

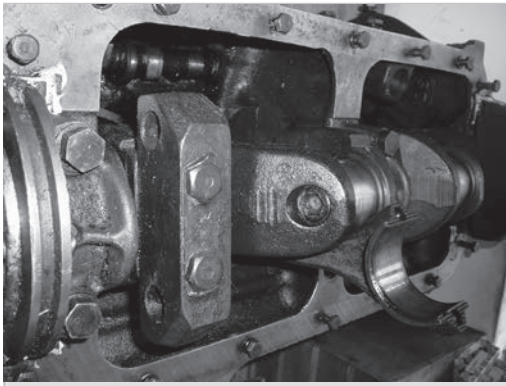
Floating Power



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ROAD

CEMETERY
1915-1918

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your committee

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

PRESIDENT Bernie Shaw

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

CHAIRMAN Tony Latchford

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

SECRETARY John Ogborne

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

TREASURER Tony Malyon

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

MEMBERSHIP SECRETARY John & Bev Oates

55 The Knoll, Tansley, Matlock, Derbyshire DE4 5FP
01629 582154 membership@traction-owners.co.uk

MAGAZINE EDITOR John Barnes

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

TOCTECH EDITOR Jonathan Howard

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

WEBSITE Mick Popka

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

SOCIAL SECRETARY Terence McAuley

7 The Normans, Bathampton, Bath BA2 6TD

01225 466939 events@traction-owners.co.uk

HELPLINE Mick & Moira Holmes

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

CLUB SPARES Chris Treagust

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

CLUB SHOP Barry Curtis

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

ADMIN & COMMITTEE ARCHIVIST Lynda Ogborne

4 Whitegates, Bath Road, Wells, Somerset BA5 3LP
01749 675312 committee-archive@traction-owners.co.uk

TECHNICAL & CLUB HISTORY ARCHIVIST Frank Grant

Dun Donnachaidh, Crathie, Ballater, Aberdeenshire AB35 5UL
01339 742272 technical-archive@traction-owners.co.uk

NON-DESIGNATED

Colin Gosling

Mark Harding

Sunnyside Farm, Parracombe, Barnstable, Devon EX31 4QJ 01598 763241

Tony Hodgekiss

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

Peter Riggs

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

Steve Reed

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



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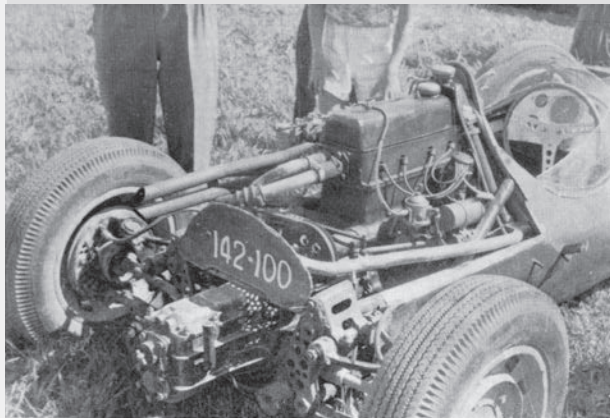


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so as volunteers. None of them are paid for the work they do and all work from home in their spare time, most around the demands you make on their time. They are happy to help you but may not always be able to do so immediately

John Reynolds

18 Partridge Close, Upper Bruntingthorpe, Lutterworth, Leicestershire, LE175QY.
0116 247 8400 - john.reynolds53@btyahoo.com

Steve Southgate

4 Kingscroft Close, Sutton Coldfield, West Midlands, B74 2HJ 0121 352 1100
EASTERN SECTION CO-ORDINATOR t.b.c.



SCOTLAND SECTION CO-ORDINATOR Frank Grant

Dun Donnachaidh, Crathie, Ballater, Aberdeenshire AB35 5UL
01339 742272 frankgrant@btinternet.com

SOUTH MIDLANDS SECTION CO-ORDINATOR Simon Saint

Snigs End, Danes Green, North Claines, Worcestershire WR3 7RU
01905 454961 janeandsimonsaint@hotmail.com

SOUTH WEST SECTION CO-ORDINATOR Walford Bruen

Wintersland, Southerton, Ottery St Mary, Devon EX11 1SD
01395 568909 kembru@btinternet.com

SURREY, HAMPSHIRE & SUSSEX BORDERS SECTION CO-ORDINATOR

Steve Reed 1 Terwick Cottage, Rogate, Nr Peterfield, Hampshire GU31 5EG
01730 821792

WALES SECTION CO-ORDINATOR t.b.c

WEST OF ENGLAND SECTION CO-ORDINATOR Terence & Jane McAuley

7 The Normans, Bathampton, Bath BA2 6TD
01225 466939 mrsjane.bear@toucansurf.com

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

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



IRELAND SECTION CO-ORDINATOR Norman Moore

69 Killane Road, Limavady, County Londonderry, Northern Ireland, BT49 0DT
028 7776 3755

LAKES & BORDER SECTION CO-ORDINATOR Bob Cuppage

Branthwaite House, Caldbeck, Wigton, Carlisle, Cumbria CA7 8HB
01697 478301

LONDON SECTION CO-ORDINATOR Peter Simper

215 Whitton Road, Twickenham, TW2 7QZ
0208 560 3267 (weekdays) 0208 891 1093 (evenings & weekends)

MID-SHIRE SECTION CO-ORDINATOR Peter Riggs

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

NORTHERN SECTION CO-ORDINATOR Stan Platts

1a Moorlands Road, Birkenshaw, Bradford, BD11 2BH
01274 683848

PEAK SECTION CO-ORDINATOR Bev & John Oates

55 The Knoll, Tansley, Matlock, Derbyshire DE4 5FP
01629 582154 peak.to@virgin.net





welcome

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

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

Missing Magazine?

Please contact John or Bev Oates
01629 582154
membership@traction-owners.co.uk

The closing date for input to the November/December edition of *Floating Power* is Monday 7th December

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

2097 Mr Christopher Naylor, Langton, N Yorks
2098 Mr Norman Wood, St Saviour, Jersey
2099 Mr Michael Willats, Yelverton, Devon
2100 Mr Alan Dollie, Thakeham, W Sussex
2101 Mr Glen Fox, Benton, Newcastle-upon-Tyne
2102 Mr Allen Crawford, Thetford, Norfolk
2103 Mrs Jasmin Gagen, Bury St Edmunds, Suffolk

Welcome to the November/December edition of *Floating Power* which has again been a difficult one for me to produce as I have had to assist in preparing a tribute to Steve Shine, a Member of the Club whom I knew well. My sincere condolences go to Hazel and her family.

After three years of editing and producing *Floating Power* (and for over a year now, *e-PP*) I've decided that it's time for me to step down in order that someone with fresh ideas and enthusiasm can take over.

I shall therefore resign as a member of the committee, and as editor, at the coming AGM but I shall be available to assist the new editor and if necessary I will produce one or two more editions whilst a new editor gets up to speed. So if you would like to be part of shaping the way the Club magazine develops please contact Bernie Shaw or John Ogborne to register your interest.

With this edition you should have received your copy of the 2010 TOC Calendar. It was enormously difficult for the judges to select just twelve photographs from the more than 260 photographs which this year you submitted to the competition. Thank you very much to everyone who sent in photographs - I'm just sorry that they couldn't all be included in the calendar.

You should also have received your Proxy Vote form for the AGM and an insert showing what TOCTech would look like with coloured photographs. I must apologise however for the fact that some of the photographs in this edition of TOCTech are of particularly poor quality.

If you are not able to attend the AGM I would urge you to complete and return your Proxy Vote form - it's your Club and I believe you should make every effort to ensure that your voice is heard by voting on the two important resolutions that will be put to Members at the AGM.

Finally, as its November we have our customary remembrance cover and I'd like to be the first one to wish you a very (early) Merry Christmas.

John Barnes

COVER IMAGE: EUSTON ROAD CEMETERY, COLINCAMPS 11 KMS NORTH OF ALBERT. EUSTON ROAD IS PARTICULARLY ASSOCIATED WITH THE ATTACK ON SERRE ON 1ST JULY 1916, THE CAPTURE OF BEAUMONT-HAMEL ON 13TH NOVEMBER 1916 AND THE GERMAN ATTACK ON COLINCAMPS ON 5TH APRIL 1918. Photograph Jonathan Martin-Hale

President's Ponderings



I am sorry to have to advise anybody that is not already aware that Steve Shine passed away suddenly on 13th September. I apologise to those we did manage to contact for having resorted to e-mail to announce such a sad event but Hazel had asked me to notify as many TOC members as possible and time was short. In the event, I know she was deeply touched and very grateful that, in under 3 days, we were able to arrange a turnout of a dozen Tractions at Steve's funeral and I thank all who responded to the messages.

I first met Steve almost exactly seven years ago in answer to a request for assistance received via the Helpline. It was shortly after he had bought his first car, a nice Light 15 which he then proceeded to make even nicer. Steve took to Tractions and the TOC as he did most things, head on and at full speed. As a result he contributed a great deal to the Club during his all-too-brief association and I personally think it was very fitting that, in their splendid re-imported Big 15, he and Hazel proudly represented the TOC in the 75th anniversary parade in Arras. He will be greatly missed by all who had any dealings with him and, on behalf of the TOC, I offer most sincere condolences to Hazel, Zoe and Adam.

I have written this early because I shall be away for the copy deadline. That also means I shall be unable to attend the "75 Heures" meeting at the beginning of October when detailed financial and other information for the event will be announced. In the meantime, I have the following answers to some of the questions posed by TOC members.....

- The "official" (safe) attendance figure is 1100 cars. We are aware the President of Eurocitro actually announced 1200 but he apparently made an allowance to include any who arrived on Sunday and simply "parked up" without officially signing in.
- The "Lecot" Car covered a total of 3096km (1924 miles) in the 75 Hours at an average of 41.28 kph (25.65 mph) and an incredible 7.641/100km (37.3 mpg). Despite efficient changeovers between the 75 driving teams the 4000km target was not met mainly through time lost due to traffic conditions and media interviews.
- The sterling efforts of the TOC in providing the "Baptemes" on the Sunday raised €408 for the charity "Restos du Coeur". Thanks again to all who took part.

In December TU will produce a special tri-lingual commemorative issue of their normally quarterly review, "Traction". It will be priced at €7 with a 30% discount for members of the four organising clubs. They are planning a limited run of 2000 pieces and I have tentatively reserved 200 for the TOC.

This year's official theme for the NEC Classic Car show (13th -15th November) is 50 years of the Motorway. The TOC will also be celebrating our own 75th and 90th anniversaries with a display devised by John Reynolds and I hope to see many of you there. Mick & Moira Holmes are managing our stand which will feature a number of Tractions plus a 5CV Cloverleaf and a special vehicle on loan from the Paris Conservatoire. Mick & Moira have confirmed this is definitely the last time they will take responsibility for this event so we need somebody to come forward to take up that particular baton for the Club in good time for next year's show.

And now a message from our sponsor The Committee (more specifically the Secretary), is seeking a volunteer "Minutes Secretary" to assist at committee meetings. The task is not particularly onerous, but it can become difficult when the person taking notes is also involved in the actual discussions, we would therefore like an independent person to record proceedings. We only have a limited number of meetings each year, one of which is traditionally on the morning of the AGM. Recently we have successfully trialled meetings by conference call, saving time, fuel and, ultimately, the planet and I anticipate we shall use these more in the future. If you feel you might like to help or if you want more information please contact John Ogborne who will undoubtedly be happy to explain just how little work will be required.

Longer term we are seeking help with Concours judging. This year, for personal reasons, neither Peter Simper nor I were available and that left the rally organisers in a difficult position. Fortunately they coped admirably but, with that experience in mind, we realise we need to take early steps to ensure such a situation cannot arise again. We are therefore looking for "Apprentices" to learn the ropes. Obviously some basic knowledge of the Traction is necessary but we are confident that anybody with an interest can be trained to make a fair appraisal and sound judgement. Please contact John Ogborne or me if you would like to help. I shall be happy to answer any questions regarding the "duties".

And finally, don't forget the AGM on 29th November. Of course we would like to see everybody there. The hotel does still have some rooms available at the moment so please contact Steve Southgate as soon as possible if you would like one. I appreciate not everybody can come to Birmingham but, even if you cannot be there in person, you can still have your say by proxy as detailed elsewhere in this issue of *Floating Power*. I anticipate one agenda item that is likely to produce a lively debate is the matter of colour in *Floating Power*. If you have strong feelings on this, or anything else, come and voice them or, if you can't come along in person please complete and return your proxy vote form.

Bernie Shaw

Chairman's Chat



Hi everyone. My apologies for the fact that my 'Chairman's Chat' was missing from the last issue but it was delayed in cyberspace somewhere between France and Canada and it didn't materialise until the magazine had gone to the printers.

The two biggest rallies of the year have now been and gone - and what fantastic events they were. Our Annual Rally in Cornwall was well planned and executed by Howard Speirs and his band of helpers - through from the BBQ on Friday evening to the end of the Rally at Pendennis castle on the Sunday afternoon. I should like to thank them all on behalf of the club for giving us such a wonderful time.

Three weeks later and we were on the road again, this time to the 75-4-75 in Arras. Again the organising committee - including our own El Presidente, Bernie Shaw - really excelled themselves and the sight of the two squares in the town and the Expo packed full of Tractions was something to behold! Some TOC Members were unable to obtain tickets for the Gala Dinner so Walter and Noëlla Callens arranged an 'alternative' Gala Evening in a local restaurant for (what started out as) 25 people. In the event 81 of us enjoyed a wonderful evening in the restaurant and on behalf of all of us who benefited I'd like to thank Walter and Noëlla for organising this for us.

The Citroën 90th Anniversary meeting held at the Ace Café in North London was very well attended - with more than a dozen Tractions present. The event ended with an evening tour round the sights of London and finished at Citroën UK's first headquarters at Brook Green.

Finally I hope to see you at the AGM in November but in the event that you will not be able to attend I would urge you to make your views known by completing and returning the proxy voting form you will find enclosed in this copy of the magazine.

Tony Latchford

toc news

e-FP

Unfortunately some Members have not yet received their copies of the October edition of *e-FP* due to a technical limitation of the email system operated by BT.

In order to remove all costs to the TOC of distributing *e-FP* the contract with the American company who initially distributed the newsletter was cancelled after four editions were successfully prepared and transmitted by the editor.

Apparently BT does not operate in the same way as Telus in Canada, so when the October edition was transmitted only a few Members actually received it.

So unless it is possible for BT to allow an email to be transmitted to more than 400 recipients it will be necessary to find another way of circulating the newsletter [which hopefully will have been done before you actually read this].

In Committee

Committee Conference Call held on Thursday 10th September 2009

Conference calls have enabled the committee to hold meetings more frequently and to reduce travelling time

and personal expense. They also allow those who are too far from the usual meeting venues to participate and allow urgent matters to be dealt with speedily, with routine reports being circulated beforehand.

Mick Holmes reported that there will be space for nine cars on the NEC Classic Motor Show stand this year and that enough volunteers have now come forward. John Reynolds has composed an overhead projection sequence describing the history of the Traction. The stand is also being coordinated with the adjacent 2CVGB and CCC stands.

At the time of the meeting, eight cars were booked in at the Ace Café 90th celebrations but many more were expected to attend.

The secretary reported that the proxy form would be included in the Nov/Dec issue of *Floating Power* although no additional nominations or resolutions had been received to date. Officers for the 2009-10 committee were finalised, pending ratification of the committee and directors by the AGM.

Accounts had been published in the Sep/Oct issue of *Floating Power* but further explanatory notes will be provided in Nov/Dec. It was agreed that obsolete shop stock could be disposed of, for example by reducing the

cost to a very low figure or as hand-outs at the NEC. Motifs and logos for new items are being designed and the purchase of some copies of the André Lefebvre book was authorised.

It was agreed that the spares list format will be discussed at the next meeting and that TOC membership of the Motor Sports Association membership be renewed.

In response to a comment from a member, a discussion was held on the availability to all members of the edited, "non-private", membership list (with contact details).

It was decided that, at least in the short term, in view of the continuing risk of commercial exploitation that all contact should continue to be via the Area Representative. It will be added to the AGM agenda for general discussion.

It was reported that there had been some difficulties with Concours judging at the Falmouth Rally. As the same members are called on year after year we need to spread the load. It was agreed that trainees would be asked for at the AGM and in *Floating Power*; and that it will be resolved well before the 2010 Northumberland Rally.

It was agreed that the last committee meeting before the one to be held on the morning of the AGM will be another conference call on the evening of Wednesday 21st October.

TOC Club Shop

Barry has the opportunity to purchase Traction cuff links for the Club Shop and would like to know if any Members would be interested in buying them before he places an order.

If you would like to be the proud owner of a pair of Traction cuff links please contact Barry Curtis using the contact details on page two to let him know.

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

The TOC stand, which will again be in Hall 1 adjacent to the Citroën Car Club and 2CVGB stands, will be 11m x 14m and this year will have on display a 1935 Clover Leaf, 1939 légère, 1938 Faux Cabriolet, 1939 Normale, 1938 Big 15 Roadster, 1952 Normale, 1951 Light 15, 1952 15/6 and a 1956 Commerciale as well as a vehicle being provided from the Citroën Conservatoire in Paris.

On the stand there will also be a continuous slideshow of photographs compiled by John Reynolds to illustrate the 75 years of the Traction Avant.

If you are planning to visit the Show please call in on the TOC stand and support the Club by handing in your entrance ticket stub there as the TOC will obtain a small refund from the organisers from the entrance fee paid for every ticket stub returned.

TOC AGM - 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 starting at 11.00am.

Tea, coffee and biscuits will be provided for attendees at the hotel, which is situated adjacent to Junction 7 of the M6 motorway.

Proxy Form

As Members will have noticed, in order to comply with requirements of the Companies Act and in order to give every member of the Club an opportunity to take part in the AGM, a proxy voting form has been included in this copy of the magazine which the committee encourages you to complete to reflect your wishes, to sign and return.

In addition to being able to vote for or against the election of Roger Dyer and Andrew York as directors of the Traction Owners Club Limited, Bernie Shaw, John Ogborne and Tony Malyon as President, Secretary and Treasurer respectively, and Colin Gosling, Tony Hodgekiss, Steve Reed, Peter Riggs, Steve Southgate and Terence McAuley as members of the TOC Committee you also have the opportunity to vote for or against the two resolutions that will be put to those present at the meeting.

The first resolution concerns *Floating Power* and whether or not the Members of the TOC want to see future editions of the TOCTech section of the magazine produced in colour or continuing in black & white only.

To ensure that Members know exactly what is being proposed the committee has agreed that the TOCTech section of this edition of the magazine should also be produced in colour - exactly as is being proposed for the future - and included as a loose leaf insert.

The second resolution follows on from the letter from Peter Bennison in the September/October issue of *Floating Power* regarding the fact that the TOC does not issue a member directory to all Members.

[Members will remember that Peter particularly wanted to contact the many people who helped him with the problems he experienced with his Traction during the Annual Rally in Cornwall in order to thank them personally.]

Since the last issue of *Floating Power* was published it has become known that a facility already exists whereby, on payment of a charge to cover postage and administration costs, Members can request a list (containing the contact details and vehicle details held by the club) of all TOC Members who have agreed that their details can be shared with other Members from the Membership Secretary.

The resolution to be voted upon at the AGM is that instead of Members having to request, and pay for, a copy of the Members Directory the information (on those Members who have agreed that their information can be shared) will be made available in future, free of charge, to all Members.

The committee is split on the issue.

The committee is therefore asking Members whether or not they want the TOC to make an (FOC) Member Directory available to all TOC Members for viewing and downloading from the Club's website - with an alternative arrangement for those without internet access.

2008/9 Accounts

Following publication of the 2008/9 TOC accounts in the September/October issue of *Floating Power* David de Saxe asked if the Treasurer could answer the following questions:-

1. what is the explanation for the gross profit rate falling from 38% in 2008 to 22% this year?
2. could we see an analysis of Distribution costs and Administrative expenses this year v. last?
3. what is the basis of valuing stock?

The TOC Treasurer, Tony Malyon, has produced the following explanation for Members of the 2008/9 accounts:

The fluctuating gross margin is partly to do with exchange rates but it is also affected by "cut off". In this instance it is the "cut off" which is the main reason for the 'reduced' profit and the 'increased' cost of sales. (We had paid for parts, which had not been received into stock at the time of the stock take and were therefore not included in stock!)

Stock is valued at cost price and in a perfect world we would do the stock take exactly at the year end, make sure that quantities counted and cost prices were exactly right and that deliveries in and out were included in the correct year.

We take a slightly broader brush approach and use the longer-term trend as the yardstick by which we can confirm that things are not going awry although by adopting this approach some indicators will inevitably be up and down from year to year.

In 2008/9 :

- we made a surplus before tax of £9,384, down on last year but still satisfactory.
- turnover was up by £13,307 thanks to increased sales of spares.
- gross profit was down on the previous year but, at 22%, is in line with the long-term trend.
- other positive features were the increase in advertising revenue from the magazine and the web site, plus lower administrative costs in several areas.
- some negative features were the increase in magazine production and distribution costs (due to the increased size of *Floating Power*, two Royal Mail price increases and the printers posting several editions of the magazine) plus increased bank charges.
- cash balance was very healthy at £39,002, an increase of £8,322 on the previous year.

A summary of income and expenditure movements from last year is:

Operating income - (in addition to spares) was up by £462

Levies - down by (£315)
Interest - down by (£321)
Dividend - up by £28
Advertising:
 Floating Power - up by £362
 Web Site - up by £240
Valuations - up by £225

Expenditure - was up by £2,343

Rent and room hire - down by (£96)
Floating Power - up by £3,133
Post and carriage - up by £336

Stationery - down by (£167)
Phone - down by (£15)
Website - up by £115
Travel and subsistence - down by (£18)
Rally and event costs - down by (£53)
Subscriptions - up by £65
Bank charges - up by £406
Insurance/ Legal/Secretarial costs - no change
Calendar - net cost up £224
Sundries - down by (£176)

TOC AGM Dinner/Dance - 28th November 2009

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 and after-dinner entertainment on a grand scale.

The cost of double/twin room, Saturday night 3 course meal, entertainment and breakfast Sunday morning is £100 per couple - yes - £50 per person.

More than 20 of the available 30 rooms have now been reserved so if you are planning to attend the event would you please let Steve Southgate know immediately as the unreserved rooms will be released back to the Hotel early in November to avoid the TOC having to pay for them.

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

Petrol in France

Since April 2009, out of consideration for the environment, some ordinary "Euro 95 leadless" petrol in France has been mixed with the bio-fuel ethyl alcohol.

This new fuel is often sold alongside "Euro 95 leadless" fuel - but at some service stations has been substituted for "Euro 95".

The new fuel, which is labeled SP95-E10 (SP stands for "sans plomb" (leadless), 95 for octane number 95 and E10 for the admixture of 10% Bio-ethanol.), can damage the fuel piping, gaskets and engines of vehicles produced before the year 2000.

Most European countries have chosen a maximum concentration of 5.75 percent ethyl alcohol in petrol in order to protect older vehicles and have chosen not to market petrol with 10% bio-ethanol.

If you are visiting France it is probably advisable to refuel your Traction with Euro 98 petrol.

Source: Traction Avant Nederland, research done by ANWB (General Dutch Car Association)

Analogue radio services in the UK

The UK Government is currently considering a proposal to switch-off analogue radio services in 2015.

If the decision is taken to switch off all analogue radio services it will mean that from 2015 you will only be able to receive radio transmissions on DAB digital radios and

that all analogue radios such as radio tuners in home hi-fi installations, classic cars, portable and fixed home radios in kitchens and bedrooms etc will be so much useless junk!

If you would like to register an objection to this proposal you can sign the petition on <http://petitions.number10.gov.uk/AM-FM-Radio/>

Drive It Day - 25th April 2010

In the July/August issue of Floating Power we printed a letter from Dennis Hewitt reporting that Drive It Day event he co-sponsored last year raised £2,638.70 for the Children's Hospice South West.

For Drive It Day 2010 Brimar Fundraising are again arranging an event in aid of the Children's Hospice South West and Dennis will be sponsoring it and attending.

The website url is <http://www.brimarfundraising.co.uk/>

So come on Section Co-ordinators how about organising a charity fund-raising event in your area as part of your 2010 Drive It Day activity?

7th Prescott Hill Climb Open Classic Car Event - 8th and 9th May 2010

Cheltenham Cleeve Vale Rotary Club will be holding a Classic Car Event at Prescott Hill on the weekend of 8th and 9th May 2010 which is open to all pre-1980s vehicles.

On Saturday there will be a 60 mile Cotswold tour starting and finishing at Prescott where, at the end, there will be a cuppa and homemade cake

Sunday 9th will be devoted to display and driving the famous hill (with passengers if you wish) in marshalled but un-timed runs.

Un-timed runs eliminate the need for crash helmets and the full gamut of safety equipment etc., however vehicles must have valid road tax, MOT and insurance documentation.

The Paddock entry fee is £46 per car (inclusive of 2 runs up the hill, all passengers and a souvenir programme]. Entries are limited to 200 and additional runs, if available, will be £5 each.

Spectators will be welcome on the Sunday at £15 per car with free car parking, souvenir programme and pedestrian access to the Paddock etc.

All profits from the event will go to Charities supported by Rotary and in order to maximise the amount raised for charity the organisers are asking for your cooperation to treat the entry fees as donations to charity under gift aid so that they can reclaim tax.

Further information and entry forms can be obtained from Geoff Kimber and Phil Johnson of the Rotary Club of Cheltenham Cleeve Hill. Geoff can be contacted on 01242-602643 or by email at geoffkimber@btinternet.com, alternatively Phil can be contacted on 01242 244424 or by email at gilphil@talktalk.net.

International Charity Classic Car Extravaganza Isle of Wight Sat/Sun 18th/19th September 2010

The 4th annual running of this charity event will take place on the Isle of Wight at Newport Quay on Saturday 18th September and Ryde Esplanade on Sunday 19th September 2010.

Some 800 classic cars attended the 3rd running of the event earlier in 2009.

The 2010 event, which is expected to be even bigger, is being staged in aid of St Mary's hospital neonatal unit and the Earl Mountbatten Hospice - both on the IOW.

There is no charge for admission for public, or for vehicles entered into the event, but charity collectors will be shaking buckets!!!!!!

The organiser (Victor Galluci) will be taking bookings from next February onwards and will arrange complimentary return ferry tickets for TOC Members and their cars from Portsmouth to the Isle (using Wightlink).

The only charge for the ferry tickets will be £4.00 per head to cover insurance. The ferry tickets will be valid for any time over a 7 day period, so that attendees can make a holiday of their trip (the only point to watch is that you will not be able to return to Portsmouth on the Monday as that is prisoner and hospital changeover day!)

Further details can be obtained from Terence McAuley or direct from the organiser, Victor Galluci, on 0208 439 7871 or mobile 07986 849563.

Police warning to TOC Members using public car parks

Guidance regarding a new form of car jacking has recently been issued by Police responsible for Chippenham and the surrounding rural areas.

Apparently the latest car-jacking ploy is to stick a piece of paper, or something similar, on the rear window of cars parked in public car parks and to steal the car when the driver attempts to remove the paper.

The way that the scam normally works is that the driver returns to the car, starts the engine and checks the rearview mirror before backing out of the parking space. When he/she notices the piece of paper stuck to the middle of the rear window he/she jumps out of the car to remove the paper (or whatever) that is obstructing his/her view.

When the driver reaches the back of the car the carjackers appear out of nowhere, jump into the car and take off at speed - sometimes endangering the driver as they speed off in the car.

If the driver is a woman the probability is that her purse is still in the car and that the carjackers also obtain her home address, money and keys - so home and identity are compromised!

The police advice is that should you find a piece of paper or something similar stuck to the rear window of your car immediately lock all the doors and drive away, stopping later in a safe location to remove the obstruction from your rear window.

section scene

London Section

Peter and Sue Simper would like to remind everyone that a very warm welcome awaits all members of The Traction Owners Club at the London Section meetings which are held at The Rose of York, Petersham Road, Richmond, London TW10 (020 8940 8005) on the last Tuesday of EVERY month.

At the Rose of York you can enjoy the quiet ambience of this hostelry, with its ample room for people and their motor cars, free from the cacophony of piped music and singers (???) going on about Lurv and emotshun.

You can also bask in the evening sunshine of our long hot summers on a patio overlooking Petersham meadow and Old Father Thames. Do please come and join in the fun.

For further information about the next meeting which will be held from 8.00pm onwards on 24th November please contact Peter or Sue.

Pete & Sue Simper
0208 560 3267 (days)
0208 891 1093 (evenings)

Peak Section

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

The events planned for the rest of this year are:

6 Dec	The December meeting is likely to be in Richard Carlin's favourite pub, the Hollybush in Makeney. This is a popular pub so in order to try to all sit together we need to be there for midday.
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Bev & John Oates
01629 582154

Scotland Section

The Scotland Section's planned events are as follows:

6 Dec	<p>Pre-Christmas Lunch & Get together</p> <p>The venue, as last year, will be the Feugh-Side Inn on the B976 Banchory-Aboyne Road about 6 miles west of Banchory. The Feugh-Side has an excellent reputation for good food and a large table has been provisionally booked for 1pm. If you are interested in joining in the fun please phone either Andy Burnett on 013398 86290 or Ian/Eveline Crosan on 0133081 1266 so that we can confirm numbers with the Inn.</p>
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26-28 Mar 2010	<p>Spring Weekend Break and AGM</p> <p>The venue is the Royal Dunkeld Hotel, Dunkeld, Perthshire, PH8 0AR (tel 01350 727322 email : reservations@2royaldunkeld.co.uk)</p> <p>A special rate of £42 per person per night for Dinner, Bed & Breakfast for the Friday and Saturday nights with the option of the same rate for Sunday night has been negotiated.</p> <p>Entertainment will be provided after Dinner on the Saturday night and the AGM will be held at 11.30 am on Sunday morning.</p> <p>To book please telephone Janet Murray at the hotel quoting 'Citroën Club Deal'.</p>
7 - 13 Aug 2010	<p>Week Long holiday Event - Royal Deeside</p> <p>Planning is now underway for this event which will be centred on the Aboyne- Balleter region of Deeside in Aberdeenshire where a series of events such as the Aboyne Highland Games, the Ballater Highland Games and the Balleter Victoria Week will be taking place.</p> <p>A list of places to stay is being compiled and because the area is busy in August early booking is recommended.</p> <p>To register your interest in attending please contact Ian Smith ASAP on 01224 715 221 or by email at smithy_stonewood@btinternet.com.</p>

Frank Grant

Surrey, Hampshire & Sussex Borders Section

As our September meeting takes place on the same day as The Surrey Classic Vehicle Club annual event at The Rural Life Centre, Tilford, Surrey, we have in recent years been joining them at their event.

This September we were pleased to see for the first time Brian and Kerry Finchs' recently acquired 1953 Big Fifteen, and also Andrew Gray, who was on a family visit from far off Worcestershire, who happened to be visiting his parents in the area on that particular weekend.

Andrew's father owned two Traction in the past and obviously Andrew acquired some expertise regarding the fettling of Traction during that period because he was able to assist Brian Finch and Michael and Margaret Rolfe with their varying problems whilst attending the event.

There was plenty of support from other Citroën enthusiasts, and fortunately the weather was excellent, which is always a major contributory factor to the enjoyment of this type of event.

The 18th October saw us back at our usual meeting place, The Fairmile at Cobham, for what seemed like a reunion event bearing in mind that during the months of July and August people tend to disappear in different directions on holiday.

Fourteen people were in attendance, and it was very enjoyable having a natter, looking forward to the Christmas lunch at The Barley Mow at West Horsley and planning events for the coming year.

It was good to see Alan and Jan Rees and Margaret and Michael Rolfe, all of whom travel some considerable distance to join in the fun, which just goes to prove that if the enthusiasm is there, distance is no object.

Forthcoming events.

15 Nov	The Fairmile, Cobham, Surrey
20 Dec	Christmas Lunch at the Barley Mow, The Street, West Horsley, Surrey. Pre-booked attendees only please. All menus to be returned to Helen by 1st. December.
1 Jan	The VSCC. meet at the Barley Mow, so why not join in and get the New Year off to a flying start. With Brooklands only five miles away, you can join the fun there at 10.00am. and then make your way to The Barley Mow for lunch. A wonderful variety of Vintage and Classic machinery to enjoy.

Helen Shelley
0208 330 7216 or mobile 077 905 383

West of England Section

First and foremost, our grateful thanks to Dave and Jackie for putting on a splendid BBQ on their estate in August - ably assisted by Bazza all the way from Manchester, who could well make a second career as a chef. Good turnout, sunny day, smoke and sizzle - just what it's all about.

As it went, the get together at Stoberry Park in September didn't happen as most of the usual suspects were away that weekend for one reason or another. But, as the "hicc and grinds" have been there for a few hundred years, I expect they will keep for another year or two.

This only leaves the by now traditional meeting at the Tunnel House on January 10th to look forward to (in strictly W of E Section terms that is; I'm sure people do have other things they look forward to). So, if you can get through the deep and crisp and even, we will see you there. Bring your plans for 2010.

Pip pip

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

Rest of the World Section

For this issue we are bringing you some photographs from TOC Member Mark Gluck taken in August when he took his 15 - 6 on a tour of the back roads of Connecticut with friends.

Walter & Noëlla





Steve Shinebroom 1952-2009

Steve was born in East London on the 26th January 1952. Encouraged by his father he worked hard at school and embarked upon a career as an Environmental Health Officer for both Hackney and Redbridge councils after leaving school. In 1972 he started his own business in the entertainment sector and having invented a process for refilling computer printer ink jet cartridges he later started an International business refilling Printing Ink Cartridges.

In 1974 he married Hazel and in October 1976 his daughter Zoe was born. Two years later his son Adam arrived.

Steve worked hard to provide for his family and, thanks to the resounding success of his Printing Ink Refill business, he and Hazel were able to retire before his 50th birthday, which enabled him to spend more time with his family to whom he was devoted.

However, Steve soon found that he had a fair bit of spare time on his hands and looked for something to occupy himself. This led, seven years ago, to him buying a 1950's Light 15, which he proceeded to totally restore to as good as new condition.

When the car was completed to his satisfaction he decided that he would like a bigger one. Having searched for some time he found the ideal car via the internet in New Zealand and had it shipped to England before totally rebuilding it to showroom condition.

Steve and Hazel joined the Traction Owners Club soon after buying their first car and were very active in the Club, attending every rally and Club event that they could both at home and abroad.

Soon after joining the TOC Steve became very active on the committee and he served as both manager of the Club Shop and as webmaster of the Club website before being elected TOC Chairman. He excelled in all positions and made important contributions to the long-term future as well as the daily running of the TOC as he undertook each responsibility with his normal gusto

Not too long ago Steve realised another of his dreams when he acquired a classic London Black Cab, which he also treated to the 'Steve Shine restoration treatment'.

Goodbye Steve - you made a lot of people happy and a lot of people smile. You will be sadly missed.

Tony Latchford

Top - Steve receiving the trophy for Best Post War Car at the 2007 Annual Rally in Surrey

Right - Steve proudly representing the TOC in the parade at the 75th anniversary celebrations in Arras in 2009.



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

To all our friends in the TOC

We would just like to thank you all for your help and support when Steve was suddenly taken from us.

Thank you all for the lovely cards with such warm messages and good wishes for Zoe, Adam and myself.

Thank you to all the Tractioneers who attended the funeral. We were amazed and overwhelmed when we arrived in the car park to see so many of you.

Steve would have been so impressed - I know that my family and friends were.

Many thanks to you all for helping to give Steve, "the loveable rogue", the send-off he deserved.

Our very best wishes and thanks to you all.

Hazel Shinebroom

Dear John

There is a phenomenon here in France that our Light 15 is experiencing called "Vapour Lock". Tends to happen on hot to very hot days (often - temps can get 30 -45) and suddenly the engine will stop.

Looking into the engine compartment you can see air bubbles coming into the clear fuel pump canopy from the tank end. After a few minutes the engine can be started again and will run fine.

In England we suffered from petrol draining back into the tank and had a non return valve fitted - however we have twice experienced the vapour lock syndrome.

Can anyone offer advice?

Many thanks

Nigel Dent

Dear John,

The 11BL that Roger Prior saw at Arras is owned by a Dutchman from Brielle in South Holland near Rotterdam. Her registration number is 35-91-HK, and with a chassis number 676002 she was probably built around the 14th January 1957. Her coque number is BJ 69873 and she has an 11D engine.

Roger's 11BL also with an 11D engine and with a coque number 677005 was probably built between 23rd May and 2nd July 1957. The start chassis number for the 11BL models on 1st January 1957 was 675906, and some books state the end chassis number was 677500 on or before 27th July 1957. This gives a theoretical production of 1595 cars, however records also suggest that the true production was 1248 cars.

The archivist at Conservatoire Citroën, blvd A. Citroën - BP 13, 93601 Aulnay sous Bois, Tél: 00 33 1 56 50 80 22, email: conservatoire@citroen.com will supply a "date of commercialisation" for cars built in Paris (only). You must be the owner, supply the chassis and coque numbers, and I think pay a small fee. If anybody has done this I would be delighted to hear from them.

Kind regards,

Robin Dyke

As you may know, I am have been asked to propose some additional tools for the TOC area sets. In considering these, I believe we should be able to provide a means for users to achieve the recommended torque level required for the front hub nuts [30mkg].

On page 42 of my Traction repair manual [1958 edition] it shows the 1 metre long wrench 1810T and indicates that 'torsion wrench 2472T' is used with this to achieve the required torque. 1810T is shown, but 2472T is not, or how it links with 1810T.

This operation is also described in the text on page 71.

It would be very helpful if any reader can describe 2472T and its operation to me, or better still, provide a photo or sketch. Perhaps it is shown in other editions of the repair manual; please check yours.

I have my theory on what 2472T may be like, but if anyone can provide the facts, that would be most useful.

If you know, please contact me as well as informing via FP.

Tony Hodgekiss
hodgekiss@btinternet.com
01243 781040

Dear John

I expect everyone has overdosed on pictures from Arras so I thought this shot of my Traction outside a very appropriate garage in the northern village of Watten might be refreshing.

The trip to Arras was uneventful and the unidentified ticking/knocking noise in the engine seemed to disappear as I drove faster and got closer to France. It was still there though as I boarded the Norfolk line ferry back home a good 2000 miles later after a great week exploring the north coast.

Good old English rain welcomed me back, but I got home to Norwich in record time, 3 hours, although a bit damp from the windscreen rubber leaking. Slightly annoying as it is a new one, and a bugger to fit!

It was a super event, very nice to meet up with old friends and good to see the odd Traction cruising around northern France.

The old girl got a lot of attention and I realised that I have owed it for nearly 40 years! Just as a thought, who in the club has owned their car the longest?

I expect there could be some interesting stories.

Happy Tractioning

Tom Evans



Dear Ed

Thought you might like this picture of a Traction I discovered while in France; taken by friend-of-a-friend years ago in Paris; a wonderful mixture of car, local mechanic and surroundings - I wonder if the car is exstant?

Richard Heffer.



Fete de la Liberation - Bethune

After the Allies landed in Normandy in June 1944 the liberation of France began. Paris was liberated on 25 August and the north of France, the Pas de Calais, followed early in September. This is commemorated each year in the town of Bethune with military vehicle convoys, visiting military bands and dedications.

The Invicta Military Vehicle Preservation Society (IMPS), one of the two major military vehicle collector groups in the UK, organises a British convoy usually consisting of about 100 Jeeps, Trucks, Tanks and motorcycles from WWII. The British convoy is joined in Bethune by one or more French, Belgium, Dutch and Swiss convoys with similar vehicles. The convoys are accompanied by French motorcycle police who skillfully negotiate the passage of the 5Km line of 100 old vehicles through towns and villages.

It is a great opportunity for owners of historic military vehicles and there is no UK equivalent. I have taken part in the event for the last 10 years, at first in a 1942 Dodge and for the last two years in the Traction.

Chris Amery



Hi John,

Just back from a wonderful tour of about 100mls through the heights of the Corbières I'm sending you this picture of our Big 6 near Lagrasse.

Robin Dyke wrote me that this car belonged to the co-founder of the TOC, Ted Gartland. He bought her in 1953 and his family sold her to Alastair Hickling some years ago. So this car could have special relationship to the TOC.

Her paint is not original any more but if I have "dug" sufficiently through the different layers the original colour was probably chestnut when it left the factory.

The motor works fantastically, the interior is still original, and after some brake and ignition repairs and a new radiator, all carried out by John Gillard, she did not slow down when climbing up a mountain.

As we enjoyed so much this day in the magnificent autumn scenery of the vineyards, Angelika and I would like to share our happiness.

Kind regards and best wishes from the Carcassonne region.

Hans-P. Dürr-Auster





Dear Frank,

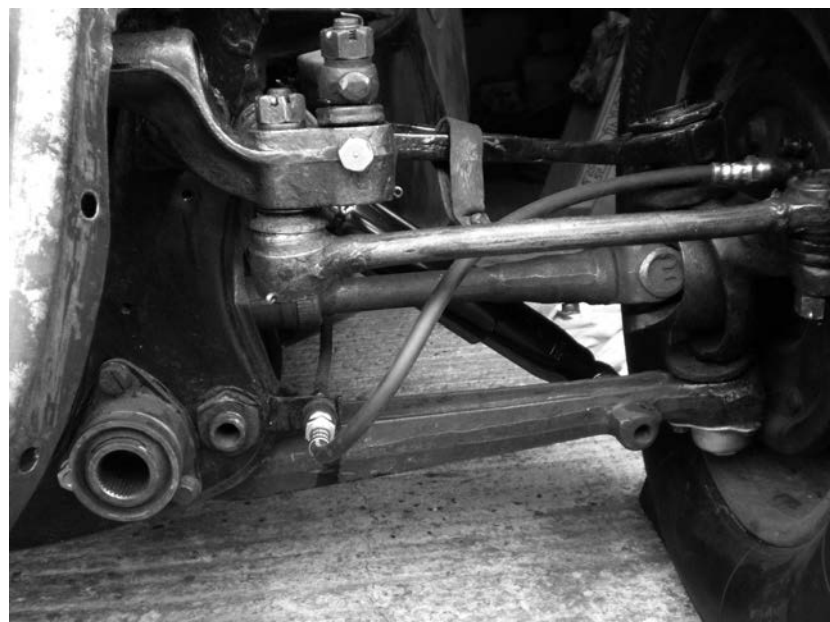
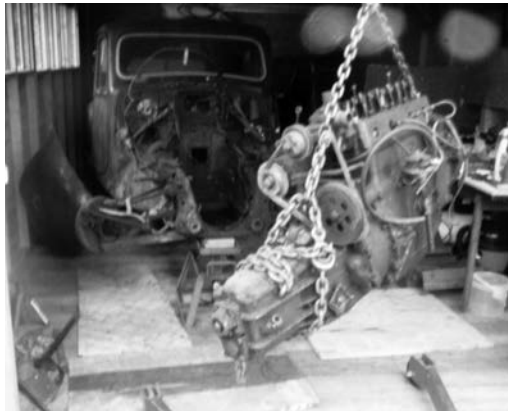
Many thanks for referring me to Steve Reed for the dating of my Traction. This is now in hand and I believe it to be 1935, though Steve may come down in 1936.

Here is a selection of pictures as it started out and of various operations carried out by me. What is not showing is the all important underside which is now very nice. What I feel to be not so important are the top sides, which I am leaving in "barn find" condition.(75 years of maturing).

I have included 2 pictures which show the configuration of the front suspension and steering of an early Traction. I thought this might make an interesting "spot the difference" article for all those anoraks!!!

Any more information you may require, please contact me.

Tim Lane



Dear John,

This H Van has been restored to a very high standard and operates from York races amongst other vans selling coffees etc.

The owner found it in the South of France in 1978 in a very poor state and brought it to the North of England. where he replaced/restored practically everything to make it look so good and roadworthy.

It gets much admiration and use at the races.

Yours sincerely

Keith Boyes



Dear John,

I have attached two photographs of my RHD 1949 11BL when it was in South Africa.

As you can see it went through many paint guises - metallic red, metallic red with black wings and metallic silver grey [sorry Den I'm afraid that I've had to turn the photographs into black & white so Members won't see the colours.]

If any club members can supply me with any information about this car I would much appreciate it.

One of the things I am curious about is that it has no coque number plate - nor does it ever seem to have had one.

I am therefore wondering whether RHD Paris-built cars were actually ever fitted with them.

Regards

Dennis Hewitt





Dear Editor

I thought your members might be interested in this unusual item we came across last week in a garden centre near to Faro Airport in Portugal.

The car has been partly stripped by somebody intending to restore it who has obviously run out of enthusiasm. I'm no expert so I don't know how viable a project it is but all the parts seemed to be there, either in the boot or on the back seat.



You hear about the classic 'barn find', but how many 'garden centre finds' have there been - perhaps a first!!!!

Keep up the good work.

Regards

John Tushingam

Ex member - and I will get my own Traction eventually!!!

[if any Members are interested in checking out this car John's photographs were taken at the end of September 2010 so it could well still be there. JB]



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

These last two months have flashed by with no input, but I have been answering questions, and have two cautionary tales.

Cautionary tale 1. The Paris built cars do not have any fuses to protect the electric circuits. Short circuits are therefore indicated by a heavy discharge showing on the ammeter, lights dimming or going out, the motor cutting out, or a strong smell of burning accompanied by sparks, flames and smoke. In some instances the progressive shorting and burning of the loom can cause a fire. In the past I have had to partially rewire a Paris built car after the wire to the ceiling light shorted out, taking out the loom to the rear lights and tank sender. Pictured right is a newly restored 15/6 which apparently suffered from an electrical fault. It is well worthwhile fitting a few in line fuses to your Paris built car to prevent it from looking like this.



Cautionary tale 2. On occasion it may happen that your Traction will not start. Attempts to start it by bump starting it down a hill, or dragging it along while in gear risks breaking the gearbox. Pictured overleaf is the result of an attempt to start the engine. Not only is the gearbox cracked from end to end, and from side to side, but it took the bellhousing with it. By far the less expensive option would have been a new battery, starter, coil, distributor, plugs, fuel pump, and a supply of fresh fuel

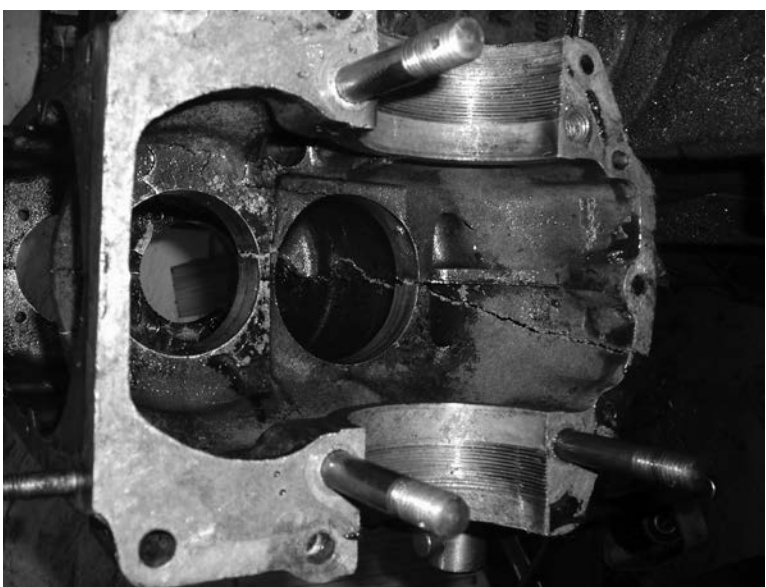
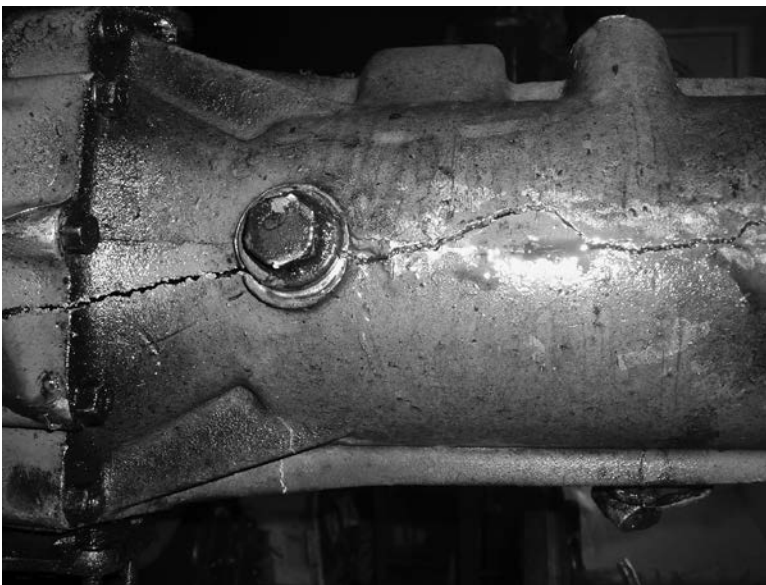
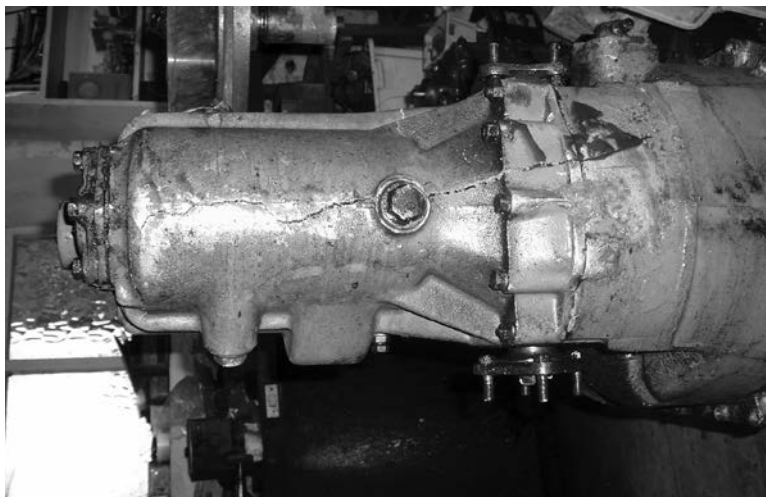


Readers Questions. Two readers have asked detailed questions concerning the reassembly of the crank and con rods of an ID19 engine. The con rod cap bolts on at an oblique angle to the rod. The two bolts have a fine thread and a 12mm. hexagonal head. To undo and tighten these a single hexagon 12 mm. socket is recommended to avoid rounding off and damaging the head. Check that the cap is the right way round. Hopefully this will be marked, but if not, the indents to locate the shells will both be on the same side. There is a school of thought that the two bolts should always be replaced, but this presupposes that the new replacement items will be of equal quality to the original. It is however important to stick to the specified torque of 5mkg. When reassembling note any marks on the piston indicating which way round they should go, and if it is a split skirt piston ensure that the split is on the non-thrust side. The rod should be fitted so that the oblique cut of the con rod is pointing toward the camshaft. That is, with the engine upside down, looking at the flywheel end of it. The lower end of the cut will be to your left. See the photographs overleaf. On this engine the main bearing caps are bolted down, to a torque of 10 mkg.



Above - cautionary tale 2 : the results of not having fused electrical circuits

TOCtech forum continued



Left - cautionary tale 2 : the results of trying to bump-start a Traction
Right - the correct way to fit the connecting rods into an ID19 engine

Importance of checking flexible brake hoses

At the end of August this year my cabriolet failed its MOT on one item - a perished brake hose - something that I didn't notice when I checked the car over before the MOT. The car has done about 1000 miles since its previous MOT in August 2008 and this hose did not show any signs of deterioration then.

I bought the car 3 years ago and this was not the first MOT for the cabriolet in my ownership. It is the 3rd. I overhauled and/or replaced many items when I bought the car but the brake hoses at the time were OK.

When I took off the hose to replace it I saw that it was manufactured in February 1994. See the two photographs below of the hose. The first shows how close I was to a catastrophic brake failure, the second shows the date on the hose.

As a result of this experience I would advise that rubber hoses are checked regularly between MOT's and, if you did not fit them (i.e. you have recently bought the car), then to get underneath and check the manufacturing dates.

Whilst the date may not mean that the hose may fail, in my case if I had noticed that the hose was, at the time of buying the car, 10 years old I might have decided to change it.

We took the cabriolet to Arras and we did some 640 miles. The car hasn't been used much since then. If the MOT had been due 1 or 2 months later then the pipe may have burst under heavy braking - on the motorway, downhill - complete loss of pressure - so no brakes.

I have been extremely lucky. Under normal about town driving it might have lasted longer - the 640 mile return trip to Arras put paid to it quickly because of the faster driving and heavier braking on that journey.

Dennis Hewitt



Left - Den Hewitt's perished brake hose clearly showing the bulge in the hose wall
Right - the date of manufacture of the hose - 0294 - can be clearly seen in the wall

Members' Cars

The car was originally registered in Paris and after the German invasion was commandeered by the German Army. The number plate designation WH signifies Wehrmacht Heer.

At some point during the war the vehicle was attached to the Luftwaffe Anti Aircraft (Flak) Batteries, this is shown by the design on the right wing.

The 'L' on the left wing is the designation for the Panzer Lehr Division from which units served and fought in the Nancy / Verdun area in 1944 and elsewhere on the 'west front' until the end of the war in 1945.

The strange thing on the left wing is a 'Notek' convoy light, there is another Notek on the rear above the number plate, the rear version is a rectangular box with a hinged flap that can be moved to show either a red and orange light or four green lights.

After the war the car was returned to civilian life and subsequently sold to the UK. The new owner traced the history of the car, apparently from the details shown on the rear registration plate as the numbers are stencilled directly onto the metal plate.

He then repainted the car in the correct German military pattern. It came over to Jersey in the 1980's when it was purchased by the owner of a local museum. It was then sold on in the 1990's to a local collector and I purchased it in 2009.

Its Jersey registration plates (J2188) are removable to show the wartime numbers.

Norman Wood



Shaun's Citroën (part 3)

You will remember that Shaun's Citroën is a 1953 LHD, small boot Normale and that in *Floating Power* Vol 33 issues 32 and 33 renovation of the bodyshell and the braking, steering and suspension was dealt with.

I had removed the engine before starting to renovate the bodyshell using ropes and a pulley suspended from the roof joists and had put it on one side ready for the time that I could work on it.

With the car now on its wheels again that time had arrived!! I started by dismantling it completely and inspecting it piece by piece to decide what had to be done. To my surprise I found very little wear on the bores, pistons or bearings - marvellous - but not too surprising when you consider that from new in 1954 to now the car has only been on the road for twenty five years and covered 45,000 miles.

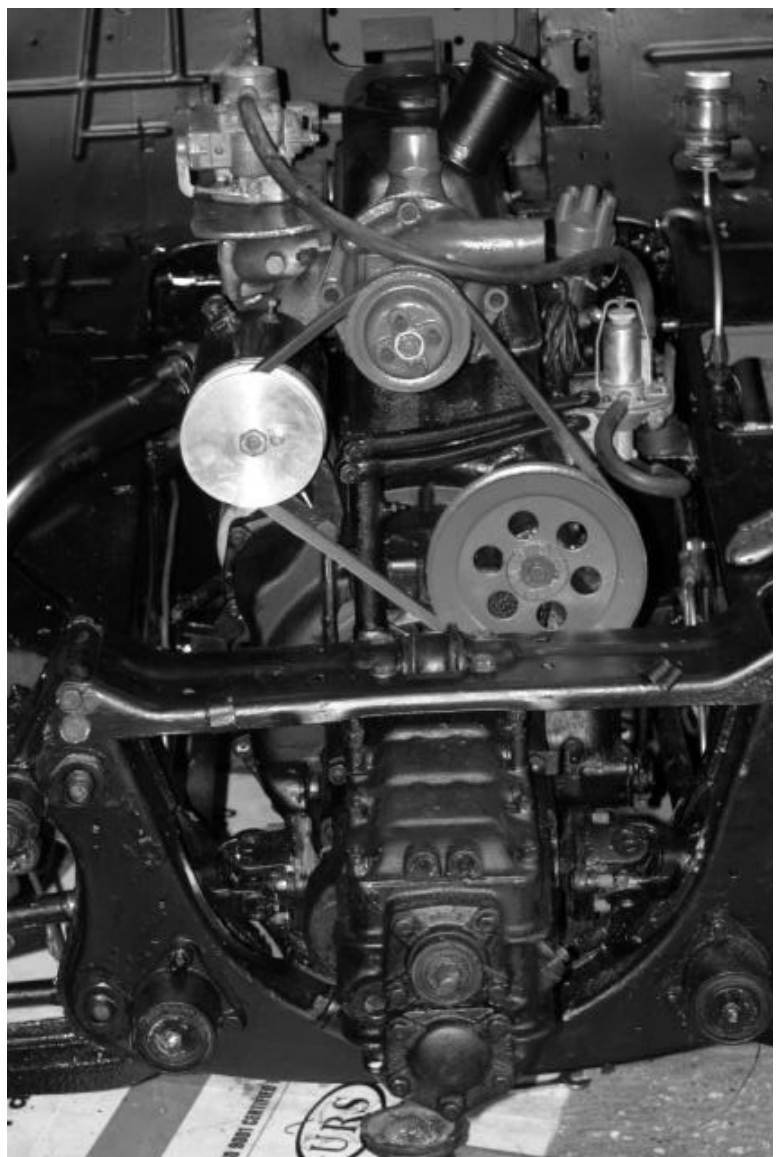
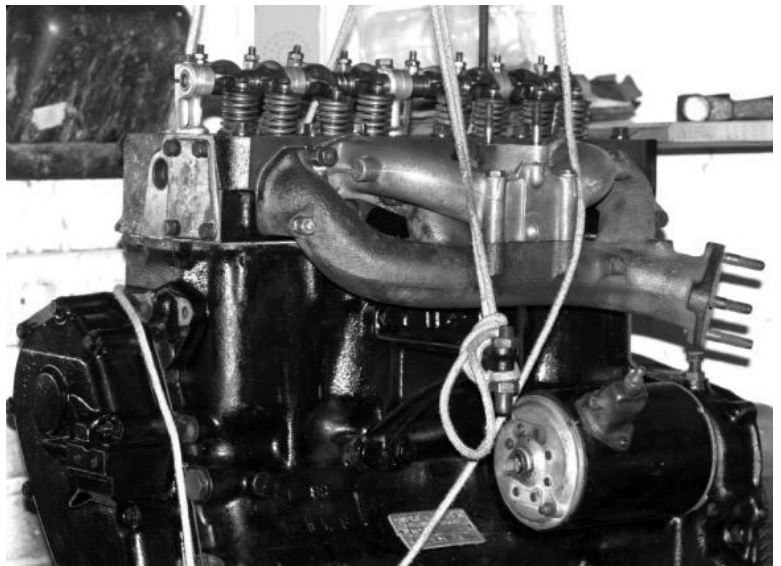
I decided to replace the big ends, small ends and main bearings, skim the block and head and re-grind the valve seats, fit new valve springs and assemble the engine again with a completely new set of gaskets.

All went well except for the head gasket. Initially I could not obtain the original copper-asbestos type gasket and I had to fit the one that came with the engine gasket set. This was absolutely NO GOOD as, although the extra thick rings to the cylinders made a good seal, the other parts of the gasket to the water and oil joints were too thin and the head would not pull down to seal. Eventually I managed to obtain a copper gasket which enabled the head to sit firmly down onto the block making a good seal all over.

Incidentally with respect can I say to Chris Ryle (Tale of Doom & Gloom six volt article of 10/7/2009) The Six Volta will never be perfect but its performance and starting can be greatly improved if the distributor is changed for an all electronic one. Shaun's Citroën is six volt and now performs very well with starting not being a problem provided you take a couple of minutes to prime the carburettor first.

With the engine re-assembled and fitted my thoughts are now on re-fitting all the control cables and finishing the coachwork so that I can progress to the really pleasurable part of restoring the interior.

[Since writing this instalment Shaun's Dad, Andrew, has been in hospital to have a knee replaced so there may be a short break before we can read about the restoration of the interior of the car. Best wishes for a speedy recovery Andrew. JB]



Top Right - the reassembled engine ready to be mated to the gearbox.

Bottom Right - the engine/gearbox reinstalled in the car

Paris - Moscow - Paris Rally

18 July to 28 August 2009

After several years of preparations we left the Dordogne area in mid-July to take part in the six-week long Paris - Moscow - Paris Rally, during which we would be living "on board" our beloved Traction 'Blossom Noir'. As an aside the concept

By the way the concept (see page 14 of the September/October 2009 issue of Floating Power) turned out to be exactly the right one - thanks to the weather and to my wife H  l  ne.

Twenty five Traction, one H Van and two support teams set off from the Town Hall of Versailles on 18 July (compared to the one hundred and thirty Traction that had participated in the previous Rally in 1984).

The majority of the crews were from Holland, with three from France, two from Switzerland and one from Scotland with about 50% staying in hotels with the remainder on campsites (except in Russia and Ukraine). Unfortunately as the hotels and campsites were often dispersed the coherence of the group was compromised.

During the first minute of the rally our right hand drive shaft snapped, so 'Blossom Noir' travelled on one of the support team trailers to CTA in Holland for major repairs, because we were determined not to abandon the trip.

On leaving CTA we travelled via Holland and the northern part of Germany to Denmark, Sweden and Finland.

One of the Dutch teams had a gearbox failure in Hamburg and was forced to ship his car back home. This was a sad moment for everyone as the organiser had promised at the start of the rally that every car that started the rally would finish it. The absence of the organiser (he stayed home !) was badly felt at that moment.

Another problem we experienced was the poor quality of the Road book. Much of the itinerary and many of the plans/maps were low resolution documents downloaded from the Internet and were not useful. Fortunately, however many of the teams had GPS systems.

Our arrival in Estonia was our first encounter with the former Soviet Union. The atmosphere felt strange but we discovered that major changes are underway. After visiting Tallinn and Riga (the old towns) we all proceeded together to the frontier with Russia - which took the group nearly 6 hours and a lot of paperwork to clear.

Late in the evening we arrived in Pskov; where it seemed that the USSR still exists. "Lada country" we thought. After a short night we set off in the direction of St. Petersburg

(former Leningrad) which is a modern, Western-style city, with all the "goodies" of a modern society: McDonalds, mobile phones, digital cameras, well dressed mini-skirted ladies and many modern cars, including Austin Martin's and Hummer's with diamonds equipped wheels.

Visiting the Hermitage was fantastic and for two days we travelled by metro to see the city. By the way public transportation, even in rural areas, is of good quality and cheap.

We then travelled via Novgorod to Moscow over bad roads, although mayor repairs/maintenance are underway.

It seemed to us that the top priority in both Russia and the Ukraine is to restore churches (and even to build new ones); catching up with nearly 70 years of state atheism I suppose.

There were no other technical problems with our Traction and the good news was that petrol was cheap - about 45 euro/per litre - so we were topping up with a big smile !

In Moscow we found a complex society of over 18 million people with whom it was difficult to communicate. The organiser himself flew in from Holland but didn't seem to want to face up to his responsibilities so a number of us organised a photo session trip to the Red Square in our Traction, which was the highlight of the rally.

Six teams managed to get photographs despite the fact that driving on this famous place is strictly forbidden.

From Moscow we travelled via Orel and Kharkov to Kiev, Ukraine through another border crossing that took hours.

Here a big sign told visitors that bribery is an offence - which must have been some sort of a joke as many crews were stopped by the police; sometimes for money or gifts.

We found the people in the former USSR very enthusiastic about our cars with many waving and taking pictures but we had to endure long days of driving, sometimes at speeds as low as 30 km/h, due to the very poor roads.

After Kiev the landscape changed and we encountered land cultivated with cereals and corn etc. During the whole trip, locals tried to sell their vegetables, fruit, flowers and honey along the road.

At the border crossing to get into Hungary there was another four hours of waiting and this time the cars were all searched for the illegal export of religious icons and drugs.

Back in the “civilised” world we travelled via Budapest, Vienna and the southern part of Germany until we finally reached French territory and our last stop near Reims.

As there were no plans for us all to enter Paris as a group a number of us decided that we would park our Tractions in front of the Eiffel tower and that we would travel together up the Champs Elysees.

And an impressive sight it was too to see a bunch of a dozen Tractions at midday in the centre of Paris with their passengers happily snapping photographs and drinking champagne !

And then, after six weeks on the road and 9235 kms, we travelled on to the official Rally end in the car park of the Town Hall of Versailles. The organiser was present, but there were no officials or representatives of Citroën.

Hurriedly we all left for the campsite to enjoy an aperitif, paid for by the teams, and there followed a celebration interspersed with hugs all round and tears of joy and relief that we had all made it through the journey.

The next day Hélène and I drove another 550 kms South to our home and that night we slept in a real bed (although honestly I missed my bunk in our Traction!)

So our summary of the trip: we were really glad we made the 'once in a lifetime' journey during which we made many new (Traction) friends and we saw many countries - including those in the rapidly-changing former Eastern Bloc - and “Blossom Noir” brought us back safely, despite having suffered a broken drive shaft (which was just bad luck, I suppose).

And the organisation? - well I have deleted the email address of the organiser from my computer.

Ronald Knoth

Top - 10th August, Hélène and 'Blossom Noire' on arrival in Red Square

Centre - a photo shoot in Moscow

Bottom - Ronald & Hélène with 'Blossom Noire' on arrival in Paris



Banned - for winning too often !!

In the 1930s, when the Traction Avant was launched, the State of California did not recognise Citroën as a legitimate manufacturer of motor vehicles and Citroën could therefore not export cars to California.

Challenger Motors of Hollywood, recognising the potential of the Traction Avant, imported a number of cars before World War II. The cars imported by Challenger Motors were rebranded as Challenger Citroëns.

The two owners of Challenger Motors sponsored Dewey Gatson, better known as 'Rajo Jack' or by his pseudonym 'Jack DeSoto', to race their Traction Avant cars in the West Coast Stock Car circuit of 1940.

'Rajo Jack' was one of the few Black race car drivers on the West Coast in a time of racial prejudice, and was frequently a target of racism. So much so that he often claimed to be a Portuguese man named Jack DeSoto to be able to race.

At other times he claimed that he was a Native American to get around the colour barrier - but fans' acceptance had limits and his wife Ruth had to be with him every time he won so that she could do the trophy girl's job of presenting him with the trophy and a kiss.

In 1940 he took the Challenger Citroën up and down the West Coast where he racked up an impressive number of wins considering that the 'Challenger', at 46 hp, was competing against much more powerful machines. The front wheel drive proved itself on the slippery dirt surface of those early oval tracks.

After winning the 1940 Ascot 250 mile championship race, at the Ascot Park dirt raceway near Los Angeles (which survived to the 1990s and where scenes for movies like the original *Gone with the Wind*, *A Very Brady Christmas*, and *CHiPs* were filmed) he was told that the Citroën was banned and never to bring it back to the track.

Sponsorship dried up after that, not due to the ban by Ascot but by the war in Europe.

Challenger Motors' next shipment of Citroën cars and spares was torpedoed by the Germans and with no new stock or spares available the two owners sold what remained of the stock to their mechanic, Charlie Dirschel, who continued to run Challenger Motors up to the early 1980s.

Chuck Forward



Rajo Jack at the wheel of a 'Challenger Citroën'

Chuck Forward relates a fascinating Traction tale from the 1930's

90 years of Citroën - 75 years of Belux



On October 3rd-4th in all European countries the 90th anniversary of CITROËN was celebrated. ABCC (Amicale Belgian Citroën Clubs) took care of the organization of the Belgian event.



Ninety cars, one for every production-year (1919-2009), were invited to drive in the parade "90 Cars for 90 Years" through the centre, and via the most important monuments, of Brussels to commemorate the history of the marque.



As the Citroën building "Belux" on the Place de l'Yser/IJzerplein, the head office of Citroën Belgium, also celebrates its 75th anniversary this year, the two anniversaries were combined and the Place de l'Yser/IJzerplein was designated as THE place to gather.



Early in the morning old and new Citroëns arrived at the Citroën-building. The selected cars for the parade were allowed to enter the 75 year old building and were parked by year. We were all made very welcome with coffee and croissants (à volonté).



The parade left at 11am and returned around 12.30pm, after which the parade-cars were on show in the garage, arranged by model.



At midday all participants were provided with a lunch of freshly made sandwiches with wine, beer, coffee and tea.



Between midday and 4pm all Citroën-admirers were invited to raise a glass to the prosperity of Citroën (and we all enjoyed a dessert of Belgian pastries and cakes)



All in all it was a memorable day.

Walter Callens

Traction meets Red Bull

Our friends Jim and Mary Gavin have been organising rallies for years, we met them through the BLMRA (British Lawn Mower Racing Association) which Jim started over 30 years ago. Yes, Debbs and I both used to race lawn mowers whilst our girls were strapped into their buggy.

We had taken part in a two day rally based in Bournemouth with Jim in October last year and now, after our fabulous TOC rally in Cornwall, we were ready for our final outing this year with the 15-6.

We met up at the Hilton in Newport on the Wednesday night. Thursday morning saw us going up to Abergavenny and then up a wonderful narrow pass over the black mountains. I remember going this way previously with our légère, meeting someone half way up and having to go backwards for a long way so that we could get a run up. With five of us in the car it was just too steep to hill start. The 15-6 managed all the way to the top in second gear.

Just past Llandrindod Wells we came to Abbeycwmhir Hall and had a fascinating 2 hour tour of a restored Victorian mansion. You may get an idea of the place from the photo, all the external woodwork is painted gloss black and then highlighted with gold. We stayed in a hotel in Rhayader. The hotel owner loved the car and tried to upgrade our room but sadly he was full!!!

Friday saw us visiting the Elan valley lake lands, a series of huge man-made reservoirs, very beautiful. A short stop at the Mynach falls and then up over the mountains again by the Nant-y-moch reservoir and dam. Coming up to the brow of a hill on a narrow mountain pass, I spied a large white lorry with windows on the side and a yellow flashing light on top. TV company I thought, but then as I got closer I saw a red-overalled man waving at us to stop.

I crept up to him and stopped and saw his eyes grow larger and larger. He called over his shoulder and some of his colleagues approached us, their eyes grew larger also! What was going on I wondered, hadn't they seen an old car before?

Then I looked at their overalls, two chevrons looked back and then the names "Red Bull" and "Citroën" came into my vision. It was only the official Citroën rally team having a tyre testing session in the Welsh mountains!

Before you could say Tal-Y-Bont we were surrounded by Citroën technicians who didn't appear to have ever seen a Traction before! With my poor French and some sign language they found out how old she is and one chap motioned to open the bonnets, which I did to the accompaniment of many "oo's" and "aah's".

I pulled forward and to one side to clear the road and then the rally car returned from its test and I was fascinated to see the technicians descend on it and raise it into the air on a single, huge trolley jack.

The driver, I understand, was Danni Sordo, the Citroën number 2 driver. The number one driver is Sebastian Loëb who has done very well for the team.

As we were about to leave, with heads spinning, the team manager ran over to us and gave us a pair of Citroën Racing flags just to make our day complete. You couldn't have organised it any better.

We found a garage and filled up with fuel and 3 mechanics came out and asked even more questions!! A visit to the Centre for Alternative Technology finished our day and we got to our hotel in Llandudno junction via Blaenau Ffestiniog.

Saturday saw us take a wonderful tour around Great Orme head via a toll road and then we had a hugely enjoyable visit to the Bronze age copper mine there dating from 3500 years ago. The rest of the day took in Trefriw Woollen Mill, Betws-Y-Coed, Llanberis and Carnarvon, a spectacular place where we had a wonderful pub lunch. The car parking attendant at the castle removed cones for us to park in an area where we did not need to manoeuvre round the other cars (not that that would have been a big problem).

An uneventful trip home on Sunday left us happy but exhausted.

Mark Harding





Left - Clive & Debbie Harding outside Abbeycwmhir Hall [like the hat Debbie!!!]

Top - The Red Bull team bemused by the Traction

Centre - That'll be a modern Citroen then!!!!

Bottom - Marc Marti the co-driver for the day takes a rest between testing sessions

From the Archives

The photographs below were taken by Frank Barrington in 1959, at Whakatane in New Zealand, and show a Citroën Special owned and driven by a gentleman called Jack Weaver who at that time lived in Kawerau.

Jack, who was a member of the Whakatane Car Club, built the car himself and competed in Hill Climbs - including the local Whakatane Hill Climb, which took place on a fairly steep metal road approximately one mile long.

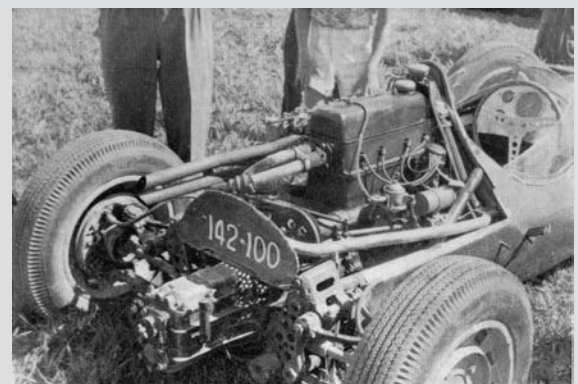
Frank, in common with other members of the Whakatane Car Club apparently, thought that the car was far too powerful for the type of road and reports that the last time Jack competed at the Hill Climb he had the fastest time of the day until he had the bad luck to up-end the car, damaging it to some extent, but was able to walk away unhurt.

The motor in the car was from a 1938 Citroën 12, bored out to 2 litres. The flywheel was machined to around 9lbs, the engine revved to 5500 rpm and produced around 70 - 75 bhp (estimated) thanks to its three-ring strut type pistons, twin Solex 1 1/4 carbs, a 4-branch exhaust and a final transmission ration of 3.4 to 1.

As can be seen in the photographs the engine is rear-mounted and back-to-front with the gearbox protruding at the rear. In effect the front end becomes the back end with wishbones cut and shortened to give 5 degree negative camber.

Overall the total weight of the car was 10 cwt 2 pounds (the engine and gearbox making up half of the weight) and the car had a top speed of 120 mph.

(First printed in the Citroënian May 1959)



Wartime Weekend

I will say this only once, so listen up;

Grommit and myself were conscripted last weekend into the Force Franchese de l'interieur (FFI). With our trusty steed, André Citroën's finest, we departed Carlisle before dawn, at 0700hrs, to join forces with fellow partisans in Pickering main square.

Rising up Stainmore the Light 15 was performing well except for a slight burning smell! we pulled into a lay-by to discover that the front wiring loom had dropped down onto the exhaust pipe and was burning quite merrily. First thought, this was André Citroën's idea of a heater as a cost cutting exercise. The hot loom was pulled away & tied back, we decided to carry on sans all front lighting and flashing indicators.

We arrived in Pickering at 1015hrs and as we were coasting into the town it was like stepping into the past, all the residents were walking along the pavements as though going to church on a Sunday morning, all dressed in the 1940s fashion, ladies with long skirts and feathered hats, gents wearing Trilbys and Homburg hats, a Wolseley 12/48 was coming towards us followed by an army BSA 500, ridden by a dispatch rider.

The Light 15 felt quite de-rigueur with the letters FFI painted all over it, people waved and when we stopped a lady asked what the FFI meant, I replied frivolously, "Free From Infection"! I think she was going to believe me until her partner said, its the Free French Resistance you silly moo.

The whole of Pickering came to a standstill with crowds of folk surging in all directions, roads had been blocked off and I was halted by a soldier, who, when I told him I was representing the French Resistance, he whistled up a motor cycle despatch rider with the order to get me to the parade on time!

I joined the parade towards the rear and it was at this point that I received a phone call from our beloved leader Mick Popka to say because of the crowds he could not get into the town!

excuses, excuses, the French Resistance had been halted, normal service will be resumed as soon as Mick gets there!

After the parade we all met at the railway station and thence on in convoy to Le Visham, which was behind enemy lines and occupied by the waffen SS. That was where Mick, who was brandishing a wooden sten gun, was arrested by the SS and was about to be incarcerated when we intervened and threatened to confiscate all their wurlitzer sausages and replace them with the dreaded french snails and live frogs,

Zut alors! Goddammen Blitzenkrieg! Unfortunately the SS agreed to release Mick and we had to take him back as our beloved leader. After lunch the other members of our party went on to see Goathland. I decided to make for our hotel, check in and the get down to repairing the wiring loom, which took about an hour. I then retired to the bar and awaited the return of our brave compatriots.

One of our brave fighters was Herr Gruppenfruher Geddes - obviously an Englishman who had infiltrated the German army as a spy. He was the one in a German uniform who could only speak English - which I think was the give away.

That evening we all went into Scarborough to eat at Harry Ramsdens and then into a local pub for a few beers.

The following day, Sunday, we went to Grosmont village, the place was so packed we were unable to find any parking at all so the only thing to do was depart ASAP, which was where we encountered the problem.

HerrGruppenfruherGeddes' carpacked upon a 1-in-4 hill and true to form Col. Hopkinson arrived with a large modern Citroën to tow him up the hill, where we were able to effect repairs.

All in all it was a great weekend - lots of fun and laughter, all discussion about Tractions was barred - and as a goodwill gesture we handed Mick back to the German SS before I made my escape to Carlisle.

Grommit put that rifle down and pass the cheese!

Noel Davidson





Being the son-in-law of Nick Hopkinson, a Traction and DS owner and enthusiast, I was invited along with my nine-year old son Harry to the World War II weekend in Pickering.

The idea was for Harry and myself to travel with Nick in his Traction, dressed in 1940's French attire as if we were resistance fighters in occupied France.

Unfortunately we arrived at Mick Popka's House on Saturday morning in a less-than-contemporary Citroën C5, Nick having given up hope shortly after midnight the previous night of ever reconciling the differences between his recently acquired dynamo and a stubbornly misaligned fan belt.

When we arrived we found that Mick had gone to town decorating his Traction - suitcases loaded on top and FF1 painted (with water based paint) all over the bodywork.

James Geddes, who was already there, had for some reason decided that a German uniform was called for, while his wife, Joanne, had opted for an elegant 1940's black two piece with matching hat. James' Traction (a recent acquisition I believe) I am pleased to say did not bear any insignia.

And so off we set with Mick leading the way (having been joined in his car by my rather up-for-it son), followed by James and Nick and myself bringing up the rear in the C5 with Nick reflecting on how disappointed he was not to have his own Traction in the convoy.

However it wasn't long before we dumped the C5 and were enjoying driving the wrong way around Pickering as part of the WWII parade (we were rebels after all) in the back of Mick's car with Harry waving a wooden replica machine-gun from the window.

Walking around Pickering was quite an experience with a good many of the visitors in contemporary dress (well worth a visit next year folks!), and after light refreshments we arranged to set off in convoy with Noel Davidson and his Traction for lunch at a French cafe.

On returning to the cars we found time for a photo call with other resistance fighters and met up with a young chap called Chris (in an RAF uniform) who revealed he had recently become the owner of a Traction with issues!

Content to find another Citroën nerd (he had attended the event in a Diane) we hijacked him and set off to the cafe - again with Mick in the lead - on a route known only to members of the 4x4 fraternity (challenging for a bunch of 60 year old cars!!!).

We arrived none the less, and following lunch (a drink or two for the non drivers) and a few smoke bomb shenanigans with some very organised German re-enactments, we set off again for a little car museum at Thorton-le-Dale, this time without Noel who needed to get to the hotel to fix an issue with his wiring, following a small electrical fire on the way down from Carlisle.

A couple of hours of North Yorkshire roads and another stop for refreshments and we too were heading for the hotel at Scarborough.

In the evening I was glad to have a nine-year-old with me when, following a meal of fish and chips, the conversation turned technical. Detailed discussions about aligning pins in the engine block finally sent Harry to sleep in the pub and I (with great relief) took him back to the hotel for a good nights rest.

Sunday morning, following breakfast, we set off following Mick (as always) to drive up to Whitby through some of the country's finest landscape. It was during this drive (I was bringing up the rear in Nick's C5) that I had time to reflect on the weekend.

As a man with a young family I have been too busy in recent years to remember to do those things that are life-affirming and need doing just for the hell of it.

Sitting behind the wheel of the C5, watching the Tractions in front, I realised that owning a head-turning classic like that is something you do 'just for the hell of it' and taking part in the World War II Weekend as a resistance fighter was a gas!

Thanks chaps for your hospitality. Let's do it again next year with bigger smoke bombs!! And when we do hopefully James won't need Nick's C5 to pull his fuel-starved car up any of the ridiculous hills that Mick will inevitably lead us up because I'm sure next year Nick will have his own Traction in the convoy.

David Johnson

Note: there are more photographs of this event overleaf



Book Review

André Lefebvre and the cars he created for Voisin and Citroën.

Published by Veloce, ISBN 978-1-845842-44-4 Price £19.99

Ten years ago, in November 1999, when the list of finalists in the Car of the Century Competition was published on the eve of the Millennium, many observers in the press were surprised to see that no less than three of these 26 vehicles, picked from an initial list of 700 entrants, carried the Double Chevron badge. The trio in question were, of course, the Traction Avant, the 2CV and the DS19 (which was eventually placed third in the poll). It was a unique achievement. No other manufacturer except Citroën could claim responsibility for producing more than one single short-listed car. And no other engineer or designer save the creator of this trio, could claim credit for having conceived and built three semi-finalists, each one entirely different in concept from the others.

That engineer of course was André Citroën's protégée, André Lefebvre. But who was he? Remarkably, the majority of these observers and commentators were hard put to provide their readers with more than the basic biographical details of the life and work of this mysterious genius, Precise details of his career at Automobiles Citroën and elsewhere seemed to be entirely lacking, so thorough had been the company's policy in forbidding all personal publicity about the staff employed at its Bureau d'Études or design and research department. So much so, in fact, that this outfit, led (but not commanded) by Lefebvre, was nicknamed the Maison de Mystère by frustrated pressmen, unable to breach the walls of secrecy and obfuscation, put up around it in the 1950s and 1960s by its new Michelin owners.

In the absence of this information, it has taken a further ten years for the facts to emerge, in the form of a recently published biography, written not in French but in English, and by a veteran Dutch motoring scribe, Gisbert-Paul Berk, who can claim to have been among the very first journalists to road-test the DS19 on its launch in 1955. Covering Lefebvre's entire working life, not just at Citroën but also at the Voisin and Renault firms, it describes Lefebvre's vital contribution to the history of the French aeronautical and automobile industries over a period of 42 years..

As it is now no less than 45 years since Lefebvre's death in 1964, to write this book – the author was obliged to rely heavily for original verbatim material on the testimony of André Lefebvre's three sons, Almost all of Lefebvre's contemporaries at the Quai de Javel passed away long ago but none-the-less, G-P Berk has done a creditable job in assembling a fascinating account from the information already provided by the various previous non-biographical books dealing with Lefebvre's achievements. Thus, his work can rightly be described as the first account of this most important and influential automobile engineer, to appear in any language

Published by the British specialist automotive book company Veloce, André Lefebvre and the Cars He Created, covers his impressively original and inventive output over six decades in great detail. It begins with his education as an aircraft engineer at the École Supérieur de Aéronautique technical college and continues with an account of his 15 year long employment as assistant to the flamboyant and extravagant aeroplane and automobile constructor, Gabriel Voisin. It was there that Lefebvre developed his highly advanced theories of controllability and stability in chassis design, largely through his practical experience of the light-weight, aerodynamic competition cars that he both engineered and drove as a member of Voisin's extremely successful racing and endurance record breaking teams...

Unfortunately, in 1931 Voisin's firm experienced financial difficulties as a result of the Depression, which curtailed demand for luxury cars, so that Lefebvre was forced to move to a job with Louis Renault. His stay chez the notorious tyrant of Billancourt was short and acrimonious, however, lasting less than two years. When he tried to interest Renault in the idea of producing a front-wheel-drive car, his reactionary boss is reported to have said; "Don't bother me with your ridiculous ideas- I won't waste five minutes on such nonsense."

Luckily Lefebvre's expulsion from Billancourt coincided with an opening at the Quai de Javel, where André Citroën was having problems with the development of his new Petite Voiture project, the precursor of the Traction Avant : his current engineering team were unenthusiastic about his plans. So on the recommendation of Gabriel Voisin., Citroën invited Lefebvre to take up the post of project manager, giving him carte blanche to get this revolutionary front-wheel-drive small car ready for its planned launch within two years. Incredibly, Lefebvre had a working prototype ready for road testing in March 1934, that is, within 12 months of joining the Double Chevron firm in March 1933, an indication that he had already been working on designs of his own for many months, at his previous employments.

As is well known, the ultimate huge success of the Traction Avant came about at the cost of André Citroën's life and the subsequent take-over of his company by the Michelin tyre firm, both events occurring in 1935. G-P Berk explains how Citroën's new masters, the men from Clermont Ferrand, realised immediately Lefebvre's outstanding talent and made him de-facto head of the Bureau d'Études.

Interestingly, the author claims that, more than once in those pre-war years, Lefebvre was encouraged by Pierre Michelin to visit the Berlin Motor Show in order to inspect the Nazi's KDF People's Car (later renowned as the Volkswagen Beetle) and exchange ideas with Ferdinand Porsche. This seems odd, to say the least, as the two mens' views on the rights and wrongs of car design were utterly contradictory, like chalk and cheese. Surely, so cordial a meeting would have been about as likely as Martin Luther going to Rome to shake hands with the Pope ?

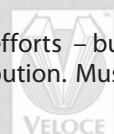
As G-P Berk goes on to relate, with the Michelins' full approval and support, over the next 22 years Lefebvre was responsible not only for refining the Traction Avant but also for producing three other equally revolutionary yet utterly different, front-wheel-drive designs, the Type H light van, the 2CV and the DS19. each of which duly became an icon of French automobile history

After suffering a stroke, Lefebvre retired in July 1958, but not before designing perhaps the most remarkable vehicle of his career, the series of experimental Cocinelle or Ladybird prototypes studied at the Bureau d'Études between 1955 and 1957. These highly advanced Super 2CVs followed Lefebvre's principles to their logical conclusion. Ultra-lightweight (only 7.5 cwt distributed 75/25% front and rear), aerodynamically efficient (cD was only 0.258) and powered by a tiny 12bhp 425cc air-cooled engine, the Cocinelles could carry four passengers and their luggage at 75mph for long distances while returning an average fuel consumption of over 70mpg. In short, once again Lefebvre had foreseen the motoring conditions of today and defined the car of tomorrow.

Just in case his readers should think that this book is entirely about machines, G-P Berk also provides a convincing portrait of his subject as a human being. Previously, many Citroënistes might have been adversely influenced by the picture of Lefebvre briefly painted by Borgé and Viasnof in their book l'Album de la DS (published in 1983) as a rather louche and dissolute individual - a playboy ex-racing driver, womaniser and philanderer who drank nothing but champagne and was married three times. G-P Berk shows that this image was both incorrect and unfair. Lefebvre did indeed have three wives, but his marriages encompassed a period of five decades.

Learning of this biography, members of the Traction Owners Club might well suppose that here is the book that they have been waiting years to read. Disappointingly, however, it is not possible to recommend it unreservedly. Rather, one must report it as being a wasted opportunity as its publisher has failed entirely to do justice to its author's material. For one thing, the layout and typography are poor and the illustrations badly reproduced, a major fault in a book intended to celebrate the work of a great designer. For another, it is riddled with spelling mistakes and grammatical errors, all of which could - and should - have been corrected by Veloce's editors. For example, when discussing Great Britain's exit from the Gold Standard in 1931, the author says that the current British "finance minister " (properly called the Chancellor of the Exchequer) was a certain Lord Snowdon. Actually it was plain Phillip Snowden. As we all know, the Earl of Snowdon was the title given to the photographer Tony Armstrong-Jones who married Princess Margaret in the 1960s. A schoolboy howler, forgivable when coming from a Dutchman - but from a British publisher, unpardonable...

The verdict ? Full marks for the author's brave efforts - but only five out of ten for the publisher's contribution. Must try harder in future.



John Reynolds

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

November 2009

13 - 15	Classic Motor Show	NEC, Birmingham.
28	TOC pre-Christmas Dinner/Dance	The Great Barr Hotel, Pear Tree Drive, Birmingham, West Midlands (Jn7 M6)
29	TOC Annual General Meeting	The Great Barr Hotel, Pear Tree Drive, Birmingham, West Midlands (Jn7 M6)

January 2010

22 - 31	Retromobile	Paris Expo, Porte de Versailles. see www.retromobile.fr
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April 2010

7 - 11	Technoclassica	Essen, Germany.
25	Drive It Day	Why not plan your Drive It Day activity as a charity fundraising event?

May 2010

8 - 9	Prescott Classic Car Hill Climb	Charity event organised by Cheltenham Cleeve Vale Rotary Club includes climbs of the famous hill
9	Citroën-Jumble	Annual Belgian Citroën-Jumble. Details to follow.
29 - 30	La Vie en Blue	Prescott Speed Hill Climb. Club stand in association with CCC and 2CVGB

June 2010

11 - 13	St-Valéry-sur-Somme	joint TOC/TU tour. Further details from Robin Dyke
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July 2010

9 - 11 (t.b.c.)	Brittany Rally	Details to follow.
30 - 1 (Aug)	TOC Annual Rally	Northumberland. This now a firm date and full details will follow

September 2010

18 - 19	IoW International Charity Classic Car Extravaganza	Charity event in support of St Mary's hospital neonatal unit and the Earl Mountbatten Hospice - both on the IOW Free ferry travel to and from IoW For further details contact Terence McAuley .
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October 2010

15 - 17	War time Weekend	1940s weekend based around the North York Moors Railway at Pickering, Levensham, Goathland and Grosmont. Further details from Mick Popka.
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November 2010

28	TOC AGM	Venue and date to be confirmed.
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July/August 2011

tbc	TOC Annual Rally	Kent. Details to follow
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August 2012

16 - 19	15th ICCCR/TOC Annual Rally	Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk
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If you know of any forthcoming events that may be of interest to other TOC members please inform the Editor

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

CLARION
EVENTS

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Offer applies to Sat14th/Sun15th November 2009 only. Adult ticket offer limited to 2 tickets per member. Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket per member. Single tickets save £5.00 off the Sat/Sun door price. Family tickets save up to £13.00 off the Sat/ Sun door price. Offer applies to advance bookings only. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! Classic Motor Show tickets allow FREE entry into the MPH Show (excludes Top Gear Live Theatre). See website for all information. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

SATURDAY 29 & SUNDAY 30 MAY 2010



La vie en bleu 2010



PRESCOTT SPEED HILL CLIMB

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Join us at Prescott Hill Climb, near Cheltenham, for La Vie en Bleu 2010 – a wonderfully entertaining weekend of all things French. We celebrate the very best in French voiture design, with two days of invited French clubs, superb racing, entertainment and plenty of food and drink. Sat 29 & Sun 30 May 2010 – the date for your diary

"A huge thank you to you and your magnificent team for what must have been one of the best Prescott meetings ever! Who needs Monaco when they could have been enjoying all the best machinery and friendly people in our wonderful Gloucestershire surroundings under azure skies. We all enjoyed ourselves immensely... Roll on 2010!"

Tel: 01242 673136
club@bugatti.co.uk
www.prescott-hillclimb.com
Prescott Hill, Gotherington, Cheltenham,
Gloucestershire GL52 9RD, UK

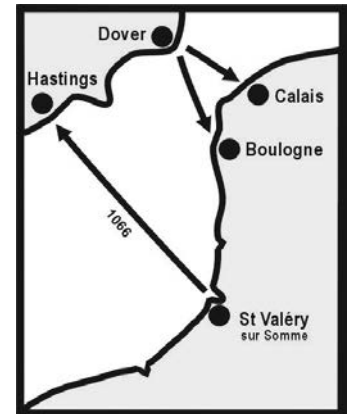


Tour to St-Valéry-sur-Somme 11-13 June 2010

A trip to St-Valéry-sur-Somme is proposed around the weekend Friday 11th to Sunday 13th June 2010. I am hoping our friends from Traction Universelle will join us for some of the time and I must thank François Henot, my co-conspirator (and new member of the TOC), for recommending a nice old restaurant for lunch.

St-Valéry is a pretty seaside town on the Somme estuary well provided with hotels, restaurants, bars, B&Bs, camping and an absolutely superb narrow gauge railway. There is plenty to do and things to see in the area, so you could add a day or so at either end of the weekend.

St Valéry is a mere 50 miles from Boulogne or 72 miles from Calais. Alternative routes are Dunkerque (90 miles) or Le Havre (110 miles). The direct route from St Valéry to Hastings was discontinued over 900 years ago.



William the Conqueror, known locally as Guillaume Duc de Normandie, assembled his troops on the quayside in St Valéry at the end of July 1066.

Unfavourable north winds delayed them for six weeks, but after parading the relics of St Valéry on the shoreline the winds shifted to the south. They sailed on the 27th September, landing at Pevensey and marching to Hastings.

The battle began in the morning of the 14th August. All day the Norman archers attacked the Saxon shield-wall. In the early evening the English line gave way and King Harold was slain. William was crowned in Westminster Abbey on Christmas Day 1066.

Further details from Robin Dyke 01865 858555 jrobinjdyke@btinternet.com



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 the past 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

Alec Bilney wishes to pass on his beloved Normale, for someone else to enjoy. Citroen Traction Avant 11B, 1954 Paris-built Normale, LHD. Black, yellow wheels, big boot. Owned for 35 years. Bought from first owner (a French farmer) in 1974. Maintained in reliable running order, and regularly serviced by owner. Regretful sale now because of declining opportunity to use. A smart car. Chromework, paint and bodywork are excellent, upholstery professionally renewed recently. 212,000 kilometres recorded. Trusted companion for many, many tours and events in the UK and in Europe. New MoT mid September. Some spares and tools available, plus original engine. French registration documents available, old MoTs and a selection of bills. £7,500 for a beauty. London. 020 8546 7071



1952 LHD big boot 11BL owned since 1998. Restored and used regularly for domestic and shows. Has been dry stored for the past four years with little use. £3,500. H J Cairns tel 01777 708742 (Notts).

Parts for Sale

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

For Sale: Big 6 12 volt Starter Motor (M418G-CJ29) with solid brass nose piece. dismantled, checked & tested. Good. £120. Also spare main body with field coils etc also for Big 6 12volt Lucas Starter (M418G-CJ29) Offers. also 2 off Lucas Starter motors for Tractions (M418G-CJ24 & CJ26) dismantled & tested - good order - £80 each. Phone Andy on 01339 886290 (Scotland)

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

Parts Wanted

Wanted: Set of front wings and front grill for a 1956 Paris Built Light 15, in good or reasonable condition. Please contact John Cresswell on 020 8560 3261 or email: jcress23@aol.com

Wanted - one or two pilote wheels. will pay fair price. Please contact Don Uprichard on 07831548803 (mobile) or 02897521109

Miscellaneous

Wanted: a TOC member who lives in Australia would like to purchase copies of the first 2 editions of Floating Power. If you can help please contact Bev Oates on 01629582154.

Official 75 for 75 DVD. When ordering please clearly state the delivery address and enclose full payment of €24 per video for UK delivery (€23 if delivery address is within mainland France). Payment methods: UK - Cash, Bank Transfer or Cheque*. France - Cheque* only (NB Cheques must be drawn on a French Bank). For costs for countries other than UK/France - or if you have any other questions - please contact Bernie Shaw (see FP page 2 for contact details). Please send order(s) to André JACQUEMAIN, 340 Rue Sidonie, Colette, 62800 LIEVIN, FRANCE

Photo Album - 75 years of Traction Avant at Arras. A limited number of copies of the photo album I produced following the 75 for 75 at Arras are now available at £25 (including postage). The album is A4 size, has 30 pages in full colour and includes 180 photos with captions. Complimentary comments have been received from many Members including Marcus Lasance, Fred Annels, Mick Popka etc. To confirm your order please send your cheque and delivery address as soon as possible to: David Conway, 152 Barkham Road, WOKINGHAM, Berks RG41 2RP

TOC 2010 Calendar - a limited number of copies of the new TOC 2010 calendar are now available for sale. Please send orders, plus payment in £sterling, to M J Barnes, The Byre, Brockhurst Lane, Monks Kirby, Warwickshire, CV23 0RA. Delivered to you in time for you to post worldwide or posted direct if required. Cost (inclusive of postage):

	UK	Europe	Rest of World
1 copy	£4.00	£5.00	£6.00
2 copies	£7.50	£9.50	£11.50
3 copies	£11.00	£13.00	£15.00



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