



Floating Power

January/February 2012

**Honorary Life Members
of the
Traction Owners Club**

Fred Annells
Dave Shepherd
Peter Riggs
John Gillard



welcome

A Happy New Year to you all.

I owe an apology to Ray Wicks for incorrectly describing his car in the TOC 2012 calendar as an 11F instead of an 11C. In the words of the title of a classic Led Zeppelin track – Nobody's Fault but Mine. Sorry Ray.

One of the downfalls of editing Floating Power is how fast it makes the year go by – just where did 2011 go!

In this issue you will find, as well as all of the usual favourites, the TOC 2011 AGM Minutes, the first of an occasional series about the TOC Spares operation, articles about the Citroën family, a montage of photo's of the TOC stand at the NEC, a write-up of the Yorkshire Wartime Weekend and a cartoon.

The start for submission of entries for the 2013 calendar is officially here. Actually in truth there is only a finish date as far as judging is concerned. Previous years photos can also be considered for any calendar. The only proviso's for photograph submissions is that they must not have been published anywhere else and that the permission of the copyright owner has been obtained. The number of TOC members submitting entries for the 2012 calendar was very disappointing with only 19 members submitting entries, so please when out in your Traction always have a camera with you.

Den Hewitt

Missing magazine?

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

The closing date for input
for the March/April edition
of **Floating Power** is Wednesday 18th Jan.

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

- 2234 Mr. Roger Gullen, Hertfordshire
- 2235 Mr. David Warren, London
- 2236 Mr. Brian Jenkins, Berkshire
- 2237 Mr. John McGuinness, France
- 2238 Mr. Jon Langley, Gloucestershire
- 2239 Mr. Philip McKinstry, County Down
- 2240 Mr. Jonathan Rishton, Surrey
- 2241 Mr. Tim Callaghan, London
- 2242 Mr. John Taylor, California, USA
- 2243 Mr. Andrew Taylor, Leicestershire
- 2244 Mr Peter Boylan, Republic of Ireland
- 2245 Mr Philip Vesey Holt, East Sussex
- 2246 Mr Derek Burroughs, Ontario, Canada
- 2247 Mr Alan Croft, Huismes, France

COVER IMAGE:

A sad but not uncommon end for a Traction
Photograph courtesy of Olivier de Serres

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TOC Committee

The members of the committee of The Traction Owners Club are volunteers. Please be considerate when contacting them and in the demands you make on their time. They are happy to help you but may not always be able to do so immediately.

PRESIDENT Bernie Shaw

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

CHAIRMAN Bev Oates

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

SECRETARY Debbie Harding

The Box on the Hill, Hill Farm, Portmore, Barnstaple,
EX32 0HR secretary@traction-owners.co.uk

COMPANY SECRETARY and TREASURER Tony Malyon

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

MEMBERSHIP SECRETARY John Oates

55 The Knoll, Tansley, Matlock, Derbyshire, DE4 5FP
01629 582154 membership@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 Paul de Felice

Westfield Cottage, Nursery Road, Waltham Abbey,
EN9, 2JF 01992 890975 events@traction-owners.co.uk

HELPLINE Mick & Moira Holmes

35 Mays Avenue, Carlton, Nottingham, NG4 1AS
0115 911 8218/0115 911 0960/0870 012 2002/0044 115 911
8218/ 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

HEALTH and SAFETY Mark Harding

The Box on the Hill, Hill Farm, Portmore, Barnstaple, EX32 0HR
health-safety@traction-owners.co.uk

CLUB SHOP Barry Curtis

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

EDITOR FLOATING POWER Den Hewitt

Eastern Cottage, 62 Claverham Road, Yatton, North Somerset,
BS49 4LD 01934 834274 editor@traction-owners.co.uk

NON-DESIGNATED

Colin Gosling

Tony Hodgekiss

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

John Osborne

4 Whitegates, Bath Road, Wells, Somerset, BA5 3LP
01749 675312

Peter Riggs

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

Steve Reed

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

ADVISOR to the COMMITTEE

COMMITTEE ARCHIVIST & CHILD PROTECTION

Lynda Osborne

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

President's Ponderings



Photo courtesy of Keith Norris

Another year gone and a pretty successful one it has been for the TOC with a number of well-attended and most enjoyable meetings on the social side and victory in recovering the Dutch VAT payments which saw the Club's bank balances return to the healthier levels we previously enjoyed.

Our most recent events have been the Classic Car show at the NEC closely followed by the AGM and reports on both will be found elsewhere in this issue of FP. I felt our NEC stand was not very well situated this year but we still received a high number of visitors who showed a great deal of interest in the vehicles and the Club. Thanks to all who contributed. We certainly did not waste our time because we signed up some new members at the show and several more took a membership form away for "consideration". However there were comments that the stand was looking tired so we shall be reviewing how we approach the show next year in good time and, to that end, all and any suggestions will be welcomed by the Committee.

According to the feedback I have received, the AGM weekend was a roaring success despite being a little down on numbers. The lower attendance may be a reflection of the increased price and the current economic climate or some may have remembered the "quart into a pint-pot" situation last year! Whatever the reason,

the consensus was that it was good value for money. The venue was excellent (although a tad difficult to find in fog!), the evening meal was probably the best that I have experienced at such an event and the entertainment left me speechless. As above, additional feedback will be welcome but in the meantime I would like to reiterate my own thanks to everybody that contributed to the weekend.

The AGM itself was very straightforward and the minutes are in this issue. It is always nice to see new faces at any event but I think all will agree Chikashi Tamiya and his wife, Miki, deserved a special mention, having travelled all the way from Japan to join us.

Looking forward we have a busy year ahead in the UK with 2 major rallies plus the proposed new "Reliability Run" and of course there will be all the usual overseas events in addition.

I am still on target to get the Cloverleaf finished in the first quarter but I am not sure if the reliability run would be the wisest first outing! (Madame definitely says **NO!**)

So, it just remains for me to wish one and all a very happy, prosperous and healthy 2012 and I personally look forward to making new acquaintances - as well as renewing old ones - throughout the coming year.

Bernie Shaw

Notable Dates

January and February

7 th Jan 1913	Pierre Terrasson born
10 th Jan 1903	Flaminio Bertoni born in Masnago, Italy
16 th Jan 1853	André Michelin born
4 th Feb 1935	Big 15 launched at Slough
5 th Feb 1878	André Citroën born in Paris
7 th Feb 1964	Flaminio Bertoni died in Paris
25 th Feb 2008	Pierre Terrasson died



Happy New Year to you all.

I hope Father Christmas brought you all you need – shampoo and wax, new tyres, gear box etc. to get your Traction ready for all our exciting events happening in 2012.

If Santa wasn't that considerate then don't forget our Spares Shop has lots of new and second hand parts plus the Club shop has new polo shirts, sweatshirts and baseball caps so we can advertise the TOC as we drive around....

Don't forget to get booked on to the various events – the Reliability Run in May, our Annual Rally in June and the ICCCR event in August. Please book as soon as possible as it does help organisers if they have an idea of numbers attending.

Since my last Chat we have had two events – the NEC and AGM.

Thank you to Michael Simpson for organising our Stand at the NEC and a huge thanks to all the volunteers who manned the Stand for the 3 days. John & I attended on the Saturday and enjoyed meeting TOC members plus chatting to the public. As Bernie has said in his Ponderings the Committee need to discuss this event in detail and our input for future years.

The other event was our AGM which unfortunately John and I were unable to attend as John's Mother passed away that weekend. Thank you for your messages of condolence.

I have heard the Saturday night was very successful with good food and excellent entertainment. Thanks to Paul de Felice and Steve Southgate for organising it all.

The AGM went smoothly, as you will read in this issue, which hopefully means the Committee are doing a good job at running the Club – but don't forget we still need new people on the committee.

One post that will definitely be vacant this time next year is that of Treasurer as Tony Malyon has decided enough is enough so please if you feel you could take up this post please telephone or email Tony for a chat to find out what's involved.

Bev Oates

Insurance Benefits for TOC Members through Footman James

The TOC has negotiated a deal with specialist insurance broker, Footman James, securing special insurance discounts for club members.

Footman James' motor policies include **UK and European breakdown cover** and **motor legal expenses** as well as **personal injury road rage** and **car-jacking** cover as standard.

It also offers a range of policy options, including **multi-vehicle**, **laid-up**, **agreed value** and **limited mileage** cover.

All TOC members are entitled to discounts on their classic car insurance through Footman James, and can also take advantage of special rates on their modern everyday car, classic and modern motorcycle and home and contents cover too. In addition the TOC has a dedicated relationship manager to work with the club ongoing.

Footman James was launched over 25 years ago as one of the very first insurance brokers dedicated to serving the needs of classic vehicle enthusiasts, and is now a leading name in the industry.

During that time it has built-up a unique relationship with vehicle enthusiasts, so much so that over 190,000 customers now trust them to offer protection for over 200,000 vehicles.

Footman James works closely with classic vehicle clubs across the country, and now, of course, has partnered with the Traction owners, so has a pretty good idea what classic vehicle owners and TOC members want when it comes to insurance.

In Committee

Brief notes for the committee meeting held on 20th November 2011 9.30am at Hellidon Lakes Hotel Daventry

- Bernie Shaw did a great job standing in for Bev Oates (despite having a terrible cough). Thank you. The Committee sends condolences to Bev and John on their sad loss.
- The meeting before the AGM saw many faces around the table which was great to see. All thanked Paul de Felice and Steve Southgate for a great venue and entertainment. Paul asked for members to contact him with suggestions for next year.
- Bev Oates and Den Hewitt were thanked for their efforts in providing members with a great calendar with November's copy of FP. Den appealed for photographs for the 2013 calendar – they can be sent from now!! The photograph must have not been previously published and only one photo per member can be used in the calendar.
- Members will be receiving a sticker for the rule book when they next renew showing the recent changes. Thanks to Bev for this.
- Paul de Felice outlined the next years diary which is going to be full. Mick Popka gave a presentation of the 2012 ICCCR at the present time.

- We are very fortunate to have the vacant posts for Area Co-ordinators filled and have sent letters of thanks to those outgoing.
- Membership fees are to stay the same for the next year but rising mail prices have made an increase in overseas postage unavoidable.
- Chris Treagust reported to say spares sales were still good and he has also managed to purchase some more second hand parts. The committee is very grateful to Chris for all his commitment.
- Barry Curtis had suggested the Spares and Club Shop might be combined. The committee discussed this suggestion and Steve Reed said, unless there was somebody else who could take on the Club Shop he would be prepared to do it with the stock being stored with the Spares parts where Chris Treagust and Vanessa have agreed to assist with sending items out.
- Tony Hodgekiss reported that additional new tools will be with Area Representatives soon.
- Mick Popka reported that the website was being visited more and more. He promised to spend some time updating the site when time permits.

Next meeting will be a conference call in January followed by a meeting in Newport Pagnell in March 2012.

TOC 2011 AGM Minutes

Minutes of the Annual General Meeting of the Traction Owners Club, held at Hellidon Lakes Hotel, Daventry, Northamptonshire at 11.30am on 20th November 2011

Attendance

Debbie Harding
Mark Harding
Tony Hodgekiss
Mick Popka
Colin Gosling
Clive Belcher
Peter Marley
Bernie Shaw
Jackie Hackett
David Gardner

Noëlla Van Schil
Pat de Felice
Paul de Felice
Mick Holmes
Walter Callens
Graham Humphrys
Roger Gullen
Tim Walker
Philippe Allison
John Ogborne

Trevor West
Bob Street
Trisha Street
Moirra Holmes
Sheila Marley
Tina O'Connor
Stephen Prigmore
Roger Dyer
Peter Simper
Chikashi Tamiya

Steve Reed
Den Hewitt
Peter Riggs
Tony Malyon
Dave Hackett
Steve Southgate
Sue Simper
Jasmin Gagen
John Gagen

39 people attended – all of whom were eligible to vote.

Apologies for Absence

Barry Curtis, Robin Dyke, Terence McAuley, Bev Oates, John Oates, Derek Fisher, Graham Handley, Wendy Handley, Allan Reece, Jan Reece, Alec Bilney, David Boyd, Andrew York, Barry Annells, Chris Treagust.

Welcome

Due to the unavoidable absence of TOC Chairman Bev Oates, Bernie Shaw opened the meeting at 11.39am and welcomed everyone to the 2011 Annual General Meeting.

Acceptance of the Minutes of the 2010 AGM

There were no matters arising from the minutes of the 2010 AGM. It was proposed by John Ogborne and seconded by Moira Holmes that the minutes be accepted as a true record of the 2010 AGM. All present were in favour of acceptance.

Items for Consideration under "Any Other Business"

There were no items proposed from the floor.

Treasurer's Report

Tony Malyon summarised the accounts which had been published in the Sept/Oct edition of Floating Power. The Accounts were approved by all present. Proposed by Steve Reed and seconded by Peter Simper. Bernie thanked Tony for all his hard work especially over the past challenging year and Tony received a spontaneous round of applause from the floor.

Nominations and Election of Directors

In accordance with the rules, two Directors (Andrew York and Roger Dyer) had stepped down. Both were offering themselves for re-election. Tony Hodgekiss proposed and Steve Southgate seconded that they should be re-elected. All were in favour with no abstentions. Bernie thanked all the directors for their behind-the-scenes work and in particular for their complete support of the Committee through some difficult times in the last 12 months.

Chairman's Report

Bernie read out Bev Oates' report:

"I would like to apologise for John & I missing the AGM this year. Unfortunately John's Mother died last night.

Thank you to Bernie who agreed to stand in for me and is reading my report to you.

I can't believe a year has passed since we met in that rather small room at the Staverton Park Hotel for the last AGM. I hope you all feel less squashed this year and welcome to anyone who is here for the first time or after some absence.

So what's happened in the last year? Unfortunately soon after the 2010 AGM John Barnes resigned as Editor. This was a difficult time and, as it was so close to Christmas, John & I "volunteered" to produce the January/February 2011 edition of Floating Power. This was a very steep learning curve for us as neither of us had any relevant experience. However we had a lot of support from the printers and thanks to Nigel & Emma we managed to produce the magazine on time. It also made me more aware of how essential it is for all members to submit articles to the Editor so there is plenty of material to consider.

The Committee, and especially me, were delighted when Den Hewitt came forward and offered to take over as Editor for both Floating Power and the TOCtech section. I hope you agree with me that Den has kept up the excellent standard set by all the previous editors. Thank you Den. e-FP still exists but is not very active. After John's resignation I emailed out to all members asking for their views of e-FP. From over 400 members I had just 32 replies – the majority saying that they would prefer it to be used for quick items that need to go out in between Floating Powers and so this is how we have used it. I would also like to thank Den for putting together an excellent calendar this year – also thank you to members who submitted photographs – I hope you all like it. If anyone wants additional copies let me know and I'll post them out asap.

Our VAT is now all sorted and we have received the

outstanding payments from the Dutch VAT – I'll leave Tony to explain the financial state of TOC but I would like to thank Tony for all his hard work keeping the books straight. I appreciate in many ways it the task has become harder as we now have a variety of methods to pay for goods so more work for Tony. Tony keeps threatening to resign but we are grateful that you keep agreeing to do another year. Thank you Tony.

Paul will be updating you on the Social Scene. However I would like to thank Chris Hodgson for an excellent rally at Chatham Docks. I must admit it is not an area of Kent that I would have thought of visiting but it was very interesting and a well organised event. I particularly liked the idea of ending the rally by all having cream tea together – very civilised.

Last weekend we had a Stand at the NEC – thanks to Michael Simpson for organising this and to all the members who manned the Stand over the 3 day period.

I would like to pass on the thanks of the Committee to all the Section Co-ordinators – there is always lots of news in Floating Power on events held or coming up – opportunities for us to get out in our Traction. Thanks to all. I would like to particularly thank Walford Bruen who is standing down as Rep for the SW after many years and welcome to Debbie & Mark Harding and Howard Spiers who are going to look at arranging meetings in both the north and the south of the south west area. Also thanks to Nick Thorne who, for a while, was Rep for the Mid Shires and I would like to welcome Stephen Prigmore who has agreed to take over the Mid Shires.

Our website continues to grow – Thanks to Mick Popka. Mick will agree that it needs overhauling and I know he has plans to do so but is a little busy with some small event happening in August 2012 – I can't remember what it is.....

We now have links to GoCompare and Footman James which bring in income for the TOC. As a Club we are not endorsing Footman James but it is well worth getting a quote from them for any Insurance and mention you are a member of the TOC. The Club gets commission on all sales.

I must apologise for my slow response to the Memorandum and Articles of Association updates. In our AGM last year we agreed to accept the changes and that the changes would be sent out to attach to our blue Rule Books. It has taken me such an age to get round to such a small task but it is finally done and we will send out the minor changes with next year's Membership Cards.

In about 2 years we will run out of Rule Books and need a reprint so a nice job for someone to update the booklet – and NO I am definitely not volunteering for that task...

Lastly I would like to thank Chris Treagust for all his hard work with the Spares Shop. I didn't realise just how much stock we have until I agreed to help with the stock take in March. Thanks Chris for continually looking for new/second hand stock to buy and help keep our members' cars on the road. Also thanks to John Oates who has spent a lot of time at home and with Chris sorting out the upgrade on QuickBooks and the IT needed. Also thanks to Chris, John, Tony Hodgekiss for producing the

TOC 2011 AGM Minutes

new Spares List which will appear on the website soon.... Also Tony thanks for all your work accessing new tools and upgrading the Tool Sets which are with Section Coordinators all over the UK.

And finally I would like to thank all the committee especially if I haven't already mentioned you by name for all the work you do on our behalf in your 'free' time. As I mentioned in the latest Floating Power we need new committee members to join us so please help us in our quest.

I am honoured that the Committee has asked me to do one more year as Chairman – we have agreed that 3 years is the maximum sentence before a change is beneficial.

My very last thanks are to Debbs and Bernie who are always available at the end of a computer keyboard to advise and help me. Thank you both".

This was followed by a round of applause from the floor for all the Chairman's hard work over the last 2 years.

General Secretary's Report

Debbie Harding, who has been General Secretary for the past year, said she had enjoyed the role and appreciated all the hard work the Committee put in to the Club. She thanked the Committee for welcoming her and bearing with her in this role as John Ogborne had been a tough act to follow!

Social Secretary

Paul de Felice reported on the events of the last year. Next year events are many! 1st Reliability Run in May 2012. The Annual Rally is around Telford starting 29th June 2012. 9th-12th August 2012 is the ICCCR at Harrogate the first time in 28 years to be held in the UK, at Paul's request Mick Popka advised the latest booking figures and a brief outline of the planned programme for the 2012 ICCCR in Harrogate. He also appealed for volunteers to assist firstly with promotion of the event at other European events in the coming months and then at the event itself in August. The Classic Car Show at the NEC is over the week end of 16th -18th November 2012.

A member has kindly offered a rally in France where he has a chateau. A tour of Spain is planned for 2013. Further details will be published in Floating Power during 2012.

Paul asked for comments on the 2011 AGM venue and welcomed suggestions for next year's AGM venue and date. Although concerns were raised about the cost of the weekend considering the economic climate the general opinion was that the Hellidon Lakes Hotel had, on the whole, been a good choice. The entertainment was also good – as always - many thanks to Steve and band plus the others who contributed to the evening. It was agreed that Paul would make a provisional booking for 2012 to allow time for alternatives to be suggested to Paul for consideration.

Membership

Bernie Shaw read out John Oates' report in his absence. 69 left, 69 joined and 5 re-joined so our current membership figure is 577 compared to 572 last year. The

committee has agreed that we keep the membership fee the same for next year but we have to increase the non UK postage due to rising costs. The plan is to charge £5 for Europe and £15 for overseas. We are also considering a half yearly payment for new members so that we can keep the renewal date for all in April but allow a reduced rate if joining later in the year.

Spares

The Spares are ticking over quite nicely and a few new parts coming on line. Body parts for instance... now stocking door repair panels and door repair bottoms; also have floor pans in stock. I do hope to do a regular spares feature in Floating Power starting in the New Year. I will try and give an insight to the spares operation and an update on new stock. The spares on the web site should have the Citroen part numbers as well as the spares bin number. Hopefully, this will cut down time in identifying the parts needed. I have recently managed to purchase £5500 worth of second hand spares which will be available May/June 2012 which will give me time to make room for them – my winter project.

Steve Reed reported on behalf of Chris Treagust. Everyone put their hands together to thank Chris for all his commitment and hard work.

Editor

The following changes were made prior to the appointment of the current editor – Den Hewitt - whose first issue was Mar/Apr 2011:

e-FP is effectively on the back burner and will only be used for urgent issues

Costs. A new contract had been negotiated and agreed by the committee and FP is set at 40 pages per issue with 4 of those pages able to be in colour

Production Platform. Microsoft Word has replaced Adobe InDesign. (Den decided to use Microsoft Excel to produce the calendar.)

Summary of the year

- 6 issues of Floating Power and the 2012 calendar have been produced since the last AGM.
- Classified adverts have remained steady throughout the year
- 4 trade advertisers have continued to place advertisements despite the economic climate
- The number of members submitting entries for the 2012 calendar was disappointing with only 19 members submitting a total of 79 photographs.

Den is happy to continue as Editor and Technical Editor for 2012 and to produce the 2013 calendar.

Den also confirmed that the Calendar is now a regular feature and photographs can be submitted now. Last year there were plenty of entries but only 19 different contributors and that severely restricted the judges' choice. Also to assist judging, the earlier pictures are submitted the better and Den is already accepting entries for next year. Den received a hearty round of applause in recognition of all his hard work.

Club Shop

Barry Curtis was unable to attend the meeting. Bernie explained that the Club Shop function is under review because of Barry's business commitments. There is a possible solution in the pipeline but any other suggestions/volunteers would be welcomed.

Helpline

Mick Holmes reported that telephone enquiries are running at about five per week plus a few e-mails. There is a mixture of technical and general queries from all over the world and help is offered to members and non-members. When Mick cannot answer a question directly, he redirects it to an appropriate member to deal with. He was not aware of any problems with, or complaints about, the service. He advised that he has no objection to being called on his home number (see Floating Power) as this can be less expensive than using the national (0870) number. In addition, the ring tone is louder so he is more likely to hear the call, thus avoiding the need for the caller to leave a message and a subsequent return call. Mick and Moira were thanked for all their hard work with hearty applause.

Webmaster

Website Annual Statistics (Summarised)

1) Website Visits

The period November 2010 to October 2011 recorded a total of 82,882 visits to the site. This compares with 68,418 for the same period 2009-2010, an increase of 14,464.

2) Website Hits

The period November 2010 to October 2011 recorded a total of 2,792,179 hits to the site. This compares with 1,333,855 for the same period 2009-2010, an increase of nearly 1.5 million!

Website Changes

Over the past 12 months the following significant changes have been made to the TOC Website:

- Introduction of the Membership "E-Store"
- Extension of Pay-Pal payments to include Visa/MasterCard, Credit, Debit and AMEX Cards for E-Store purchases
- Update to Spares Pricelist
- Availability of "back issues" of Floating Power, from Volume 1, Issue 1 (1976) onward in the "Members Only" area
- Movement of the Tech Torque pages into the "Members Only" area
- Regular updates to the National & International Events Diary, Tech Torque literature, Section Events, Services Directory, Members Cars

Future Developments

- Re-design of website to improve accessibility with use of "drop down" menus
- As always, we encourage your thoughts and feedback on what could be improved on the website

There were no questions arising from Mick Popka's comprehensive report.

Election of Company Secretary and Treasurer

Tony Malyon confirmed that he was prepared to continue as Company Secretary and Treasurer. Proposed by Mick Holmes and seconded by Den Hewitt Tony was re-elected unanimously. However Tony did state that this will definitely be his last year and it is therefore imperative that a replacement is sought in good time before the next AGM. Tony explained that the task did not necessitate being a qualified accountant and will draw up a job description so the post may be advertised in Floating Power at the earliest opportunity. The meeting showed its appreciation with a round of applause.

Committee Members

The committee may consist of between 8 and 18 elected members and currently stands at 18 including the ex-officio members of Secretary and Treasurer. One third of the elected committee members (the longest serving) are obliged to stand down at the AGM. This year was the turn of Tony Malyon, Bev Oates, John Oates, Mick Popka and Mick Holmes. All were prepared to stand again and, there being no other nominations, all five were re-elected en bloc. This was unanimously accepted with no abstentions. It should be noted that new members are always welcome and can be co-opted to assist the committee at any time during the year.

Any Other Business

- Tools update – Tony Hodgekiss advised that the existing tools kits had all been checked and, where necessary, refurbished or replaced. Furthermore each set will shortly be enhanced by the addition of even more specialist tools. The aim is for each Area Rep to hold the same basic tools that would have been found in a Citroen Dealer's workshop in the 40s and 50s. These tools are exclusively for members' use. Peter Simper advised Tony of a necessary repair to one of the tools in his possession.
- NEC - A member asked how the NEC Classic Car Show Stand was going to be run next year. Bernie advised that the Committee had discussed this at their earlier Committee meeting when it was agreed the matter needed further discussion – probably at the next meeting.
- Bernie thanked Mr and Mrs Chikashi Tamiya for travelling all the way from Japan to attend the AGM and presented them with a model Traction in recognition of their enthusiasm and dedication.

Close of meeting 13.02pm

The following are transcripts of email conversations between Bernie Shaw and Gerald Propsting - a non TOC member - regarding the Tech Torque content in the Members Only section of the TOC website.

Dear Sir,

I must register my disgust at the move to restrict the technical articles and workshop manuals listed in your Tech Torque section to member access only.

I have made contributions of valuable material through Mick Popka to this section on the understanding that it be freely shared among all Traction Avant enthusiasts. I feel that this trust has been broken.

It is totally unreasonable and mean spirited to expect all enthusiasts around the world to become members of your organisation in order to learn more about their cars. I was in the process of directing a fellow Australian enthusiast to your site in order to gain information on the restoration of his 6H when I discovered the changes your committee has made.

Up until this latest visit information has been freely accessible.

Why the sudden change?

Sincerely, Gerald Propsting

Dear Mr Propsting,

Thank you for your message to the Membership Secretary of the TOC - it is important to have feedback from non-members to complement that of the members.

Unfortunately John is on holiday at present so I am writing to confirm receipt of your message and to advise that it will be dealt with as soon as possible.

In the meantime I can assure you that, to the best of their combined abilities, Committee Members strive to make their decisions with the best interests of the TOC Membership in mind.

However, any Committee decision may be reviewed at a later date and revised if a change is considered necessary.

To that end, you have written at a very opportune time. The contents of the "Members Only" section of the TOC website is sensitive for a number of reasons and is therefore tabled for further discussion at a Committee meeting scheduled for the end of September and I shall ensure that your message forms part of that discussion.

I therefore suggest delaying any further reply until after that meeting so that it may reflect any decisions made when the subject is again discussed. I hope you will therefore not mind waiting a little longer to get a "complete" response.

**Kind regards, Bernie Shaw
President, Traction Owners Club**

Dear Mr Propsting,

As planned, the Members Only Section of the TOC Website was discussed at some length during our Committee Meeting on 25th September.

It was unanimously agreed that certain information, including many technical articles and items such as reprints of original Citroën literature, should remain in this restricted area of the website.

We are aware that much of this information is actually available elsewhere on the web but we also know it can be difficult to find. By collating it as we have, the TOC is offering a valuable additional service to Members. Even the magazine, Floating Power, is published on the web once the members have had time to read and digest their personal hard copies so, if we made absolutely everything available to anybody who visits the TOC website, it would undermine the point of joining the Club in the first place.

We particularly discussed your own concerns as a non-member no longer able to access specific information hitherto available to all. Despite sympathy for your situation it was agreed that the TOC's position is clear in that its first duty must be to the membership and certain levels of information - more often than not supplied by members - should therefore be restricted to members only.

I know this is not what you want to hear and I am sorry because I know that you have kindly supplied some of the information in question. We cannot make exceptions but, on the other hand, we are loathe to lose a keen contributor so can we not persuade you to join us and resolve the access situation that way?

Kind regards - and very much hoping for a positive response (you know where to find an application form!),

**Bernie Shaw
President, Traction Owners Club**

Dear Mr. Shaw,

Thank you for consideration of my concerns. I appreciate your position. You obviously have Citroën enthusiasts in the UK that do not join and therefore are freeloading on your club's resources. This is a sad predicament as these people would gain much from being a member.

From my own perspective being on the opposite side of the globe I feel that there would not be a great value in joining TOC.

I already have much of the literature that you have published on "Tech Torque" and apart from the "Floating Power" magazine I cannot see any other benefits especially when consideration is made of the rather high membership fees of £33 Sterling plus £12 Pounds Sterling for magazine postage. It becomes rather uneconomic.

I wish you and your Club well, and hope that the aims of fostering the preservation of this great model of the Citroën Marque can be furthered by the continued activity of the TOC.

Sincerely, Gerald Propsting

FUEL NEWS

STABILITY ADDITIVE TESTING

At the time of writing the testing of the additives is now halfway through the thirteen week programme. The results are expected in time for the FBHVC AGM and Conference on 15th October.

The fuel used in the test is subjected to an ageing process at elevated temperature; it is recognised by the industry that 13 weeks' ageing is equivalent to one year at normal temperatures and this is therefore believed by the petrol industry itself to give an accurate and representative account of the products tested. Those additives that pass the test will be entitled to carry the FBHVC's endorsement – this means that they will protect against corrosion but it must be noted that there are currently no additives available that can protect against material incompatibility issues.

USE OF KEROSENE IN PETROL IN HISTORIC VEHICLES

Interest in adding kerosene to petrol for use in historic cars arose in the early 1990s after the disappearance of 'two star' leaded petrol. Some believed that higher octane four-star petrol could not be safely used in older low compression engines. This line of argument has been overturned, and in fact it is now generally accepted that while 'excessive' octane quality might be a waste of money, it is not harmful in low compression engines. The alternative view, that the greatly increased volatility of modern petrol is to blame for operating problems in older engines, is increasingly accepted. This aspect of modern fuels has been brought into focus again recently over the issue of addition of ethanol to petrol under the EU renewable fuels directive. Ethanol addition increases volatility, so any problems associated with high fuel volatility are not likely to be reduced with fuels containing ethanol.

With this in mind, there has been a renewal of interest in the addition of kerosene to petrol. Kerosene has a boiling range from about 160°C to about 250°C, whereas petrol boils over the approximate range 35°C to 195°C. Problems experienced in older engines, such as overheating, power loss, poor hot starting etc. have been attributed to the increased proportion of low boiling material added to petrol in more recent decades. This is believed to result in vapour formation in the wrong places, thereby upsetting fuel-air ratios, and in the main, causing enleanment of fuel-air mixtures reaching the combustion chamber. Addition of a high boiling material such as kerosene does not affect the 'front end' of the fuel in the sense of preventing low boiling-point hydrocarbons in the fuel from vaporising (low boiling point hydrocarbons in the fuel will boil off and form vapour long before the kerosene starts to boil), but if kerosene is added at 5% or 10% by volume for example, the proportion of the 'front end' components will be reduced by a corresponding amount, and this may be just enough in some engines to alleviate the negative effects of potentially excessive vapour formation. Some owners of historic vehicles report significant benefits from the use of kerosene in this way.

However, the main point about kerosene, which is its higher boiling range, should not be overlooked. The high 'back end' boiling temperatures associated with kerosene

may result in incomplete combustion, since a fuel which has not completely evaporated will not burn. Any unburned material will find its way into the sump where it will dilute the lubricating oil. A significant amount of diluent derived from kerosene addition in the lubricating oil would run the risk of lubrication problems, with consequent increased wear of bearing surfaces. There has been some confusion over the use of kerosene blends in historic agricultural tractors, particularly as some of these used car-derived engines. However, in order for these machines to burn kerosene-blend fuels efficiently, a special vaporising inlet manifold was used on the tractor version, to ensure that complete combustion occurred, without the risk of oil dilution. The same engine in a passenger car, if operated on kerosene-blend fuels, will not be so well suited to these blends.

Kerosene addition is likely also to increase the risk of deposits in the fuel system, and may also increase the formation of sooty particulates in the exhaust gas. Overall, while it acknowledges that some historic vehicle owners have suffered from poor engine operation with modern petrol, the FBHVC does not feel able to recommend the use of kerosene in petrol in older vehicles. Instead, the Federation endorses the recommendations contained in a booklet published by the Vintage Sports Car Club, entitled 'Fuel Problems – Use of Modern Petrol in Older Engines' some years ago. These recommendations are felt to address the causes rather than the symptoms of the problem, and are still relevant today. The following suggestions are made in the report:

- adoption of local solutions to reduce heat input to the fuel system, principally from hot exhaust components
- use of insulating gaskets or other thermal breaks between fuel pump and engine and/or between carburettor(s) and inlet manifold
- use of heat shields to prevent heat being radiated from the exhaust system to the carburettor(s) and other fuel system components
- careful routing of fuel feed lines away from sources of heat en route from the tank to the carburettor(s)

These suggestions will be of most value in engines where the inlet manifold and the exhaust manifold lie on the same side of the engine. Engines where carburettors and exhaust are on opposite sides of the cylinder head tend to be much less affected by volatility related problems.

In addition, the condition of the radiator in water-cooled engines should not be overlooked. Old radiators can become really quite inefficient over time with accumulation of scale, debris and sludge on heat transfer surfaces, but the process can be slow and may not be noticed. Chemical flushing can improve cooling efficiency, but in some cases a replacement radiator core may be the best way to restore efficient operation.

DVLA

ORIGINAL NUMBER CLAIMS (V765 SCHEME)

The identity of a vehicle starts with the chassis, or monocoque. The V765/3 Scheme Guidance Notes indicates that: '*you must be satisfied that the vehicle is genuine*', and: '*you must be satisfied that the evidence linking the vehicle with the number is genuine*'. Should the criteria contained in INF26 (Guidelines on how you can register kit cars and rebuilt or radically altered vehicles)

Section 2, called 'Vehicles that have been rebuilt using a mixture of new/used parts' also be applied?

The reply from DVLA was:

'The INF 26 procedures are in place purely to assess the identity of vehicles which are currently registered on DVLA's system.

'The V765 scheme is intended to ensure that the vehicle being registered for the first time on DVLA's computerised system is reunited with its original identity. If, prior to applying via the V765 scheme, a historic or classic vehicle is rebuilt (rather than repaired) from parts taken from a number of donor vehicles, or where the donor vehicle may not be known, the correct course for registration would be the Reconstructed Classic route – providing the criteria are met. However, DVLA relies on the integrity and expertise of the owners club to ensure that the vehicle being registered is what it purports to be. Whether the clubs apply the INF26 principles as a guide is a matter for them.'

In practical terms, we would suggest that using the principles in Section 2 of INF26 does have a lot of merit. In particular for a chassis-based vehicle, the body does not come into the jigsaw.

There was concern expressed at the FBHVC clubs' meeting held in March at DVLA's Theale office about owners who change the body type prior to a claim for that particular number. Provided that the chassis and mechanical components come from the same vehicle that used to display the registration number, the new type of body should not adversely affect your judgement on that claim.

In an ideal world the pre-1982 documentary evidence which links the vehicle to the registration number would also contain the model and chassis number. Where no chassis number is shown is it reasonably likely that these documents could relate to the physical vehicle? DVLA will take into account your decisive recommendation when deciding whether to allocate the number to the vehicle on a non-transferable basis.

REINCARNATED VEHICLES

Vehicles that have been driven by a well known personality, or have won a number of races are typically recognised by their registration numbers and/or chassis numbers. The value of these vehicles can be on the high side. However, some of these vehicles that were written off in severe crashes subsequent to their moments of fame are occasionally 'found' again in a remarkably intact condition. I would expect that the majority of specialist clubs will be wary of these 'found', formally written off vehicles, and would treat any claim for that number in the appropriate manner. Possibly an age-related number application could be more appropriate.

If specialist clubs come across cases like this, it would be helpful if they could send in the V765 form to DVLA, with the rejection box ticked, together with an explanation on how this conclusion was deduced. This could prevent DVLA accepting a later recommendation for this number from a non-specialist club, who may not be quite so knowledgeable.

The Federation is keen to maintain the reputation of the V765 scheme. If a club is aware of any such vehicles

they may wish to pass this information on to the Federation, together with some background information. The Federation will then pass this information onto the appropriate section at DVLA.

ORIGINAL DOCUMENTS AND DVLA

Original vehicle documents should never be posted to DVLA. If an original document is lost in the post, it would be irreplaceable. Where the application is made at the specialist unit at Swansea, standard practice is to obtain a certified photocopy of the document from a DVLA local office.

The documentation required for an imported vehicle is contained in DVLA leaflet INF106, called 'How to import your vehicle into Great Britain'. Amongst other things, DVLA require 'a non-GB registration document or certificate for your vehicle and any other papers you have relating to the vehicle, or a dating certificate from the manufacture or other acceptable source'. It is assumed that the choices given are in order of DVLA preference. Imported vehicles are dealt with initially by DVLA local offices and past experience indicates that there can be subtle differences in working practices between offices.

Like many organisations, DVLA don't have the space to store paper documents. Typically a document would be scanned and then the original destroyed. It is reasonable that the DVLA local office will need to see the original documents. It is also possible that DVLA might be concerned that a non-GB registration document might be used later on to register a second vehicle and thus wish to endorse the original to prevent this occurring. However, that document is either the property of the vehicle owner, or the non-GB issuing authority.

With the imported historic vehicles which we have dealt with, the owners have had little or no documentation, the vehicle is so old that the original manufacturer either does not exist, or does not have the records, so looking at INF106, we gravitate to 'dating certificate (or letter) from other acceptable source'. In practical terms means a dating letter produced by a club under the Reconstructed Classics criteria, which include a club inspection.

If you have had problems with DVLA destroying original legacy documents please contact the Federation.

HERITAGE OPEN DAYS

Heritage Open Days is a nationwide initiative co-ordinated by English Heritage in which many historic properties open their doors to the public for free. Once a year it's a fantastic opportunity to experience stunning houses, gardens and interesting heritage locations.

Over the weekend of September 10-11 2011 around 200 properties opened their doors free of charge and in a number of locations visitors were able to experience vehicle displays kindly arranged by member clubs of the Federation.

CLUB NEWS

We enquired about Michelin House some little time ago and were rewarded with details of its survival as a restaurant. Floating Power, the magazine of the Traction Owners' Club, reminded us that 2011 saw the centenary of this remarkable building.

In the first of a new occasional section of Floating Power Chris Treagust gives us an insight into the Club Spares operation.

It has been 12 years or so since I took on the running of the spares so it has been suggested that I start a column in the Floating Power magazine to keep members abreast of things, so here goes the first one.

It has been a massive learning curve indeed to which I still find out new things most weeks. Hopefully the spares are meeting the needs of members. I try to stock most frequently asked for parts and over the years that has meant that stock levels have dramatically increased.

As you know turnover has also increased to a point that the club has had to register for VAT but this should not have increased cost too much, as the club had to pay VAT on all parts purchases before.

However VAT has increased the spares workload with the extra paperwork that is involved.

The invoice layout has changed, showing VAT number and how much the VAT is. Also the club registered address is on the bottom of the invoice. The terms of payment are now on the bottom of the invoice. This states that payment is due on delivery of parts. This is for orders less than fifty pounds in value. For parts to the value over fifty pounds, payment is expected upfront before parts are released.

Payment can be made by one of the following:

- **Credit Card or Debit Card** - but please do not send information over the Internet for these.
- **Cheque** - made payable to The Traction Owners Club Ltd.

- **PayPal** - if paying by this method please put details of the invoice in the appropriate box on the payment form.
- **Cash** - but this can only be accepted if you collect parts from the stores. Do not send cash in the post.

So what is on the horizon.....

I intend to reorganise the second-hand spares in the stores. The reason for this is that we have just purchased £5,500 of second-hand spares and I need to put them on to shelves for easy access (still no result on the spares and cars advertised on eBay). This reorganisation will be a winter project.

I am in the process of having the speedo and gauge decals remade (for Slough cars). Unfortunately the person who organised this is no longer with us and we have been unable to find out who did them for him.

I have also started looking into stocking door repair panels and various other body parts.

The spares list on the club website, hopefully, now has the original Citroën part number as well as the TOC spares bin number which will I'm sure cut down time.

Well that's about it for now, much more to cover next time.

If anyone has any request for parts that are not stocked please let me know and I'll see what I can do.

Chris

tocspares hotline

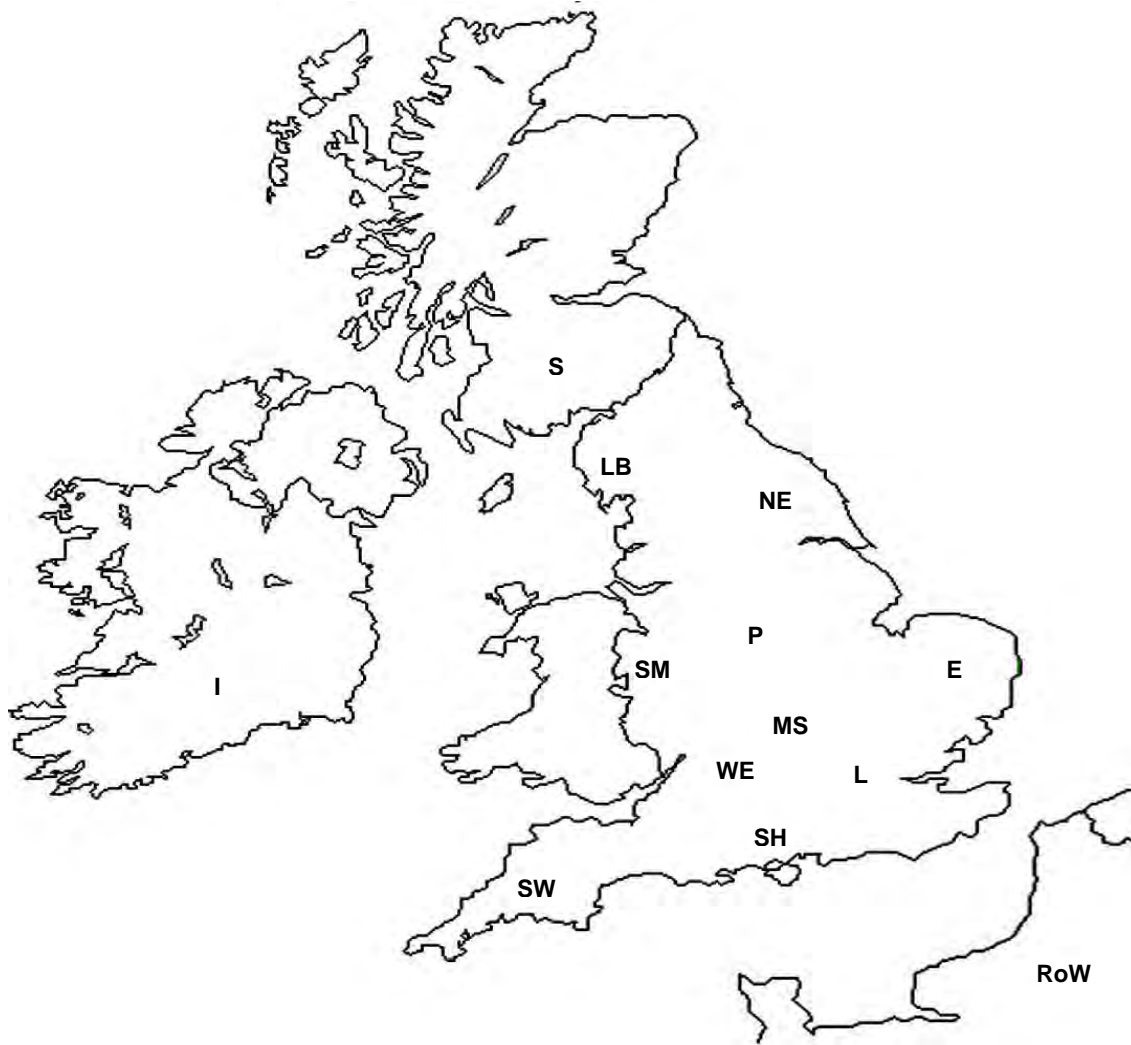
01243 511378

Chris Treagust, 98 First Avenue, Batchmere, Chichester,

W. Sussex, PO20 7LQ. Email: chris.treagust@tesco.net



Section Scene



 Section Co-ordinator

 Club Tools Holder

S	Scotland	 	Ian Smith - 43 Stoneywood Road Bucksburn, Aberdeen, AB2 9HT Tel: 01224 715221 email: smithy.stoneywood@btinternet.com	LB	Lakes and Border	 	Bob Cuppage - Low Park Skelwith Bridge, Ambleside, Cumbria LA22 9NP Tel: 01539 433391
NE	North East England	 	Graham Handley Tel: 01661 843493 email: grahamhandleyhandley@btinternet.com	SM	South Midlands	 	Simon Saint - Snigs End Danes Green, North Claines Worcestershire, WR3 7RU Tel: 01905 454961 email: janeandsimonsaint@hotmail.com
P	Peak	 	Bev & John Oates - 55 The Knoll Tansley, Matlock, Derbyshire, DE4 5FP Tel: 01629 582154 email: peak.toc@virgin.net	E	Eastern	 	Jasmin Gagen - Little Home Farm Bury Road, Thorpe Morieux Bury St Edmunds, Suffolk, IP30 0NT Tel: 01284 827039 email: jasgagen@btinternet.com
MS	Mid Shires	 	Stephen Prigmore - Brambles Lower Street, Great Doddington Wellingborough, NN29 7TL Tel: 07759 372242 email : stephenprigmore@hotmail.com	WE	West of England	 	Terence & Jane McAuley 7 The Normans, Bathampton, Bath BA2 6TD Tel: 01225 466939 email: mrsjane.bear@toucansurf.com
L	London	 	Peter Simper - 215 Whitton Road Twickenham, TW2 7QZ Tel: 0208 560 3267 (weekdays) 0208 891 1093 (evenings & weekends)	SHS	Surrey Hampshire and Sussex Borders	 	Helen Shelley or John White Tel: 02083 307216 or mobile 07790 530383 email: helenshelleym@msn.com
SW	South West	 	Walford Bruen - Wintersland Southerton, Ottery St Mary, Devon EX11 1SD Tel: 01395 568909 email: kembru@btinternet.com				Steve Reed - 1 Terwick Cottage Rogate, Nr.Petersfield, Hampshire GU31 5EG Tel: 01730 821792 email: stevereed@aol.com
I	Ireland	 	Richard Sheil - 23 Baymount Park Clontarf, Dublin 3, Republic of Ireland Tel: +353 1 833 7731 email: richardsheil@eircom.net	RoW	Rest of the World	 	Walter & Noëlla Callens – Belgium Tel: 0032 50 425 836 (weekends only) email: walternoellacallens@hotmail.com

Scotland

Spring Weekend Break and AGM

Yes, it's approaching that time again, folks. Last year, we returned to our old favourite, then known as the City Mills Hotel in the centre of Perth (now much up-market and now the Mercure Perth Hotel) and all present enjoyed a great weekend. Most regulars know it well - private car parks, fantastic buffet breakfasts great surroundings, the ability to go shopping straight from the front door, etc. We secured a great deal last year and this year, even better!

Here are the details:

Dates Friday 30th March to 1st April 2012.

Venue The Mercure Perth Hotel, West Mill Street, Perth, PH1 5QP (01738-642800)

Prices £41.50 Bed and breakfast, on the Friday night and £51.50 dinner, bed and breakfast on the Saturday night, based on 2 persons sharing a room. Extra nights at the same rate.

There is a supplement for single room occupancy, (£10) but no supplement on first 3 bookings.

To Book phone Central Reservations on 0844-8159105, then select option2, - quote Citroën Car Clubs Special Deal - booking reference 3271339

The upstairs function room will be available for us on the Saturday night, and our Robert Cunningham will again provide music from his 'Magic CD Box' to relax to and listen or dance to depending on your wishes.

Our weekend is open to all members from all Sections, along with their friends and family etc. and, as usual, includes members and friends from the Traction Owners Club and 2CV GB/Ecosse. The Hotel is provisionally holding 20 rooms for us, so make that booking now!

On Sunday at 11am we will hold our AGM in the hotel and would urge as many members as possible to come along and help us plan the year's activities.

Thereafter, we can continue our holiday or head for home.

This may be the last of our Spring weekend breaks for a time, as it is getting very hard to get good venues in the right place at the right prices to suit everyone, so go for it!

What better way to start off the Spring and Summer ahead?!

Hope to see you all there again!

Andy & Sheila Burnett

For details of future planned activities contact:

Ian Smith

Telephone: 01224 715221

email - smithy.stoneywood@btinternet.com

Surrey, Hampshire & Sussex Borders

Fairmile - 20th November

Our first three scheduled meetings of the year will be on January 15th, February 19th and March 18th at the Fairmile, Cobham, Surrey from 12 noon.

Contact Helen Shelley or John White

e-mail: helenshelley@msn.com

Telephone: 02083 307216 or

mobile 07790 530383

West of England

2012 Inaugural meeting.

In a break with tradition, we are proposing to have our "planning" meeting on the 26th of February rather than the usual January date. This is at least partly because both John Ogborne and I are away for the relevant weekends in January. As another change, we thought it a good idea to move the venue further south. In fact, to the pub next door to John in Wells, The Britannia. Some of you have been there before and will know that they do a very good traditional Sunday lunch.

As section people will know, I have been seeking to step down from job of section coordinator. There have been no takers, but John and Dave Hackett have come up with a plan to share out the tasks of organising events.

So, at the meeting in February, it would be helpful if we could establish if, with the increasing number of competing attractions, there is still a demand for events and, if so, what folk might like to do and who might do it. So please come along and give us your thoughts.

The Britannia is to be found on the left of the B3139 Bath Road going into Wells from the Emborough/Chilcompton direction.

Pip pip

Jane & Terence McAuley

email: mrsjane.bear@toucansurf.com

Telephone: 01225 466939

London

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 from 8pm at The Rose of York, Petersham Road, Richmond, Surrey, TW10 6UY (020 8948 5867) on the last Tuesday of EVERY month, (EXCEPT DECEMBER). FOOD SERVED UNTIL 8.30pm.)

Pete & Sue Simper

Telephone: 0208 560 3267 (days) 0208 891 1093 (evenings)

North East England

For details of future planned activities contact:

Graham Handley

Telephone: 01661 843493

email: grahamhandleyhandley@btinternet.com

Eastern

On April 22nd 2012 The Eastern and Mid Shires sections will be joining together for Drive It day.

Details will follow but the meeting place will be in the Cambridge area. So make a note in your diary now.

For details and suggestions of future activities contact:

Jasmin Gagen

Telephone: 01284 827039

email - jasgagen@btinternet.com

Section News

Mid Shires

Hello from the Mid Shires.

It doesn't seem like more than thirty years ago I was driving along a road near Kendal, when I saw the most graceful looking car sitting on a garage forecourt, on closer inspection it had been in an accident and the front nearside wing was damaged, I later found out the front wheel had been pushed backwards too. Three hundred pounds later and 'Pierre' a 1953 11BN LWT 238P was back in Bowness at the hotel I was managing and the task of getting him back on the road began.

As luck would have it, I learnt that a new club was starting up dedicated to old Citroëns, so I became a member of the TOC for the first time and receiving the first edition of Floating Power was a real boost. I realised that there were other people around trying to get driveshafts changed with a set of sockets and a bent screwdriver.

I sold Pierre a couple of years later as we moved to Devon and didn't have a garage, So to whoever bought him, I'm sorry about the carpet, dark brown shag pile I seem to recall, I thought it looked good at the time.

Many years later.....

The thought of owning another Traction simply wouldn't go away, enter 'Claude' into our lives, another 1953 11BN FSK 584, seven months at the paint shop later and he is looking great, externally. A new headlining is being made, new carpets being fitted, grey this time and following an MOT will be out and about. He appears to have spent his early life in Morocco, does anyone have any information?

So here I am, a TOC member for the second time around, but what a difference, a clean, tidy and well lit workshop, some decent tools and access to a huge resource of technical information on the club website, not to mention help and advice from technical wizards via email and in person.

Not only that, but I also find myself area co-ordinator, for the Mid-Shires, do I get a badge?

So what's going to happen now?

Well, I will put forward a few ideas, pub meets, classic car events, drive it days, get together with other areas etc, but the rest is up to you dear reader, so if there's something you would like to do let me know, I like the idea of a 'Technical Weekend'

On April 22nd 2012 The Mid Shires and Eastern sections will be joining together for Drive It Day. Details will follow but the meeting place will be in the Cambridge area. So make a note in your diary now.

Stephen Prigmore & Tina O'Connor

telephone: 07759 372242

mobile 07759 372242

fax 01933 277737

email - stephenprigmore@hotmail.com

Peak

Our plan for 2012 is to continue to meet on the first Sunday of the even month in nice pubs all over Derbyshire that offer good food and real ale...

However there are a few exceptions so the dates are:

Feb 5th – Meet at the Knockerdown Inn at Carsington Water

April 22nd – **Drive it Day.** This will be a scenic drive around Buxton & Leek area thanks to Bob Duncalf.

June 3rd – Pub to be decided once John & I have had time to sample its wares...

August 5th – We may cancel this due to the ICCCR – depends on local members

Oct 7th – Annual pilgrimage to the Yew Tree in Cauldon

Dec 2nd – More research to be done...

It's a hard life being a Section Rep....

If you want to be on our Peak email list for details of all events then please get in touch.

Bev & John Oates email: peak.toc@virgin.net

Telephone: 01629 582154

Rest of the World (RoW)

In the Rest of the World section we currently have 95 members across 20 countries.

Australia	13	New Zealand	5
Austria	2	Portugal	1
Belgium	2	South Africa	1
Canada	3	Spain	4
Channel Islands	5	Sri Lanka	1
Cyprus	1	Switzerland	2
France	27	Uganda	1
Germany	3	USA	11
Japan	3	Vietnam	1
Netherlands	8	Zimbabwe	1

To all: Our VERY BEST WISHES FOR 2012!

Hope to see you all at the ICCCR.....



Walter & Noëlla Callens

Due to work obligations we can only take phone calls at the weekend. You can contact us by email:

rest-of-the-world@traction-owners.co.uk

or fax 0011 (00)32 33 255 214

or phone 0011 (00)32 50 425 836

Please send your letters and emails to:

Den Hewitt, Editor - Floating Power, Eastern Cottage, 62 Claverham Road, Yatton, North Somerset, BS49 4LD
email: editor@traction-owners.co.uk

The deadline for the March/April 2012 issue of Floating Power is Wednesday 18th January

Hello Citroen lovers!

I would like to know if you have between your members a person that has a Traction Diesel commercial model with only two doors (like the Danish model)? I should like to write an article about it for the Dutch magazine Citroëxpert.

I wrote once an article about a French Light Fifteen with a Diesel Engine.

Thank you beforehand to answer me!

Sincerely, Han Schook

Dear Han,

Commercial (Van) Traction - I am confident that we have no such beasts in the UK and I do not know of any others outside Denmark - but we do have members there. Unfortunately the next issue of Floating Power, the TOC Magazine, is already at the printer but I shall ask the Editor to print your appeal in the following issue which will be sent out at the beginning of January - if that will not be too late.

Meanwhile I am copying this to Jens Møller Nicolaisen who I believe will be able to assist you regarding the Danish vehicles.

**Kind regards, Bernie Shaw
President, Traction Owners Club**

Dear Den,

I thought that the club may be interested in the enclosed cutting from my local paper The Chichester Observer. The article is about the Chapel Street bombing during World War 2. However the photo that accompanies the article is of A First World War veteran – William Walton who was Chichester's first car park attendant. In the background is a Traction. I can't imagine anyone parking at 90° at the cathedral today.



Kind regards, David Shepherd

William Walton's daughter Margaret is mentioned in the article and with David's help with his local 'phone book I got in touch with her and was sent a copy of the photo to publish.

Den

Hi Den,

We did a wedding on the 29th October for a Mr. Simon Middleton and his French bride Dorothee. It was in Newbury and then on to Burford in the Cotswolds. Quite a long trip, 163 miles in all but the cars behaved themselves impeccably.... bit like the drivers!!!

Unknown to me before the wedding, Simon is a cousin of The Duchess of Cambridge Princess Kate, and she and her sister Pippa and all the Middleton family were in attendance. Sadly Prince William could not make it as he was on RAF duties. Nevertheless a big family affair and many of the esteemed guests commented most favorably on our Citroën cars.

Security was very heavy which precluded us from taking photos of the guests but I did take a few of the 'Happy Couple' and managed to sneak a pic or two of the place mats which show some interesting names.



I have sent these photos to my great Citroën buddy in Quebec, Richard Boudrais otherwise known in French Traction Circles as 'Le Castor', who, so he says, is going to ennoble me as a Knight of the Double Chevron with all honours for achievements over and beyond the normal call of Citroën Duty !!!!--- if you can believe that!

Anyway it certainly was 'A DAY TO REMEMBER' and nice to know that Traction is now approved of in the upper echelons of Society!

Regards, David Boyd

Hi David,

For security reasons I have not published a photo of the "Happy Couple".

I didn't fancy a knock on the door at 6 am!

Den

Hello Den,

A small post script to Nigel Dent's rally report, the aperitif he enjoyed at Simorre was Pineau de Charente, the aperitif of Western France. It's a mixture of red grape juice and cognac and is perfect with Christmas pudding; not many Frenchmen know this. Available here from Nicholas wines.

Mike Wilcock

Correspondence

Hi,

Thought you would like to see this photo.



It is of Lesley & Tracey having a 1940's picnic with my Citroen Light Fifteen in the background.

The car is FSK989 a Slough built example which we purchased in the summer months and have attended many events.

The picnic items are original and date from the 1940's, as do the clothes.

Regards, Martin Littlejohn

Dear Webmaster,

Please pass this email on to Richard Smart owner of 11B Normale 533 XUG as seen on your member's cars page.

Keith Smalley

Dear Richard,

I was once the owner of your car 533 XUG of course then it was SSV 690. I bought the car from the first UK owner; he lived in Sevenoaks, Kent and worked in London.

I sold the car to the guy you must have bought it from and the last time I saw it was when he drove it away from my house.

I always wonder about the car and was really pleased to track it down and see that it's still alive and kicking! I was very surprised to see its changed number and colour but if you hadn't explained on the Traction Owners Club site I would never have found it as a Google search for SSV 690 found the photo!

I had the car because I loved it, I still think it's the best car ever made and you're right I did do weddings in it but that was more to show it off than any kind of business.

I once drove it back to France for a two week holiday and was treated like royalty where ever we went, 2,000 miles in two weeks and not a single problem! I have so many memories of the times with that fantastic old car, my Dad and I took the engine out and replaced the clutch for a modern one which cured the clutch wobble that so many Traction's have.

I once drove BBC's Michael Barry (chef for the TV program Food and Drink) around for a day and he loved the car too. He was very famous at that time! I saw John Gillard a few times and once saw his photo album of his restoration photos of the car, if you've not seen them you should one day; I bet he's still got them!

Anyway, enough babbling from me, just a note to say I'm happy to see the car is in good hands and still looks mint as it did when it was with me.

Take care, and of the car too!

Best regards, Keith Smalley

Hi,

Although I am not a member of the Traction Owners Club and do not own a Traction Avant. I'm interested to know if the car in the attached photo taken in about 1959 in Scotland is still around. I have also attached a cartoon that you might like.



I have some other photos and a bit of history which of course might be of interest to a current owner. Dad (the man standing by it is not my Dad George Davey) sold it in the mid-1960s to a colleague, I think, in Kidderminster, and bought a pair of Minis (attracted by front wheel drive and Cooper S performance). He went back to Citroën in 1985 with a Dyane and series of BXs.

Thanks, Mark Davey

Hello Mark,

Registration number LER 459 is no longer on a Citroën, however that does not mean that the car does not exist. It may have been re-registered or exported.

Regards, Den Hewitt

The cartoon sent in by Mark appears on page 35, reproduced with his permission.

Does anyone know if the Traction Mark's Dad George owned still exists?

Den

Dear All,

Lovely period photos of Europe to be seen on this website:

<http://www.go-faster.com/SS100.html>

Not 100% Traction but there are a few there.

As Richard Sheil said after looking at them "One of the nicest websites I have ever looked at. Superb"

Enjoy! Den

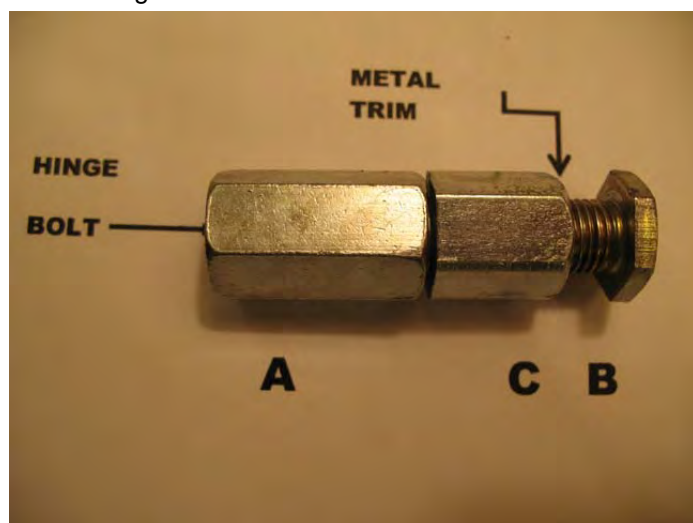
TOCtech forum – issue 62

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.

TOCtech is compiled by:
Dennis Hewitt
Eastern Cottage
62 Claverham Road
Yatton
North Somerset
BS49 4LD
totech@traction-owners.co.uk

More on Front Seat Belts from Richard Green

Spurred on by Terence McAuley's contribution in the July/August TOCtech my right hand side passenger declared also that she would prefer to be strapped in should an 'incident' befall us! Working on the premise of 'continuous development' I followed Terence's general approach but with one or two modifications which may appeal to those undertaking this in the future.



Close inspection of the 30mm long nuts (A) that Terence used as a connection to the door hinge mounting showed that they have a thicker than normal 'wall'. This allows the standard 7/16ths UNF bolts (B) provided with these kits to be used by drilling out the existing metric thread for approximately 2/3rds of the length and tapping a new UNF-20 thread. A 10mm drill bit removed the existing thread and allowed a full thread to be tapped without much effort (you need a 2nd/taper tap).

So far so good. One then has to address the gap left between the connector nut and the metal trim panel against which the seat belt fixing bears. Again two more connector nuts came to the rescue. This time line bored with a 7/16th drill so that they could be used as a close fitting sleeve to fill the gap. These spacers (C) will need to be cut to length – mine ended up around 19mm (each side varied).

Finally you may find that the bolts supplied with the fixing kit are too short. In my Securon kit the longest were 1 1/2ins. You need around 47mm as Terence found. So you may have to use ordinary 2ins bolts (preferably with a shank) although some kits provide a 1 3/4ins bolt which is just about OK. Also if you have a piece of 6mm plate why not simplify the under floor fixings by tapping in 7/16ths thread holes and thereby combining both nut and spread plate into one component.

This solution is not quite a match for John Ogborne's/Dennis Ryland's special bushes (TOCtech September/October 2011) but does allow the standard 7/16ths seat belt bolts to be used.

Richard Green

Karel Beukema toe Water Stops That Annoying Water Ingress from the Bulkhead Air Vent

Shut your trap is a colloquial term for telling someone to be quiet. For the Traction owner this can only relate to the fresh air vent just below the windscreen. Older cars have got two of them.

These air vents have been and will continue to be the source of trouble and frustration. Either they will not open when it is hot because they have been sealed off, or they will not close when necessary, causing considerable leakage.

I can testify for both since one of my cars has a sealed air vent and gets really hot inside in summer time, the other has a vent that will open and close, but leaks as a consequence. *Used to leak*, I should say, because with a few tricks I did manage to get it to close and keep the water out.

Desperate

I tried just about everything: gluing the rubber seal into the rectangular slot, gluing the seal to the inside of the cover - alas without success; sooner rather than later the seal would start to let water through and once there was water with whatever cement or kit I used, the rubber would eventually come loose.

The frustration becomes even bigger when you think the vent is water-tight and do not find out until driving into a squall on the motorway that it still leaks - despite all your efforts to make it close properly.

At motorway speeds or with a strong headwind the pressure of the air - which increases by the square of the speed - becomes such that water will be forced in through even the smallest slot. Using a garden hose to test the water-tightness will not suffice. I made my neighbour believe I had really gone over the top with my old-timer hobby by setting off on test-drives in pouring rain. Make sure the test-drive in the rain also includes a stretch of motorway or a similar road where the speed can be increased to 100 km/h or more to be absolutely sure.



Failed attempt 1

© KBtW



Failed attempt 2

© KBtW

Rubbers and Rubbers

There appear to be different sizes of rubber seals. The one that came (new) with my car - the lower one in the picture - seemed to have a better fit into the slot, so logically I started off by using that. Wrong thinking! The seal would slide deeper into the slot, so the inside of the vent cover would not sit snugly against the rubber seal when it was closed. Eventually the larger seal - which I must admit did have a Citroën logo on it - turned out to be the better one.



Different rubber seals

© KBtW

It really needs to be shaped and pushed inside the slot but this is exactly what causes the cover to close off properly. With the larger seal, the sharp edge of the cover is pushed into the soft rubber when the vent is closed. This is exactly what is needed to ensure water-tightness.

What Cement or Kit to use?

So the first challenge is to securely fix the seal into the slot of the car body. Contact glue (like Bison Kit) is unsuitable for this job because once joined, the surfaces can no longer be moved. In the case of this seal, considerable manipulation is still necessary after it has been laid into the slot. So I decided to use Sikaflex 291 Marine Sealant Kit. This stuff is used to ensure water-tightness of deck latches and winches on ocean racing yachts, so I felt it should work on the air vent of a Traction as well. Sikaflex products are available in 100 ml blister packing from most major yachting equipment stores.



Sikaflex 291 applied to slot

© KBtW

When applying the Sikaflex Kit, I made sure that the outer perimeter of the rubber seal would be bonded with the outer perimeter of the slot since that is where water is likely to penetrate between the seal and the car body.

Bonding and Drying

Any adhesive bonding needs to be allowed to dry or to harden while the parts are held firmly together. The most effective way to make the rubber seal bond with the car body is by using the air vent itself to hold the rubber down and in place. Even without the cover bolted to the hinge, the spindle with the key below the dashboard will pull the cover firmly onto the rubber seal and hold it in place. This also allows for some moving of the cover to ensure that the pressure is evenly applied around the perimeter of the seal. I allowed the kit to dry under the pressure of the cover for at least 24 hours.

Note: it is important not to apply more kit than will be necessary for a proper bonding. Make sure to remove any spilt or excess kit using a wet cloth immediately while the kit is still wet.



Allow Sikaflex 24 hours to dry

© KBtW

Bear in mind that it takes quite some care to remove all traces of any excess kit from the painted surface of the car, so avoiding this does save a lot of time.

Further Improvement

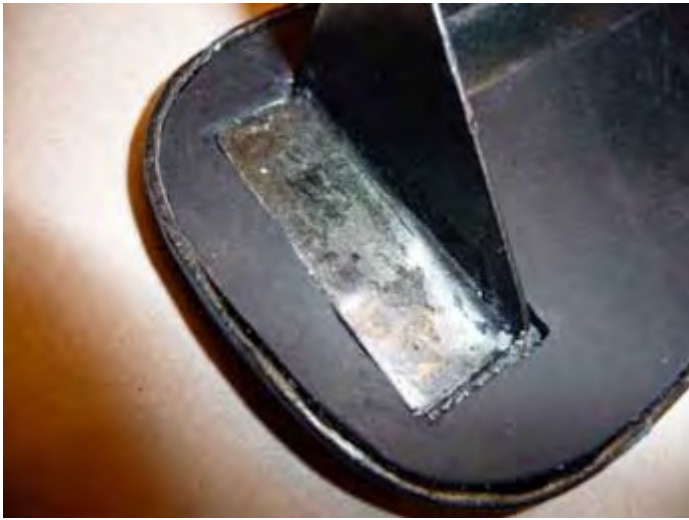
Now, I could have left it at that and have full faith in the flexibility of the rubber seal to compensate for any irregularity of the steel cover. For, if you turn the cover upside down, you will find that it looks a bit like a moon landscape, and that the bent edge of the cover is far from even as well.

So, I felt I should do something to compensate for the unevenness with the aim of creating a smoother surface that would make better and more reliable contact the rubber seal. For this I used a piece of 2 mm thick reinforced flat rubber material (also used for rubber gaskets), which I meticulously cut out to mate with the surface of the inside of the vent cover. I had to cut around the places where the bracket was welded against the inside of the cover to really make sure there would be intense contact between the rubber and the metal, and there would be no - or very little - unevenness for the rubber seal on the car body to cope with.

This rubber gasket was then glued to the inside of the cover using Bison Spray, a contact adhesive which is said to be particularly suitable for rubber.



Rubber gasket glued to the inside of the cover © KBtW

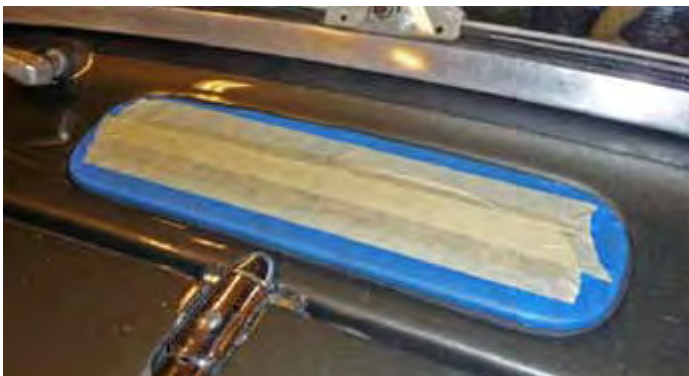


Rubber gasket cut around bracket © KBtW

Unlike the rubber seal at the bottom, this gasket when doing what it was intended for, would receive pressure only in one direction: downwards, so I believed this was the correct way of fixing the gasket to the inside of the cover.

Bonding and Drying

Once again I used the spindle to pull down the cover and apply the right pressure to the bonded parts to hold them in place. I did make sure to remove all traces of glue from the rubber surfaces before securing the cover, otherwise I might have ended up inadvertently cementing the two rubber surfaces together which obviously was not what I wanted. From the picture you will note that I used some masking tape to protect the painted surface of the cover against spilled cement and stains from fingerprints. This sort of glue can only be removed using thinners, and high-gloss paint does not like thinners.



The cover with masking tape – drying for 48 hours © KBtW

I let the cover sit like this for 48 hours before undoing it to remove the masking tape.

Attaching the Cover to the Hinge

Finally, the cover needs to be attached to the hinge inside the car, using the three M5 bolts. This takes some fiddling and you are likely to find that the hinge will have dropped to its lowest position with the holes far from being aligned. Particularly on cars with their wipers below the windscreen getting at the hinge from below may prove to be troublesome.

Once the holes are somehow aligned (use a helper to hold up the hinge from below) the three M5 bolts with their washers can be inserted. Please do not tighten them yet, since this should best be done from below after moving the cover back and forth to ensure a perfect fit and turning the spindle until the cover sits firmly on the rubber seal. Now, use a small 8mm ring wrench to tighten the three M5 bolts from behind the dashboard as much as you can. Then, open the vent to its maximum and use an 8mm socket with an extension to tighten the bolts completely.



Tighten M5 bolts with a small socket © KBtW

Now, the air vent should open and close when you turn the key of the spindle below the dashboard. If you park the car in broad daylight and look from under the dashboard while opening or closing the vent, you will note the light coming in through an even slot the very moment the rubber gasket inside the cover lifts off the rubber seal. With the cover closed, shine a torch on the inside of the cover and note that the gasket sits evenly on the rubber seal. This should withstand any pressure from outside and I can assure you from experience: it does!



Air vent seen from below dashboard © KBtW

It takes a bit of thinking, time and a bit of fiddling to get the air vent to work properly whilst at the same time guaranteeing water-tightness when we want to keep our

feet dry. But after all it the solution is quite simple and will allow us a more comfortable ride in hot weather.



Air vent closed and watertight!

© KBtW

Karel Beukema toe Water

John Ogborne Stops That Annoying Problem of Water Getting into the Traction Big Boot

One of the first things that I learnt about the Traction Big Boot was not to open the boot when it had been raining.

In yet another cunning Citroën design any water on the lid drips directly down into the boot and onto the contents.

I suffered this for years, wiping as much water as possible off the lid before opening it – at least when I remembered to do so.

The problem is that the channel along the top edge of the boot aperture does not extend far enough forward to catch the water and allow it to run down the sides.

There is a simple answer. A rubber strip attached to the channel extends it and catches the drips (see photo 1).



Photo 1

I used a length of door rubber seal (see photo 2)



Photo 2

and, after thoroughly cleaning the surfaces, used a contact adhesive to attach it. The adhesive is quite strong enough because there are no forces acting on it even when the boot is shut. I can't claim a 100% cure because a little water sometimes escapes at the sides but for all practical purposes it works well.

I also modified the side seals because I have always felt that the wonderfully named "big boot bottom rubber" was rather ugly and particularly cumbersome around the bottom corners. I have therefore just fitted the rubber to the bottom edge and used closed cell foam strip down the sides (Photos 3 and 4), giving what I think is a much neater – if not original – appearance.



Photo 3



Photo 4

Closed cell is important – you don't want a sponge!

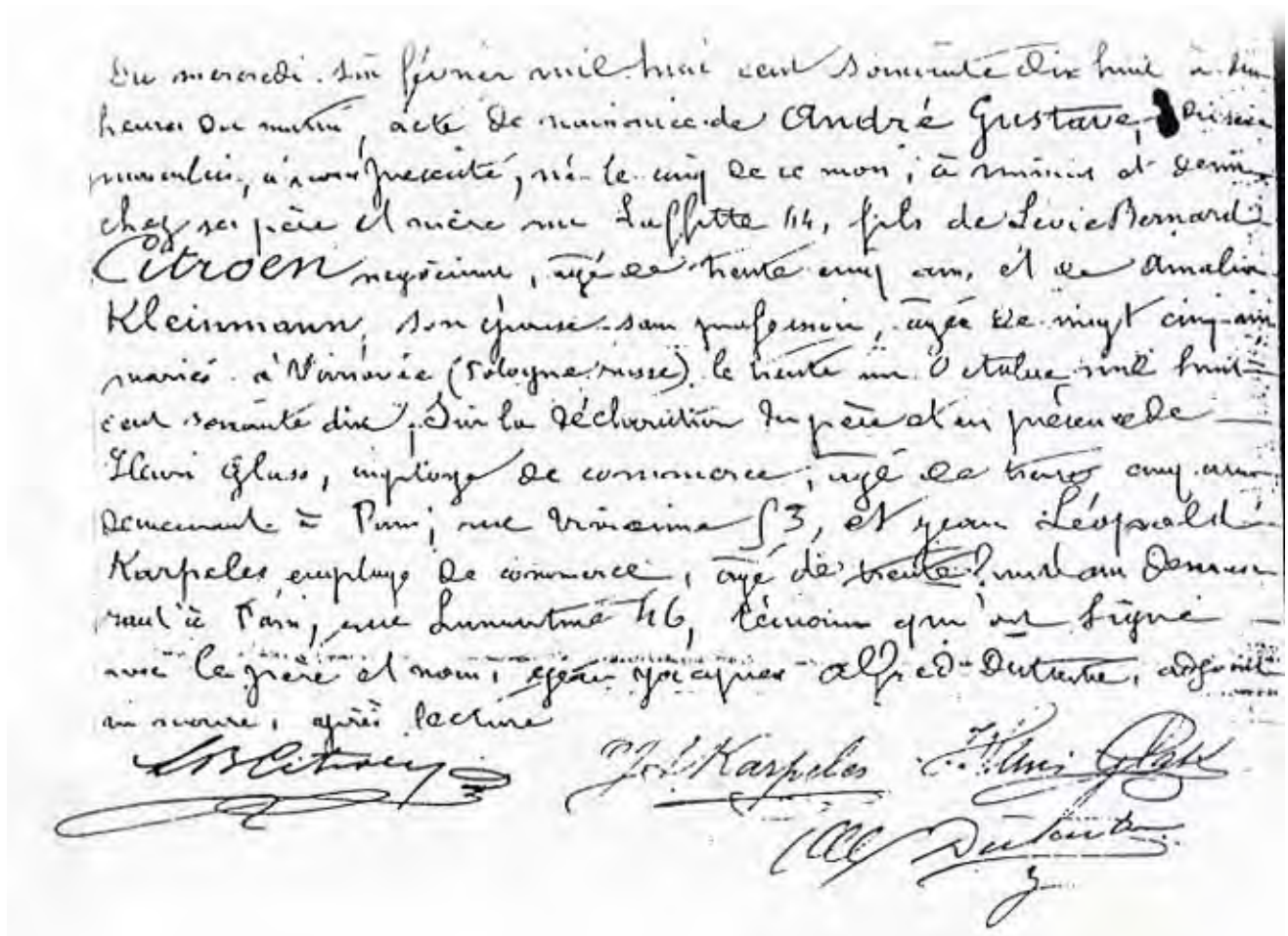
John Ogborne

André Citroën's Family

André Gustave Citroën was born just half an hour after midnight in the early hours of Tuesday 5th February 1878 at his parents' house, 44 Rue Laffitte, in the 9th arrondissement of Paris.

Rue Laffitte is a one-way street running south to north, crossing Boulevard Houssmann and Rue La Fayette. It is about a quarter of a mile east of the Opéra and about 2 miles east of the Arc de Triomphe.

At 8am the next morning (Wednesday 6th) his father Levie Bernard Citroën aged 35, signed a formal declaration of his son's birth. This birth certificate was witnessed by Messieurs Henri Glass, Leopold Karpeles and Jean Jacques Alfred Dutreterier.



En mercredi. Son père mil huit cent soixante dix huit à huit heures du matin, acte de naissance de André Gustave, né le cinq de ce mois, à minuit et demi, chez ses père et mère rue Laffitte 44, fils de Levie Bernard Citroën, négociant, âgé de trente cinq ans, et de Amalia Kleinmann, son épouse, sans profession, âgée de vingt cinq ans, mariés à Vienne (Bohême russe). Le tout en l'état de santé et sans défaut. Sur la déclaration du père et en présence de Henri Glass, employé de commerce, âgé de trente cinq ans, demeurant à Paris, rue Trévise 13, et Jean Leopold Karpeles, employé de commerce, âgé de trente huit ans, demeurant à Paris, rue Lamoignon 16, témoins qui ont signé avec le père et moi, Jean Jacques Alfred Dutreterier, adjoint au maire, après lecture.

Levie Citroën *J. Karpeles* *Henri Glass*
Alfred Dutreterier

André Citroën's Birth Certificate

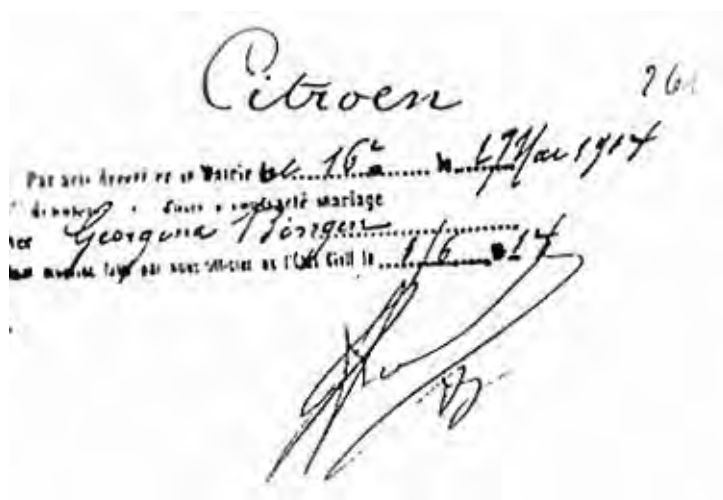
André's mother was Amalia (née) Kleinmann aged 25, and they had been married in Warsaw on Wednesday 31st October 1870. There were four older siblings - Jeanne, Hugues, Fernande, and Bernard.

André's great grandfather, Roelof Limoenman traded in exotic fruit in Amsterdam. Limoen (pronounced "limoon") is Dutch for lime. Roelof's son, Barend, changed the surname to Citroen. Citroen (pronounced "citroon") is Dutch for lemon. Barend was a successful jeweller and diamond dealer, and married to Netje had fourteen children. Levie was sent to Warsaw to expand the family business, and there he met Amalia. When Levie and Amalia moved to Paris in 1872 or 1873 the surname acquired a diaeresis (two dots over the ë), probably to make it sound better to the French ear. The family moved from Rue Laffitte to a larger apartment in Rue Châteaudun (now a one-way street running west to east across the top of Rue Laffitte). Growing up in a prosperous Jewish family, André would have had a comfortable early childhood, until sadly in 1884 his father committed suicide. Amalia moved the family to smaller apartment at 62 Rue La Fayette (near the east end of Rue Châteaudun).

As is common with large families, certain first names prevail. Levie had a father, cousins, uncles, and great uncles named Barend. Levie Barend is sometimes documented as Lévie Bernard or Louis Bernard, and Bernard became a common choice of name after the move to Paris. Amalia is sometimes documented as Amalie, and on her maternal side there was an Amaalie. She also bears the name Masza, but which is variously given in some sources as Masha, Mazra, and Marza. Two of André's children have the name Maxime, this having come from their mother Giorgina's side of the family.

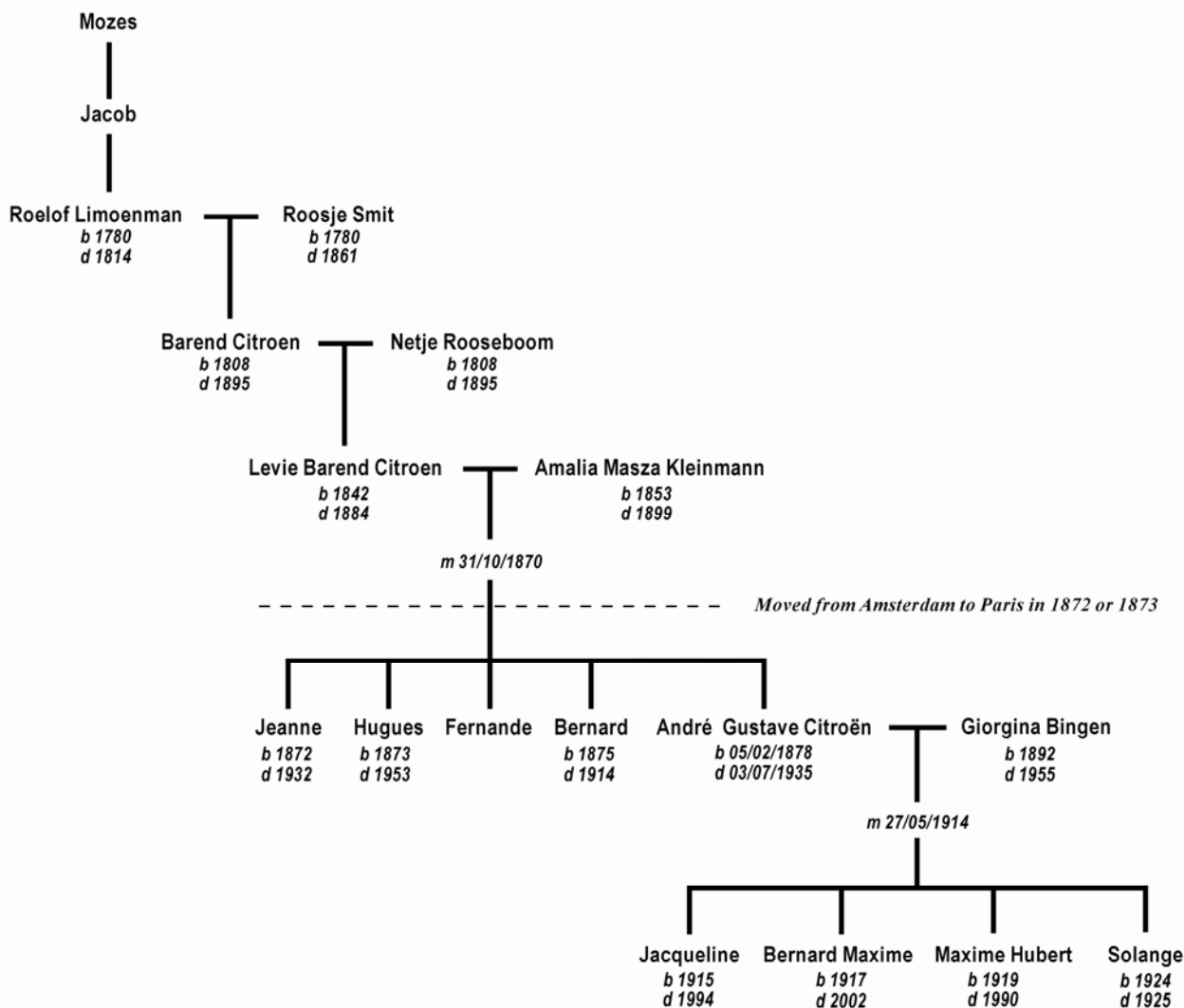
André Citroën's Family

André married Giorgina Bingen (the daughter of an Italian banker) on Wednesday 27th May 1914. This was a civil ceremony in lieu of marriage at the town hall in 16th arrondissement (roughly to the southwest of the Arc de Triomphe). They had four children – Jacqueline, Bernard, Maxime, and Solange (who died in infancy).



André and Giorgina's Marriage Certificate

André died on Wednesday 3rd July 1935 of stomach cancer, and was interred in the cemetery of Montparnasse, the funeral being led by the Chief Rabbi of Paris.



The Citroën Family Tree

Robin Dyke

Bernard Maxime Citroën 1917 - 2002

Two years before the death of Andre Citroën's eldest son Bernard in August 2002, at the age of 85, John Reynolds, a freelance motoring writer and journalist and TOC member, was commissioned by the Daily Telegraph to visit the Frenchman at his apartment in the fashionable 16th arrondissement of Paris to interview him about his experiences during WW2 and his service as a pilot with the Royal Air Force, a subject about which very little was then known in England, even among Citroën enthusiasts.

The resulting material formed part of an article published later by the Daily Telegraph in 2002 and subsequently in Bernard's obituary which also appeared in that newspaper.



A young Bernard with his parents

© John Reynolds

Bernard's father, the engineer, industrialist and founder of Automobiles Citroën was more than just the pioneer of popular motoring in Europe. He was also among the first car manufacturers to introduce the automobile into the nursery as a means of publicising his full-size products.

Motor manufacturers, keen to raise interest in their vehicles, produced toy cars and in 1923, (three years after opening his huge car factory at the Quai de Javel on the left bank of the Seine in Paris), Citroën followed suit producing life-like toy cars that were all scale replicas of his production cars intended to mirror all the excitements of the grown-up motoring world. By capturing the imagination of young would-be drivers, he aimed to recruit them later in life as loyal customers. "In later years, when they wish to purchase a car they will think of Citroën, because fond childhood memories will spring to mind," he said.

These models were followed by a range of toy garages, service depots and fire stations and after that the famous Citroënnette series of pedal and electric-powered toy cars. "I hope that the child who plays with these toys won't just say, 'Pass me my model car,' but 'Pass me my Citroën,'" said André Citroën at the 1927 Citroënnette launch. "The first words that a baby should learn to pronounce are Mummy, Daddy and Citroën," he proclaimed.

Naturally, the chief test driver of these Citroën models was the motor-magnate's second child and eldest son, Bernard Maxime Citroën; born in Paris in on June 4th 1917. Bernard tested his father's tiny prototypes to destruction on the living room carpet.

At first, young Bernard seemed destined to succeed to what was then Europe's largest automobile manufacturing empire. But in 1935, when he was 18, his father became bankrupt and died shortly afterwards.

As the heir-apparent of 'The Henry Ford of France' (as Citroën pere was known), Bernard seemed destined to succeed his father at the head of what was then Europe's largest car maker. His father (who stemmed from a prominent Dutch-Polish Jewish family) had been the first European industrialist to adopt American methods of mass production and mass marketing.

Within 10 years, Citroën was the world's fourth biggest car maker and the largest outside the US.

In 1929, the Quai de Javel turned out more than 100,000 vehicles, a total that was not seen again in Europe until the 1950s.

This made André Citroën an immensely wealthy man, well able to afford the lavish lifestyle that made him the target of gossip columnists throughout France. The company's vast profits funded his love of gambling, his weakness for advertising and publicity and, above all, his boundless generosity towards his three children, Jacqueline, Bernard and Maxime.

During the Roaring 1920s, Bernard and his siblings enjoyed a hedonistic upbringing, even by the standards of the time. For example, in July 1925 their father invited them to join him at a gala ceremony held to mark the switching-on of the illuminations installed on the Eiffel Tower to

Bernard Maxime Citroën 1917 - 2002

celebrate the opening of the international Exposition des Arts Decoratifs et Industriels, the birthplace of the Art Deco movement. Thereafter, every night for the next 10 years, the children could see their family name on the side of the Eiffel Tower spelt out in huge 100ft letters with 250,000 electric light-bulbs; the gigantic advertisement was visible from 60 miles away.

Bernard was also present when, two years later, in May 1927, his father threw a huge party at the Quai de Javel to welcome Charles Lindbergh, who had just landed in Paris, having made the first flight across the Atlantic. "During these ceremonies, my brother, sister and I presented a gift of jewellery to the American aviator," he said.

The Citroën family regularly took their winter holidays at Saint-Moritz in the company of Charlie Chaplin, while in summer they rented the same seaside villa at Deauville, Les Abeilles.

"To amuse us during our long summer holidays at Deauville, my father presented us with an electrically powered half-scale model of his latest series-production car and persuaded the local police to give me permission to drive about the town on the public roads, even though I was not old enough to have a proper driving licence," Bernard said. "My father also provided one of his well-known Citroën-Kegresse caterpillar cars to act as a bathing machine." For many years, every season the Citroën children would enter their little car in the annual Concours d'Elegance held by the Deauville Automobile Club. On at least one occasion, in September 1930, they were accompanied by Maurice Chevalier, then at the height of his fame.

But the good years did not last for ever. In 1934, André Citroën decided to modernise his factory to launch a revolutionary new car, the Traction Avant, the world's first mass-produced monocoque, front-wheel-drive design. He had misjudged the economic situation badly, with the result that Citroën ran headlong into a severe financial crisis, made worse by the plunging sales of his existing range. A creditor's moratorium was established, but when this was broken by an impatient minor creditor, Automobiles Citroën was deemed insolvent and taken over by its largest creditor, the Michelin tyre company, to which André Citroën had already pledged his personal shareholding. Having lost his firm, his fortune and even the rights to his name, the following year he died of cancer in a Paris clinic, aged 56, leaving his wife and children in straitened circumstances. For the 18-year-old Bernard, it was a shattering personal and career blow. Under new Michelin management, there was no room for him at the Quai de Javel and it seemed unlikely that the competition would employ an engineer called Citroën.

Nevertheless, in 1936 he followed in his father's footsteps by entering the elite Ecole Polytechnique, the engineering academy of the French military and civil services, passing out in 1939. Two years later, he enrolled in the Ecole Supérieure du Pétrole, a faculty of the University of Strasbourg based at Clermont-Ferrand, to begin his career as an engineer in the petro-chemical industry, and on gaining his diploma he joined the French state-owned Aquitaine Petrol Company.

In the meanwhile, the outbreak of the Second World War had intervened. In May 1940, at the height of the phoney war, Bernard was called up for compulsory military service and had begun training as a pilot at the Armée de l'Air flying school located at Versailles. When the invading German army arrived unexpectedly in Paris the following month, his unit was transferred to Royan and then on to Toulouse.

In August 1940, following the fall of France and the signing of an armistice with Germany, the country was divided into two separate zones, occupied and unoccupied, the northern part falling under German military control and the southern being administered by a collaborationist French government led by Marshal Petain, based at Vichy. Like most other French servicemen, Lieutenant Citroën was immediately demobilised.

Observing the realities of Hitler's New European Order, in December 1942, now aged 25, Bernard decided to escape from France and join the Free French Forces in England under the command of General de Gaulle. After crossing the Pyrenees on foot in the height of winter, he reached Barcelona the following April, where he made contact with the British consulate and enlisted in the Free French Air Force. Dispatched along the celebrated clandestine escape route that led across Spain and Portugal, he reached Lisbon 20 weeks later (after encountering many adventures, including a short stay in prison) and was immediately flown to England on board a Dakota aircraft, arriving in London early in June 1943. "A few days later, a similar ferry plane was shot down by the Germans over the Bay of Biscay," Bernard recalled. "All the crew and passengers perished, including the British actor Leslie Howard."

Nine months later, after passing through elementary flying school at Wolverhampton and an advanced pilots' course at RAF Cranwell, Bernard gained his wings as a Flying Officer in the RAF and was given temporary British citizenship. Following further training he joined No 342 Squadron (staffed entirely by French air crews and known as the Lorraine Squadron) which was equipped with twin-engined Douglas A-20 Boston tactical bombers, based at Hartford Bridge near Camberley, now known as Blackbushe airfield.

Bernard Maxime Citroën 1917 - 2002

As part of the Second Allied Tactical Air Force, throughout July and August 1944 Bernard's squadron supported the ground forces engaged in the liberation of France, following the Allied D-Day Normandy landings. Between June 1944 and May 1945 he flew more than 75 missions over France and Germany, service for which he was awarded the Croix de Guerre with five bars and, ultimately, the distinction of Commander of the Legion d'Honneur, military class.

After the war in January 1946, he found himself once more in Spain, having been sent to Madrid by the French government. Finding the Spanish way of life agreeable, he decided to stay on in General Franco's capital, employed by a small agency concerned with the importation of various makes of French automobiles. It was at this time that he became a Roman Catholic.

In due course, Citroën opened his own import agency. His stay in Madrid lasted until 1958, when he returned to Paris and rejoined the petro-chemical industry, taking up employment with a subsidiary of the French Elf-Aquitaine/Total oil conglomerate, engaged in mineralogical exploration and development work overseas. Over the next 25 years, until his retirement in 1982, his activities as an oil company executive regularly took him abroad, to Argentina, Iran, India and Mexico.

During his retirement Bernard Citroën was able to concentrate on literature and tennis; for his achievements as a poet he had earlier been elected, in 1979, a member of the Academie du Var.

In 1996 he published his controversial autobiography, *La Conjuración de Javel*, in which he expounded his theory that his father's financial downfall and the acquisition of his firm by the Michelin Company had not been entirely an unavoidable commercial accident. He formed the view that the Citroën family had been the victims of a devious plot to swindle them out of the rightful ownership of their company.

A man of catholic tastes (and nowadays of Catholic religion) Bernard Citroën had memories of owning and driving many different types of vehicle. During his time in Spain in the 1950s, he owned one of his father's greatest creations, a classic black 11CV Traction Avant saloon. "But there was never any question of receiving one as a present from the new owners of the Double Chevron firm," he reflected ruefully. "I had to pay for this car myself, out of my own pocket, just like any other motorist."

Driving this car always brought back memories of the days when, as a boy in 1934, he frequently accompanied his father and his engineers on test drives in prototype Traction Avants. On one occasion he made a fast trip from Paris to Deauville and back in the magnificent 3,822cc V8 22CV

version of the Traction Avant, exhibited at the 1934 Paris Motor Show, but never put into series production. At the wheel was Denis Kendall, a young Anglo-American Citroën engineer. "Later, Kendall went back to England and was eventually elected Member of Parliament for Grantham from 1942 to 1950. After the war he became a minor figure in the British motor industry, when he attempted to build Britain's first People's Car. I met him again in Grantham in 1944," said Bernard.

However, it seems that neither of the two great post-war creations of the Citroën firm, the 2CV and the DS19, was favoured by his custom, perhaps because they were too closely identified in his mind with the firm's new Michelin management. "Eventually, when the Traction Avant went out of production, I switched to Fiats and Peugeots, even Dafs. In fact, I was one of the very first motorists in France to own one of these little Dutch cars. It had a continuously variable transmission, similar in principle to the system that my father planned to introduce on the Traction Avant in 1934," he recalled.

At the age of 80, Bernard gave up driving. Appropriately, his last car was a Citroën BX. "During my motoring lifetime, a period spanning more than 50 years, I saw my father's vision of inexpensive motorised mobility reach its conclusion," he reflected. "Unfortunately, instead of developing into the ideal state of unfettered freedom of travel for the masses, as he had hoped, it has proved so popular and successful that the result has been the all too familiar chaos of universal overcrowding and congestion on the roads. But he foresaw that situation also. Had he lived longer, he would surely have been among the first to come up with the answers!"

Bernard Citroën married, in 1952, Piroska Szabo, a Hungarian by birth, who died in 1996. They had three sons.



Bernard in 1992 with one of the cars he loved © Bernard Citroën
John Reynolds

TOC Stand at the NEC Classic Car Show



The TOC Stand



Madeleine Bigland's 1954 Paris built 11BL



Tim Walker's 1939 Slough built Light 15 Roadster



Mark Cooper's 1939 Paris built 11B Cabriolet



Pete Simper's 1951 RHD Paris built 11B



Peter Marley's 1954 Slough built Light 15



Mick Popka's 1938 Slough built Light 15 Roadster



Steve Southgate's Slough Big 6 Peacock Roadster

Photos courtesy of Steve Wright

Yorkshire Wartime Weekend

This event is hosted by the North York Moors Railway who run steam and other trains through the beautiful North York Moors from Pickering to Whitby. It's worth coming up here just for the countryside.

This was the third time that TOC had put in an appearance and the event is gaining in popularity each year. Many who come as sightseers one year obviously come back the following year with some regalia.

To kick off the Weekend there is a flag raising ceremony to commemorate those who lost their lives on the railways in the WW2, then the whole town goes 1940's crazy.

The details that people find to recreate appearances are so inventive. Lots of military uniforms are on display of course, British - all three services, German and an increasing American presence with even a Cossack and Red Army Officers in attendance.

There are spivvy black marketeers and the civilians go to amazing lengths to look the part.

All the cafes are redecorated 1940's style, including the staff, gents have short back and side's haircuts and of course the women have '40's hairdos, nylons with seams, red lipstick and some beautiful outfits.



Old leather cases come out of the attics - ask what is in them and you get anything from contraband stockings and Woodbine fags to ration books and, in the French Resistance, sticks of gelignite. This looked a bit too real for comfort to me but I'm sure M^{me}. Geddes could be relied upon to keep it safe.

This is where the TOC comes in of course.

Four Tractions this year were led into Pickering bearing wartime insignia. Mick Popka's Roadster drew crowds, the Légère's of James Geddes and mine had contemporary decor of the Force Francaises de l'Interieur and were supported by Barry Joyce's Normale.

(Tech note. We used the kind of white powder paint that goes on greenhouses. It washes off easily.)



Whilst Goathland is taken over by the Yanks and the Home Guard, Levisham, a pretty station on the Moors, becomes Le Visham and appears to be in German occupied France with German troops on the platform minding the trains and keeping an eye on the nearby French Cafe serving French onion soup and vin rouge with entertaining accordion music. The station is emblazoned with instructions from the occupying Germans to the French populace.

Le Patron Popka negotiated a car park for the resistance cars which I suppose was pretty good of the Germans. Last year, the adjacent field contained a crashed Messerschmitt, full size, and this years piece de resistance (is that right?), was a full size, flame emitting V1 doodlebug bomb on its launch ramp. Someone did a lot of work for that.

The Tractions meandered from one site to another, picking up Russian hitch hikers and generally getting photographed.

We didn't stay in town for the 40's dance but headed for the B&B in Whitby where Barry had inside information on a most excellent Fish and Chip restaurant.

Sunday morning found the Tractions conveying along minor and very hilly roads with coffee in Heartbeat country - modified for the 40's but still with the Ford Anglia outside the garage (some mistake, surely).

Another circuit through Pickering brought us round to Barry's campsite at Fadmore where he and Graham Morton and family had pitched caravans for the night and a happy BBQ in glorious sunshine brought the weekend to a close.

Just one question - who was in the other Traction which we saw but failed to make contact with?

Could it be the Gestapo, another Resistance cell or the British SOE?

We never found out.

Nick Hopkinson

French Memorial Inauguration, York

Two York residents, Jessie Gillick and Alex Roberts, pose outside York Minster with Mick Popka's 11BL to promote the 'French in York' Week which took place throughout the City of York in October 2011.



Photo copyright Kippa Matthews. Courtesy of the Yorkshire Air Museum & Allied Air Forces Memorial.

They are modelling classic clothes from the era, with an original wartime French airmen's uniform held at the Yorkshire Air Museum, and a vintage ladies outfit from the early 1940s loaned from York Theatre Royal.

Launched by the Yorkshire Air Museum, the week saw, on the 20th October, the inauguration of a memorial in York Minster to commemorate those French airmen based in York who gave their lives in the fight against tyranny in World War II.

The 'French in York Week' was also a celebration of those French Airmen who made a life in Yorkshire.



Picture, The Press, York

Sandrine Bauchet, of the Yorkshire Air Museum with the museum's Halifax bomber and Mick's 11BL.

Long Haul Visitors to the AGM

TOC member Chikashi Tamiya and his wife Miki came from Japan to the UK for a 3 day visit and the main (and possibly sole) purpose was to attend the AGM.

Tamiya (pronounced Tamyā) is an obstetrician specialising in IVF and runs his own clinic in Japan, lectures internationally and often attends seminars in Brussels. He is very practical (car-wise) and does much of the work on his vehicles himself - but not painting. He joked about the difficulty of having black finger nails in his job. Tamiya owns several cars other than his 1951 11BL. One is a 600cc 4-cylinder multi-carb (4 carbs!) single seater Honda - which he races.

On the Saturday evening they sat with Bernie, Pearl, Noëlla & Walter - and enjoyed "the party" immensely.

Tamiya was nervous about pulling a Christmas cracker but Miki did not hesitate to put on the paper hat and despite (or because of) the language hurdle quite a lot of time was spent trying to explain the stupid jokes from the crackers, such as: What is an IG? An Eskimo house without a toilet!

At the AGM they were presented with Tractions as a gift for taking a 12,000 mile round trip to attend the AGM.



Bernie presenting the model Tractions to Tamiya and Miki

Meet the Belgians

The Club was informed of a proposed visit by a group of eleven Belgian Citroën enthusiasts to watch the London to Brighton Veteran Car Run. We were asked whether the club could arrange for a small reception group to meet them and exchange cordialities.

Regretfully, it seemed like everyone I approached was too busy to be able to attend and after twelve negative responses I gave up. Indeed, it appeared I may not be able to attend in the Traction, as the garage that was carrying out pre-MOT checks rang me to tell me they had had an accident in the car, had damaged a door and was now in the paint shop awaiting repair. However by the 6th November, I had the car back and was on my way to Brighton, together with wife Julie and press-ganged pair Chris Treagust and partner Vanessa.

Brighton was bright and dry, but after the unusually warm weather, it had actually turned out bitterly cold.

I remember having met the leader of the Belgium group Eric D'Haenens before, but Eric assured me that it was over 20 years ago since our last meeting, so it was no wonder that I did not recognise him at first; we ended up telephoning each other and watching each other answer!

We had actually met some miles away from Brighton; at the Jack and Jill pub, directly on the A273 near Clayton. Eric D'Haenens came in his Rosalie 8, Daniel Stevens in his ex Fred Annells Light 15 cabriolet, Philippe Thiry in his 1950 saloon conversion Big 6 cabriolet, The Poulain Family from France in their Big 6 and Olivier & Vincianne Stordeur came in their 2CV.

As I was a little embarrassed by the very small number of UK attendees, I had decided to pre-arrange lunch at the pub and so after spending an hour or so watching the last few veterans, we adjourned to a private room for lunch.



Our Belgian friends ready to enjoy lunch at the Jack and Jill pub

Whilst some of the group did speak a little English, some spoke none at all and so I spent the whole day trying out my French!

After a delightful lunch, Eric and his friends decided they would follow the veterans into Brighton and so we parted with handshakes and "Merci et bon voyage".

The following Tuesday, Eric emailed me to say they had all arrived home safely and thanked me for having arranged the lunch and how much they had enjoyed our company and that hopefully we would all meet again at the ICCCR in Harrogate.

Steve Reed

Events Diary

2012

Jan		
20-21	Auto Retro	Brugge, Belgium-for details see http://www.autoretro.be/
February		
1-5	Retromobile	Paris, France-for details see http://en.retromobile.fr/
March		
2-4	35 th Classic Salon	Antwerp, Belgium-for details see http://www.cilttd.co.uk/Acs/acsindex.htm
10-11	25 th Salon Champenoise du Véhicule de Collection	Reims, France-for details see www.bce-reims.com/bce.htm
18	36 th Bourse d'Echanges	Arras, France-for details http://ravera.pagesperso-orange.fr/
22-25	24 th Techno-Classica	Essen, Germany
24-25	Oldtimer & Teilemarkt	Fribourg, Switzerland-for details http://www.retro-technika.com/otm_e/index_otme.htm
April		
tba	Vintage Car Show	Amberley Museum
22	Drive-it-Day	For details of events in your area contact your Section Co-ordinators
May		
6	Proposed First UK Citroën Traction Avant Safety and Reliability Run	Country Durham. See update on page 33
5-6	CitroMobile	Amsterdam, Holland-For details see http://www.citromobile.nl/
19-20	80 Years of Citroën Rosalie	Monthéry. All Citroën models are warmly welcome to join the event. More info at www.citroen-rosalie.com
26-27	La Vie en Bleu	Prescott, Gloucestershire
26-28	Retromoteur & Véhicules de Prestige	Ciney, Belgium-for details see http://www.cineyexpo.be/agenda/evenement.php?id=209
June/July		
tba	10 th Festival des Belles Mécaniques	France
29 Jun -1 July	TOC Annual Rally	Shropshire. Accommodation will be at the Buckatree Hotel in Wellington, near Telford. See details on page 34
July		
18-22	50 Years of the Finnish 2CV Guild	Sätkälän Säpinät, Finland. All Citroën models are warmly welcome to join the event. For more details see page 34
August		
tba	Wervik 12 th Intl. Classic Car Meet	Wervik, Belgium
9-12	15 th ICCCR	Yorkshire. Details from Mick Popka or register at www.icccr2012.org.uk . See update on page 34
26-27	Dunsfold Wings and Wheels	Dunsfold Park, Surrey- tel 01843 542226 for details see www.wingsandwheels.net/tickets.html
September		
tba	Citroen Grand Master	France
tba	City-Retro 2012	France
14-16	Circuit des Remparts	Angoulême, South West France – for details and videos see www.circuit-des-remparts.com
October		
12-14	Wartime Weekend	1940s weekend based around the North York Moors Railway. Details from Mick Popka
November		
11	Remembrance Sunday Parade	Elvington, Yorkshire
16-18	Classic Car Show	NEC, Birmingham
TBA	TOC Dinner & Dance	TBA
TBA	TOC AGM	TBA
2013		
TBA	Spanish Rally	TBA

Send details of future events to: events@traction-owners.co.uk or by post to the Social Secretary

The First UK Citroën Traction Avant Safety and Reliability Run Sunday 6th May 2012

December 2011 Update

Only 4 months to go and the clock is ticking

We currently have 12 cars booked for the above event and would like 20 to 30 cars to attend to make the run really feasible. So if any members are considering taking part in the event but haven't booked yet please contact Graham Handley and reserve your place, book your Hotel direct and you too can look forward to a special event that looks exiting, will be different and should make a great weekend.

This is your opportunity to test and prove the Safety and Reliability of the Traction Avant and in particular your own car and your driving ability. The event will follow some of the motor vehicle trial and test routes of the 1920's and 1930's which, it is said, helped to develop the motor vehicles as we know them today. It is based on the route of The Beamish Safety and Reliability Trial (known as The Beamish Run) which started in 1971 and is run annually for any pre-1956 Classic Car. 130 cars did the run in 2011, two Tractions completed the course and both drivers and navigators said it was a "wonderful experience". So we felt we could offer a similar style run to TOC Club Members

It will give you the chance to test your vehicle and to demonstrate your own driving ability whilst seeing some of England's best countryside and viewpoints. The original Beamish Run event was re-introduced in 1970 and formulated by The Friends of Beamish Museum. Apparently, it didn't start until 1971 but since then has been run every year up to the present time.

The 155-mile route will wend its way through the charming and unspoilt County Durham countryside and forested areas to Barnard Castle, said to be the gateway to the Dales. Passing by the wonderful French chateaux style portico of the award winning 19th century Bowes Museum. Then on to the Yorkshire Dales over the Stang Forest hills to Arkengarthdale, then turning for Low Row and Gunnerside, heading on to the majestic Buttertubs Pass, via the village of Muker. The route runs through Swaledale via Hawes and onto Bainbridge for a well-earned lunch stop. The afternoon session starts with a climb from Askrigg and back to Muker. The route continues via Thwaite, Keld then up Silver Hill to Tan Hill (Britain's Highest Pub - if time permits, "Time for a beer perhaps!"). We then head across Bowes Moor to enter Cumbria briefly and on

to Brough and the Durham Dales. Over Hamsterly Common and into Weardale. Into Stanhope, missing out the ford crossing, up Crawleyside Bank and on to Stanhope Common. The route now heads to Lanchester along interesting old Roman roads and back to Chester-le-Street.

The Run is meant to be a testing run for both car and driver but is not a competition. It is not meant to be a vehicle breaking course but as the route takes you over open wild countryside, before embarking you should ensure your car is up to it. Occasional checkpoints will be in place to assess your knowledge of the Traction, the route and your driving ability. It is meant to be fun and adventurous. You will need a navigator/co-driver. Two Tractions have already completed the course so it can be done and you and yours can do it as well.

So, make this your first weekend event for 2012. Drive to County Durham on the Saturday; stay over at one of the suggested hotels, do the run on the Sunday, stay over on the Sunday and head back home on Bank Holiday Monday.

Excl. accommodation and meals (a BBQ may be offered after the Run if there is demand) we expect the cost to be no more than £15 per car to cover Run plaque, achievement car badge, postage etc.

Suggested Accommodation

Hotels, which you must book, centred around the Washington Service Station on the A1(M) are:-

Campanile Inn NE37 1LE, www.campanile.com
email washington@campanile.com tel: 0191 416 5010.

Holiday Inn NE37 1LB email andrea.short@ihg.com
tel: 0871 942 9084

Premier Inn NE37 1LB tel: 0871 527 9136

NB. - all these hotels are next door to one another and in walking distance of each other.

Please email me - grahamhandleyhandley@btinternet.com or telephone 01661 843493 giving your name and contact details to register your interest and book your hotel as soon as possible. Applications and event payment fee will be required by the end of April and you must ensure that you have breakdown cover in place.

TOC Annual Rally – Shropshire - Friday 29th June – Sunday 1st July

The Annual Rally will be based at the Buckatree Hall Hotel, The Wrekin, Telford TF6 5AL.

Members need to book rooms direct – agreed price of £60 for a double room.

When you book please quote TOC booking code **mart290612**. Tel: 01952 641821 or email Sales@BuckatreeHallHotel.co.uk

For members wishing to camp I would recommend the Severn Gorge Campsite, Bridgnorth Road, Tweedale, Telford, TF7 4JB. 01952 684789 or email www.severngorgepark.co.uk

The proposed plan for the weekend is as follows:

Friday night – meet at the Buckatree Hall Hotel for a bar meal and a chance to chat and meet friends old and new.

Saturday – a scenic drive over the Mynd with photo opportunities stopping at Ludlow for lunch and possibly a visit to the Castle. After lunch another pretty drive passing the Severn Valley Railway in Bridgnorth where we may make another stop.

In the evening we will have a three course meal in the Hotel with entertainment and a chance to dance – if you have any energy left.

Sunday – a drive over the Wrekin and to the Ironbridge Gorge and maybe a coffee stop at Blists Hill. We will spend the afternoon at the RAF Cosford Museum where there is plenty to see including the new Cold War exhibition.

Costs have not yet been finalised but are expected to be around £50 per person.

The application form will be in the March/April issue of Floating Power but please email or telephone to let me know if you are likely to attend so that I have an idea of numbers for parking, meals etc.

Martyn Baker 01785 850287 (evenings only) or martynbaker30@gmail.com

50 Years of the Finnish 2CV Guild

Welcome to Sätkäälän Säpinät 18th - 22nd July 2012

Founded in 1962, the Finnish 2CV Guild is one of the oldest 2CV clubs in the world, it's time to celebrate our first 50 years! We want to invite YOU to party in a unique meeting site right in the middle of the best Finnish nature.

Finland has a long tradition of organising international 2CV events: 1st International Meeting of 2CV Friends in 1975, 10th World Meeting in 1993, 10 x Raid Laponie, 3 x Raid Mosquito... Our jubilee meeting will follow the traditions of those events.

For more details see the website: <http://www.2cv.fi/50/english/index-eng.html>

The 15th ICCCR Rally 9th-12th August 2012 - 2011 Annual Report

Advance Bookings

On 31st March 2011 the advance rate for the full event was raised from £50 to £70 for car and driver. The price increase brought in a boost in the number of bookings and this has been further strengthened by bookings taken throughout 2011 at Retromobile (Paris), The Antwerp Classic Salon (Belgium), Techno-Classica (Germany) and the 2CV World Meeting in France.

The 2012 team will be manning a stand to give info, take bookings and attract more attendees to the ICCCR. We need your assistance to help us "man the stand" at these events. Please contact Mick Popka if you are interested.

Current Bookings (as at 27-Nov-11) are: 802 Vehicles, 1,623 Participants. Amongst the 802 vehicles are 196 Tractions, 194 DS & ID's, 109 2CV's and 15 H Vans. Of the 802 vehicles, 322 are coming from the UK.

Ticket Price

The special discount rate of £50/£10 (Driver & Car/Passenger) was increased to £70/£10 at the end of March 2011. The price increase was delayed by 3 months following the announcement of the change of location and date. This price will be held until 31-Jan-12 when it will be reviewed.

The price is expected to be £90/£15. Further price rises will be considered as we see how the volume of bookings matches our planned expenditure.

Day ticket prices will not be announced until June or July when we have a clear view of the overall cost model.

2CVGB News, The Citroënian and Floating Power will continue to publish details of the advance booking rates.

2CVGB News, The Citroënian and Floating Power will continue to publish details of the advance booking rates.

Branded Goods

The range of branded goods available from the E-Store has been expanded from printed T-shirts to include printed hooded sweat shirts, embroidered polo shirts and a full range of embroidered garments.

Over 100 garments have been sold to date. Plans are underway to introduce other branded items including grille badges, umbrellas, back packs etc.

ICCCR Website

Development work has been completed on the provision of an on-line booking form for tickets, trade stand booking and branded goods.

The website has been re-designed and re-launched to emphasise the brand and give easy access to information. The translation of pages to French, German and Italian is commencing.

Over the past 12 months the website has had over 110,000 visits.

Event Site

The change of site which was announced in January 2011 from Pickering to Harrogate has had a minimal impact on bookings with only 3 cancellations. Site visits have been held on a bi-monthly basis for anyone to attend and the feedback from visitors has been very positive. The site has space, infrastructure and security. The camping area is flat and the proximity to Harrogate ensures that visitors are not "stuck in the middle of nowhere".

Volunteers

Throughout the year volunteers have been stepping forward to fill the key roles. These include Site Mapping, Entertainments, Sponsorship, PR, Catering and Childcare. We still have roles to fill and if you are unable to commit to a main role we would be grateful if you would consider spending a few hours at the event marshalling or assisting with other volunteers.

If you are interested, please email Mick Popka.

National/International Events

Bookings were and will be taken at the following events:

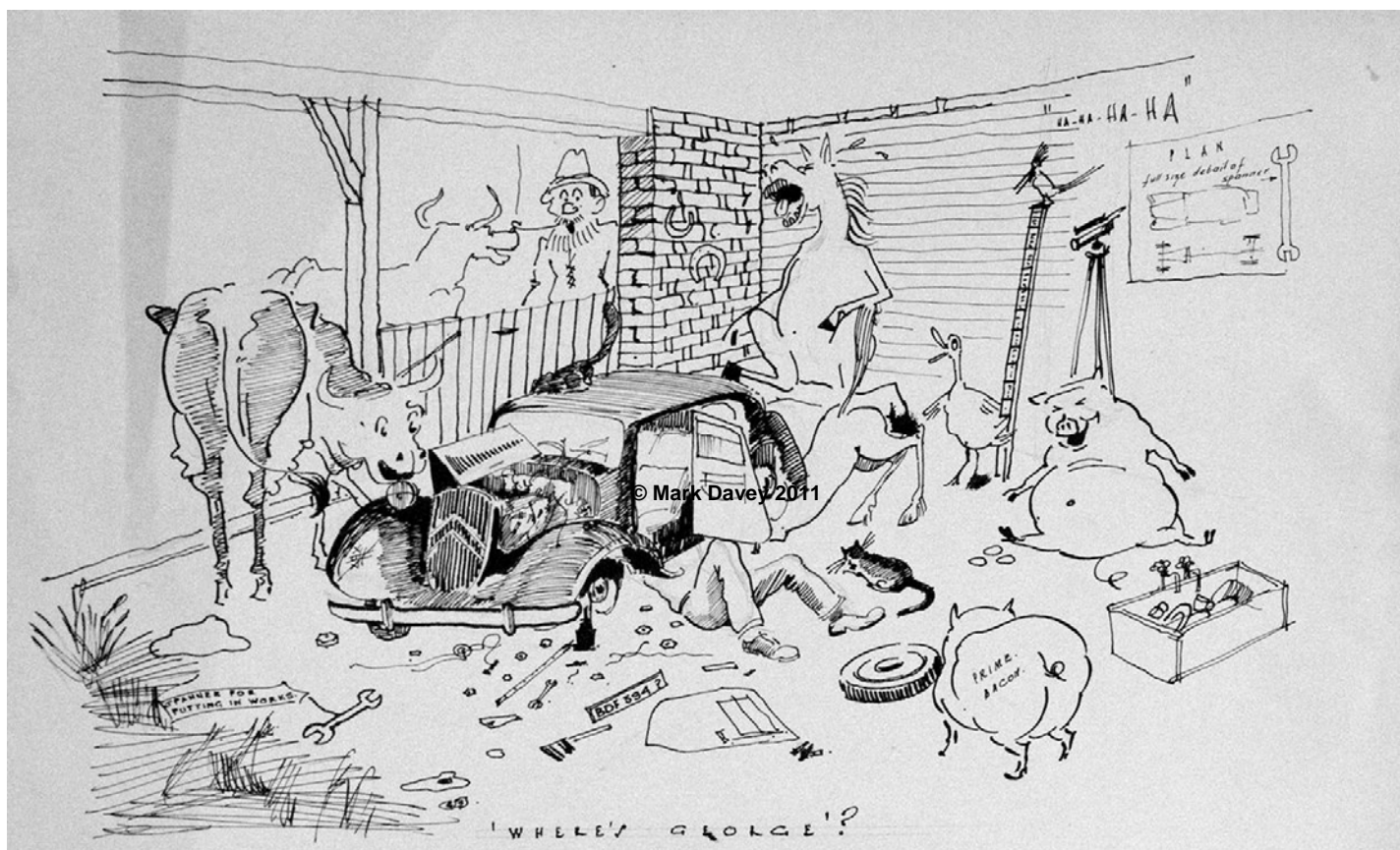
- TOC AGM (November)
- Retromobile, Paris (February 2012)
- Classic Salon, Antwerp (March 2012)
- Salon Champenoises, Reims (March 2012)
- Techno-Classica, Essen (March 2012)
- Citromobile, Amsterdam (May 2012)

We need volunteers to assist us with "stand duty" at the international events – if you "fancy a change" to visiting UK events your assistance is welcome, again, please contact Mick Popka.

Funding

Due to the strength of advance bookings there has been no need to "draw down" on the facilities that have been arranged with the 3 sponsoring clubs. Funding from Citroën will not be provided until April 2012, at the earliest, however we are confident that our accumulated reserves from ticket and branded goods sales will meet the planned expenditure.

Mick Popka



Classified Adverts

Classified Adverts - Current Members

1. Small adverts are free and are for the disposal of vehicles and parts that are their personal (private) property.
2. Adverts for accommodation are charged at £6 per insert plus VAT at 20% = £7.20.
3. Advert submissions should include your membership details or payment.
4. Adverts 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.
5. Please write legibly, and if you email your advert please only use plain, unformatted text and no colours.
6. The Editor does not accept liability for printers' or clerical errors, although every care is taken to avoid mistakes.
7. Adverts for VIN plates, V5 documentation etc. will not be accepted.
8. Adverts received too late for a particular issue will automatically be inserted in the following issue unless otherwise instructed.
9. Members must advise the Editor that publication is no longer required.
10. Adverts are only accepted by post or email and must be sent to the address below. If ads. are sent to any other address they will be delayed and may even fail to appear at all.

Classified Adverts - Non-members

Lineage adverts cost £12 per insert plus VAT @ 20% = £14.40. There is a cost for photo's dependant upon size.

Trade Display Adverts

Trade display adverts cost £240 per full page; pro rata rates apply for panel advertisements less than one page. Other trade adverts cost £5 per column centimetre. VAT at 20% is applicable to trade display adverts.

Payment

Please make cheques payable to 'The Traction Owners Club Ltd'.

Warning

Unless members specifically request otherwise all advertisements that appear in the 'Cars 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 'cash back fraud' attacks on **TOC** members. Members should therefore maintain the utmost vigilance when dealing with responses to their advertisements.

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

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

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

Please send advertisements to the Editor:

Den Hewitt, TOC Adverts,
Eastern Cottage, 62 Claverham Road, Yatton,
North Somerset, BS49 4LD.

email: editor@traction-owners.co.uk

CARS FOR SALE

FOR SALE: Light 15 1955 RHD, Black,



good bodywork, excellent engine, MOT, Pilote wheels, new Michelin radials, restored leather front seats, new spot lamps, excellent chrome. Used regularly by me last 26 yrs. Only 3 previous owners. (I have the original logbook). Extra wheels and tyres. £7,500 ono. **Keith Boyes, Swanland, close to Humber Bridge, East Yorkshire, Tel: 01482 631088 or 07752 851161**

FOR SALE: 1937 Slough built RHD



Light Twelve, small boot. Dark Blue (almost Black). Pilote wheels. Wooden dash (perfect). New carpets. Good headlining. Leather seats, worn but OK. New sills and floor pan (2000). New exhaust (2007). Not charging too well - may need new carbon brushes. Unleaded conversion and high final drive (cruises at 70mph). Practicable and pleasurable. Good condition, not concours. Best offer over £10,000. **Can be seen near Bedford. Contact by fax only Peter Mavrogordato 01234 391232**

FOR SALE: 1937 Citroen Lt Twelve.



Dark blue, right hand drive with sunroof. Built in Slough and restored in the 1990's; it retains many original features including leather seats and wooden dashboard. Engine in sound condition. MOT valid until June 2012. Further details and more pictures available on request. Located in Bangor, North Wales. Offers in region of £8,000.

Please call Vanessa Anderson on 07901 662315 or email: vanessatwhill@hotmail.com

CARS FOR SALE continued

FOR SALE: 1953 Slough Light 15. Big boot.



Black with red leather interior. 11D engine, radio, heater, seat belts. An older restoration, tidy and reliable but would benefit from door-bottom attention. In daily use. £6,750. **Contact John Gillard. 0207 358 9969 (24 hrs)**

FOR SALE: 1954 15/6 Familiare (with 3 foldaway seats) in perfect condition only 111,000 kms (engine 13,000 kms).



Everything is new; paint, tyres, brakes, chrome etc. Inside original mohair in excellent condition. Photos available.



I have owned the car for 30 years. **The car can be seen near Paris. Contact Thierry Grès by email tgres@noos.fr or phone +33 (0)6 14 46 28 83**

FOR SALE: 1953 11BL Big Boot. Black. First registered in the UK Feb 2001. Previous owner Mark Harding. Very original car. Engine and gearbox overhauled by Mark. All bills and history. Unused last 4 years. Reluctant sale due to lack of space.



£5,200. Danbury, near Chelmsford. **Tel. Harvey Hoar on 01245 223940 or email to nightingales.charity@virgin.net**

CARS FOR SALE continued

FOR SALE: 1953 11B Normale. Black.



Very tidy inside and out. Recent engine re-build but gearbox getting noisy. Reluctant sale due to illness. Exeter. £5,500. **Details: David Studley 07768 35590 or email: david@unionroad.wanadoo.co.uk**

BODYSHELLS FOR SALE

FOR SALE: Repaired bodysHELLS or we can restore to your requirements:-

1955 Light 15 with sunroof, 1955 Light 15, 1950 11BL, 1953 11BL, 1953 11F.

Contact Classic Restorations 0207 358 9969 (24 Hrs)

CARS WANTED

WANTED: Pre-war 11BL with current MOT. Please call Julian on 07957 291888 (London)

WANTED: RHD Big 15. Condition of engine, gearbox and paintwork not relevant. Please 'phone Gerry on 01455 844648

WANTED: Citroën H van in any condition. Please 'phone Paul Jacobs on 01284 850179 or 07751 347089 or email ppjacobs@btinternet.com

WANTED: Small boot Traction Avant. Must be lhd and black and in nice condition. Please 'phone Mark Buckley on 02392 755990 or email profpropren@hotmail.com

WANTED: Long term TOC member wishes to purchase a Traction Normale. Looking for a car which is ready to use and in reasonable to very good condition.

Please contact John Cresswell on 0208 560 3261 (home) or mobile: 07540 426451 or email: jccress23@aol.com

WANTED: 1950-52 11BN with current MOT, not a restoration project. Call Mike on 02077039742 or 07761608656 or e-mail wilcock@baconsctc.co.uk

PARTS FOR SALE

FOR SALE:

Tyres - 165SR400, 185SR400 Michelin X Radial for Post War cars.

130/140X40 and 150/160X40

Michelin SCSS for early cars.

Official Michelin Distributors for the UK.

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FOR SALE: 12V Lucas starter motor, dismantled; armature recut, cleaned, resprayed, tested and works well and ready to fit. No. 418G CJ24 25502A. This one has solenoid built onto end of backplate. Price reasonable. 'Phone Andy on 01339 886290.

PARTS FOR SALE CONTINUED

Traction Spares for sale to clear garage. All good or excellent. Each piece priced to sell; Near offer invited for several items.

4-cylinder engine, complete but needs overhaul. Comes with a stand as shown on page 2A of the handbook. - £250.

1 Solex Carburettor 32PB1 - £10.

2 mounting boxes for rear end of 4-cyl. Engine - £2 each.

1 post-war (Paris) wheel, 165x400 - £10.

1 Battery tray for Paris car - £5.

1 original-style driveshaft complete. OK for a spare during holidays - £20.

2 rear torsion bars (pair) - £10 pair.

1 Headlamp shell with Ducellier telltale - £10.

2 Marchal headlamp reflectors and glass, top condition - £10 each.

9 yards special closing-edge tape for headlining in pre-war cars - £9.

1 Inlet manifold for downdraft carb - £10.

Pair of oil-filled glass ignition coils, in good condition, possibly working - £10 pair.

Black steering wheel for Paris car - £10.

Roll of carpet edging cloth, dark blue - price by discussion.

Mechanical screw jack with ratchet handle; working - £5.

Contact Alec Bilney Tel: 0208 546 7071 email: carolandalec@talktalk.net

FOR SALE: Disposable Fuel Filters. Don't come grinding to a halt with blocked carb. jets, fit a modern fuel filter to 'catch the crud' from the bottom of your 50+ year old fuel tank. Fits all models - Available now to TOC members at £1.75 each (-p&p). Discount available for orders of 10+.

Email: Mick@popka.co.uk. Tel: 01904 701005. Next day despatch.

FOR SALE: Pair of Slough model front wings Offers in the region of £80.

Photos and details: Michael Simpson 01490 440481 e-mail michaelangelo.ned@btinternet.com

FOR SALE: New 11B, C or F 50 litre fuel tank for cars before July 52 with the large filler neck. This is unused and complete with fuel inlet pipe, banjo and copper washers, drain plug with strainer and copper washer and inner and outer filler pipe rubber seals and flexible filler extension for 11C or 11F. £200. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: Pair of Marchal TP478 headlamps. Complete and in very good condition except that they are grey in colour so will need re-spraying to match body colour. £50 plus postage. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: Pair of Marchal ABTP 347 lenses, chrome rims, reflectors, bulb holders, combs and telltale lenses. 235mm diameter. Will convert Marchal TP436 headlamps to the type of lens and reflector bar seen on 15CVs. £200 plus postage. Brass buckets are also available but they have hairline cracks in them. Located near Bristol.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

FOR SALE: Marchal TP 478 headlamp lens - good condition. £5 plus postage. Located near Bristol.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

PARTS FOR SALE CONTINUED

FOR SALE: Pre '52 (moustache) 11B front bumper, does not need re-chroming but it has an extra hole to the left of the French number plate. £75 plus carriage. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: Double capacity spare wheel cover for sale. Does not take the chrome ring. These were used around time of the war and can be seen in some of the Citroen Traction Avant books showing pictures of cars around that time. £100 but needs collecting. Located near Bristol. **Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk**

FOR SALE: Robri rear wing embellishers - pair of 216's for all models before 15/1/1938. £35 plus postage. Pair of 216-GS's for 11 and 15CV after 15/1/1938 but prior to 1953 £25 plus postage. Located near Bristol.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

PARTS WANTED

WANTED: 11D air cleaner housing.

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

WANTED: Perfo tubular air cleaner housing

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

WANTED: Pre April 1952 (no slots) 11BL French road wheel for 165 x 400 tyre

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

WANTED: Post April 1952 (with slots) 11B French road wheel for 165 x 400 tyre

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

WANTED: 'Ladies head' bonnet mascot for a 11BN. **Tel: Stephen Prigmore 07759 372242 email stephenprigmore@hotmail.com**

WANTED: 1 or 2 Pilote wheels. **Contact Dan Uprichard tel 07831548803 or email dan.uprichard@mcgrigors.com**

ACCESSORIES FOR SALE

FOR SALE: Two original Lucas SFT 700S - 7" Spot / Fog-light Shells with bezels. (1950/60s era). Re-chromed; very good condition. Lucas 7316, or similar, lamp units (not included) will fit. £100 the pair. Photos on request. Can post from Normandy, France at cost.

For further details: Martin Nicholson: email vicmarnic@wanadoo.fr Tel/fax 0033 233 610 015.

ACCESSORIES WANTED

WANTED: Marchal 12 volts Supersport Ignition Coil It is red in colour. Must be new old stock or in correct working order.

WANTED: Marchal 12 volts Ignition Coil. Mainly silver in colour. Must be new old stock or in correct working order.

WANTED: O.S capillary/mechanical Oil Pressure Gauge to match O.S Water Temperature Gauge This is a French gauge and will be marked PRESS HUILE with the marque O.S. underneath. The glass is convex and the measurement will be in Bars



Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

Classified Adverts

MISCELLANEOUS FOR SALE

FOR SALE:

"Long Live the Traction" a 39 page coloured booklet brought out in 1984 to celebrate the 50th anniversary of the Traction Avant.

"Running in your Citroën" a 19 page booklet dated 1948 by A.H.Stuart Ph.D., Bsc.

Both items in good condition and make fascinating reading. They are both in English.

£28 the pair including postage

Tel. Mike Wortley on 01509 502708

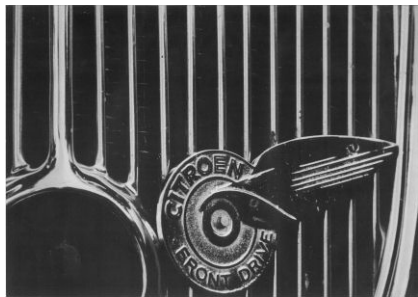
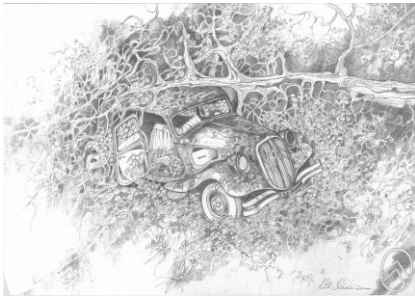
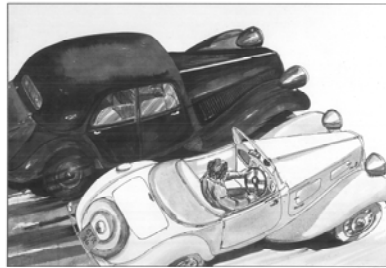
FOR SALE: Citroën 15CV TA (1938) 1/24 scale model kit (pre-painted metal body and plastic parts) by Burago (Italy) - £12.50 plus £2.50 P&P

Tel: Robin Dyke - 01865 858555

FOR SALE: Citroen Traction Avant Tariff's (sales price lists) No.68(a) 15/10/1945, 69B 1/5/1946, No.70 2/10/1946

Tel: Den Hewitt 01934 834274 or email denhewitt@f1550.fsnet.co.uk

Winter sale by the TOC Club Shop of some very nice A3 size black and white posters.



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