.

Neat and so far so solid.

Yours in front,

Roger Prior

[Any ideas on the build date for Roger's car Robin? JB]

To all TOC Members

THANK YOU all for everything you did for the cause, including supply of museum vehicles, setting up and dismantling the stand, stand manning, baptemes, parades, supply of cold drinks when I was dead on my feet, return of Club property to the UK, etc., etc., etc..

75-4-75 was undoubtedly unforgettable - and your support ensured that I not only survived but actually enjoyed it.

Thank you also for coming to Arras - It would have been pretty lonely without you (and the other 1100 tractions and crews). Precise figures have yet to be confirmed but I understand we certainly exceeded the 1000 car target.

We shall not know the financials for some time as we still have stock to sell but I've already seen posters and grille badges on e-Bay!

Now for the 2012 ICCCR!!!!!!!

Bernie Shaw

Dear John,

Having just returned from the 75 hrs celebrations at Arras I regard it as my duty to write to *Floating Power* with respect to Bernie Shaw's involvement in the organisation of the event.

His contribution was extremely evident and the whole event was a perfect example of how committed, intelligent people from different walks of life and locations with a common aim can deliver an epic event.

Bernie has to be congratulated - his obvious dedication and professionalism was clearly visible and much appreciated.

Having knowledge of the "French" way of life I am certain that Bernie had many sleepless nights

Well done Bernie - you are a great credit to the TOC.

Brian Follain

Dear Fellow-members

Thank you all for the welcome that Belinda and I [as new members] found in Arras! It was such fun to meet so many of you, (as well as Dutch, German, Spanish, Belgian, and of course our French hosts;)

We were so impressed with the efficient organisation, and the excellent information available....weather SO good after gloomy U.K. and we fitted in Vimy Ridge, Thiepval Wood, and Agincourt on the way home!

We loved seeing so many beautifully prepared and loved cars, and were relieved to only suffer one slight mishap- a stolen starter-cover on the last night; -but TOC spares have sailed to the rescue in a trice!

Congratulations all round!

Richard Heffer and Belinda Rush Jansen

Hello John,

Just received the July/August issue of *Floating Power*. Great job again. Well done !

Just two minor things:

page 7: the book "Crossing the Sands" is not the story of the Croisière Jaune but I think the rehearsal for the Croisière Noire or part of the Croisière Noire raid.

page 8 : There is at least one TOC member participating in the Paris Moscou Paris trip - myself and my wife (Hélène) - but sadly only 22 Tractions are programmed for Moscou, of which there are only 3 French cars (compared to the 120 cars in 1984).

Our Traction is ready for departure and will be exhibited on the local market at Le Buisson the 10th of July.

We are going to sleep in our Traction (see attached images). so we'll keep you posted !

Ronald Knoth



Above : Ronald & Hélène's bed for the 6 week trip from Paris - Moscow- Paris.

Below: Blossom Noir ready to go with her spare wheel temporarily relocated outside the car to make room for the bed (the wheel is painted the red, white and blue of the French national flag).



Dear John

At 6am on Monday 7th September 2009 motorists on Samoa will switch to driving on the left. Samoa (formerly known as Western Samoa) has a population of approximately 175,000 and around 18,500 cars.

Monday 7th and Tuesday 8th have been declared national holidays so that Samoans can practise driving on the other side of the road, and a test track has been set up next to the National Soccer Stadium.

The Samoan Prime Minister, Tuilaepa Sailele Malielegaoi, hopes that this will put an end to the importation of costly left-hand drive cars from the US, and that the 250,000 Samoans who live in Australia and New Zealand will send over right-hand drive cars to their families.

The move is opposed by PASS (People Against Switching Sides) who argue that passengers from buses will alight in the centre of the road.

Very little research has been done into which side of the road is safer, but data suggests that accident rates are lower in countries that drive on the left.

From our Pacific correspondent,
Dr Yves Haft

Dear Sir,

I purchased my 1952 Slough Light Fifteen some 3 years ago. On collecting the car I noticed that there was a slight exhaust blowing from a joint somewhere and mentally made a note, to add it to the "list of things to do". I then set off on a relatively uneventful 200 mile trip home - my first drive in a Traction.

During the next day or so I tracked down the noisy exhaust to the triangular hot spot gasket between the inlet and exhaust manifold. I ordered one and fitted it...all was quite...for about a month, then the same problem started to gradually occur again.

I replaced the gasket three times in the following couple of years - so I thought there must be an underlying fault. The inlet manifold had developed a crack around the ally stud hole nearest the head, so I had this repaired locally.

I was just about to reassemble it when I noticed that one of the sides of the triangle on the cast iron exhaust manifold looked a bit thin. So I removed the exhaust manifold with a view to having this repaired and re skimmed.

I took both manifolds to a local engineering specialist, who looked on them with a little suspicion (he wondered what car they were from!). I explained my problem and left the items there for a few days.

During this time they refaced both triangle faces, then assembled them with the gasket, then machined the manifolds flat at the point where they bolted to the head.

I reassembled the said items on the car, having to mill out the dowel holes in the inlet manifold slightly, in the process and 3000 miles later there is not the slightest hint of a leak from the gasket at all.

Alastair Carter

Dear TOC

I have finally put up some photographs on my MobleMe gallery site of the TOC Annual Rally in Cornwall (visit: <http://gallery.me.com/peterbennison/100041>).

I greatly enjoyed the event - thank you to all organisers.

I have photographs of two cars not listed in the handbook - PXH 900 (Slough Light 15 ?) and DSK 572 (Paris 11BN ?).

It seems that the TOC does not produce a member directory which is a pity as I would particularly like to contact the many people who helped me with manifold problem and then with the distributor/vacuum advance breakdown that I suffered whilst at the Rally.

I would also like to thank Bernie Shaw and Peter Simper (who also mentioned a good paintwork guy near Poitiers, France that I would like to use).

Amicalement

Peter Bennison

[Having recently joined the Vintage Car Club of Canada and having received as part of my joiners pack a comprehensive directory of all the VCCC members throughout Canada - which I have used on several occasions already - I agree with Peter that a TOC Members Directory could be a real benefit to Members. I've therefore suggested to the President that we should consider producing one as a glove box sized directory which also includes our assistance guide and products and services guide. JB]

Dear Howard, Hilke, Walford, Frances, Vic, Anne, Ian, Brian, Pam, Geoff, Angela, Clive & Diana,

Thank you all for such a great Annual Rally.

A beautiful venue, glorious weather, excellent organisation, and good company. What more could we have asked for ?

Kind regards,

Robin & Sue Dyke

PS We are now looking forward to another rally in the West Country.

Dear TOC Members

I am Director of the Allied Air Forces Memorial, which is in York, based at the original RAF Bomber Command Station at Elvington.

Elvington was home to the only two French Heavy Bomber Squadrons of WWII which flew as part of Bomber Command in Handley Page Halifax's.

They were the only national crews in Bomber Command to wear non-RAF uniforms and to fly non-RAF liveried aircraft.

Our French Connection is very strong and we work almost daily with French veteran groups and directly with Armee de l'Air and the French government.

Elvington has the only French Air Force Memorial in UK.

Almost 2000 French airmen were based here and over 150 Yorkshire girls married French airmen from the base - the connections are as strong today as they were 70 years ago.

Mike Popka recently lent us his Light 15 for a visit by 12 French Veterans who swooned over the Citroën with delight.

The French Bomber Memorial at Grand Camp Maisey in Normandy is a replica of the Elvington memorial and a ceremony there each June commemorates their first raid against their own country - which is quite significant - and the Union Jack proudly flies in the middle of the many Stars and Stripes near Omaha Beach.

When the crews returned to France in 1945 they became the new French Air Force and President Chirac acknowledged Elvington as the home of the air force of the 5th Republic.

Your website is excellent and I send our very best wishes to all our friends and associates - we are always looking for a Light 15 for the Collection at Elvington - "Petit France a York".

With best wishes,

Ian Reed

John,

Please find attached a couple of photographs with a Traction flavour.

The first (top right) was taken last week outside Moran's (excellent) Seafood Restaurant in Clarinbridge, County Galway.

The young lady in the second photograph (bottom right) has given her full permission for the photograph to be used on "Page 3" of *Floating Power!* (Although she would prefer if it was used as a centre fold!).

Regards

David Murphy

John

I have followed various comments and notes regarding lights on our old vehicles over the past few years in this and other classic/vintage journals.

In no way should what follows be taken as criticism or in contradiction of the good advice regarding having clean connections, upgrading lighting, fitting flashing indicators, using LED bulbs, etc.



However a very simple aid to motoring at night is simply to carry some of those LED units as used by the cycling fraternity.

These usually consist of a lightweight plastic casing containing a series of LED bulbs and a couple of AAA batteries. They produce a very bright light, and are available in clear white as well as red, and are available very cheaply on the "Intertwit".

In most cases they come with a moulded clip, intended to fit onto the cyclists belt (or braces?), and which will be found to fit very well onto the bumpers of your Traction.

At night these lights are an excellent 'back-up' to the side and tail-lights, though no doubt, they probably contravene some arcane EU regulation or other..... personally I would rather be illegal and seen!

As a bonus they can be set into a flashing mode, which could be useful as a sort of hazard warning light in the unlikely event of your Traction breaking down I have no doubt that this is also illegal!

Mike Tebbett

[I'm pretty sure that I have read that these light units are illegal when fitted to a car - but like you I'd rather be seen (especially when travelling in a vehicle which isn't necessarily travelling as fast as everything else on the road) so I use two on the rear of my 1934 Austin 7 because they are much more visible than the 6v Lucas rear light units fitted to the car. JB]

Dear All

As Members of The Traction Owners Club and readers of *Floating Power* we all love the Traction Avant don't we?

However Classic cars are a bit like children - "when they are good they are very, very good, when they are bad they are awful!"

The next time your 'pride and joy' plays up and will not respond to any of your ministrations - however violent - heed the words of Jon Presnell in his introduction to his book '*Citroën Traction Avant*'.

" but the Citroën is more than just a splendid technical achievement. It can in addition lay claim to being one of the most beautiful cars ever made, in its stance and proportions, and in the flow, grace and harmony of its tautly defined and delicately detailed lines.

To achieve this with a limited production sports car is one thing, to achieve it with a low-priced family saloon is altogether more meritorious."

Couldn't have said it better myself!!

I was loaned a copy of Jon Presnell's book by fellow Tractionist Bill Palmer but would like to purchase a copy myself - does anyone know how I can go about this?

Thanks

David Baird
028 904 25950

Dear John,

I thought I'd add a further instalment to Ronald Knoth's original snow scene from the Dordogne.

I was asked to take the daughter of a friend of mine to church on her wedding day - Saturday January 10.

I took the car out of the garage on Thursday evening and parked it in my front drive with the intention of cleaning and polishing on Friday.

As you can see, when I got up on Friday morning the car had disappeared beneath a snowfall.

Needless to say it was up to the challenge and the bride was delivered on time.

The two photos are taken in exactly the same place twenty four hours apart - in Madrid of course.

Regards

John Kiddell



Dear John

The TOC Annual Rally has come and gone, a beautiful location, sunshine, good company and Tractions - what more could we want?

Responding to your call for possible material for *Floating Power* I have searched through some old photographs and found the two enclosed which are Traction related.

The first (top right) shows my Father's 1946 Light 15 with a caravan at a site at Tavistock in Devon in the mid-50s. The Light 15 sported a radio (huge), home built towbar and several accessories including a badge bar, wind deflectors and GS-style stone guards etc..

The second (centre right) shows the same car parked in Falmouth next to an early DS which was being admired by my Father and Mother and my cousin's family who were on holiday from Kent.

The Vauxhall Victor parked next to the DS probably dates this photograph as having been taken in 1958/9.

Last week was the annual WHEELS event at Wadebridge Show ground here in Cornwall and Tractions, together with some other interesting Citroëns, were well represented.

The third photograph (bottom right) shows Vic Vickerstaff's car FCV 61 fresh from a high quality restoration and my Paris-built 11BL TYJ 909. Alongside is a very nice SM and a CX. Also in the line up was Geoff Brookes' 4-speed Traction, Peter Stoodley's C4 Tourer and a 2CV.

Looking around the show ground the variety of cars was amazing - ranging from American cars to military vehicles to restored lorries and coaches.

There was also the obligatory autojumble to search for those elusive parts.

This is a good show that I can recommend to anyone who is down in Cornwall in the middle of July next year.

Clive Hoskins



Dear John,

We would like to thank all the Clubs and individuals for a fantastic Rally in Arras. It was very well organised and we liked the way it took part in Arras and at the Expo Centre. The shuttle bus was a great idea as there was no need to worry about parking and getting lost between the venues. Both the BBQ and the Gala Dinner were excellent.

Our own President, Bernie Shaw, has certainly worked hard over the last few years for our Club - regularly travelling over to Arras to attend meetings - and we know he was busy all weekend. Thanks Bernie - it was well worth all your hard work.

We both agreed it was the best large event we have attended and hope everyone got their Tractions home safely as we have heard of lots of members having problems. Our own car broke down in Caen - which is another story - but we are certainly glad we are in the RAC as they were superb.

Bev & John Oates

TOCtech - issue 48

TOCtech forum

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

Jonathan Howard

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

D Engine build - continued

First off I reproduce here an email from Roger Williams which adds to my previous articles.

"Jonathan,

Interested to read your bit about assembling the 'D' engine and would like to add a few comments. I know you will be well aware of them but maybe some members do not have your extensive knowledge/experience in working on these old engines.

Firstly it has to be emphasised that all the clearances/end floats/etc are done with the parts being clean and dry. Care must be taken not to damage the surfaces of shell bearings etc.

The end float of the crank varies but the most common one is 0.03mm - 0.06mm - a very tight tolerance and one that cannot be achieved, unless by extreme luck, as the thinnest adjusting shim is 0.05mm.

However the most important point is that when setting the crankshaft end float one has to replace the timing end bearing cap in exactly the same position as when the end float was adjusted.

I suggest that this is impossible by feel alone which is about all there is on assembly. Two cases occur:

1. If the end float was set with the end cap and block exactly in line then any replacement either side of that position will reduce the end float by that difference.
2. If the cap was not flush but replaced flush it will increase end float by that difference.

The problem is that when assembling the engine with oil all feel for end float is lost. The answer is to line up the timing end bearing cap, preferably with a 'dti' and pin it to the block with roll pins - this ensures that it goes back in the same place and your setting end float will be exactly replicated on assembly.

I suppose assembly sequence is a matter of personal choice but have found it useful to put the head on last as it allows you to check 'tdc' accurately.

Another point to note is that if you are going to fit one of the after market distributors that CTA sell then the positioning of the driving slot is different from the original. If you set it up as parallel with the narrower side to the centre of the block then the vacuum pipe of the distributor will end up at 45 deg to the engine and not parallel to it.

Set the slot at 45 deg which also makes clipping/unclipping the cap a lot easier.

I agree that the inner bearing nut can get very tight but the ones I have seen have been 'hardened' - how do you get a drill through?

An alternative method which I use is to bolt a flat bar, reasonably thick say 8mm - 10mm thick and at least 30mm wide and around 600mm long, to the inner cardan flange.

This can then be positioned to wedge inside the cradle against the cross member when undoing the inner nut - possibly with a piece of wood to stop any distortion to the cradle.

The M35x1.5 RH thread locking rings - where are the 5? One on the LH driveshaft and two on the front of the wishbones but where are the other two?

Roger"

If you are going to fit the cylinder head on last, it will be necessary to use bolts and plates to retain the cylinder liners in place while fitting the pistons and checking TDC.

Copper/asbestos head gaskets are no longer made, so the current choice is between a grey cardboard-like gasket with iron reinforcing rings round the cylinder tops, or a copper, non-asbestos type.

It seems that in order to get the first type to seal successfully it is necessary to tighten the cylinder head bolts to more than the recommended (5mkg.) torque. This can result in breaking the studs (pre-'52 engines), or stripping the threads in the block.

Either occurrence is dreary as it involves a lot of extra work to remedy. With the D engine, the shorter bolts that held down the aluminium head are usable with the cast iron perfo head, but there aren't enough of them. They can however be retrieved from H van engines.

TOCtech forum continued

Alternatively replace with new bolts or unbrako cap screws. Using these with the copper non asbestos gasket in conjunction with Welseal (a shellac based jointing compound that has been around since the 1930's) seems to work every time. It is advisable to have the head skimmed flat first however.

With regard to setting the oil pump/distributor drive. It is very useful actually to have the distributor to hand when building the engine. It is then straightforward to ensure that it is ideally positioned, with the rotor arm pointing forward at no. 1 cylinder firing point, with the cap clips readily accessible, and the vacuum advance unit at a sensible angle allowing the manual advance/retard to function.

Concerning the inner bearing nut I have been fortunate in having a decent drill bit which with the nut hardened or otherwise has always got through. As for writing that there were 5 right hand thread ones per car I admit unreservedly that I booted... Apologies - I will try to do better.

French fuel pumps

I have had an enquiry about rebuilding a French fuel pump. It seems that previously there has been a "how to" article for rebuilding the British AC pump in *Floating Power* but none on the French pumps. So....

There were two makes of pump (and numerous models) fitted to the Traction - the SEV pump was fitted from the forties through to the early fifties and the Guiot pump was fitted to later Tractions and also 1911cc Ds and H vans.

It is possible to find complete rebuild kits or simply the diaphragms for the fuel pumps that were fitted to French-built Tractions but in either case it is essential to identify exactly the make and model of the pump fitted.

The SEV pump

To rebuild the SEV pump first undo the 8 screws that hold down the top part of the pump, exposing the diaphragm which is retained by a nut.

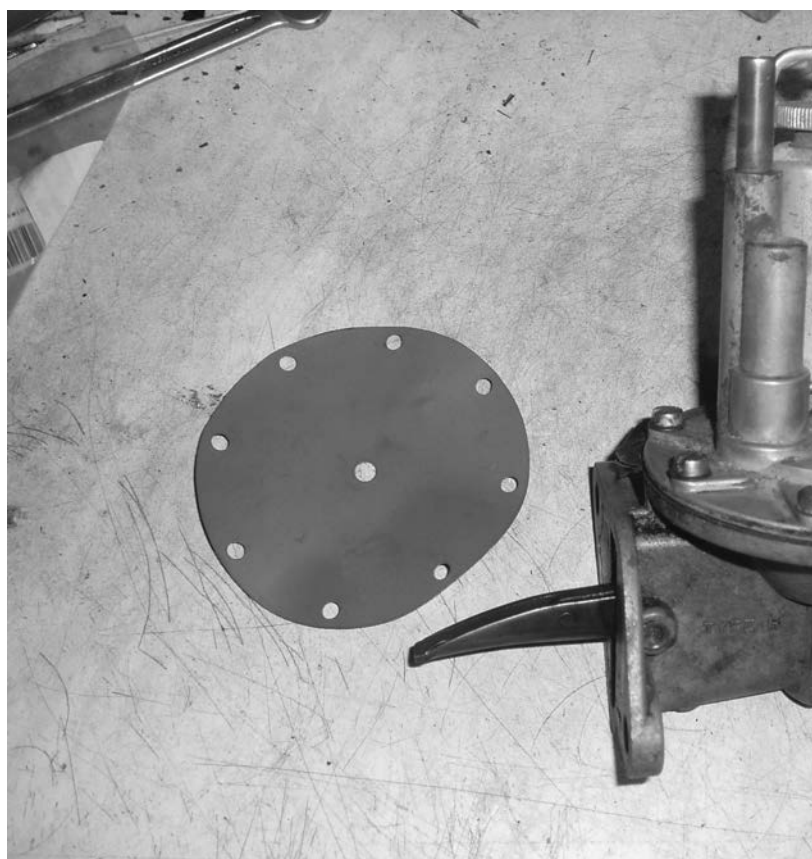
Undo this nut to remove the diaphragm. When replacing this, ensure that the central nut is tightened well, and that the 8 holes around the edge of the diaphragm line up with the threaded holes in the pump body. Pic 1

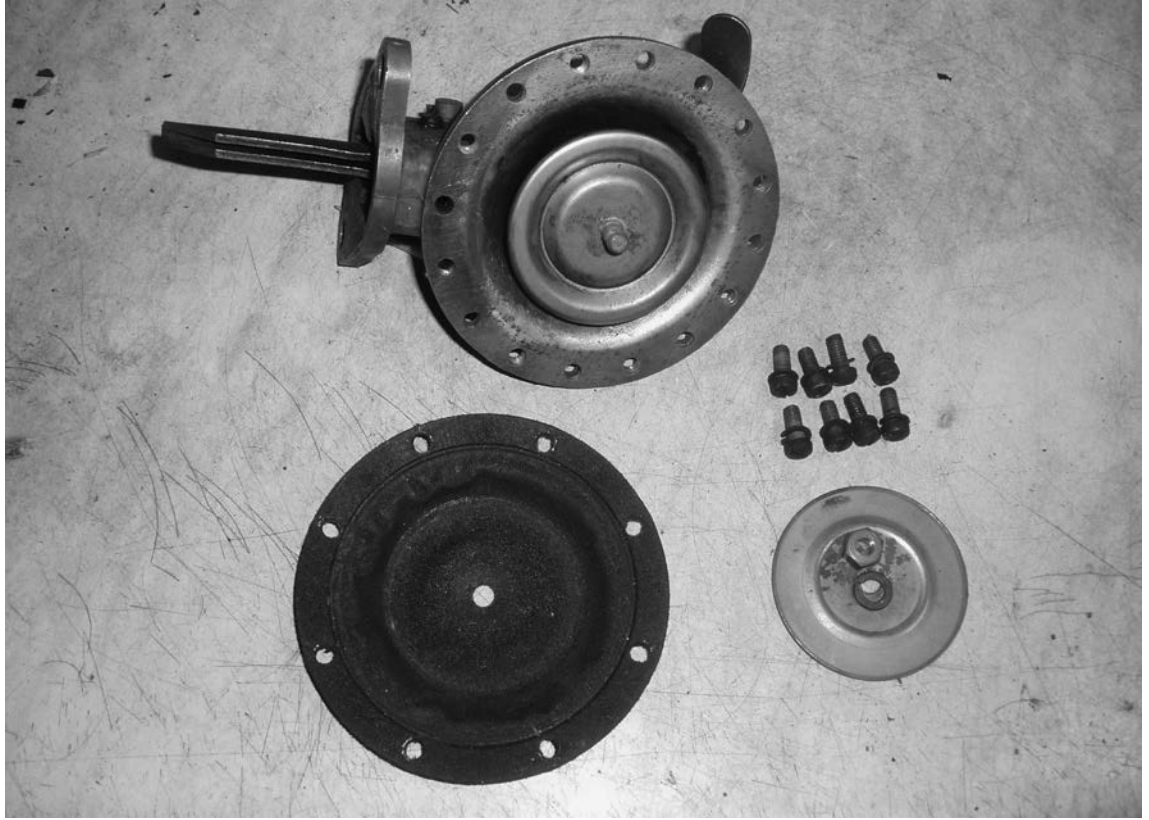
Underneath the top part of the pump is a plate screwed to it that retains the two disc valves and their springs. Some but not all repair kits contain replacement discs and springs, but if these have not been provided, ensure that the discs, springs and seatings are clean and in good order. Pic 2

When refitting the pump top tighten the 8 screws firmly and evenly, in a diagonal sequence. Do not overtighten as there is



Top - SEV pump.
Bottom - Guiot pump with a replacement diaphragm





Top - stage 1 : replacing the diaphragm. Bottom - stage 2 : underneath the top part of the pump is a plate screwed to it that retains the two disc valves and their springs. Ensure the discs, springs and seatings are clean and in good order.



TOCtech forum continued

a risk of either stripping a thread or distorting the pump, which will cause leaks.

The glass top has a filter and a gasket underneath it which will, given half a chance, allow air to leak in, or fuel to leak out. Some of these gaskets are cork, which may have dried out and shrunk. Holding these in the steam of a kettle will re-hydrate them. Smearing them with grease before fitting helps. Using jointing such as hermetite or silicone rtv will not as it will be affected by the fuel.

Ensure that the central screw has a decent washer fitted. and avoid the temptation to overtighten this or the glass cover may crack or, if it is metal, distort. Replacement glass covers are available. Pic 3

The Guiot pump

The Guiot pumps were cheap and cheerful - with the valves permanently integrated in the pump body. Therefore repair is limited to changing the diaphragm and the gasket under the aluminium filter cover.

Starter switches

I also recently received the following email from Chris Bailey:

"Jonathan

I took my '51 Normale to the excellent Arras weekend. The car ran really well - both it and I benefited from a long drive together. The 90 mile drive back from the channel tunnel to my house took just 90 minutes, such was my confidence in the machine.

The only problem I had was with the switch on the starter motor which just did not work. My car is blessed with the Citroën own brand motor with the cam type switch. The other types look much more sensible.

A combination of worn cam and worn contacts meant that no matter how much I fiddled with it I could not get it to switch. I could have "always on" or "always off" - the latter being the only real option.

This meant hot restarts courtesy of the starting handle on the train. I found that quite stressful, even though I have developed a technique which seems to work. The fear of flooding was paramount. On both journeys the engine fired up before the driver behind got too worried.

I was fiddling about with the switch in the Grand Place on the Sunday evening in Arras. It seems that's a good way of getting to talk to people and someone told me that there was a cable operated remote switch available.

So I resolved not to bother attempting to fix this switch

with new bits but to fit something better. It turns out the cable operated remote switch is a Lucas part for MGTs and MGAs. There may be alternatives but this one seemed to be suitable so I ordered one.

I had to make up a bracket to fit it (which, from the photo you can see, is not pretty). I chose to locate it near the starter motor so the cables did not need changing. I did of course need to make a new cable to go from the switch to the motor.

The starter "pull" cable is coupled to the switch using an electrical connector - the brass bit out of a chocolate-block connector. I had to open the bore out very slightly to make it fit the switch. I'm a little concerned that this coupling is not very robust but so far so good.

I am sure the cranking speed is higher than it ever was before so I am pleased with the result. If I ever place originality over usefulness then it will be easy to convert it back to the old switch."

Thanks to Chris Bailey for this piece on replacing the starter switch on his 1951 BN. This is a very worthwhile mod and I have had one of these in constant use on my Commerciale since 1981.

The original type starter switch first appeared on the C4 and C6 in 1930. Although it is a rather troublesome and horrid thing it remained unmodified until 1955- the last tractions being fitted with an "improved" version in an aluminium housing.

For those who want to preserve the originality of their cars there is now available a repair kit for these switches which does actually improve their performance and durability



Shaun's Citroën (part 2)

You will remember from part 1 (*Floating Power* Vol 33 Issue 4 July/Aug 2009) that Shaun's Citroën is a 1953 LHD, small boot Normale and that the renovation journey started with my stripping the car completely, replacing the floor, repairing window and door frames, realigning the chassis and then sending the body shell for sandblasting.

Once the shell was returned from the sandblasters and mounted on a scaffold pole in the garage I could easily turn it to any angle for easy access to complete all the remaining necessary work on the body shell.

This work included the final repairs to the window frames and the fabrication of a new (windscreen) air vent as this is the only means of demisting the screen

Once the work was completed the floor was painted and wet weather sealant applied.

With a finished, sound body shell attention could now turn to the mechanics of the car. An inspection of the steering, braking and drive train components originally removed from the car showed that a lot of replacement parts would be needed.

With the assistance of Chris (Treagust), and the TOC parts operation, new Brake Pipes, Steering Rack and Pinion, Front Shock Absorbers, Brake shoes and Drums, Rear Axle and Rear Shock Absorbers were acquired to enable me to start work on the Braking and Steering Systems. Thanks Chris..

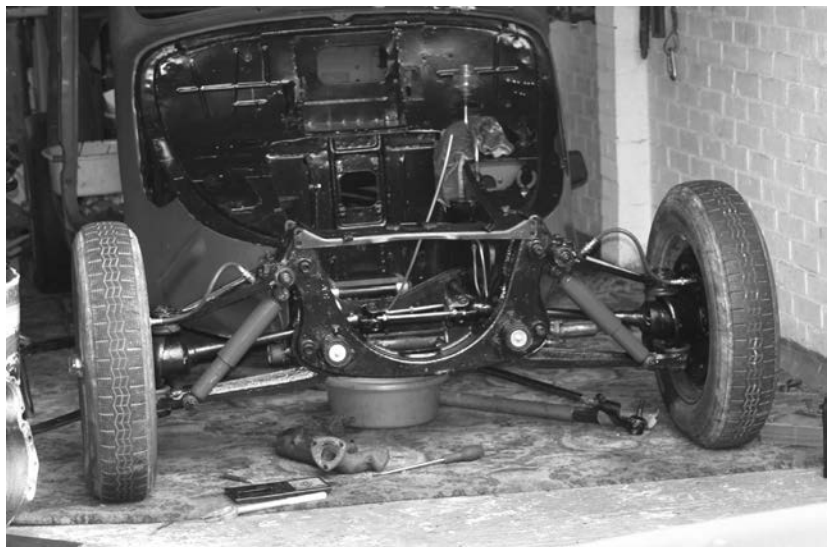
The accident damage that the car had previously sustained had distorted the Steering Rack and Pinion and the front Axle Assembly.

Fortunately, because the Front Axle Assembly is fitted to the car body with just four bolts, I was able to take it off complete, which made the stripping and straightening of the independent parts much easier.

At last - with all the accident damage repaired and all the suspension parts and engine compartment bulkhead painted - I felt as though I was getting somewhere and was ready to start re-assembly work.

With all the new braking, steering and suspension parts fitted the car was beginning to again look like a Citroën now that she was once again standing on four wheels.

Look out for the next instalment to see what I had to do to the engine and drivetrain.



Top Right - the Front Axle assembly being worked on.

Middle Right - the Front Axle Assembly re-attached to the body shell

Bottom Right - back on four wheels at last!!!

TOC Annual Rally: Cornwall 19-21st June 2009



Mark Harding reports on the 2009 TOC Annual Rally

We were looking forward to doing our first rally in the Six - we previously had a '53 Légère which was delightful but cramped as the children got bigger. With the Six having a removable roof we packed the car with tent, cases, sleeping bags, gas stove etc, instead of putting everything on the roof rack we had used on previous trips in the Légère. Luckily the spare is mounted on the outside of our 'big boot' which gave us a bit more 'inside' space.

The journey down was good. We stopped at a supermarket to get supplies and, whilst the family shopped, I checked the engine to find that the dynamo belt had shredded itself. (I had noticed that the charging meter read zero but had just thought that the battery was full). Spanners out and I had fitted a new belt by the time the family came back - not bad going as the water pump belt has to come off first.

We arrived at the campsite a little late ... we had been worried that we were lost but suddenly there it was!

As we drove in we received a fantastic welcome from everybody and Walford rushed about collecting us food from the barbecue. It was great to see everybody again and whilst I was chatting to friends old and new the girls threw the tent up and settled us in. We then spent the night listening to the waterwheel turning!

Next morning saw us at the Asda car park for a fill up with juice and parked up ready for the tour. Whilst waiting for 'the off' I strolled about, admiring the cars, and chatted to Peter Bennison who's Légère was suffering from a badly cracked exhaust manifold. I advised him to get an exhaust down pipe brace otherwise the replacement manifold would crack too.

The tour started off - I have to admit to not liking 'tight' convoys because I like to drive at my own speed - so we roared off (sorry if that was you we overtook). The route took us through great scenery along mostly winding back roads with not too much dual cabbage ways.

The coffee spot by the cliff at Hells Mouth (did you see how far down that was?) was just what we needed as we (luckily) got into the queue early and didn't have to

wait long for our grub. We went through Portreath where Debbs and I had holidayed in times gone by. I knew the bend at the bottom of the hill and was ready for it.

To save money I had adapted the silencer from a Vauxhall Vectra for my Six. It cost all of £28 and flows better than a standard silencer. It also lets more 'six cylinder growl' out the back than the normal silencer so I stormed up the hill and got snapped by Howard (photo no 41 in Howard's excellent album on the internet).

We had a short stop at a pub before setting course for Geevor. We hadn't realised that Pam & Brian Watson had arranged for the TOC to have the place to themselves and that the mine was shut to the general public.

I had expected to see crumbling, stone buildings and leaning towers with blocked up mine shafts, but what we got was a modern(ish) mine complex, very comprehensively explained with loads to look at.

What really got to you was seeing the photos of the miners. Somehow you could feel their character and presence and when we wandered through the changing rooms you could hear the chatter/echoes of the miners together.

To finish off the mine visit the girls and I had a play in the "tin panning" section.

A pasty finished off the visit before we returned to our campsite in the car. We had discussed driving down to Mousehole - which I remember is very picturesqew - but I didn't want to get involved in horrible traffic queues on steep hills so we went straight back.

After a short kip at the campsite (getting older you know) we all had to rush to get into our special togs (bought in charity shops and on eBay!!) for the dinner & dance. The S.W. committee had organised for us to be transported in a lovely old bus (a 1958 Bedford Duple Vista, with a six cylinder petrol engine and an all crash box) to the hotel.

At the hotel we met a lady called Debbie who was clutching photos of her 93-year old Dad's Light 15. She had seen all the Tractions driving about and had tracked us down to the hotel as she wanted to take some photographs of

our cars to take back to show her Dad. Tony Latchford invited her to take all the photos she wanted and to attend the rally at Pendennis Castle the following day (which she did!).

Dinner was just right and then came the dancing - with full tummies and tight waistcoats?!? Excuse me madam I'll just open the window.

Country type dancing with a very good caller followed... it didn't suit everyone but we liked it. I couldn't work out why all the men wanted to dance with Debbie (but I'm going to wear that sequined, body hugging number next time!!!!).

At the end of the evening we got back on the bus, tired but happy.

Sunday morning arrived and it was time to pack up the tent, roll the roof down, squash the family into the car and set off to find Pendennis Castle.

Howard had warned us about driving around the castle the right way so as to avoid horrendous U-turns - all of which I forgot completely - but we did it right anyway. It was so impressive to drive up to the castle entrance and through, under the portcullis, onto the immaculate lawns in the centre.

We parked as directed by Vic, in long herringbone lines which gave order and variety to the assembly. We parked next to Steve Southgate's lovely Big 15, did you see that steering wheel? I had a go at Walford's 'guess the part' quiz for which he had assembled lots of parts - some easy to identify, some hard and some that were deceptive. No six parts I noticed.

We then went off for an explore of the castle and grounds before having an excellent lunch in the café. After lunch we mooched about admiring cars and chatting and then later in the afternoon went into the Castle for the prize giving.

Surprise! I got a pretty 'Special Commendation' trophy for the 15-6 which was not expected considering the spotlessly immaculate cars that were at the Rally.

The Rally ended with lots of applause and then it was time for us to set off back to North Devon with the children asleep in the back of the car.

My enjoyment of these cars of ours comes from restoring, repairing and maintaining them myself (I don't like having to rely on others - and I can't afford it) and driving them.

I often think that if our cars had souls and feelings what would they prefer? To be restored to immaculate condition, to be kept in a garage and only taken out in fine weather - or - to go on adventures with the family in all weathers as part of the family?

Of course this sort of thinking does make it all the harder to sell them when the time comes.

Clive Harding

Madelyn Harding (11 years) said, "*The castle was cool. I loved dressing up... and the dancing*". She was practicing her Clarinet on Friday and Saturday at the camp site so if you heard 'Edelweiss' lilting across the grass, it was her. She passed her exam that week!!

Clare Harding (12 years) said, "*The last day was definitely the best, although the heat was scorching. It was lovely seeing the history of the castle. I enjoyed walking round the Geevor tin mine and especially panning for gold at the end*".

Debbie Harding (age undisclosed!) sums it all up... "*We received such a lovely warm welcome when we arrived late on Friday and people rushed about to get us some food. It was good to see old faces, and some not so old!! We had a wonderful drive on Saturday going to Geevor via so many nice places... perfect! Absolutely loved the bus... thank you sooo much for that!! I think everyone enjoyed the great evening food and entertainment, whether they participated or just watched. And it was so special to actually bring our car in to the grounds of Pendennis Castle - a real treat. The weather was just great - who's job was it to organise that?*"



Above - time to go home. Clive Harding drives his 15-6 out under the portcullis again leaving Pendennis Castle. (photograph - Howard Speirs)

Well, after six years, several (hundred) phone calls, blood, sweat and (many) tears it was Wednesday 17th June and the plan was that the Light 15 Roadster would be going to the Annual Rally - assuming that I got it back in time.

At 8.00pm I was scheduled to pick it up from a lay by in Maidenhead. You remember what they say about collecting cars from laybys? Well - I have to say, it's magnificent.

Even in the twilight of a June evening Susie says that she could see I was grinning from ear to ear - and she swears that the grin lasted for 24 hours afterwards.

The important thing was that we would be off to the rally- and, I'm only 53!

The morning of the 18th arrived with me still smiling. After a little while I discover there is enough space in the car for all my stuff, or Susie.

Hmm- a rethink was needed.

I (rapidly) delegated all the bag packing to Susie and went outside to polish something. Five minutes later, bags packed, I realised there is much more space in the car than I imagined and we were off.

With the hood down and 'flat 'at on 'ead' even the motorway was pleasant. Shortly afterwards, at Andover, the drive to the speedometer broke - so no more miles, or miles per hour!

We guessed the distance between the various stops and sped past Stonehenge as we didn't want to become druids on the 20th.

What ho! Is that a Traction? First we caught up with Tony Latchford, then Peter Simper and finally Allan Reece who were all - like us - going down to Cornwall a day early.

We ran in convoy to Exeter, then went our separate ways for the evening. We were booked into an hotel at Cheriton Bishop, on the "old" A30, and after a really rather good dinner we were asking ourselves if we could stay here forever.

The morning of the 19th found us on Dartmoor thinking - 'as long as we can get off without doing a stretch, it's wonderful'. We even went near Princeton - but not that near - where Susie's father was a prison governor.

The weather was changeable, but as long as we exceed - well, I'm not sure, but it's about that - the rain went over our heads. Much like a normal traction, then.

Tavistock, Liskeard, St Austell came and went. Do they still speak English then we asked ourselves? and decided that they probably didn't given that many of

the place names are very Breton, and that the Cornish and Breton languages have much in common (or so I'm told as I really can't get my mind around French)...

And so to Falmouth - which was really very nice with perfect beaches, a great cafe and fish, fish and more fish. Lovely!

The B&B was adequate, but should have been good according to the guidebook. Anyway Susie unpacked whilst I visited the aforementioned cafe before we went down to the camping site for food and stuff. It wasn't quite warm enough - but we didn't notice having now joined the ranks of the Tractionists who have to pick the flies from our teeth etc. etc.

Breakfast the following morning was OK but didn't compare with the ones I used to have in the old days in the City of London. And so to the convoy run.... for which we arrived (ahem) a little late to find Walford more or less on his own and looking at his watch.

At 9.50 - five minutes later - we were in the middle of the convoy. Was it local knowledge or (more likely) black magic?

The run was marvellous. I don't remember Cornwall being like this, although it is a long time since I was last there (Susie says about 45 years and she may not be wrong).

St Michaels Mount is rather good but I have to say that I prefer the French version....however the Cornish pubs are definitely better! (Although the Gurnards Head, where we stopped for drinks, is run by an old Etonian).

Geevor is 'almost' a working mine, which I liked!, but I didn't like the thought of being 600' under the Atlantic for eight hours and then being decanted into a winter storm with gale force 8 winds back on the surface. No thanks! They were certainly real men back in those times.

And so to dinner at the Green Lawns Hotel. I think that the band - the "Ransome Crawlers" were especially created for the entertainment that night and were excellent - even I danced!

However I do have one tiny complaint for the organisers which is that - despite there being a prize in the raffle for everyone - I didn't get one. Boo, hoo!

We (I am told) eventually got back to the B&B and slept all night.

After breakfast (see comments above) on the Sunday morning it was time to find Pendennis Castle on what turned out to be a ridiculous day - bright sunshine, top notch castle (thanks, Henry viii) and Walford Bruen's 'Guess The Part Competition'.

I, er, recognised none of the parts.....Susie says that this

often happens when I go into a shop and demand a 'what's-its-name with a thing-ie on top'. It's surprising how often I get the right part though!

And...I won the People's Choice - for the car, idiot!

Tim Walker

Below left - Tim in 'the People's Choice car' and not a 'flat' 'at on ead' in sight!!!

Below right - 'the car' posed for a picture shoot on Dartmoor (?)

Below bottom - a view of the Cornish landscape from 'the car'





Howard Speirs - a member of the organising committee - reflects on the 2009 TOC Annul Rally

Howard Speirs' account - more of a footnote really...

Firstly, to answer Debbie Harding's question... well yes... the weather was a little tricky to arrange, but a last minute flurry of emails seemed to do the trick!

After the Rally I received a lovely letter from Childrens Hospice South West, thanking all TOC members for the donation of £377 which was raised from the raffle and auction. They now have £2.4 million in the kitty and have just received Planning Permission for their new hospice "Little Harbour" in Cornwall. So thank you all for your generosity.

It was fantastic to meet so many new people ... my first Traction gathering, and what a joy to see so many Members all at once! Thank you all for making the journey to Cornwall and for making it such a fun weekend. And my sincere thanks go to all members of the SW Rally Committee. As Wallace once said to Grommit... "Well lad... that went as well as can be expected"!

For me, two events sum up the spirit of "Float in Power to Cornwall".

The first was "the Peter Bennison affair"... in which (as if by magic) the correct gaskets, a suitable manifold and sheer hard work got Peter back on the road, and back to France. It was a heart warming experience to be surrounded by such generous and talented Club members, and I know Peter is deeply grateful to all concerned.

The second happened a few days after the Rally - as we took a small convoy through St. Agnes towards Padstow. A very elderly chap stood by the roadside as we four Tractions came around the corner... with me bringing up the rear.

I saw his face light up as each successive car passed by... and by the time I reached him, he was whooping at the top of his voice and had burst into spontaneous applause.

I'll never forget his face... for a brief moment, an excited young man again. Perfect!



Howard Speirs

Anti-clockwise from the top :

- The Hardings board the 1958 Bedford Duple Vista coach for their drive to the hotel
- The Ogborne's slipstream John and Janet Kyle... will they get through before the hairpin?
- Margaret Rolfe winds up her '54 Normale for the climb out of Portreath
- Pendennis Traction jumble
- Geevor Mine
- Geevor by the sea

(all photographs courtesy of Howard Speirs)





" The organisation was superb, raising the bar yet further for the organisers of future events. "

2009 TOC Awards

Barbara Longden Trophy (for services to the Club) :-	John Barnes
Master Class :-	not awarded
Best 1st Time entry winner :- runner-up :-	Tim Walker Louis Burke
Best Overseas entry winner :- runner-up :-	Dennis Kallend Peter Bennison
Best Pre-War Car winner :- runner-up :-	Steve Reed Bernie Shaw
Best Post War Car winner :- runner-up :-	John Oates Richard Carlin
Ladies/Peoples Choice (Rhodri Prys-Jones Shield) :-	Tim Walker (we think it was awarded for the car, but we're not sure!)
Disaster of the year :-	Peter Bennison (sheared exhaust manifold)
Furthest Travelled :-	Terence McAuley (travelling back from Spain)
Special Commendation :-	Mark Harding (re-building his 15/6)
Best Car in Show winner :- runner-up :-	Steve Reed John Oates
Walford Bruen's " Identify the Part" competition :-	Richard Carlin





75 heures p Arras 10 - 13t

I've just had a great trip to France. Some 20 or so of us Slough-built Traction had crossed the channel heading for Arras. With us from the UK were about another 45 Paris-built Traction, you know - the sort with the steering wheel on the wrong side.

We didn't all travel together of course or even at the same times, but most chose Dunkirk, Calais or Boulogne as their arrival point in France. Actually I went early by tunnel and pootled around Picardy for a few days. I met up there with a couple of chums and we drove into Arras at midday on the Friday.

Already by then there were several hundred Traction at the Artois Expo Centre and they were still arriving in a steady stream. My owners disappeared inside for a couple of hours, then came back with a big rally plaque for me (I have quite a collection at home).

They said that there were 75 very famous Traction inside, in a sort of museum display. A few oldies in there actually dated from 1934, so it was their 75th birthday. I am sure I saw at least another dozen of the same age in and around Arras during the week-end, and there were many more dating from 1935 and 1936.

My next job was to take my owners to find their hotel in the Grand'Place. Just in time really, the huge cobbled square had been reserved for Traction, but was filling up fast. I parked up next to two friends from England, and settled down to watch more Traction arrive.

By late afternoon there were well over 200 in the square, and still they came. The majority were French, but there were a considerable number from Belgium and the Netherlands. I was struck by how many were painted black, not much imagination these foreigners.

I noticed a recovery truck unloading an old friend, a blue and silver Normale from Wales, rumour was that it would need some gearbox transplant surgery.

In the evening my owners disappeared on a bendy-bus en-route to the Pré Fleuri for a barbecue party attended by some 1,500 other enthusiasts.

I was awakened early the next morning; the locals were holding a street market on two sides of the Grand'Place and completely filling the Place des Héros next door. Gradually owners came to reclaim their Traction, and the air was filled with the reluctant sounds of 6 volt engines coughing and spluttering into life. They sounded so bad that I was worried that there might have been an outbreak of Traction Flue.

My lot were strangely late: what had they been up to the night before? We nipped round to the Artois Expo Centre to find it even fuller than before and I had to squeeze in between a Dane and a Swiss. They seemed to have come from everywhere, and apart from a sprinkling of Slough cars that live abroad they were all left-hand drive.

In the car park Longstone Tyres were busy fitting tyres and balancing wheels: I heard they had 70 customers during the week-end. Inside beside the museum there was a bustling auto-jumble, club stands, book signings and lectures.

We left Arras in the late afternoon: my owners had to get home early. It was a shame because I heard that there was to be a gala dinner dance that evening at the Pré Fleuri and an alternative dinner at the Café Leffe in the Place des Héros.

However as we left we followed the traction that was running non-stop for 75 hours as a homage to François Lecot. We Traction have a great respect for 3057 RJ 7, the 11AL that covered 400,000 kilometres in a year.

Unfortunately I missed the grand parade and the chance to give locals a ride round Arras. Still I have great memories of a wonderful weekend; and they say that there were probably 1075 Traction there.

NYM 200
(supported by Robin Dyke)



Top of pages : a panoramic view of the Grand Place, Arras (photograph Bernie Shaw)
 Above Left : the François Lecot homage Traction (photograph Robin Dyke)
 Above Right : the Grand Parade (photograph Walter Callens)
 Right - Top Left : Business is brisk for the 'Traction Baptism' (photograph Walter Callens)
 Right - Top Right : 90 TOC members at the TOC dinner at the Café Leffe in the Place des Héros (photograph Walter Callens).
 Right - Centre Left : the Friday evening barbecue party at the Pré Fleuri (photograph Walter Callens)
 Right - Centre Right : the TOC stand at the Artois Expo Centre (photograph Walter Callens)
 Right - Bottom Left : the 75 cars in the Traction Museum in the Artois Expo Centre (photograph Walter Callens)
 Right - Bottom Right : cars from the Traction Museum starting their journeys home (photograph Walter Callens)



pour 75 ans
3th July 2009



Off we headed with every spare part, vital Traction fluid and item of 50's clothing we possess. From deepest Cornwall, we sped to our Axminster rendezvous with Walford and Frances and onwards in convoy to the waiting ferry at Portsmouth.

A smooth crossing to Le Havre saw our trusty Normale back on home turf, and we purred up to Arras to much appreciative headlamp flashing and beeping from enthusiastic locals.

What a sight as we swung into the Artois Expo for registration. Hundreds and hundreds of Traction of every conceivable type... as far as the eye could see. Heaven! My long suffering wife eventually tore me away to find our hotel and a romantic meal for two won out over the bustle of the Friday BBQ!

Our hotel was perfectly placed on a side street between The Grand Place and The Place des Heros, so Saturday morning saw us "working the crowd". And what a crowd there was... every car on both huge squares was a Traction!

From Portugal, Switzerland and Sweden they had driven, in everything from immaculate examples to virtual basket cases, and in every colour imaginable.

Familiar faces began to appear as the day progressed, Mick Popka stopped for a chat and of course Bernie Shaw seemed to be everywhere at once! We decided to go shopping... Hilke to buy cheese and "things French" at the town market, and I back to the Artois Expo with trembling wallet.

I couldn't begin to detail everything on sale, but I reckon one could have a stab at creating a brand new Traction from all the parts available. Suffice to say, my "haul" included a stainless dipped front bumper, new seat covers, carb repair kit, indicator lenses and rubbers etc. etc.

Olivier de Serres was on hand signing copies of his new tome... so of course my wallet felt the pinch again! And Olivier Marin drew a superb cartoon of XSV 614 for me inside his wonderful new book "Le Mystere de la Traction 22" This cartoon strip masterpiece centres around seamed stockings and Citroëns... so for me, price simply wasn't an issue!

We met Richard Heffer and his lovely partner Belinda at the Gala Dinner on Saturday. A super event, followed by a pleasant drink on The Grand Place later that balmy evening. We four decided to keep the 50's theme running on Sunday evening and met for a convivial meal "dressed to the nines".

I shall never forget Walford Bruen's comment as we happened upon he and Frances at a pavement Café later that evening... "Look at that lot... looks like a Jack Vettriano painting!". I did then, and shall continue to, take that as a compliment Walford!

All good things come to an end, and we headed for the coast on Monday to spend a wonderful night at St. Valery sur Somme, joining in the torchlit Bastille Day parade and firework celebrations.

Then, hugging the coastline on Tuesday we made for Le Havre, with a late afternoon swim at Etretat followed by a true culinary delight... Chateaubriand washed down with a fine Chateauneuf du Pape. It left us wondering quite why we had to cross the Channel that night!

However, at 9am precisely, we were tucking in to a wonderful cooked breakfast, sitting outside in warm sunshine... in Lyme Regis! As they say... one of the best things about going away, is coming home again.

We wouldn't have missed Arras for the world. The whole experience was terrific and we have many happy memories and new found friendships.

Our sincere thanks go to Bernie Shaw and all of the 75 ans organising committee for their hard work. It was a truly special event!

Howard Speirs





Opposite page - top : two TOC old-timers, Fred Annels (84) on the left and Dennis Kallend (79), reminisce about their early Traction days (photograph Robin Dyke)
 Opposite page - bottom : TOC Chairman, Tony Latchford, presents Noella and Walter Callens with a token of appreciation from the TOC (photograph Richard Carlin)
 Left top : Reflections of Arras in a Traction hubcap (photograph Howard Speirs)
 Left centre top : Beauty and the Beast (photograph Howard Speirs)
 Left centre bottom : The Shinebrooms representing the TOC in the Grand Parade (photograph Walter Callens)
 Left bottom : Reflections of Arras (photograph Howard Speirs)
 below top : The Grand Place in Arras (photograph Howard Speirs)
 below bottom : The Place des Héros in Arras (photograph Howard Speirs)



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

September 2009

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

October 2009

3 Swiss Classic British Car Show Morges Switzerland, on Lake Geneva
3 Citroen - 90 years of Innovation Ace Cafe, North Circular Road, London. See details on page 35.
16 - 18 Wartime Weekend North York Moors Railway - Pickering, Le Visham, Goathland, Whitby York
See details on page 36.

November 2009

13-15 Classic Motor Show NEC, Birmingham. Annual showcase site for TOC . Members required to assist on club stand on 13th & 14th. Anyone able to help please contact Mick Holmes via TOC helpline.
28 TOC pre-Christmas Dinner/Dance The Great Barr Hotel, Pear Tree Drive, Birmingham, West Midlands (Jn7 M6) (see TOC news for more details) Tickets strictly limited so please contact Steve Southgate as soon as possible.
29 TOC Annual General Meeting The Great Barr Hotel, Pear Tree Drive, Birmingham, West Midlands (Jn7 M6)

April 2010

7 - 11 Technoclassica Essen, Germany. Billed as ' The Worlds leading vintage car trade fair' this event attracts more than 170,000 car enthusiasts each year

May 2010

9 Citroen-Jumble Annual Belgian Citroën-Jumble. Details to follow.

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

July/August 2011

tbc TOC Annual Rally Kent. Details to follow

August 2012

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

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



CITRÖËN 90 YEARS CELEBRATION - October 3rd 2009

Ace Café London

As part of a series of events to commemorate ninety years of the Citroën Company, Saturday 3rd October will see simultaneous gatherings of Citroën vehicles of all ages and road runs through many European capital cities. Entitled the 'Croisiere Blanche' - referring to the famous Citroën expeditions of the twenties and thirties - these nocturnal runs will be headed by Citroëns illuminated with LED lighting during their tour of each capital city.

Ace Café London

Within this concept, Citroën UK has arranged a gathering at the famous Ace Café on the North Circular Road, London - the venue incorporated a Citroën dealership in the post-war years! All Citroën vehicles will be welcome to take part, and the aim is to have as many models as possible represented of all those produced over the ninety years. Historic or concept vehicles from the Conservatoire may also be on display.

Plaques and prizes

Everyone attending will receive a commemorative event plaque, and in addition, a judge will chose a winner of one car produced in each of the nine decades from 1919 to the present day. The winners will receive 90th Anniversary souvenir packs containing unique items.

Croisiere Blanche

After some hours of informal chat - and awards - at the Ace, as night falls we hope to be able to invite you to join in the Croisiere Blanche itself - this is subject to confirmation of the route details as we go to press. The run will follow a route from the Ace into and around central London, taking in locations of both general and Citroën interest. A route-sheet will be provided, although we shall avoid complex navigation!

All you need to know!

Please arrive from 4pm on Saturday 3rd October. Due to limitations on space, the café frontage will be reserved for vehicles being entered for judging, but there is plenty of additional parking. To make judging, catering and parking easier, you are required to register for the competition in advance. Please email Jemma Chalcraft or Katie Read at Citroën UK with your name, car model and registration number. (jemma.chalcraft@citroen.com or katie.read@citroen.com)

The Ace Cafe is located at Ace Corner NW10 7UD, just off the A406 North Circular Road, and is accessible from the Abbey Road junction with the A406 (south-west of the A404). (www.ace-cafe-london.com)

Citroën UK will be filming the event.

Thanks

Citroën UK would like to acknowledge the assistance given by the Citroën Car Club, 2CVGB, and the Traction Owners Club in organising this event - join us to celebrate 90 years of Citroën!

WARTIME WEEKEND - October 16th, 17th, 18th 2009

North York Moors Railway

Every October the North Yorkshire Moors Railways recaptures the spirit of the second world war with its War Time Weekend as an annual tribute to the men and women who kept Britain's railways running throughout the war. To remember them they recreate the sights and sounds of those dark days and every hour steam trains leave Pickering with servicemen and women, factory workers, land army girls and nurses aboard

The weekend begins with the ceremonial flag raising on Friday and continues until the flag is lowered again on Sunday afternoon.

Hundreds of skilled re-enactors help create the authentic atmosphere that has earned the Wartime Weekend an international reputation for authenticity. Goathland, and all the other stations from Grosmont to Pickering are dressed with wartime signs, notices, sandbags and taped up windows, and re-enactors are everywhere showing how life was during the war years. And on Saturday there is a parade in Pickering, and in the evening, a superb costume dinner dance, complete with NAAFI canteen and Glen Miller type orchestra.

PROPOSED TOC RAID

Mick Popka is planning a TOC Raid on the Wartime Weekend by members of the TOC dressed as members of the FFI in Tractions bearing the insignia of the FFI and the Cross of Lorraine. If you are interested in attending, please email (or write to) Mick Popka - BY FRIDAY SEPTEMBER 25TH 2009 - stating the number of people who will be attending and whether you will be visiting Sunday Only, Saturday only, Saturday and Sunday or Friday Saturday and Sunday. To obtain further details contact Mick at webmaster@traction-owners.co.uk (or if you have no email by post at Mick Popka, Wartime Weekend, 151 tadcaster Road, Dringhouses, York YO24 1QJ)

The proposed schedule for the TOC Raid is as follows:

- | | |
|-----------------|--|
| Friday - 16th | Attendance at the flag raising ceremony (for those who wish to attend - time to be confirmed) Alternatively there will be the opportunity for shopping (wander around the centre of York) or a visit to the Castle Museum (http://www.yorkcastlemuseum.org.uk/Page/Index.aspx) followed by a tour of the snickleways (medieval pathways) around the centre of York and then a meal in the city centre. Accommodation for the night should be booked in York (Members responsibility) or for those interested in camping a list of available sites is available. |
| Saturday - 17th | Saturday morning in Pickering (in the American/British occupied zone) for their parade through the town of everyone involved in the weekend in uniform/costume at 11.00am. Lunch at around 13:00 - 14:00 at a French Cafe in Le Visham (Levisham - which is in German occupied France) where we can also park our cars. After lunch take the steam railway to Goathland (which is occupied by the British) to have an afternoon walk then back to the train to return to Le Visham and then drive via Goathland on to Whitby. see: http://nymr.co.uk/news/special-events-for-2009 . Accommodation for the night should be booked in Whitby (Members responsibility) or for those interested in camping a list of available sites is available. Saturday night we can either go out "on the town" - possibly to The Magpie (world famous fish restaurant) or alternatively we could attend the 1940's dance in Pickering (either by train or drive by car - in convoy with less cars but more passengers). |
| Sunday - 18th | Sunday morning drive from Whitby to Grosmont to Goathland to Le Visham to Pickering and then on to a local motor museum in Thornton-le-dale (http://www.nymm.co.uk/). Lunch en-route, then leave for home toward the end of the afternoon. |
| Costs | The major cost will be accommodation, but as everyone will be booking their own accommodation and paying for own food the overall cost can be determined by individuals themselves. A deposit for the Friday evening meal - I will consult with all who respond (by email and letter/phone). |

Book online or call the Ticket Hotline **0871 230 1088**
www.necclassicmotorshow.com

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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

Tractions for Sale

1949 LHD Big 6. The 'MAIGRET' car with history. Small boot. Black. Extensive recent mechanical upgrade by Classic Renovations. Very Fine Classic car. £15,500 ono. mail@gordonmarine.co.uk

1955 RHD Light 15: the rarer sunroof version, she needs restoration but the leather seats are in great condition, been fed regularly! Included in the sale 4x South African A/B grade doors (therefore 8 total!) 4x new hub caps, 4x unused tyres & tubes and much more. Has the full V5 document with original registration number OOOY 219. Grab yourself a bargain make an offer or get more details from Geoff Pagotto 01823 442052 - 07778 389739 or email geoff@pagotto.co.uk. Viewing welcome, we're in sunny Somerset.



1955 Light 15, with ID19 engine and gearbox, SU Carburettor and woodrim steering wheel. Roadworthy condition, with recent new door-skins, powder coated wheels and rechromed hubcaps. £4,000. Fortyfive years ownership. Jack Reay 01925 728734, email: jackreay@xalt.co.uk

Other Citroëns for Sale

CX-20 Pallas.1984 Series 1 (stainless steel bumpers, metallic pearl grey paint & grey velour upholstery) 1995cc Douvrin engine with 5 speed gearbox. 115000 miles. Unfinished restoration project. Full years MOT, Owned since 1999. FSH. Mechanically and structurally sound but requires respray and new headlining to complete. Many spares available. £1000 ono. Full details from John Reynolds - email: john.reynolds53@btyahoo.com.

Tractions Wanted

WANTED small boot Legere, black in colour . Please contact James Geddes at james.geddes62@tiscali.co.uk

Miscellaneous

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

For Sale: engine complete approx 80.000 miles - £400.00. Gearbox with bellhousing, good condition - £350.00. Gearbox no top or bellhousing - £125.00. New michelin tyres - £120.00 each. Traction starting handle - £10.00. Pair of chrome headlamps - £50.00.

Also some other bit and bobs. For further information please ring Barrie Brick (Longden) on 01565 873 092 or 07717 718 643.

Help Wanted: Can any TOC Member advise a new Member in Switzerland who has recently purchased a 7A in the UK which is currently undergoing some renovation and mechanical work by John Gillard. Once this work is completed and the car is ready for the road I would like the car to retain an English licence plate and continue to be registered at a UK address rather than for it to be registered in France or Switzerland (and to carry a French or Swiss licence plate). If any Member would be willing to assist with this process please contact me as follows: Hans Durr, CH-1630 Bulle/Switzerland or email: hansp.duerr@sunrise.ch

Help Wanted: Roger Arnold would like to hear from other TOC Members regarding the following two questions:

1) engine mounts on Light 15 - does anyone know of a make a fluid block type of engine mount, like the ones on modern day cars, or even a better one than is fitted?

2) I need some wing mirrors as a couple of times I have come unstuck with only the windscreen interior mirror. What are your suggestions please where to fit and what type as to not detract from the year which is 1947?

If anyone can help with answers to these questions please contact Roger at : rogerarnold1@btconnect.com

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



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